



Merchant Navy Officers' Guild - Hong Kong 香港商船高級船員協會

季 GUILD NEWS & 刊
QUARTERLY REPORT

February 2006 二零零六年二月份

Merchant Navy Officers' Guild - Hong Kong
香港商船高級船員協會

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Amendment of Guild Rules

修改協會規則

The motion of the amendment of the Guild Rule 12(c) was adopted in the Special General Meeting held on 20 December 2005. The amended Guild Rule was submitted to the Registry of Trade Unions and registered on 09 January 2006. The following change shall come into effect from 09 January 2006:

二零零五年十二月二十日舉行的特別會員大會通過修改協會規則12(c)。修改後的會規已遞交職工會登記局，並於二零零六年一月九日登記作實。以下的修改內容於二零零六年一月九日正式生效：

Rule No. 規則編號	The Original Guild Rule 原有會規	The Amended Guild Rule 修改後的會規
12(c)	<p>The Entrance Fee for both Ordinary Members and Associate Members shall be HK\$300 and the Subscriptions for both Ordinary and Associate Members shall be HK\$500 per annum.</p> <p>普通會員與聯繫會員的入會費為HK\$300，而普通會員與聯繫會員的會費均為每年HK\$500。</p>	<p>The Entrance Fee for both Ordinary Members and Associate Members shall be HK\$450 and the Subscriptions for both Ordinary and Associate Members shall be HK\$500 per annum.</p> <p>普通會員與聯繫會員的入會費為HK\$450，而普通會員與聯繫會員的會費均為每年HK\$500。</p>

The Election of the Guild Executive Council

Have you ever thought of standing for election to the Guild Executive Council or nominating someone to represent you and your fellow Officers?

Guild is your union. Its governing body, the Executive Council, shall consist of 9 Navigating officers, 9 Engineering officers and 3 Radio or Electronics officers, each elected to serve a two-year term. Paid Up Ordinary Members who are over the age of 21 are eligible for election. The election will be held at the Annual General Meeting at the end of June 2006.

If you would like to stand for or nominate one of your colleagues for the Executive Council election, please do not hesitate to contact Ms Serina Lee, Assistant Administrator of Guild, for further information in March or April 2006 (Tel: (852) 2545 8269).

執行理事會選舉

有沒有想過參加協會的執行理事會選舉，或推舉賢能之士在執委會中代表你和你的同僚？

協會是為你們服務的工會，由執行理事會負責管理。執行理事會的成員由9名航海主任、9名輪機主任及3名無線電或電子操作主任組成，任期兩年。任何已繳足會費、年逾21歲的普通會員均合資格參選。選舉將於二零零六年六月底的周年大會上舉行。

假如你有意競選或提名同僚參選，請於二零零六年三月至四月聯絡協會的助理行政總管李小姐，查詢有關詳情（電話號碼：(852)25458269）。

The "Permit to Operate" for High Speed Craft

Chronology of Events on the "Permit to Operate" for High Speed Craft

At the 6th meeting of the High Speed Craft Consultative Committee (HSCCC) held on 1st November 2001, New World First Ferry Services (Macau) Ltd. (NWFF) suddenly raised an issue that there was room for increasing the working hours of night service of the high speed craft according to the Annex of the Permit to Operate (PTO). He, therefore, proposed to amend the working hours restrictions stipulated in the PTO.



The chairman, Mr. K.M. Varghese, Assistant Director of Marine (AD) at the time, emphasized that the PTO was an agreement reached among all the concerned parties after consideration of the HKU fatigue report 1982. The view of the concerned unions had to be consulted before any changes were made.

We expressed that changes could only be done based on a new fatigue study as the existing one was made 20 years ago and the present situation, such as navigable water in the harbour, the volume of the traffic especially that of the high speed crafts etc., was completely different from that of 20 years ago.

When NWFF claimed that they got the majority support from their officers in the internal survey on the proposed change of duty periods for night service, we wrote to Marine Department HKSAR, NWFF and Hon Miriam Lau Kin Yee, the Legislative Councillor of Transport Constituency to express the Guild's discontent with the proposal.

