

THE SIXTY - THIRD
ANNUAL REPORT
OF THE

PORT
WELFARE
COMMITTEE

HONG KONG
2011 - 2012

PORT
WELFARE
COMMITTEE

Port Welfare Committee

(1 April 2011 – 31 March 2012)

- Chairman :** Mr. Kenneth KOO Chee-kong - Hong Kong Shipowners
(to 30 June 2011) Association
- Mr. Timothy Scott Huxley
(from 20 September 2011)
- Members :** Capt. Gur-Prasad Kohli - Hong Kong General Chamber of
(to 31 March 2011)* Commerce
- Capt. Umesh Lulla
(from 1 July 2011)
- Mr. Simon Frank Doughty - Hong Kong General Chamber of
(to 10 November 2011) Commerce
- Mr. Simon Buhelt Frank
(from 11 November 2011)
- Capt. YUEN Pong-kit - Merchant Navy Officers' Guild
(to 30 June 2011) Hong Kong
- Capt. TANG Wai-tong
(from 1 July 2011)
- Mr. TSANG Man-ngai - Hong Kong Seamen's Union
(to 30 June 2011)
- Ms. YIP Yan-pik
(from 1 July 2011)
- Dr. Thomas CHUNG Wai-hung - Department of Health (ex-officio)
(to 16 March 2012)
- Dr. Edwin TSUI Lok-kin
(from 17 March 2012)
- Ms. Melody LUK Wai-ling - Labour Department (ex-officio)
- Mr. CHICK King-fai - Marine Department (ex-officio)
(to 13 December 2011)
- Mr. WONG Sai-fat
(from 14 December 2011)
- Secretary :** Miss Shirley LEUNG - Marine Department (ex-officio)

* Capt. Kohli resigned from the Port Welfare Committee on 1 April 2011.

HONORARY AUDITOR

Internal Auditor, Marine Department

TERMS OF REFERENCE

1. To co-ordinate on behalf of Government arrangements in Hong Kong for the social and recreational welfare of all serving seamen, with the exception of those who are residing in Hong Kong. The term “serving seamen” is construed to mean “those seamen visiting the port and those temporarily residing here, consequent upon discharge for health or other reasons, awaiting re-engagement or repatriation”.
2. To allocate any grants or monies which the Committee may receive from all sources for the social and recreational welfare of seamen.
3. To obtain information on developments and facilities in connection with seamen’s welfare in other ports, and to take appropriate action in the light of this information.
4. To take such other action as it may see fit to promote the welfare of visiting seamen, including action in conjunction with other social and recreational bodies.
5. To publish an annual report and audited accounts.

REPORT

Introduction

The membership of the Port Welfare Committee is drawn from representatives of the local shipping community and Government departments which are concerned with the welfare of visiting seafarers on board ships calling at Hong Kong.

Objectives and Subventions

2. The purpose of the Committee is to ensure that proper arrangements are made to safeguard the welfare of and provide recreational facilities for visiting seafarers of all nationalities. This is achieved by providing financial support to The Sailors' Home and Missions to Seamen and the Danish Seamen's Church, Hong Kong. These organisations derive their income from the services they offer, such as restaurant facilities. In addition, the Committee's subventions are one of the sources of funds for them.

Finance

3. The Committee relies upon donations from the shipping and commercial community for its financial resources. The total amount of donations collected in 2011–2012 was \$332,800. In the same year, a subvention of \$300,000 was granted to The Sailors' Home and Missions to Seamen and \$30,000 to the Danish Seamen's Church, Hong Kong.

Shipping

4. The Port of Hong Kong is the undisputed world leader in container handling. It is the premier gateway for trade with the territory of Hong Kong and Southern China as well as a key transportation hub for Asia as a whole. In 2011, about 65 320 ocean-going vessels entered and cleared the Port of Hong Kong and 24.4 million TEUs (20-foot containers) were handled in Hong Kong, representing a rise of 2.9 % over 2010. The percentage of ships staying in the Port for less than two days dropped slightly from 80% in 2010 to 79% in 2011.

