

工月商刊 THE Bulletin

A Hong Kong General Chamber of Commerce Magazine 香港總商會月刊

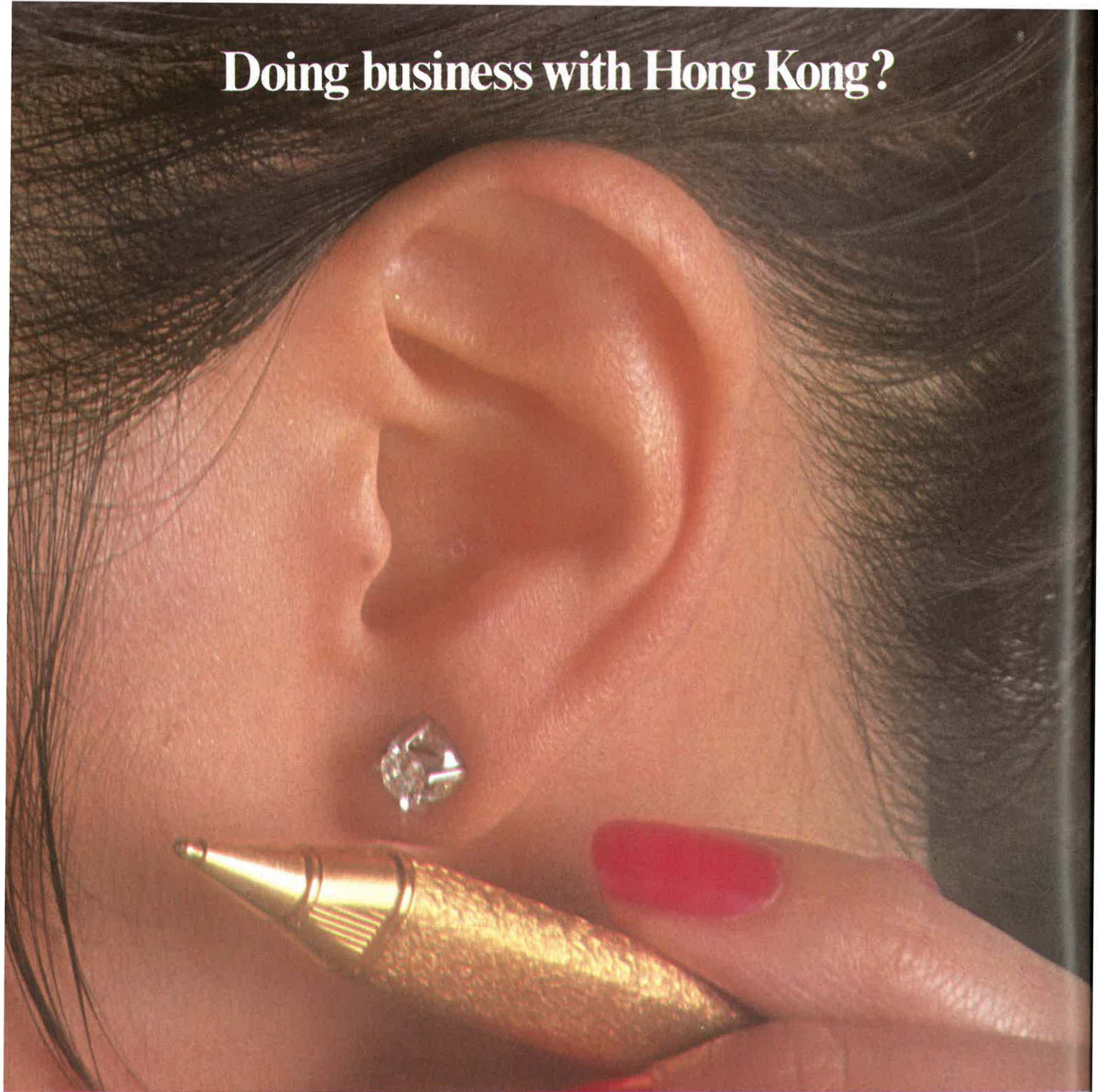
June, 1980
一九八〇年六月號



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Textiles Quota Control System

The Chamber has been asked by the Department of Trade Industry and Customs to print the letter which follows. We do so gladly.

Dear Sir,

Review of the Textiles Export Control System

May I refer to the submission forwarded with your letter of 26th March, 1980.. This was reproduced in the April issue of the Hong Kong General Chamber's magazine, *The Bulletin*.

I should, first of all, assure you that the Chamber's submission, together with those that we have received from other trade/industrial associations and individuals, will be taken into consideration during the current Review.

As the Review Committee has just begun its deliberations, I am not in a position to comment on the recommendations contained in your submission at this stage. I feel obliged, however, to take issue with you on the comments made in your submission under the heading of "*Textile Membership*".

To doubt that the Review Committee could make objective and disinterested judgements is tantamount to doubting the integrity of the Committee Members and the Government's judgement in relying on their advice. Members of the Review Committee are drawn from the Textiles Advisory Board. As you are well aware, Members of the Textiles Advisory Board, although appointed on a personal basis, are drawn

from a cross-section of the industry and many of them hold responsible positions in various trade and industrial associations. This arrangement enables, on the other hand, the Director of Trade Industry and Customs to seek *expert* advice from the trade, and, on the other hand, ensures that the view of the industry including those from trade and industrial associations are reflected in the proceedings of the Board. I can assure you that, in the past, the Board has given the Director of Trade Industry and Customs sound and impartial advice and there is no reason to suggest that they will not do the same on this occasion, or, for that matter, in the future. I am aware of the view held by the Chamber on the question of Textiles Advisory Board membership. While you are of course at liberty to hold and to express your views, I must suggest to you that to support such views by casting aspersions on members of the Board is an unreasonable exercise of that liberty.

As you have seen fit to publish your submission in your April issue of *The Bulletin*, may I request that you publish this letter in the next issue of *The Bulletin*.

Yours faithfully,

P.K.Y. Tsao
Director of Trade

Credit for the cover photo of Bulletin: Hong Kong United Dockyards Ltd.

June, 1980

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A Hong Kong General Chamber of Commerce Magazine 香港總商會月刊

出版人：香港總商會 香港太古大廈十樓

主席：紐璧堅 副主席：馬登

承印：南華早報 未經許可 不得翻印

Published by The Hong Kong General Chamber of Commerce

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Annie Lee Production: Li York Ling ◦ Printer: South China Morning Post, Ltd. H.K.

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The Joint Chamber/TDC Business Group to Africa returned to Hong Kong on 30th May after a successful tour of Lagos, Abidjan and Nairobi. At Lagos the group received orders totalling HK\$23 million with another \$25 million under negotiation.

The Arab Area Committee has decided that another mission to the Middle East should be organised for February 1981 to include visits to Dubai, Riyadh, Jeddah and Kuwait.

The Central & South America Area Committee considered that the recent Business Group to South America was successful and decided to organise an exploratory mission to Bogota (Colombia), Guayaquil (Ecuador), Port of Spain (Trinidad) and Curacao in September/October this year.

The Assistant Director of the Trade Division attended a Joint Meeting of the Working Committees on Trade Development in Tokyo on 6th May, 1980. This was followed by a Joint Plenary Session of the two Main Committees on 15th May in Hong Kong. Useful views were exchanged on both occasions.

In August, the Chamber will organise, for the 14th year in succession, Hong Kong's participation at the Berlin Partners for Progress Trade Fair. We are likely to have over 20 participants with their own stalls and a Chamber stand representing another 20 or 30 member companies.

In September, the Chamber will organise on a trial first time basis, Hong Kong representation at the Gothenburg Consumer Goods Fair in Sweden. We hope for a good response and good business.

The Chamber's trade division is also considering proposals by the organisers to arrange for Hong Kong participation at a Nigerian Trade Fair in November, a "Hong Kong Fortnight" in an Arab Country around the same time and has undertaken to organise an exploratory trade mission to several Central and South American countries not previously visited by Chamber groups. This mission will probably be undertaken in September.

The Chamber has decided to organise, under the auspices of the Hong Kong/Japan Business Cooperation Committee, a group visit by Hong Kong industrialists to Japan later in the year to enter into discussions with counterpart companies there on prospects for some form of licensing or joint venture

THE CHAMBER IN ACTION

These are extracts from the Director's monthly reports issued to General and other committee members.

production arrangement in Hong Kong. Japanese organisations will work closely with the Chamber to ensure that Hong Kong interests are well matched with those of the Japanese potential partners.

The group of Hong Kong industrialists should not comprise more than 15 people. Individual programmes will be arranged in Japan for each of the participating companies and this will include direct joint venture discussions with appropriate companies and visits to their industrial plants.

Additionally, the Chamber will jointly organise an industrial investment seminar in Yokohama during the next few months and will participate in a Hong Kong/Kagoshima Conference in Kagoshima Prefecture in November.

VIPs Call on the Chamber

Recent overseas visitors include Mr. Izharul Haque, Secretary of Commerce of Pakistan; Dr. Luigi Deserti,



Director Jimmy McGregor is seen discussing trade development between Pakistan and Hong Kong with Mr. I. Haque (left), Secretary to the Pakistan Government, and Mr. M. Husain, Consul General of Pakistan.

President of the Italian Institute for Foreign Trade; a VIP Mission from Saudi Arabia; Deputy Foreign Minister of Sri Lanka and the Director of Foreign Affairs; and Mr. A. Kolo, President of the Nigerian-American Chamber of Commerce.

The West Europe Area Committee met on 20th May, 1980 and heard a briefing by Mr. F. de Maurissens, Belgian Trade Commissioner, on the Belgian market and how to conduct trade with Belgian importers.

The Chinese Export Commodities Fair — Spring 1980

The China Committee report that the recent Spring Fair was smaller in scale from the point of view of the number of people gathering there, but was a good fair and the Chinese approach was very business-like. Many new Chinese companies and corporations were represented and there seemed to be a strong element of competition.

About 100 cards recording details of PRC organisations have been prepared as a result of the recent decision to collect such information. The Chamber believes many member companies will possess information that would be of help in expanding this reference system. Those who may be able to help are urged to contact Alexander Au, Assistant Manager in the Chamber's Industry Division.

Are the corrupt re-employable?

Some controversy has been raised by the proposed amendment to the Prevention of Bribery Ordinance by which those convicted of a corruption offence could be disbarred by the



The Chamber has organized familiarization courses for newly arrived expatriate staff of member companies at regular intervals during the past seven years. The latest of these three-day courses was held on May 27, 28 and 29. The picture shows the group during a luncheon break, with organizing committee member Andrew Liardet and course manager Assistant Director Harry Garlick at extreme left.

court from holding the same or similar employment for the period of seven years following the offence. In view of the importance of this issue, the Chamber's Home Affairs Committee, the Industrial Affairs Committee and the Legal Committee have held recent meetings with a view to advising the General Committee on the Chamber's attitude.

Women's Lib

In order to assist the Standing Commission on the Civil Service, the Chamber, with the assistance of the Employers Federation, recently carried out an ad hoc survey into conditions of service for married women in the private sector.

By and large, the result do not hold out a great deal of hope for women libbers. To a large extent, the private sector operates on the philosophy that the male is the family breadwinner and only in exceptional cases, and sometimes by means tests, does a female employee receive equivalent benefits to the male. Women would certainly not receive the equivalent benefits when the husband is already in receipt of them. There are, however, a few significant exceptions.

Do we need a second container terminal?

The Shipping Committee met on 22nd May, 1980 and discussed in some details the need for a second container terminal. The Committee also asked

Mr. B.P. Wong to form a Sub-Committee to look into the revision of tramp agency fees. Member decided to hold a luncheon in honour of Mr. M.J. Alexander, the retiring Director of Marine, on 5th June, 1980. The Committee noted that the Government was moving ahead in the provision of additional shipping statistics.