Three officers of Marine Department, HKSAR were invited to hold a seminar on "High Speed Craft Seafarers' Certification and Permit to Operate" to introduce the contents of the Annex of the PTO.

However, Marine Department, HKSAR subsequently granted NWFF permission to change duty periods for night service of high-speed crafts for three months as an interim measure in September 2002 despite the Guild's opposition. Being greatly disappointed, the Guild made a complaint to Permanent Secretary of Economic Development and Labour Bureau, HKSAR about the injudicious decision of Marine Department, HKSAR on World Maritime Day 2002. The Guild also applied for judicial review to react against the decision of Marine Department, HKSAR. The leave for judicial review was granted by the High Court on 18th December 2002 and the hearing was conducted on 14th and 17th February 2003. Unfortunately, the case was dismissed on 6th March 2003.

During the process of judicial review Marine Department, HKSAR appointed Hong Kong Polytechnic University to conduct a fatigue study and formed a working group for the PTO. Seven meetings were held regarding the amendment of the working hour restrictions under the PTO after the completion of the fatigue study. However, no consensus was reached.

Before the 9th HSCCC meeting, Marine Department HKSAR sent us a draft of Proposed PTO in which the clause 4.5.6 "the maximum number of voyages per crew is restricted to four each night" was changed to

"If a voyage would last for one hour or above, the maximum number of voyages per crew is restricted to four each night". We insisted that this clause should not be changed at the unofficial meeting with the Marine Department, HKSAR in Merchant Service Club on 24th November 2005.

To our surprise, a completely different draft of proposed PTO was sent to us three days before the 9th meeting of HSCCC. New clauses were added for the voyage of less than 45 minutes and the clause of the restriction of four trips per night was omitted without prior discussion of it. At the 9th meeting of HSCCC held on 26th January 2006, we expressed strongly our objection to the changes. But the chairman insisted that the new PTO had to be adopted as they had considered all views including that of the Guild. The representatives of the Guild and Hong Kong Seamen's Union left the meeting at once to show their discontents.

Briefing and Discussion on the "Permit to Operate" for High Speed Craft

"Briefing and Discussion on the PTO for High Speed Craft" was held on 11th February 2006 at Merchant Service Club to report the Guild's continuous efforts on negotiating with high-speed craft operators and Marine Department, HKSAR in respect of the amendment of the working hours restrictions stipulated in the PTO.

At the meeting, there was also a brief report on the fatigue study conducted by the Hong Kong Polytechnic University in 2003, in which the causes and influences of fatigue were explained. It was repeatedly stressed that fatigue, one of the significant contributing factors to marine disasters, would accumulate and intensify with voyages and the relaxation on the working hours restrictions might result in dreadful disasters.

Following the fatigue report, there was a time for discussion. Active participations were received and several questions were put on the table. The case, in which Marine Department, HKSAR granted a special permission to a high-speed craft operator to relax the working hours restrictions of night service crew on 3rd February 2006, was one of the questions being discussed. During the discussion, seafarers were reminded that they had to give thorough considerations to their physical conditions, the intensity of fatigue and etc. before taking up one more trip in excess of the four trips per night as stipulated in the working hours restrictions under the PTO. They were also reminded that the additional trip had to be performed on a voluntary basis and they would have to bear the legal liability if an accident happened during the trip.



高速船營運許可證

高速船營運許可證進程表

在二零零一年十一月一日舉行的高速船諮詢委員會第六次會議上，新世界第一渡輪服務（澳門）有限公司（以下簡稱「新渡輪」）的代表突然提出，根據營運許可證的附錄，營運商仍有增加高速船夜航船員工作時間的空間，因此建議修改營運許可證中列明的工時限制。

會議由當時海事處助理處長K.M.Varghese主持，他強調各個有關方面在考慮香港大學一九八二年進行的疲勞研究後，才共同制定現行的營運許可證。因此，有關修改營運許可證的要求必須先諮詢有關工會的意見。

我們表示，現時採用的疲勞研究報告已是二十年前所制定，現時的環境與二十年前大不相同，如海港的可航行水域、交通流量，尤其是高速船的流量，因此當局有需要進行新的疲勞研究報告，而有關營運許可證的修改必須根據新的研究報告而制定。