Employment

5. The shortage of manpower is a subject of concern to the maritime industry in Hong Kong. The government and the industry have joined hands to train up local persons to help alleviate this shortage. A Seagoing Training Incentive Scheme was set up in 2004. An initial funding of \$9,000,000 was allocated to fund the Scheme. As this funding was exhausted in 2009, an additional amount of \$19,200,000 was granted by the government to continue its operation for another four years. Since the launching of the Scheme in 2004, 203 young persons had joined the Scheme as at 31 March 2012. Also as at 31 March 2012, 65 deck and 40 engineer cadets have obtained their Class 3 Certificate of Competency (CoC). Out of these 105 Class 3 CoC holders, 4 deck and 10 engineer officers have obtained their Class 2 CoC and among these 4 deck and 10 engineer officers, 2 deck officers and 1 engineer officer have obtained Class 1 CoC. The result was encouraging.

The Sailors' Home and Missions to Seamen



6. In 2011, the number of ocean going vessels visiting Hong Kong was 30 124; this represents a similar figure to 2010. The activities of the chaplain and ship visitors of The Sailors' Home and Missions to Seamen (The Mission) increased in 2011 with 4 579 ships' crews being visited, providing welfare support and valued contact with crew and officers aboard. The visits took place in the anchorage by use of the Mariners' Club launch and through the work of The Mission's shore visitors at Kwai Chung and Ocean Terminal. All seafarers are visited regardless of race, creed or colour; all are treated equally and valued as fellow members of the maritime community. The services provided at these visits range from pastoral counselling, legal advice, contact with home, contact and communication with the shipping company or management (often overcoming language difficulties), transport to and from the seafarers' centres, shopping, sightseeing and off the vessel BBQ's, religious services aboard particularly after a death on board, ship blessing and many other services.

7. As well as its daily visiting of ships, The Mission also actively covers all the hospitals in Hong Kong and the New Territories. The Mission visits all seafarers in hospital, helping them with communication to home, and providing for them anything which they may need during their stay and recovery. It is particularly important to visit seafarers in hospital when other patients are receiving family and friends nearby, as the seafarers can feel even more isolated than normal. A visit from the chaplaincy staff can help the seafarers feel wanted, respected and not alone. Of course nothing can replace a family member, and over the last year The Mission has hosted many families of seafarers who are visiting Hong Kong to see their loved ones in hospital. In 2011, The Mission conducted 239 separate hospital visits and cared for 74 seafarers who were hospitalized in Hong Kong. Seafarers from 23 countries were taken to hospital in Hong Kong during the year. The largest numbers were from Philippines, then China, closely followed by India and Indonesia. Thankfully no seafarers who required visits were in prison in 2011.

8. The Mission operates two Mariners' Clubs, one in Tsim Sha Tsui (TST) which is in the heart of the tourist area of Kowloon and the second is located right in the centre of the "container port city" of Kwai Chung. The Kwai Chung facility is very accessible for those seafarers whose vessels are often only in port for a matter of hours while the TST Club is an ideal location for those seafarers who are leaving or joining their vessels and require accommodation in Hong Kong. The building is close to the shopping malls, the night markets and the downtown activity of the tourist nightlife. In 2011, 31 278 seafarers used the accommodation at the TST Club for a night stay or more. Of these the largest groups by nationality were from the Philippines followed by Chinese, Indian, Myanmar, Ukraine, Russia and Kiribati. The number of seafarers staying at the TST Club has risen for the third year in succession. This is perhaps in part a symptom of the shipping industry, and The Mission still offers shipping companies one of the cheapest places to accommodate their seafarers in Hong Kong.

9. With higher occupancy the operation of the TST Club becomes more financially affordable and less of a drain on the reserves of The Mission. The Mission would actively encourage more shipping companies to place their seafarers with it when they are in need of accommodation in Hong Kong. Not only does it help The Mission's operation and sustain its facility for the maritime industry of Hong Kong, it also benefits the seafarers. With its local knowledge and its understanding of the needs of seafarers, The Mission can make seafarers' stay more homely and welcoming compared to any commercial hotel. Alongside those seafarers who stay at the TST Club, The Mission also has many seafarers who visit the TST and Kwai Chung Clubs whilst their ships are in port. The two clubs were used by over 13 000 seafarers throughout 2011. Putting all these together, The Mission provided facilities for over 44 000 local and international seafarers during the year of 2011.