World-Wide Circulation

We have now begun to accept payment for overseas deliveries of our Bulletin magazine. For US\$30 per annum we will send the Bulletin each month to overseas subscribers.

The Chamber's 1981 Diary is now being prepared and we expect once again a heavy demand for this popular publication. We have also begun to consider a suitable design for the Chamber's X'mas Card, phenomenally successful last year. The 1981 membership list will soon be published, complete with advertising for the first time.

New Appointment



Miss Linda To

Miss Linda To joined the Staff during May to take charge of the Chamber's Publications and Printing Section. A Hong Kong girl, Miss To graduated in the U.S.A. and has worked both in the U.S.A. and Hong Kong.

Any member who would like fuller information on any of the matters reported above is invited to contact the Director's PA, Miss Louise Wong at 5-237177 Ext. 30.



Retiring Director of Marine Mr. Malcolm Alexander attended a reception at the Chamber on 5th June to say good-bye to shipping members. He is seen here receiving a farewell souvenir from the Chairman of the Shipping Committee Mr. Simon Lee.

The Polytechnic — bursting at the seams

by Graham Jenkins

At our Polytechnic I found a tremendous willingness to turn out as many engineers as that institution could, including recruiting more staff and constructing more buildings. Indeed, Mr. D.J. Peake, Associate Director, Division of Engineering, even suggested the time might have arrived when our Government might consider building a second Polytechnic in the New Territories.

I learned from other sources a site for a second Polytechnic has provisionally been earmarked in the vicinity of Shatin to serve both the industrial town that is developing there and, of course, nearby Tsuen Wan.

Mr. Peake said he was aware caution had to be exercised to ensure Hong Kong should not get itself into a position like India where there was a greatly excessive supply of graduates of all sorts. To some extent that had also happened in Britain and possibly in Australia and also in the Philippines.

"I think that in a place like Hong Kong where everything depends so much on exports a sudden recession can happen. Everything would then be immediately clamped down on in all directions. The feed-back from world situations seems so sudden and violent here the danger of overproducing expensive people like engineers or any other graduate is a very real one," Mr. Peake said.

He explained the Polytechnic worked as closely as it could with our Industrial Training Council. Many members of the Polytechnic are sitting on training boards and all sorts of arguments had been put forward about the danger of overproduction of engineering graduates.

"There is no doubt," he said, "there are a lot of areas of opinion in Hong Kong that don't want the Polytechnic to go into the degree production business. We think we should for a variety of reasons but these other folks say the manpower reports say specifically we have a lot of graduates coming back from overseas. Hong Kong lads who have gone to the United States or Europe or Australia who have trained to be engineers and are sent back because they won't let them work in those countries."

"Some say there is even as many as 100 a year who come back qualified in particular engineering disciplines and we would be in competition with those people.

"For many years our Polytechnic and the technical college before it have been producing people of degree level in engineering. What we call our associates. We give our associateship to a chap who has passed completely the final examination of a body of 15 institutions in London.

"They set the examination and it is held in Hong Kong. Hundreds of people sit it, not all of them coming from the Polytechnic. Some come from the Baptist College, others from private study. When they have passed Part II of that examination we give them an associateship but in the United Kingdom they are recognised as having the equivalent of an engineering degree coming from a British University. And they can go on with proper training to become MICE or MIMechE."

"So we say not only our Polytechnic, but its predecessor,

have been turning out the exact equivalent of engineering graduates for many years. We now have about 130 in the final year. At a very rough guess 40 or 50 of those will get through this year. Most of them take more than one year because there are six subjects and they have to pass the lot.

Mr. Peake said, "Now if we go into degrees we reckon we'd have five groups of 20 to begin with but we are not saying how long it would take before that number rose because we would have to judge by conditions. But it is a fact that if we do what we are planning to do in 1981 we would take in 100 lads and they would spend four years getting a degree, including one year of industrial training in the third year and come out after their fourth year.

"At a guess a far higher percentage of them would get through than when they sit this external examination. But we still don't know whether or not we shall be allowed to do that. We are awaiting approval from the Hong Kong Government. We say it would not require any noticeable increase in our funds if we stayed at the 100 level. Everything depends on what would happen after that.

"If we gradually spread degrees right across the Polytechnic then there would be an increase in cost undoubtedly. We had the University and Polytechnic Grants Committee here a month or two ago. We assured them from our Division of Engineering that we could quite definitely put on degree courses without any substantial increase in funds. We have the staff. We have the accommodation and the equipment in our opinion to get going.

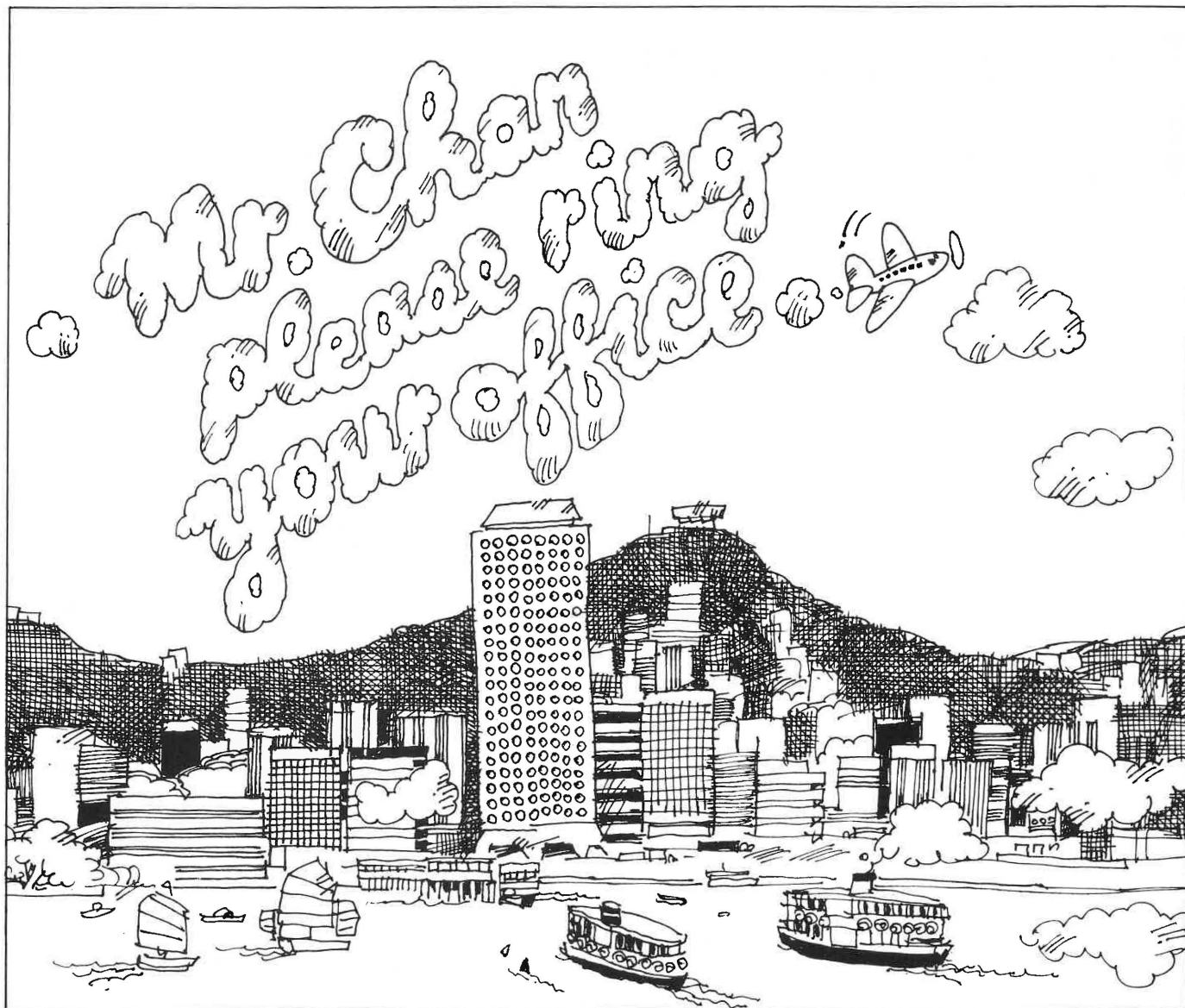
"So far as I am concerned I base our view on my experience in the United Kingdom in a technical college that became a Polytechnic that also started up degrees. The amount of money spent did go up, but not substantially.

Mr. Peake explained the department of electronic engineering at the Polytechnic was one of the biggest in the engineering division. At the University of Hong Kong there was a degree course in electrical engineering. And the Chinese University actually was turning out graduates who had done a "sandwich course" of five years with the equivalent of about one year done in industry. Still, there was considered to be a shortage.

"We are subject to very, very tight financial control which I am sure you know. Without knowing the results of the recent visit of our UPGC we are not terribly optimistic about getting very much from Government in this coming triennial, which takes us from 1981 to 1984," Mr. Peake said.

"They have already told us, and I think this is public knowledge, there will be no new buildings for the Polytechnic in that time, which is a great disappointment to us. We have got one new building coming up outside my office now but, believe me, we are really jammed tight in this place and we could do with more buildings. There's no doubt about that whatsoever.

"But having said that I must say the amount of money that



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has been poured into this place is pretty big. But education is an expensive business. The University of Hong Kong is having a lot of money spent on it at this moment but HKU had a lean time while we were being built up. So we don't feel any annoyance. Their engineering block is terribly badly needed."

Mr. Peake said the Polytechnic had advisory committees and the people from industry who sat on them usually told the administration "pretty straight" what they were short of. He thought the advisory committees in Hong Kong were much more *alive* than they were in the United Kingdom.

"If we can afford to do what they suggest, we most certainly do it. In our engineering division there is a real desire and willingness to get on and do new things than people outside have been prepared to allow us to do," he said.

"I think there has been a terrific push from inside", he went on. "For instance, we have a new head in civil engineering and he's a real goer. He's already gathering in money, gifts from industry. And so are the other departments."

"We have had a great deal in the way of gifts from industrialists just by going and convincing them that they are on to a good thing and what about some money? I would be surprised if our electronic engineering department was lagging in any way."

The Polytechnic had asked to run degree courses in every one of its engineering disciplines: in applied science and in the building and surveying area. The disciplines in engineering were civil and structural, electrical engineering (which served the power industry), electronic engineering (most of the output went to our factories), mechanical and marine (seagoing engineers, as well as others going into industry and the Public Works Department) and production and industrial engineering (the least understood in Hong Kong, where students learned how to organise and run factories).

Mr. Peake said school leavers came to production and industrial engineering courses less than any other of the engineering disciplines, though it was obviously terribly important. Britain was sadly lacking in that area. The United States was the home of it, but it really began in the industrial revolution in the Birmingham area.

"We are at the moment training hundreds and hundreds of engineering technicians. That is really our main job. As you know we have evening classes of a very large size. Lads come to these classes paying the fees themselves. We have no idea how many of them actually work in industry but most of them must and have some sort of engineering contact.

"Most of our higher diploma students, of which we have hundreds in engineering, could easily pass a degree course in the United Kingdom. They are working at a level which is academically much higher than the corresponding course in the UK. Their ability on the average is far higher than in the UK. That probably goes for the States as well.

"That is one of our snags really. We are trying to produce higher technicians or technician engineers out of people that in any other country would be at university learning to be professional engineers. Everyone of our fulltime students would like to get a degree, would like to be a professional engineer."