後來，「新渡輪」就修改夜航工作時間的建議進行內部調查，並聲稱在該次調查中獲得大部分員工支持。協會得悉後曾致函海事處、「新渡輪」以及立法會航運交通界議員劉健儀女士，表示不滿有關建議。

協會其後邀請三位海事處官員主持「高速船船員證書及營運許可證」研討會，介紹營運許可證附錄的內容。

然而，海事處不理會協會反對，於二零零二年九月批准「新渡輪」修改高速船夜航船員的工作時間，有關臨時措施將維持三個月。協會對此感到十分失望，在無法可施下，於二零零二年世界海事日會見張建宗先生（香港特別行政區經濟發展及勞工局常務秘書長），投訴海事處的決定並不明智。與此同時，協會申請司法覆核，反對海事處的決定。高等法院於二零零二年十二月十八日批准協會司法覆核的申請，並於二零零三年二月十四日及十七日進行聆訊。可惜，高等法院於二零零三年三月六日判本會敗訴。

在協會進行司法覆核期間，海事處委任香港理工大學進行疲勞研究，並成立營運許可證的工作小組。工作小組在疲勞報告完成後，舉行了七次會議，商討有關修改營運許可證的問題，但沒有達到共識。

海事處在舉行高速船諮詢委員會第九次會議前，交給協會一份新營運許可證的草稿，當中第4.5.6條「每組船員每晚最多只可工作四個航次」改為「若航次的航行時間達一小時或以上，每組船員每晚最多只可工作四個航次」。我們在二零零五年十一月二十四日於香港商船高級船員會所舉行的非正式會議上堅決反對修改有關條款。

接著，海事處在第九次會議舉行前三天，交給協會一份改頭換面的新營運許可證草稿。海事處在草稿中加入有關航行時間少於四十五分鐘的條款，並在未經討論下，刪除「船員每晚最多工作四個航次」的條款。我們在二零零六年一月二十六日的高速船諮詢委員會第九次會議上，強烈反對有關修改。不過，會議主席堅稱，當局已考慮各方意見，包括協會的意見，因此必須通過有關新營運許可證。協會和香港海員工會代表聽後馬上退席，以示不滿。

高速船營運許可證簡報及研討會

協會於二零零六年二月十一日在香港商船高級船員會所舉行「高速船營運許可證簡報及研討會」，報告協會過去幾年的努力，與高速船營運商及香港特別行政區海事處周旋，商討有關修改營運許可證工時限制的問題。

會上更簡述了香港理工大學於二零零三年所進行的疲勞研究報告，解釋疲勞的成因及影響。協會指出許多海事意外都因海員疲勞過度而起，並且一再強調，隨著航次增加，海員的疲勞也會迅速加劇，放寬工時限制可能導致嚴重事故。

同時，會上更設了討論時間。在討論環節中，與會者反應踴躍，提出了數個問題，其中更討論了海事處於二零零六年二月三日特准高速船營運商放寬夜航工時限制的事件。協會藉著討論提醒船員，他們在答應額外多做一個航次前（營運許可證中訂明船員每晚最多工作四個航次），必須考慮清楚自己的身體狀況、疲勞程度等。協會亦提醒他們，他們的決定須出於自願，若在此額外的航次發生意外，船員也要負上法律責任。

The First LNG Carrier Built in China

中國建造第一艘液化天然氣船舶

The construction of the basic structure of the first liquefied natural gas (LNG) carrier in China was complete at the end of December 2005. The LNG carrier has a length of 292 metres, a depth of 26.25 metres and a width of 43.35 metres and can sail at a speed of 19.5 knots.

The first LNG carrier built in China, like the rest of its kind, has double hulls as well as an insulation space between the heat-insulated tank and the hull to prevent leakage and rupture in an accident. The tank of the carrier is of membrane type, which conforms to the shape of the hull. The carrier is said to be the largest LNG carrier of membrane type in the world at present because of its cargo capacity of 147,000 m³. It is also the first LNG carrier equipped with electrically driven deck machinery. The electrically driven winches on board the carrier have 14 shackles of anchor chain with a maximum chain pull of 1,600kN.