10. As with 2011, the future challenges for The Mission will be to try to improve on its services provided for all seafarers who visit Hong Kong. The Mission will try to increase the number of ships that it visits, although turnaround times of ships in Kwai Chung mean that often seafarers are unable to gain any realistic shore leave and this makes the work of the ship visitor even more vital for the life of the seafarers. The Mission will continue to keep up its high visitation rate of ships at anchor, and where possible offer the use of the launch to give a chance of shore leave to the seafarers. One of its biggest challenges in the coming year will be financial. Whilst The Mission has a good facility at TST, constant maintenance costs and ever increasing running costs will affect it unless it can keep occupancy levels of seafarers as high as possible. The Mission therefore appeals to shipping companies which require accommodation for their seafarers whilst in Hong Kong to consider it first as it provides a complete facility geared for seafarers, with upgraded rooms for officers and good, clean and affordable rooms for crew. It also has staff who have many years experience of caring for seafarers whilst in Hong Kong. The Mission's challenge today is to provide relevant services for seafarers. Its challenge for the years to come will be to develop in such a way that reflects the changing face of the maritime industry, but which continues to value the seafarers as a vital and integral part of the maritime industry.



The Danish Seamen's Church, Hong Kong

11. The Danish Seamen's Church in Hong Kong (The Church) operates on various levels. First and foremost it is a church in which the Danish community, either visiting or living in Hong Kong, are always welcome. It provides spiritual guidance and whatever practical assistance is needed.



The practical assistance is especially valued by the Danish seafarers and other nationalities on board Danish ships, who nowadays do not have the time to go ashore. The last couple of years have made life difficult for all seafarers because they seldom have time to go shopping or have leisure time in Hong Kong anymore given the short amount of time in the port. Practicalities such as buying electronics and presents, which typically would have been a task for the seafarers to perform, are now being taken over by The Church. For the typical seafarers who are forced to enjoy their day off onboard when they are in Hong Kong, this tiny yet immensely important task gives them an idea of freedom, even though they do not leave the ship. It separates their daily work schedule from their leisure time because The Church provides the leisure time activities needed.

12. To enable The Church to maintain a good relationship with the seamen on board Danish ships, the port chaplain and his assistants visit every ship in the port and deliver whatever is needed; a typical thing to deliver would be newspapers, but the main objective is to share a talk. The Church performs its daily practicalities in the Danish Room at Kwai Chung Mariners' Club which is an open living room for any Danish or other nationalities to visit. Coffee, Danish and other nationalities newspapers and books, free internet service and Wi-Fi are provided there.

13. The Church is a private organization. The salary of the port chaplain and his assistants is paid by the Danish Government. All other funds raised in order to maintain a standard is given by private investors, such as Danish ships, the Danish community and Scandinavian companies in Hong Kong. The annual Danish Christmas Bazaar is a way for private donors to

sponsor The Church. This event takes a lot of preparation and uses a lot of the resources available to The Church.

14. The Church provides a meeting point for the Danish community, either being seamen, Danes living in Hong Kong or tourists, to gather together. The Church wants this to continue, especially now with the Danish Consulate closing. The Church wants to continue to visit and offer its service to everybody on board Danish flagged ships as well as visit seafarers from all nationalities on Danish ships during their hospitalization.

15. Sometimes it's good to know and consider whether one performs one's job well enough. Therefore one of the Danish assistants sent a questionnaire to all the Danish flagged ships entering Hong Kong.

The questionnaire asked:

Do you use the church premises either in Tsim Sha Tsui or Kwai Chung (Danish Room) when you are ashore in Hong Kong?

No, never - I do not have time to go ashore - 10%

No, when I go ashore, I would rather spend my time elsewhere - 17%

Yes, I pass by, if it fits - 56%

Yes, this is my first priority in Hong Kong - 17%

Do you read the church magazine the assistants or the priest bring on board the Ship?