Mr. Peake said, "The dilemma is this: we can either do as we are doing, train them right up as far as they can go and



In addition to academic training, Polytechnic places an equal emphasis on practical training as the picture shows. Actual concrete mixing is demonstrated to the Civil Engineering Department students.

give them a higher diploma or if we were allowed we could give them all a degree which they richly deserve. But there wouldn't be enough work for so many degree people in Hong Kong, so we are told.

"Very roughly each of our engineering departments turns out about 100 higher diploma people a year. Of those the best stay on to do the associateship. Some of the higher diploma people go into universities and they let them off the first year. They always come out the top of their groups. They are really good."

I asked Mr. Peake whether or not our Polytechnic could do more as it shed its lower level craft courses to our technical institutes?

He said: "It certainly would provide us with some more space. We can fill up every space with new areas of study. The newest thing the Polytechnic is doing is institutional management not only for hotel staff but to know how to run facilities in hospitals, prisons, big factories and so on.

"Just before that we started that huge institute of medical and health care. That could grow enormously. At the moment we are only doing four disciplines: occupational therapy, physiotherapy, radiology and medical laboratory science. But one day they'll have to do the optical business, too. We are already doing dental technology which is related to the new dental school.

"There are many other things we could do, too. We could follow some countries and take on nursing. We could fill our building with things like that alone. All the time we are squeezing, squeezing to adjust to what we take on."

Mr. Peake said he knew of the suggestion that the Polytechnic might manage the technical institutes as the Advisory Committee on Diversification had suggested our Government might consider. He did not think it was a terribly good idea from the point of view of the feelings of the staff in the technical institutes.

"I think you have got to give them their due. They are jolly good people. They are probably better qualified academi-

cally than a lot of their opposite numbers in the UK. The principals of the institutes, for example, we meet them regularly, we have a liaison with them that has proved very valuable. All our engineering staff have a very high opinion of them.

"I don't say I agree entirely with the way they are controlled. They have the rather heavy hand of government on them. We feel that ourselves, though we are subvented indirectly. I think on the whole it would be better if the institutes remained separately run. But that is an off-the-cuff opinion that it not based on very much knowledge or experience.

"There has been a proposal for some sort of overriding Council of Technical Education which is a possibility. An alternative is to put them under the Industrial Training Authority but I don't think I would agree with that."

Mr. Peake said that "sandwich courses", which included a year of practical training in factories, ought to be done more and more in Hong Kong. The idea had been circulating in the Polytechnic's Textiles Institute for quite a while. And there was a successful pilot scheme in our production and industrial engineering higher diploma course. Our electrical engineering higher diploma course is starting in September.

"We think we have not only got to educate ourselves into it but also industry. There is a good deal to learn about it. You can't just send them out. You have to have a pre-arranged programme of training. And that's where our training boards and people like the Hong Kong Institute of Engineers can help."

I asked Mr. Peake if "sandwich courses" would make room for more students?

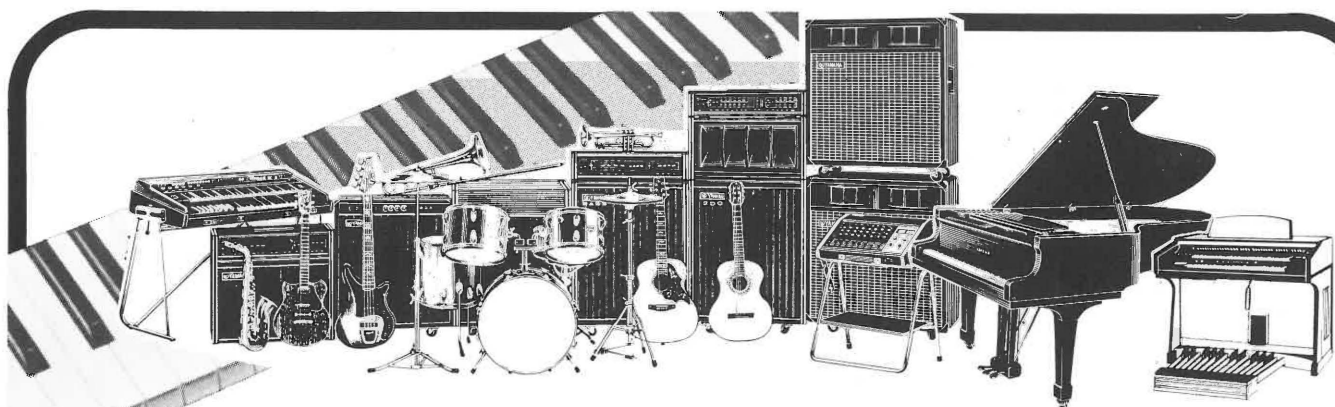
He said: "That in itself would not give us more room. The only thing that would enable us to take more students would be for Hong Kong to build another Polytechnic and have off some areas of work here into it, leaving us to expand. Or else to give us more buildings. We think we should do that. There is no doubt about that. On the whole, of course, it's never certain but we do think Hong Kong needs more graduate engineers. I'm personally pretty certain of it."

I asked Mr. Peake if Polytechnic facilities were allowed to expand what would be most desirable, another Polytechnic or an extension of the existing one?

He replied: "I think that is for our Government to decide. But you could say with the size of Hong Kong perhaps what they might do is build another Polytechnic in the New Territories. If, say, you compare us with New Zealand, our population is much bigger than theirs, I am quite sure they've got far more per head in polytechnic facilities than we have. We are very, very low. We've only got half the number of engineering graduates per capita that Singapore turns out."

"So there is room for expansion and more engineers?" I asked.

Mr. Peake said: "We think so, yes. But there is always the worry that demand for engineers could be severely reduced if our economy experiences a severe or prolonged recession. Nevertheless we must always look beyond this to the ultimate increase in demand and plan accordingly."



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Ship building and repairing industry

Big ships...

Hong Kong is poised to expand substantially its ship building and repairing activities when three dockyards on Tsing Yi Island move into full operation in the next twelve months or so. With the emergence of these yards, Hong Kong will provide more comprehensive services to the shipping industry in the face of strong competition from other Southeast Asian countries.

These services include conversion of ships, building larger vessels up to 30,000 deadweight tons (dwt), and building oil buoys and related transport equipment and vessels for off-shore oil fields.

One company, Chung Wah Shipbuilding & Engineering is also planning at its new yard to upgrade its facilities to construct military defense warships for Britain.

When contacted by *The Bulletin* recently, many ship building and repairing companies expressed confidence in the industry, especially in view of the fact that China, under its active modernization programme, will become a potential market.

Commercial craft manufacturers told *The Bulletin* that since late 1978 China has increased orders placed in Hong Kong for tugs, anti-pollution

boats, barges, patrol boats, and other specialized boats. Ship repairing companies also reported a greater number of ships from China are regularly repaired or maintained in Hong Kong due to the expansion of sea transport between the two areas. Although China has its own shipyards, the sudden expansion in sea trade makes it difficult to cope with the present demand.

The approval by the government in granting the Tsing Yi sites for dockyard construction highlights its commitment to the development of this heavy industry in Hong Kong.

The three new shipyards are owned and operated by Hong Kong United Dockyards, Euro Asia and Yiu Lian, which has strong financial support from China. When they are fully in operation, it is anticipated that more than 5,000 workers will be employed, including operatives, craftsmen, technicians and technologists.

Although all three dockyards are now under construction, HUD is moving faster with their project which will be implemented in two phases. The first phase is now operational and cost \$50 million. It involved considerable reclamation and levelling work on probably the biggest single industrial

site in Hong Kong — 2¼ million square feet of land and seabed at Kam Chuk Kok on the west coast of Tsing Yi.

The second phase of the project is almost completed and, after completion, will enable HUD to centralize its entire repair operations on Tsing Yi. Towards the end of 1980, HUD's Hunghom yard will be closed and all activities will be relocated at Tsing Yi. According to the latest annual report published by HUD's parent company, Hutchison & Whampoa, when the relocation is completed it is expected to produce substantial reductions in operating costs, and the modern facilities available in Tsing Yi will also enable the company to improve productivity.

The new yard has two floating docks, one of them capable of handling Panamax size vessels for repair, conversion and maintenance work. HUD plans to install a third floating dock capable of handling ships up to 100,000 dwt. Instead of committing itself firmly to the purchase of a complete new dock, the company is considering to secure a secondhand dock or to charter a dock for expansion. In addition to the three docks, the shipyard is equipped with supporting divisions, such as a foundry, machine

shop, welding grids, and workshops for steel, wood, propellers and electrical processing. Two areas inside the shipyard are earmarked for future development. According to Mr. Frank Mackinnon, commercial manager of HUD, one of them will be for the installation of a Syncrolift. This will be the second Syncrolift ever installed in Hong Kong, the first one now being operated by Hong Kong Shipyard Ltd.

He explained that Syncrolift is basically a ship elevator to lift a 1,500 ton vessel out of the water. To drydock a vessel, the platform is lowered to a sufficient depth. The vessel is then floated over the submerged platform and chocked in position. The entire platform with vessel is raised above water to the adjacent shore level.

Once the ship is raised, it can be shunted by a transfer system to the piers on either side of the platform. The commercial manager noted that this method of drydocking vessels maximizes the use of a single set of equipment and uses less land than conventional docking.

HUD's business concentrates on three areas: docking repairs and maintenance, ship conversion, and construction of oil buoys.

Repairs and maintenance takes the bulk of the company's business, of which China is one of the key customers. Mr. Mackinnon told *The Bulletin* that repair work for vessels of Panamax size is anticipated to increase in the years ahead. "The addition of our third floating dock will definitely strengthen our repairing capacity in this respect," he added.

However, he expressed concern that Singapore, Taiwan and South Korea are posing a threat to Hong Kong in ship repairing. Singapore especially has succeeded in recent years in securing many repairing orders, mainly because of its geographical advantage in international sea transport.

Mr. Mackinnon also pointed out that the sharp upsurge in fuel costs has encouraged owners and agents to have an increasing number of ships repaired at the nearest port of call. "Fuel is increasingly becoming a substantial operating cost, and this has caused many ships not to deviate to other ports for repairs," he explained.

Another area in which HUD specializes is ship conversion. With shipowners reluctant to buy new ships in times of uncertainty, they have to make the most of existing vessels by adapting



The "Cast Puffin" lies alongside the HUD's shipyard at Tsing Yi ready for regular maintenance and repairs.

them to carry the most profitable cargo. In times of boom, they cannot wait for the long delivery time of new ships and may buy secondhand ships which are then converted to a specific purpose.

Conversion currently accounts for a significant proportion of HUD's total sales and the percentage is likely to rise. The largest conversion ever done at HUD took place in 1975 when a standard 18,000 ton ore carrier was changed into an oil drilling ship.

Recently, the company completed the second conversion on the vessel "Al Khaleej". Formerly the 8,883 dwt reefer vessel "White Ocean", "Al Khaleej" was first transformed in 1975 into a modern, multideck livestock carrier. Last year, it underwent another conversion to lengthen the ship by inserting a new 17 metres long mid-body section. Upon completion, the vessel had its capacity increased from 18,000 to 33,000 sheep, and its length from 142 to 160 metres.

Another recent spin-off in HUD's business is the construction of buoys for loading oil offshore. So far the company has made six oil buoys for IMODCO in the United States, and the seventh buoy will be finished in the next few months.

The buoy is a special unit which allows supertankers to moor at an offshore terminal, sometimes many miles from the shore refinery, and to discharge or take on oil or bulk liquids in all weathers.

According to Mr. Mackinnon, an edge which HUD enjoys over its Asian counterparts is its geographical proximity

to China, whose merchant fleet has been expanding in recent years. He revealed to *The Bulletin* that China will continue to be HUD's largest single customer.

He commented, "Developments in China indicate a potential market for us, although we have to be patient for the market to open up. One of the possibilities we are considering is to reserve a portion of our Tsing Yi plant to service oil supply specialized boats when China decides to explore oil in the South China Sea."