The carrier is scheduled for delivery by October 2007 and will be used to transport liquefied natural gas from Australia to Guangdong Province, where a US\$846 million LNG terminal is under construction.



中國建造的第一艘液化天然氣船舶已於二零零五年十

二月底完成基本結構建造。該船總長二百九十二米，深二十六點二五米，寬四十三點三五米，船速達十九點五節。

與所有運載液化天然氣的船舶一樣，該船採用雙層殼體設計，船舶的外殼體和隔熱船艙之間有一個保護空間，避免船艙因意外破裂漏損。船艙為薄膜型，形狀與船殼相似，裝載量達十四點七萬立方米，因此，該船被譽為全球目前最大的薄膜型液化天然氣船舶。此外，該船設有電動絞盤，錨鏈共長十四節，拉力最高達1,600kN，成為全球第一艘裝置了電動甲板機器的液化天然氣船舶。

該船預計於二零零七年十月交付使用，將液化天然氣由澳大利亞運送到中國廣東省，而廣東省方面正建造一個總值八億四千六百萬美元的液化天然氣船舶碼頭。

A Deep Sorrow

We regret to announce the passing away of one of our dearest members, Captain Ng Chor Kuen, on 26 November 2005. Captain Ng had been the Guild member for more than ten years. He was not only a kind person but also a respectable master. Surely, he will be remembered by all who knew him.

深切哀悼

吳楚權船長不幸於二零零五年十一月二十六日因病逝世。他加入協會逾十載。他為人友善，是位可敬的船長。毫無疑問，吳船長將永遠留在大家的記憶中。

A Visit to the Seafarers' Unions in Singapore

訪問新加坡海員工會

12 representatives of the Guild paid a fraternal visit to Singapore Maritime Officers' Union (SMOU) and Singapore Organization of Seamen (SOS) from 12 to 14 December 2005.

During the 3-day visit, the representatives visited the two unions' office buildings where meetings were held to exchange views on unions' management and future prospects. It was found that the organization and operation of Singapore unions were greatly different from that of Hong Kong unions due to their different political, historical as well as cultural backgrounds. SMOU and SOS set up cooperatives to do business and profits gained were ploughed back into the unions, enabling them to increase their budgets to provide better benefits and more employment opportunities to their members. Such an operation has been successful.

The visit was inspirational and meaningful. It fostered the working relationship between unions of Hong Kong and that of Singapore. Also, the representatives learnt the management and operation of Singapore unions, which they could draw on to make progress and improvement in unions' affairs in the future.



Singapore Organization of Seamen (SOS)
新加坡海員聯合會



Singapore Maritime Officers' Union (SMOU)
新加坡高級海員聯合會

二零零五年十二月十二日至十四日，協會12名代表遠赴海外，拜訪新加坡高級海員聯合會和新加坡海員聯合會。

訪問期間，協會代表參觀了兩個工會的辦公大樓，並在那裡舉行會議，就著工會管理和未來前景交換意見。由於兩地工會的政治、歷史和文化背景大不相同，因此組織和運作模式也迥然不同。新加坡高級海員聯合會和新加坡海員聯合會均成立了合作社，經營生意，然後將盈利投回工會，增加工會經費，使他們可以為會員提供更優厚的福利和更多就業機會。這種運作模式一直很成功。

這次訪問富啟發性，甚具意義。除了兩地工會的合作關係得以促進，協會代表更因此認識到新加坡工會的管理和運作模式，有助他們日後進一步發展和改善工會會務。

Christmas Party 2005

聖誕酒會



The Executive Council Members of the Guild had nice chats with guests.

執行理事會成員與賓客言談甚歡。



The Executive Council Members of the Guild showed hospitality to guests.

執行理事會成員熱情地招待賓客。



Members gathered and drank joyfully in the party.

會員聚首一堂，開懷暢飲。

Lunar New Year Party 2006

農曆新年酒會



The Executive Council Members of the Guild hosted the Roast Pig Cutting Ceremony.

執行理事會成員主持切燒豬儀式。



Members enjoyed the party very much.

會員度過愉快的晚上。



The Executive Council Members of the Guild showed hospitality to guests.

執行理事會成員熱情地招待賓客。