Yes, if it comes in paper form - 70%

Yes, if it is electronic and stored on the computer in the Ships Office - 10%

No, it does not interest me - 20%

Does it matter to you that the assistants or the priest visits your ship when you are in Hong Kong?

Yes, I appreciate - 97%

No, it doesn't matter anything for me - 3%

Does it increase your welfare that there is a Danish Seamen's Church in Hong Kong?

Yes, the Seamen's Church increases my welfare - 93%

No, I could do without the Seamen's Church - 7%

The work of the Seamen's Church? For you to consider, could it be handled just as well by another organization?

Yes, it would not make any difference for me - 37%

No, it means something to me that it is a Christian organization / I can talk to a Danish priest - 63%

Why do you visit the Danish Room?

To use the Internet - 5%

In order to have a talk with the assistants or the priest - 54%

To exchange books - 0%

In order to relax - 29%

I do not visit the Danish Room - 12%

16. The Church considers that those who have answered the questions are very friendly to it. The responses from the seafarers also show that there is a constant need for the welfare of the sailors onboard the ships and that The Church constantly has to try if it can provide better service.



List of donors who made donations to the Port Welfare Committee in 2011 - 2012

Donors

- 1 Aon Hong Kong Limited
- 2 Asia Maritime Pacific (Hong Kong) Limited
- 3 Chellaram Shipping (Hong Kong) Ltd
- 4 Cheoy Lee Shipyards Limited
- 5 Chugoku Marine Paints (HK) Ltd
- 6 Clarkson Asia Limited
- 7 COSCO (Hong Kong) Group Limited
- 8 Foremost (Hong Kong) Company Limited
- 9 Genting Hong Kong Limited
- 10 Germanischer Lloyd Hong Kong Limited
- 11 Gold Bridge Shipping Limited
- 12 Grand Seatrade Shipping Company Limited
- 13 Hong Kong Ming Wah Shipping Co., Ltd.
- 14 Hong Kong Pilots Association Ltd
- 15 Hongkong International Terminals Limited
- 16 Houlder Insurance Brokers Far East Limited
- 17 INCE & Co.
- 18 Island Navigation Corporation International Ltd
- 19 Jardine Shipping Services
- 20 K. H. Koo Charitable Foundation
- 21 K. M. Tam International Limited
- 22 KC Maritime Limited
- 23 Keesal, Young & Logan, LLP
- 24 New Asian Shipping Company, Limited
- 25 New Moonraker Motorboat Co Ltd
- 26 Noble Group Limited
- 27 North of England P&I Association Limited

Donors

- 28 Parakou Shipping Limited
- 29 Patt Manfield & Co., Ltd.
- 30 River Trade Terminal Co. Ltd.
- 31 Ruttonjee Estates Continuation Limited
- 32 Santana Shipping Services Limited
- 33 Simpson, Spence & Young Hong Kong Ltd
- 34 Steamship Mutual Management (HK) Ltd
- 35 Sureness Marine Services Ltd
- 36 Tai Chong Cheang Steamship Co (HK) Ltd
- 37 Taiship Company Limited
- 38 Unique Shipping (H.K.) Limited
- 39 V. K. Hsu and Sons Foundation Limited
- 40 Wallem Shipmanagement Limited
- 41 Willis Hong Kong Limited

Total donations received in 2011 – 2012 : \$332,800



PORT WELFARE COMMITTEE
FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 MARCH 2012



HONORARY AUDITOR'S REPORT

TO THE MEMBERS OF PORT WELFARE COMMITTEE (the 'Committee')

(Operated by Marine Department of the Hong Kong Special Administrative Region ('HKSAR'))

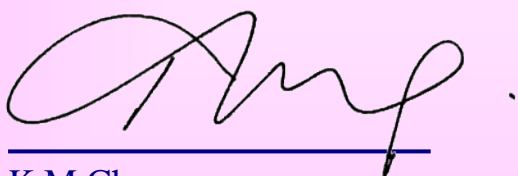
In accordance with your appointment of the Internal Auditor of the Marine Department as the Honorary Auditor of the Committee under the Standing Accounting Instruction ('SAI') 1975 (6) of the Government of HKSAR with effect from June 2007, I have audited the attached financial statements of the Committee set out on pages 2 to 4, which comprise the balance sheet as at 31 March 2012, and the income statement for the year then ended, and a summary of significant accounting policies and other explanatory notes.