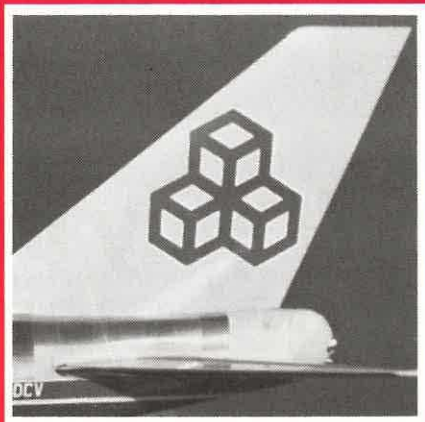
Mr. Mackinnon points out that most of the governments in Southeast Asia sponsor ship building and repairing companies in international shipping exhibitions.

"This is out of question in Hong Kong. HUD has to participate without any government aid; we have to compete with nations and not individual companies. If the Hong Kong government wants to develop some heavy industry, it could start by promoting the shipping industry."

To promote the industry, HUD recently launched a competition with the Seatrade organisation on "Conserving energy in the marine industry in the 80s." The competition, open to all people in the industry worldwide, requires applicants to submit a thesis on the topic which must include a technical innovation. Three awards totalling £ 1,900 will be given and the deadline for the competition is September 15.

Chung Wah Shipbuilding & Engineering, in conjunction with C. Y. Tung's group and A & P Appledore in Britain,

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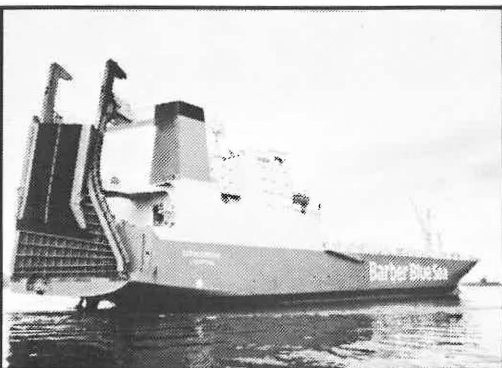
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recently acquired an 800,000 square feet site in Tsing Yi to build a \$240 million shipyard. Designed for building and repairing ships, the initial reclamation is expected to be completed by the beginning of next year.

The joint company, Euro Asia Dockyard Enterprise & Development Ltd., will be able to build ships up to 30,000 dwt and already has a 100,000 dwt floating dock at Tsing Yi. An area of major expenditure will be a ship building berth, which Euro Asia sees as one of the mainstays of the company's operations. When the shipyard goes into operation, it will employ some 2,000 workers, an important consideration for Government in granting the site.

Commenting on the development of new dockyards in Tsing Yi, Mr. Peter Wong, Managing Director of Chung Wah, is optimistic about the future of Hong Kong's ship building and repairing because of two factors. First, although there are ups and downs in the shipping market, continued expansion in trade calls for a greater number of new specialized ships. The increase in fleets will in turn bring a greater need in repairing services. Secondly, economic development planning in China includes a fast expansion of its merchant ships.

Engaged in ship building for over 30 years, Chung Wah now employs about 1,200 workers to focus on three business activities: building steel commercial boats, fibreglass pleasure boats, and industrial engineering. It is the largest company of its kind in Hong Kong and builds a wide range of commercial craft, including barges, floating restaurants, fishing vessels, harbour tugs, fire fighting crafts and other vessels up to 300 feet long and 15,000 dwt.

According to Mr. Wong, Chung Wah is capable of constructing 30,000 dwt commercial craft, "but we do not aim at this market segment because of strong competition from Taiwan and Korea whose governments tend to offer financial support to promote such kind of vessels. Chung Wah would rather promote construction of ships of 15,000 dwt or smaller tonnage, stressing our selling points in good product design and quick delivery."

The company also aims at building sophisticated craft for specialized purposes. For instance, it is tendering in Britain to build defense warships which need much higher work



Hong Kong Shipyard Ltd is one of the two companies that use Syncrolift for docking repair.

standard than commercial boats. "If we are successful in winning the order, Chung Wah will be the first in Hong Kong to do such kind of work," he noted. "We've spent a lot of effort in upgrading our facilities so as to meet the high requirements, such as thin-plate construction and integral control systems."

The managing director said the most representative of the company's commercial boats is a 260-foot ocean salvage tug constructed for United Towing Co. Ltd. in Britain. It was 18 months under construction and was delivered in April. The ship is worth HK\$50 million.

He added that the vessel is one of the most powerful of its kind in the world, with 18,000 horsepower and a bollard pull of 170 tonnes. The vessel is also equipped with anchor handling capability for oil rigs.

The company is also active in local sales of which the government is the biggest customer. Chung Wah recently received a \$70 million contract to build a fleet of nine high-speed patrol boats for the Hong Kong Marine Police, three of which have already been delivered. The company is building a fire fighting vessel for the Fire Services Department, which, when completed, will be the biggest fire fighting vessel in Hong Kong with a total of six fire fighting monitors on board.

In addition, the Agriculture and Fisheries Department has asked Chung Wah to build a fishery research vessel to replace the present "Cape St.

Mary". The specialized boat will be installed with sophisticated fish catching equipment and laboratories for marine research.

Fibreglass pleasure boats of 14 and 16 feet long are also built by a Chung Wah subsidiary company, Argos Yachts Ltd. This was established four years ago and now has a capacity to build 70 to 80 pleasure boats a year. The plant is at Yau Tong with a workforce of 200.

However, Mr. Wong told *The Bulletin* that he is not very satisfied with the present business in pleasure boats. One reason is that the company started off building to its own designs rather than according to the designs of well-known overseas designers.

He explained that the market in the United States and Europe is particularly conscious of styling in pleasure boats. He commented, "It is similar to fashion in clothing, in which consumers tend to identify the products with brandnames and names of designers."

The third new dockyard being developed in Tsing Yi is Yiu Lian Machinery Repairing Works Ltd., which has strong support from China. When contacted by *The Bulletin*, a spokesman for the company declined to discuss the new dockyard.

In view of the great number of workers required to cope with the industry's expansion, the Labour Department is to conduct a manpower survey for the industry in June so as to establish manpower needs for the next few years. Meanwhile, the Ship



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Building and Repairs Training Board of the Hong Kong Training Council is persuading employers to undertake more training of apprentices.

At present about 11,000 people are engaged in this industry. Mr. C. H. Leung, industrial training officer (ship building and repairs) of the Labour Department, said the three new plants will certainly recruit a large number of skilled workers in the next two or three years, especially those at the craftsman level.

Mr. Wong of Chung Wah estimates that about 6,000 workers will be used when the three Tsing Yi plants go into full operation. "The figure represents almost three-fifths of the current workforce in the industry. If the phase-in of the projects is not co-ordinated with training of workers, a labour shortage will be unavoidable," he commented.

The shortage will be more severe if other industries continue to compete for skilled craftsmen. Last year the boom in the construction industry lured a substantial number of workers, particularly steel workers, from the shipping sector.

"Chung Wah adjusted wages three times during last year, amounting to an overall increase of 25 percent," he said. "The levelling off in construction business this year will have a dampening effect on the wage rises in ship building."

Mr. Wong is a member of the Ship Building and Repairs Training Board. Commenting on the apprenticeship scheme, he noted that the initial response from employers is only fair. This may be partly due to the fact that most employers are unwilling to be bound by the type of contract laid down by the Labour Department.

As a result, some companies prefer to recruit and train their people in-house without making any contract with them. Following this approach is Kong & Halvorsen Marine and Engineering Co. Ltd. which specialises in producing fibreglass pleasure boats.

The company's managing director, Mr. Joseph Kong noted that the Labour Department's apprenticeship scheme does not provide enough protection for employers and there is no guarantee that the apprentices will stay with the employers for a certain period of time after completing training.

"One of the bitter experiences we had is that very often our apprentices were

taken away by our competitors who could afford to pay a better salary," he said. "Now K & H prefers to recruit young people by giving career talks in technical institutes and training them without entering into contracts with them. When we are in dire need of skilful workers, we employ the same tactics to attract them by giving a higher salary than our competitors."

Hong Kong United Dockyards is among the few to have a well-established training centre for apprentices. Manned by 15 training staff, the company's training department is responsible for drawing up comprehensive training programmes. It receives an average of 300 applicants each year.

The scheme operated by HUD each year invites applicants between 16 and

18 years old with a minimum Form 3 education. Upon graduation, they are each awarded a certificate. The students can participate in free part-time day release courses run by the technical institutes or the Polytechnic. According to Mr. Mackinnon, the company's training does not serve the marine industry alone but also a variety of other industries, particularly those requiring mechanical and electrical engineers. "With a severe shortage of skilled workforce in the electrical and engineering fields in Hong Kong, the graduates from our school are much in demand and are virtually assured of a career in their chosen field," said Mr. Mackinnon. "The scheme also helps the boys to define and develop their real interests at an early stage."



Construction of fibreglass pleasure boats at Cheoy Lee Shipyards.

... and little ships!

Vessel construction in Hong Kong consists of two categories: steel commercial ships of 15,000 dwt or less, and fibreglass or wooden pleasure boats. There are about 40 companies active in the industry and the majority provide afloat ship repairing services as well.

Commercial ships include barges, tug-boats, coasters, small oil tankers, container ships of less than 7,000 dwt, patrol boats, vehicular vessels, fishing trawlers, passenger ferryboats, and other specialised vessels. They are usually sold to customers in Hong Kong, China and other Asian countries.

According to a spot survey recently conducted by *The Bulletin*, many commercial boat manufacturers pin their hopes on the market in China,

which is expected to rapidly expand its fleet of commercial ships for coastal services and offshore oil fields. Most order books this year are already filled with orders from China. The industry anticipates China will continue to provide a substantial portion to their business in the coming years.

A middle-sized company building commercial boats for China is A. Fai Engineers & Shiprepairers Ltd. The company currently builds boats up to 210 feet long and employs about 450 workers.

The company last year built four catamaran-type oil skimming and fire fighting boats worth \$25 million for China. These specialized boats are mainly used for anti-pollution purposes within coastal areas. Each boat is equipped with two sweeps in the bow

Top ten markets for export of pleasure craft from Hong Kong in 1979

(HK\$)	
42,996,960	U.S.A.
5,325,404	NETHERLANDS
3,948,808	GERMAN FED. REP.
3,865,756	AUSTRALIA
2,646,646	ITALY
2,623,979	DENMARK
2,438,308	FRANCE
1,840,115	U.K.
1,707,042	MALAYSIA WEST
1,036,950	SABAH

to skim oily water and separate oil from water.

This year A. Fai is building four multi-purpose electronic controlled tugboats for China, each worth between \$7 and \$8 million. Measuring about 140 feet long, the boats have a speed of 16 knots and feature twin engines.

In contrast to commercial boats, Hong Kong-made fibreglass pleasure boats are mainly exported to the United States and Europe. Most of them are fibreglass motor boats, although sailing boats without motors are available. Expensive pleasure boats made of wood are also built here.

The export of pleasure boats started in 1954 and did well until the oil crisis in 1974-75 when sales dropped from \$58 million in 1973 to only \$19 million in 1975. Many pleasure boat plants in Hong Kong were forced to close and one of the biggest companies, American Marine which employed about 1,000 workers before the oil crisis was driven out of business. It was taken over by the Inchcape group and its production base has been moved to Singapore.

The market for pleasure boats began to recover in 1976 and last year exports reached \$71.8 million, up 56 percent from 1978. The United States is the biggest market, accounting for over half of the total exports last year, followed by the Netherlands, Germany,

Australia, Italy and Denmark.

Leaders in the industry are concerned about the economic uncertainty in the United States which they believe will adversely affect business this year. The consensus is that the sales growth this year will not be as great as 1979, except for highly priced pleasure boats.

Two established companies that have not witnessed a slowdown so far are Kong & Halvorsen Marine & Engineer-

ing Co. Ltd. and Cheoy Lee Shipyards Ltd. On the contrary, they expect an increase in the number of orders. Both companies aim at the high-end of the market.

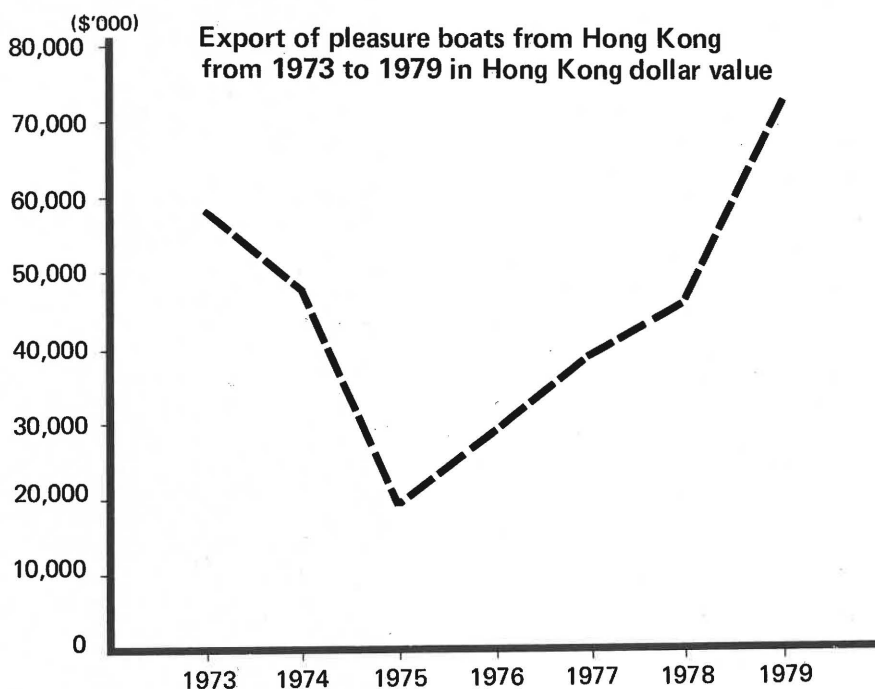
Formed in 1975, K & H is a joint venture between Mr. Joseph Kong, an ex-executive of American Marine (Hong Kong), and an Australian partner. The company produces pleasure boats only. Employing over 300 workers, the shipyard produces five to six boats each month with an annual turnover of about \$2 million.

The company has an agreement with China to produce pleasure boats and the first model was displayed in last year's Autumn Canton Fair in Guangzhou.

Ninety percent of K & H's pleasure boats are exported, while the remaining 10 percent are for local sale. Major overseas customers are Australia and West Germany. Their trademark "Island Gypsy", has established a reputation for good quality and reliability.

In the fibreglass range, K & H offers standard models of 30, 36 and 44 feet long. For wooden pleasure boats, it offers standard models of 50, 51, 72, 80 and up to 117 feet in length. The local market price of the fibreglass pleasure boats (standard designs) ranges from \$200,000 to \$5 million.

The 44-foot fibreglass model is the most popular for K & H, and costs about \$650,000. The boat is in such demand that at least one year's delivery time is required. →



Regarding low priced fibreglass pleasure boats for export, Mr. Kong said K & H is not interested in this market as it has been flooded by cheap products from Taiwan. "There are now more than 100 shipyards in that country making this kind of pleasure boat, and I don't think Hong Kong is price competitive in this area."

Another specialist in fibreglass pleasure boats is Cheoy Lee, which also manufactures steel commercial boats and metal fittings for boats. With two shipyards, it employs over 1,100 workers to produce 250 to 300 boats a year.

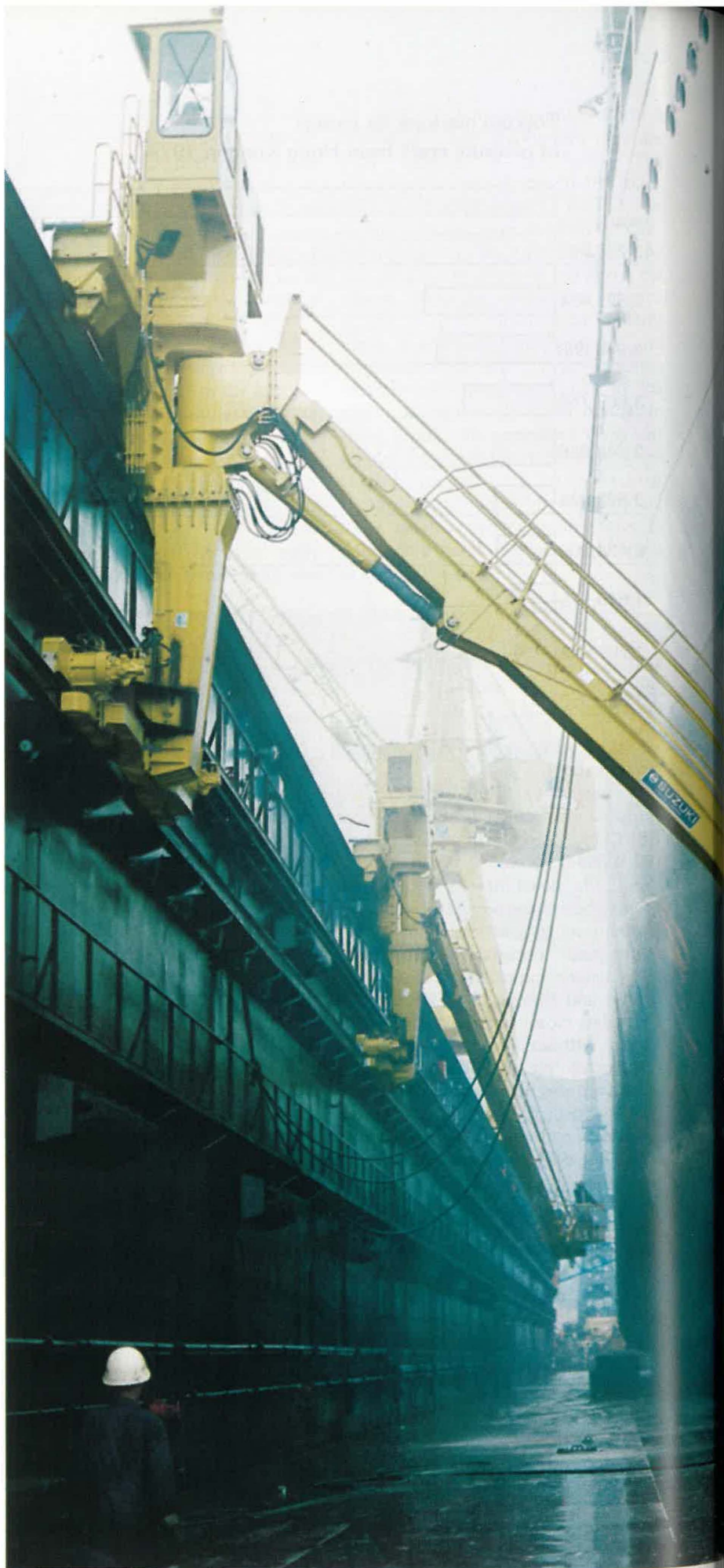
In fibreglass pleasure yachts, Cheoy Lee supplies standard models from 28 to 90 feet. Mr. Ken Lo, the director, said one of the recent achievements of the company is the construction of the world's largest polyester yacht measuring 130 feet long.

"In this business, a fibreglass boat of 70 feet long is considered big and difficult to make. But Cheoy Lee has no problem and is capable of making up to 250 feet long," he said. The director added that the company's fibreglass boats can be built to the highest Lloyd's classification — the +100 ALMC Certificate.

According to him, the 55-foot model is selling well and the market has a tendency towards larger-sized vessels to save freight cost which has become a substantial factor in the total cost of a boat.

Each year Cheoy Lee introduces about four new models in fibreglass yachts. The latest one is the "48 Sportfisherman", which is 48 feet long. Mr. Lo pointed out the boat uses foam core construction to make the boat lighter in weight and to improve the profile for easier sailing. He claimed that given the same horsepower the new product travels faster than any other competitive models in the existing market. The local selling price is about \$1.5 million. The company is working on pleasure boats featuring fuel economy by combining the use of sails with a smaller horsepower motor engine. "That is the trend in Europe. Motor boat people want to have the sails to save fuel cost, but they don't want to change over to sailing boats completely and abruptly. This gives rise to the idea of the combination of sails and motors. If that works well in Europe and the idea spreads to the U.S., it will be a big market in future," he said.

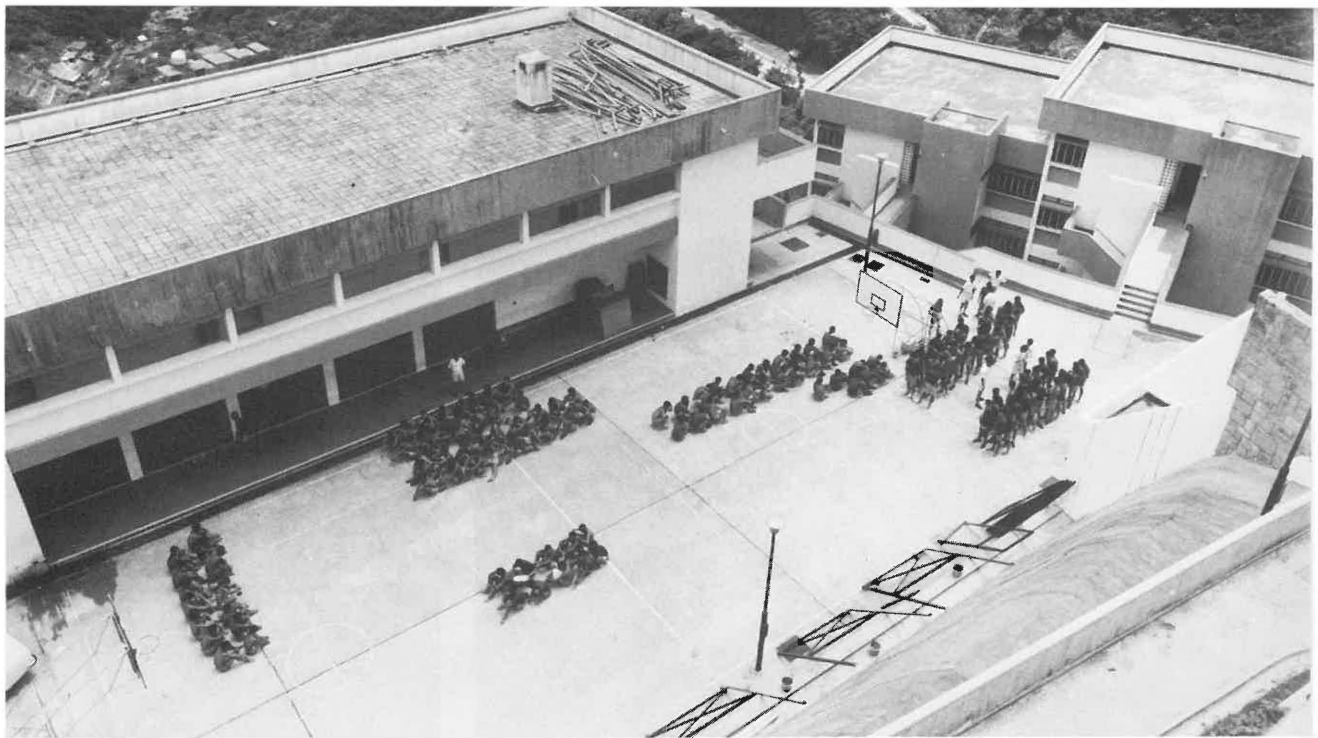
KKL





HUD in action

Services Hong Kong United Dockyards can offer when a ship enters one of its floating docks in Tsing Yi (top), include high pressure water blasting to clean a ship's hull (left), conversion of a bulk carrier into a container ship (second from top), and steel fabrication of an oil buoy (bottom).