The financial statements were prepared by the Committee Secretariat, which managed the fund of the Committee. Under the SAI 1975 (4), the public officer responsible for the management of a non-Government fund shall cause a statement of receipts and payments to be prepared for the fund for each of its accounting periods and at least once a year.

As a public officer independent of the management of the fund of the Committee, I have carried out reviews and tests of the receipts and payments of the fund of the Committee for the year ended 31 March 2012 to ensure that it was managed with adequate internal control and, in particular, I have verified and ensured that :-

- a. separate bank accounts have been kept for the fund of the Committee,
- b. proper records were maintained for the receipts and payments of the fund, and the bank balances as at 31 March 2012 as recorded agreed to the statements from the bank, and
- c. the payment items were reasonable and appropriate taking into account the nature of the fund.

In my opinion, the financial statements were properly prepared from the books and records maintained, and reflected fairly the receipts and payments of the fund of the Committee for the year ended 31 March 2012.



K M Chung

Internal Auditor

Marine Department

Date : 21 September 2012

**PORT WELFARE COMMITTEE
INCOME STATEMENT
FOR THE YEAR ENDED 31 MARCH, 2012**

	<u>2012</u> HK\$	<u>2011</u> HK\$
INCOME		
Annual Donations	332,800	524,300
Donation received from the Charity Dinner 2010	-	91,400
Bank interest income	3	5
	<u>332,803</u>	<u>615,705</u>
EXPENDITURE		
Expenses for Charity Dinner 2010	-	33,000
Grant to The Sailors' Home and Missions to Seamen	300,000	500,000
Grant to The Danish Seamen's Church	30,000	50,000
	<u>330,000</u>	<u>583,000</u>
SURPLUS / (DEFICIT) FOR THE YEAR	2,803	32,705
RETAINED SURPLUSES IN THE BEGINNING OF THE YEAR	191,812	159,107
RETAINED SURPLUSES AT THE END OF THE YEAR	<u>194,615</u>	<u>191,812</u>

The annexed notes form an integral part of these financial statements.


PORT WELFARE COMMITTEE
BALANCE SHEET
AS AT 31 MARCH 2012

	<u>2012</u> HK\$	<u>2011</u> HK\$
CURRENT ASSETS		
Cash at bank	524,615	741,812
CURRENT LIABILITIES		
Provision for grants	330,000	550,000
NET CURRENT ASSETS	<u>194,615</u>	<u>191,812</u>
<i>Representing:</i>		
RETAINED SURPLUSES	<u>194,615</u>	<u>191,812</u>

The annexed notes form an integral part of these financial statements.

We certify that the statement of receipts and payments has been properly prepared and reflects fairly the receipts and payments of the Fund.

Approved by the Committee on 21 September 2012



 Chairman
 (Mr. Timothy Scott Huxley)



 Treasurer
 (Ms. WONG Wai-ming)

**PORT WELFARE COMMITTEE
ACCOUNTING POLICIES AND EXPLANATORY NOTES TO
THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 MARCH 2012**

Reporting entity

Port Welfare Committee is a committee operated by the Marine Department of the Hong Kong Special Administrative Region. The Committee's registered office is located at 21/F, Harbour Building, 38 Pier Road, Hong Kong.

The Committee is a non-profit making body and its principal activity is to ensure that proper arrangements are made to safeguard the welfare of and provide recreational facilities for visiting seafarers of all nationalities.

1. Basis of preparation and accounting policies

These financial statements have been prepared under the historical cost convention and the accrual basis of accounting and on the basis that the Committee is a going concern.

2. Taxation

No provision for taxation is necessary as the Committee is exempted as a charitable body.

3. Committee Members' emoluments

The Committee Members did not receive any emoluments from the Committee.

4. Honorary Auditor

This set of financial statements has been audited by the Internal Auditor of the Marine Department who retires, and being eligible, offers himself for re-appointment.