A programme of rehabilitation in a framework of discipline

Commissioner of Prisons Tom Garner recently spoke to the Chamber's Home Affairs Committee on the work of his Department. This article covers that meeting and a subsequent interview with Mr. Garner.

'An assault upon a policeman makes headlines. An assault on a prisons officer doesn't even seem to merit a paragraph.'

This is how Commissioner of Prisons Tom Garner graphically sums up the fact that prisons are something the average person just doesn't want to know about.

The subject of course is not a pleasant one. But listening to Tom Garner one sees it in a new light.

'I joined the Prisons Service because I wanted to work with people,' he says. 'I've spent a whole career in it and never regretted a moment.'

A concern for people is a keynote in almost everything Mr. Garner has to say about his work. For instance, when discussing some of the more controversial topics such as the death penalty, Mr. Garner says 'I never make public my views on subjects such as this. To do so would make impossible my relationship with those for whom I am responsible.'

'How can I expect to relate to a condemned man, if he's read in the newspaper that I believe he should be hanged?'

His concern for those on both sides of the cell door does not imply that Tom Garner is among the 'softies' who believe that life inside should be all beer and skittles.

The philosophy under which the Hong Kong Prisons Department operates is to regard imprisonment as a punishment and a deterrent but with the aim of getting the prisoner to change his ways.

'We have a framework of discipline in which we insert a programme of rehabilitation,' Mr. Garner says.

Indeed, the very term 'Prisons Department' is a misnomer, since Mr. Garner's work is concerned with the implementation of four different Ordinances — those pertaining to Training Centres, Detention Centres, and Treatment Centres for drug addicts, as well as the Prisons Ordinance.

While all entail restrictions on freedom, each of these institutions operates in a very different way, and has a different type of inmate.

For instance, the Detention Centres were set up to administer a 'short sharp shock' for physically fit offenders between the ages of 21 and 25. Hong Kong is the only place in the world to have adopted this system.

So far, it has worked reasonably well. Seventy-six per cent, or three out of every four inmates, have not been convicted for any subsequent offence in a period of three years following their discharge. This compares with, for instance, an equivalent 'success rate' of 51 per cent in the case of the Training Centres.

'But it's difficult to talk about a success rate simply in terms of the effectiveness of the institution. You have to take into account rehabilitation work and after-care on release,' Mr. Garner points out.

He believes that in Hong Kong both of these could be improved. Those under 21 at the time of sentence receive automatic after-care for 12 months after their discharge, provided they are not over 25 at this time. But this does not apply to the over-25 age group.

Nor is there any 'Half Way House' system in Hong Kong, under which the prisoner could make a provisional adjustment to normal life as he reaches the end of his sentence. Mr. Garner hopes however that this type of institution might be established soon.

'And a lot depends on the individual and his circumstances,' Tom Garner reminds. 'An ex-prisoner with a family and a home to return to almost invariably has a better chance of adjustment.'

'There's also the particular problem of adjustment in the case of some women prisoners. Some, for instance, have been working as bar girls or dance hall hostesses before

conviction. They earned perhaps \$5,000 per month. But they are usually of limited education and all that can be offered after release is factory work that brings in a considerably lesser income.'

Despite this emphasis on preparing prisoners for a better life, Mr. Garner is convinced that discipline is necessary inside the institutions he controls. He adds that professional opinion is increasingly in support of this view.

'What you might call the European point of view, with an emphasis on freedom of behaviour while in confinement, has been shown not to work. And the American experiment with prisons for both sexes has certainly been no better. This is now realised throughout the world by those responsible for prisons. And there's a strong — perhaps too strong — swing back to putting the emphasis on discipline.'

'We had a conference here in Hong Kong only recently, and this was the view that came over loud and clear.'

'But we must be clear by what is meant by discipline. Cultural differences sometimes give rise to misunderstandings. For instance, would-be reformers in the UK might refer critically to photographs that show Hong Kong prisoners squatting whilst under the surveillance of an officer.'

'They fail to appreciate that to many Asians squatting is something that is comfortable and comes naturally, and in no way is looking upon as undignified.'

Tom Garner goes on to remark that he does not mind letting it be known that he is not in favour of corporal punishment.

'I don't say it's not effective. In some cases it certainly is. But it's indiscriminate. And it's very difficult to assess which prisoners might respond to this form of punishment, as opposed to those who merely become hardened in attitude.'

Mr. Garner has no time for media allegations of triad activity and drug taking in prisons.

'I can assure you these are completely inaccurate,' he says firmly.

Drug addicts nonetheless form a somewhat specialised group among those detained. Some forty per cent of admissions to prisons are addicts, although not all are in gaol for drug offences.

Mr. Garner agrees that the methadone maintenance system is helping to eradicate drug-related offences, including trafficking, and that it cuts into the profits to be made from the trade in drugs. Nonetheless, he would prefer to see withdrawal instead of methadone maintenance.

'There is a high rate of relapse among those on methadone,' he claims.

'Nowhere in the world has methadone substitution led to complete withdrawal.'

Another theme that arouses Tom Garner's ire is references to overcrowding in prisons.

'In Stanley only 1,200 out of 1,600 cells are occupied. This is just about the right ratio to allow for a programme of maintenance and repairs.'

'In fact, apart from the psychiatric centre most institutions have spare capacity. The illegal immigrant problem does however tend to distort the picture.'

The fact that gaols have spare capacity is a fact that most of us would welcome. And, the prison population has dropped dramatically in recent years. To-day there are on average some 2,000 less in gaol than was the case some three years ago.

Unfortunately this does not mean that there has been a drop in the crime rate, although in Mr. Garner's view crime is being contained, and the rate has remained stable for about four or five years. However, much of the decrease in prison population stems from the use of alternative methods of sentencing.

'Prison should be a last resort punishment,' Tom Garner says. 'And I think most judges today agree with that view.'

'Community service orders have a valuable role to play and allow the convicted person to make a positive restitution to society. I'd also like to see increasing use of the concept of periodic detention.'

'There seems to be no good reason, depending on the nature of the offence and the convicted person, why someone should not work at a normal job from, say, Monday to Friday, and then serve his sentence on Saturday and Sunday.'

'Both these types of sentence are less costly than putting a man or woman in prison.'

'I'd like to see the Judiciary making more use of prison records when considering sentence. So as to find out how the prisoner responded during his previous sentence. This applies particularly in the case of a recidivist.'

Do Hong Kong's prisons have adequate facilities for turning criminals into worthwhile citizens?

'Well, in considering that, you must eliminate the life prisoner, for a start. In Hong Kong, life imprisonment means just what it implies. Prison for life.'

'This is in contrast to the UK, where a life term can mean release after nine or so years, or even less with parole. For obvious reasons, rehabilitation work does not apply to these prisoners.'

'And time does not allow us to make much of an effort for the very short term prisoner. At least, not an elaborate effort. Nonetheless, all young offenders in Training Centres get some form of industrial training.'

'I would certainly like to see our industrial facilities extended. We've made considerable progress in recent years. Two noteworthy areas are in printing and in shoe making. All the road signs you see in Hong Kong are printed in prisons. In a few years time we should be earning revenue to the tune of \$40 million a year.'



Women prisoners at work in the laundry.



Life in detention isn't always dull! Inmates at Cape Collinson Training Centre have a chance to practise music.

'This is an area where the Chamber's members can help. We need to be able to keep up-to-date with industrial practice by having our training staff visit factories. I'd be glad to hear from any member who can offer this sort of facility.'

'There's no fear that we're going to steal their secrets and set up in competition. We don't go out to compete for business from the private sector. Our customer is the public sector only.'

'And, needless to say, Chamber members can be of assistance in considering released prisoners for employment. I know there are problems here, but if it is of help I should always be prepared to have my Department supply information on ex-prisoners who are being considered for jobs.'

Tom Garner's main plea to Chamber members however reflects his abiding interest in people — but in this case not

the prisoners but his own staff.

'My Department lacks public recognition. The Police have a very conspicuous public image and this results in recognition, often in a tangible form. The same applies to the Fire Services and the Customs and Excise Service.

'For instance, as a result of the generosity of the public each of these three services has recently been able to set up an educational trust for selected children of staff members. The Police has a considerable welfare fund in any case.'

'But my Department has nothing like this. We have a welfare fund but not on this scale. It would be a good boost to morale and a big step in the right direction if it were possible to do the same for children of staff of this Department.'

HG



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MCX International, Ltd.
Ogar Corporation
P.S. Chellaram & Co. Ltd.
Reynold Van Lines Ltd.
Richtrade Co. Ltd.
Tien Hung Trading Co. Ltd.
Tung Fung Trading Co. Ltd.
Unifast Asia Ltd.
Walco Trading Company
Wheelock Travel Ltd.

Exploratory trade mission to Latin America

Following the successful business group to South America in April this year, the Chamber is organizing an exploratory mission to Bogota (Colombia), Guayaquil (Ecuador), Port of Spain (Trinidad) and Curacao (French and Netherlands West Indies). The trip is tentatively set to start on September 27 and lasts for 22 days. On the basis of 15 delegates, the participation fee per person is HK\$25,000, which covers airfare, ground transfers, hotel accommodation and administrative costs. The Chamber will arrange business contacts for group members through its counterparts, commercial banks and shipping companies.

In 1979 Hong Kong domestic exports to these four markets amounted to \$139 million. Major items exported include textile yarns and fabrics, garments, toys and dolls, watches and clocks, radios, tape recorders, electric torches, battery operated lanterns, plastic decorative articles etc.

Computer link speeds trade enquiries

Any local businessman who wants to market his products in Europe at the touch of a computer key gets this chance with a new service provided by Manufacturers' and Buyers' Systems BV.

The Amsterdam-based company is introducing the first computerized information exchange service in Hong Kong, enabling local manufacturers and exporters to convey details of their products to European buyers with minimum difficulty and no postal delay.

A key feature of the service is the accessibility of the data to some nine million European buyers at about 30

international trade fairs to be held this year and next year in European countries. Apart from providing type-written information, the computer system enables a product to be illustrated on the screen of each computer terminal.

Subscribers of MBS at both ends (importers and exporters) are simultaneously provided with the same information sheet on which details of products and contact addresses are listed.

MBS is to open an office in Hong Kong in July to register subscribers. The company is waging a similar promotion campaign in Korea, Taiwan and Japan. For further information, please contact Mrs. E. Bredebusch of Unicorn Trading Company.



The Lesotho National Development Corporation held an investment promotion meeting on May 12 at the Mandarin Hotel. Speakers included Lesotho Commerce and Industry Minister Mr. V. M. Molapo (left), LNDC's Managing Director Mr. S. Montsi (middle), and the Chamber's Director Jimmy McGregor who gave the opening address. Some 60 members attended.



The Chamber last month held a seminar at the Hong Kong Hilton on the new international trade terms (incoterms) and its relation to multimodal transport. Accompanied by Assistant Director Mr. T. L. Tsim, Professor Jan Ramberg (second from left) of the International Chamber of Commerce conducted a seminar attended by some 25 members.

紡織品配額 管制制度

工商署要求本會在「工商月刊」發表該署來函，本會樂為照辦，茲刊登如下：

逕啟者：

為檢討紡織品配額制度事

三月廿六日來函及建議書奉悉。關於貴會就現行紡品出口管制制度提出之改善建議書，本人先此保證，港府紡品檢討委員會必會對貴會及其他工商組織提出之意見，予以審慎考慮。

鑒於檢討委員會剛開始進行研究工作，本人不能在此階段批評貴會建議書之內容。然而，本人認為應就貴會對紡織業諮詢委員組成之意見，提出爭議。

懷疑檢討委員會能否作出客觀中肯的判斷，就等於懷疑委員的廉正誠及政府依該會意見作出之判斷。檢討委員會是由紡織業諮詢委員會委員組成。貴會都知道，以個人身份委任的紡織業諮詢委員，皆是由紡織界的代表挑選出來，其中很多並在工商組織担任要職。此編排一方面可使

工商署長向紡織界徵詢專家意見，另方面，亦可確保紡織界（包括各工商組織代表）的意見能在諮詢委員會的會議錄中反映出來。本人可以保證，紡織業諮詢委員會過去向工商署長提供的意見一向大公無私，因此，實沒有理由聯想他們在此次或以後的檢討工作中不會提供同樣中肯的意見。我知道貴會對紡織業諮詢委員會成員問題所持的觀點。貴會當然有堅持和發表意見的自由，但本人必須提出一點，就是對諮詢委員加以誹謗並非自由權的合理使用。

貴會既認為適宜在「工商月刊」發表改善紡品配額制度之建議書內容，本人亦懇請貴會在下期「工商月刊」發表敝署來函。

此致

香港總商會

貿易處處長曹廣榮啟

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本會與世界市場

由本會與貿易發展局聯合組織的非洲貿易團，在拉各斯、阿比讓及奈羅比結束訪問後，已於五月三十日凱旋返港。該團在拉各斯接獲訂單總值達二千三百萬元。此外，另有二千五百萬元交易仍在商議中。

阿拉伯區貿易委員會決定明年二月再組中東團訪問迪拜、利雅得、吉達及科威特。

鑒於最近赴南美之貿易團凱旋歸來，中南美洲貿易委員會現計劃於今年九月、十月間再組考察團訪問波哥大（哥倫比亞）、瓜亞基爾（厄瓜多爾）、西班牙港（千里達）及庫拉索。

貿易部助理董事於五月六日赴東京，出席一個貿易發展工作委員會之聯席會議。繼此，兩主要工作委員會亦於五月十五日在港召開聯席全會。在上述會議中，雙方交換了有用的意見。

八月間，本會將再次籌組香港代表團，前往參加「攜手邁進」柏林商展。預料將有廿多位參加者各自擺設攤位，而本會亦將另設攤位，擺設二十至三十家會員公司的代表商品。

本會將於九月首次組織香港代表團參加瑞典舉行的高德堡消費品展覽會。希望此行會獲得美滿成績。

貿易部亦正考慮海外主辦機構提出組織香港代表團參加十一月舉行的尼日利亞貿易展覽，及在某阿拉伯國家舉行的「香港雙週」建議。

此外，本會亦將在未來數月間在橫濱合辦一個工業投資研討會，並將出席十一月在鹿兒島舉行的香港／鹿兒島會議。

本會決定在港日貿易合作委員會主辦下，於下半年組織香港工業代表團訪問日本，與日商探討技術轉移或聯營生產之投資機會。日本商會將與本會密切聯繫，以確保有意與港商合資的日商，覓得適當的廠商與其接洽。

香港工業代表團的訪問程序包括與個別日本公司洽商聯營協議及參觀工廠。

貴賓拜訪本會

最近拜訪本會的外賓包括巴基斯坦商務部長希爾、意大利外貿協會會長狄塞提博士、沙地阿拉伯高層代表團、斯里蘭卡副外長及尼日利亞美商會會長高洛。



本會動態

本文內容乃摘錄自執行董事向理事會及其他工作委員會發表之每月報告。

西歐區貿易委員會於五月二十日開會，比利時商務專員馬里遜應邀出席，向會員講述目前比利時的市場狀況，及如何與比利時入口商進行貿易。

中國出口商品交易会 —— '80 年春交會

中國委員會報稱，就前往參加的外商人數而言，今年春交會的規模雖較小，但卻是個成功的交易會，中國所採取的手法非常商業化。參加這次交易會的中國進出口公司大為增加，並似乎有強烈的競爭性存在。

工業部現儲有一百張紀錄各有關中國機構的資料。本會相信很多會員公司都會備有豐富資料，可協助充實此項參考制度。有意提供協助的會員請與本會工業部副經理區永祥聯絡。

重聘貪污僱員的問題

防止賄賂條例修訂法案建議，授權法庭禁止被裁定犯有嚴重貪污罪行之人士重受聘於原有或類似之職位，禁令之有效期為七年。此項建議引起了不少爭論。鑒於問題的重要性，本會民政事務、工業事務及法律委員會最近均召開會議，希望能就本會立場向理事會提供意見。

私人機構女僱員福利

為協助公務員常委會，本會最近在香港僱主聯合會協助下，展開一項有關私人機構已婚女僱員服務條件的特別調查。

調查結果顯示，一般私人機構都視男子為家庭負擔者，因此，只在例外情

況下，女僱員才獲得與男僱員同等的福利。倘女僱員的丈夫本身已擁有該等福利，則該女僱員必不會獲得與男僱員同等的福利。不過，當然亦有少數的例外。

本港需要興建 第二個貨櫃碼頭？

船務委員會於五月廿二日開會，詳討有關需要興建第二個貨櫃碼頭的事宜。該會邀請黃沛棠先生成立小組委員會探討調整不定期貨船的收費問題。船務委員於六月五日舉行惜別午餐會，歡送退任海事處長魏樂新。該委員會得悉港府現正進行工作，以擴充船務業統計資料。

本會刊物暢銷海外

本會現開始接受海外人士訂閱「工商月刊」，每年費用為三十美元。本會將按月寄發「工商月刊」予海外訂戶。

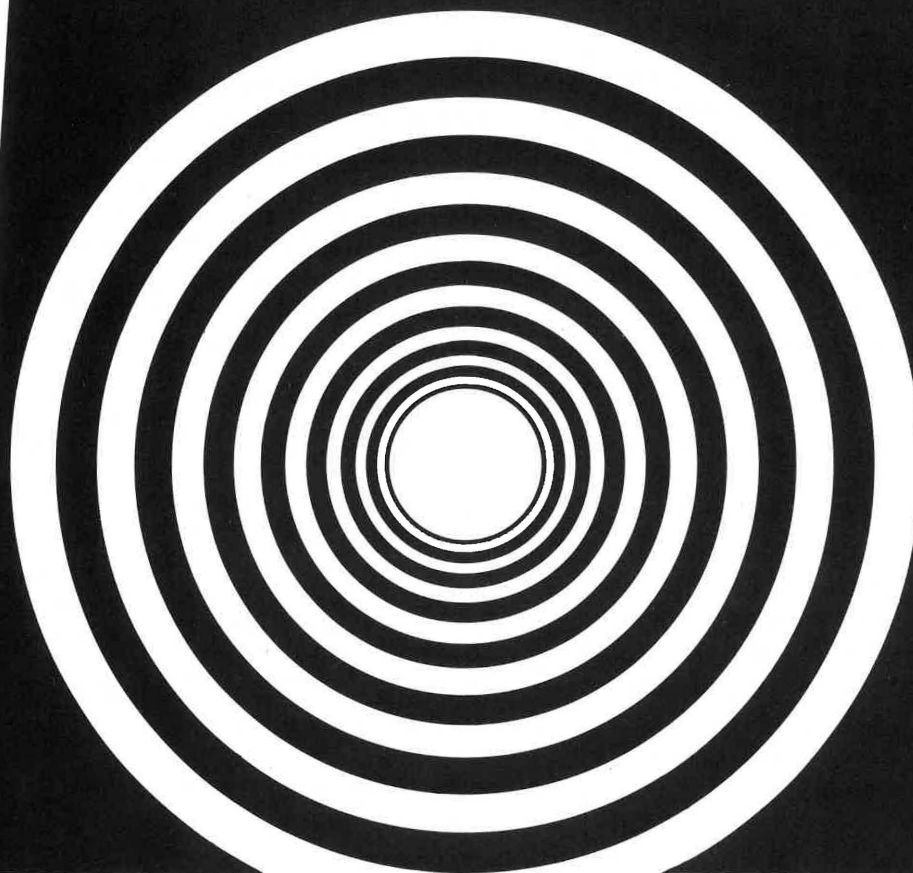
本會現已開始籌備一九八一年「香港日記」之出版事宜，預料今年訂購將再度踴躍，大受各方讚譽歡迎。此外，本會亦正着手設計今年聖誕咭的款樣。首次加插會員廣告的一九八一年會員名冊亦即將出版。

新職員



陶家慧小姐於五月加入本會，擔任出版印刷科主任。陶小姐在美國畢業，曾在美國及香港任職。

會員欲知有關以上各項報導之詳情，請與董事助理黃麗華小姐聯絡，電話：五—二三七一七七，內線三十。



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續談香港之工業訓練

李鵬飛先生稱：目前訓練設施未足應付工業需求。

曾競時(Jenkins)最近訪問了立法局議員李鵬飛先生，請他就目前香港工業訓練及技術教育是否充份的問題，作個人的評價。他認為本港現有訓練技工、技術員及技師的設施，均未足以應付工業需求。

香港總商會理事李鵬飛先生是安培泛達有限公司的董事經理，及香港訓練局電子業訓練委員會的卸任主席。在今年立法局財政預算辯論中，他就本港的工業訓練問題提出了質詢。

李氏表示，目前香港電子業僱用超過九萬名工人。一般電子廠都為工人提供基本技術訓練：焊接、零件鑒定與剝製、質素板及電子壓焊。電子工人的流動性極高，留任比率不足三分之一。

結果造成訓練成本高漲。工人經常調廠，往工資優厚的工廠工作。受過數行工業基本技術訓練的工人，更可以選擇從事任何其中一行的工作。

年來，他一直倡議電子業推行中央統籌的訓練計劃，其目的並非管制受過基本訓練工人的工資，而是盡量把這批受訓過工人保留在這個行業。

「香港訓練局請我將建議的電子業中央統籌訓練計劃押後，因為經濟多元化委員會正提議制訂一項全面性的工業集體訓練計劃。我個人不贊成從政府一般收入中撥款資助各項工業訓練的建議，因為這樣做就是把訓練計劃交由港府來推行。」

「港府並非工業家。我想港府人士會酌情撥給補助金，但亦有意管制補助金的運用。因此，倘你需要迅速訓練一班技工人員，你就要通過撥款申請的繁複程序去獲取該筆補助金。」

「我肯定製衣及建築業訓練局亦會反對從政府一般收入撥出訓練經費的籌措辦法。它們樂意維持現有的訓練中心，自辦基本實務訓練。」

「他們可以隨時向訓練中心負責人提出需要訓練那一方面的人員，及推行訓練所需的各種資本器材。」

「倘全部訓練計劃的經費都來自一般收入，（按酌情補助金方式撥付），你就要通過經濟事務科、財政科及財務委員會申請批准。到你獲得批准時，可能已是十八個月以後的事，而你的技術水準可能已落後了幾年。」

「當日你需要工人學習操作的機器，今日可能已不再沿用。我相信業內人士大都寧願付出徵款的代價。我說過，建議中我們所需繳付的徵款數目低微。我們願意提供徵款，維持推行基本的訓練。」

筆者稱若干評論曾對徵款一事提出反對。

李氏說：「是的，他們提出的論點亦有道理。不過，他們所反對的是向入口貨徵收款項。我認為要入口商津貼出口是不合理的。我希望只對出口貨物實行徵款，就如製衣業目前的情況一樣。」

如是，徵款率豈不是要提高？

他稱：「不錯，徵款率可以增加一倍。但相對來說，數目仍是微不足道（0.05%）——價值每一百萬元的出口貨物只徵收五百元。倘我出口一百萬元的貨物，我極樂意付出五百元作為資助訓練的經費。」

他說，隨着香港轉向發展較高技術產品，減低電子業工人的流動性日益重要，因為我們再不能與南韓、台灣及菲律賓等隣國的低價產品競爭市場。

他續稱，香港在技術上需要三種專門人才。（一）我們需要技工從事最後裝配、部份裝配試驗及維修工作。（二）我們需要技術員從事簡單設計、系統試驗及大規模的試驗工作。（三）此外，我們必需有更多畢業工程師——設計工程師設計新產品，而非模仿別人的製作。

首兩類人才是在工業學院受訓。香港現有五間工業學院，將來可能會再增設三至四間。但目前技術員的人手極缺乏，僅在電子業方面，不足額已超出一千二百名。此外，尚有其他工業需要同類的技術員。

李氏又稱：「直至今年四月，我一直擔任電子業訓練委員會主席。我們每兩年都會舉行一次人力調查，按調查結果預測對各級技工、技術員及技師的人力需求。上次調查獲得百分之九十六的答覆，因此，調查所得的數字應當還算準確。」

「工業學院稱它們因在招聘技術教員方面受到限制，而無法擴充學額。正因如此，我們皆感失望。」

「一方面訓練設施不足，工業學院入學人數額滿，使有意攻讀工技科目的青年不能如願。另一方面，本港工業正在強烈要求受過技術訓練的人員。」

「我承認政府已盡力擴充訓練設施，使畢業人數能在每數年遞增一倍。但我們工業界人士的要求更高，我們希望能提高產品質素，維持本港出口增長的實力。單靠工人是不能做到的，技術人才是主要的關鍵。正因如此，我認為現有的訓練計劃仍缺乏協調。」

「我們已將訓練局及訓練委員會的所有報告呈交港府。他們正在對此進行檢討考慮。但用我們的報告作為方針的計劃何在？」

較高水平技術教育的情況更可悲。他說：「港大、中大及理工學院的課程都是年前預先編定的。即使投考入學試及格的青年亦不一定有機會進讀工技一門的學科。」

「幸而，有不少赴英美的留學生返港就業。我們聘用他們；不過，返港的留學生人數仍未足供應需求。」

李氏稱，有關電子業的另一項人力調查將於六七月間完成。他估計工程師缺乏的情況可能比七八年的調查結果更為嚴重。香港工業發展相當迅速，專上教育並未能與工業並肩發展。目前的教育與訓練設施極之不足。

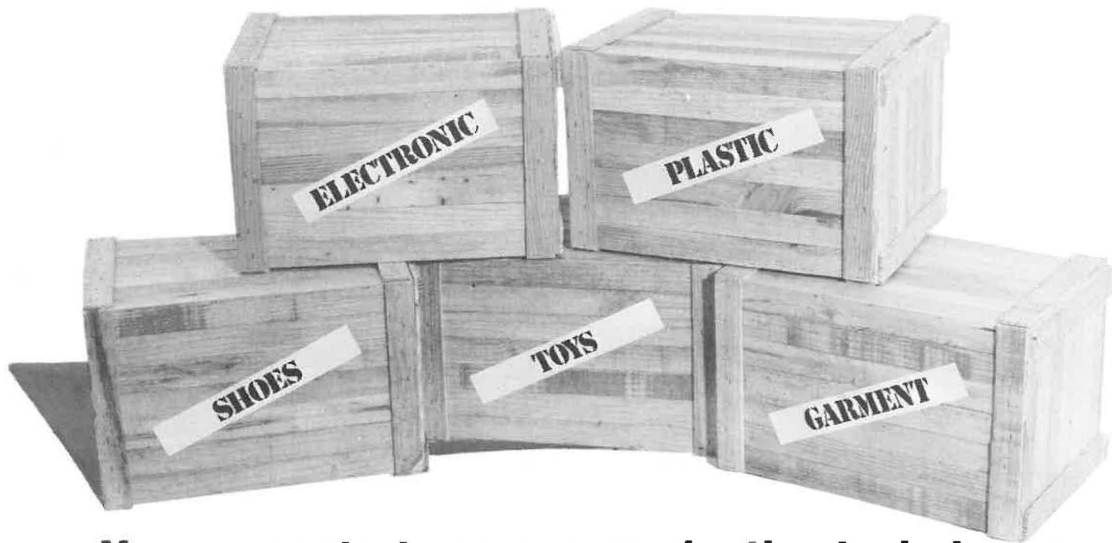
他表示：「這就是我的看法，調查結果足以證明，工業之人才缺乏亦足以證明。人才短缺妨礙了我們產品設計的進展。」

「任職任何公司的畢業工程師都必需經過至少兩年的訓練，才可以從事一些工程設計工作。該兩年的初階訓練可說是一項投資。本公司屬下有幾千名職員，工程師級的人員約有一百五十名，其中約有四、五十名為設計工程師。」

李氏表示，他公司工程部人員並沒有劇烈人事變動。但如部門經理級的職員卻有別家公司意欲轉聘他們為總工程師。他會盡量讓他們另謀發展，因為他們可藉着新職提高本身的質素。

李氏建議香港大學、中文大學及理工學院應共同檢討一下整個工業的技術教育問題。雖然，香港電子業在

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- Profit Analysis
- Financial Accounting

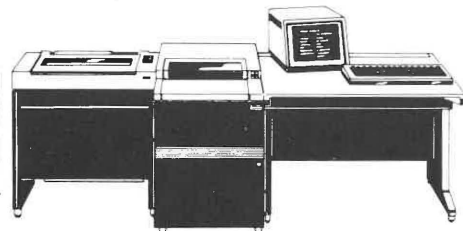
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過去十五年的增長異常迅速，並已成為第二大工業，但它仍未奠定一個非常穩固的基礎。

全球的電子業仍是一門較新的工業，其應用的技術日新月異。

去年，香港電子業紀錄得可觀增長。雖則主要市場美國的經濟呈現衰退跡象，不過，相信今年的業績仍會保持穩好。

他稱：「我們必可安然渡過，相信美國經濟衰退情況不會如一九七四年一般嚴重。大概在總統大選後，形勢將會漸趨緩和。屆時，我們的電子業必再回復蓬勃增長。」

李氏說，多年來他一直倡議安培泛達應將部份生產過程改為自動化，以補工源短缺之不足。但推行自動化需有良好的工程師——能夠坐下來商討和設計。

「沒有這些工程師我們就不能推行自動化。另一方面，我們正面臨南韓及台灣愈益強大的競爭壓力，它們推行工業訓練非常積極，南韓科技學院設有中央統籌機構，負責向政府提供意見。實質上，就是由政府成立的機構。」

「台灣科技學院在應用研究工作上尤為積極，他們為工業創造新設計。只要有人提出有出口銷路的新產品意念，他們就會去設計。這是我們所

沒有的。」

筆者問李氏是否認為，香港在技術上有追不上其他先進國家的跡象？

他答道：「我認為香港在過去兩年已有追不上新技術發展的跡象。」

已有？

他說：「是的，就工程產品來說已追不上。香港在提高產品質素方面的成績已相當不錯，但我所談及的競爭國家亦同樣不願生產低級產品。」

「舉例而言，今日微型信息處理機是電子業廣泛使用的原件。它是製造電視機、計算機及多種電子產品所必需的微型電腦。我認為香港已日漸邁向微型電腦及寫字樓電腦方面發展。事實上，我們有專門設計這類產品的人才。我曾見過這些產品的板樣，品質設計都很不錯，價格亦具有競爭能力。不過，我肯定與我們競爭的其他國家亦同樣會推出新產品設計，而且可能比我們發展得更快。」

「這些設計需有良好的工程技術知識，不單只是良好的電子工程，而且還有良好的機械工程。」

「我認為世界市場對這類產品必會有很大的需求，本公司（安培泛達）亦正在設計這類的產品。」

筆者問，作為一間國際公司，安培泛達何不委聘國外的工程師負責設計？

李氏答道：「香港工程師的工作效率較佳，且數學根底良好。他們從先進技術創新設計及使用新零件的工作表現尤佳，設計精密高級。本公司的產品設計是在本地進行，然後銷往世界各地。」

「他們是才華橫溢的。去年，本港設立的電子廠數目由六百七十家增至一千零七十五家。倘若每一家廠需要一個工程師，那麼我們已立即需要多三百五十名。」

李氏問道：「雖然，我們現正吸收由美加及其他國家回歸的留學生，但我們的專上教育設施如何能追上需求增長？」

他說，安培泛達聘用本港及外國工科畢業生的人數各佔一半。

「若非歐洲共市及美國實施的配額限制如此嚴厲，迫使我們推行工業多元化，相信技術教育設施不足的問題將比目前更受忽略。」

但李氏堅信，儘管我們面臨的市場競爭更加劇烈，香港仍有辦法解決問題。

「雖是實行得稍遲，但只要成立中央統籌訓練制度，由鼓勵學徒訓練增加進讀工業學院的人數，展望未來三、五年間，問題就會減少。」

「但大學及理工教育資助委員會必須擴充本港的工程學教育設施。」

迅速發展的理工學院

香港理工學院正在不斷招聘教職員和擴建校舍，以培育更多工程人才，應付工業需要。理工學院工程學部助理院長畢道安甚至提出，在現今階段，港府或宜考慮在新界開設另一間理工學院。

據悉一幅位於沙田附近的土地已被暫時指定用作興建第二間理工學院，以迎合沙田新工業市鎮及荃灣的發展需要。

畢氏稱，他深悉此項計劃必須加以審慎考慮，以確保香港各工科畢業生人數不致供過於求（如印度）。在某程度上而言，英國、澳洲及菲律賓亦有這種情況出現。

他說：「我認為像香港這樣一個亟需依賴出口的地方，經濟突呈衰退是有可能的。若然如此，各樣事情必將立即受到壓制。本港對世局的反應強烈，工程師或其他學科畢業生的過

量生產確是個非常現實的危機問題。」

他解釋道，理工學院與香港訓練局保持密切工作聯繫。理工院方委員很多都是工業訓練委員會的成員，他們曾就工科畢業生供應過剩的危機問題，提出過各項的論點。

他說：「無疑，本港多方面的意見都不贊成理工學院開辦學位課程。基於種種理由，我們認為這是應該的。但某些人士卻稱人力調查報告明確指出，本港每年都有大批出國留學生學成返港。前赴歐美或澳洲攻讀工程師的港生之所以回歸，是因為這些國家不准他們在當地工作。」

「據稱，每年平均約有一百名出國留學的工科畢業生返港。因此，在港修讀工程學的畢業生將需與返港的留學生競爭就業機會。」

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爭就業機會。」

「多年來，理工學院及香港工業學院（理工前身）所訓練的院士，程度一般都能達到大學學位的水平。凡在倫敦十五個專業協會結業考試全部合格的學員，可獲頒發院士文憑。」

「考生數以百計，但並非全部都是理工的學生，有些來自浸會學院，還有些是自修生。凡在第二部結業試考取合格者，可獲頒發院士文憑。此文憑獲英國承認相當於英大學工科學士銜。他們並可繼續受訓，成為英國土木工程師學會或機械工程師學會的會員。」

「因此，不單只是理工，就是其前身香港工業學院，多年來都在培育與工科畢業生同等學歷的工程人才。」

畢氏稱：「倘本院舉辦學位課程的話，估計我們在初期將開五班，每班學生二十人。但學額增加需視乎情

況而定。事實上，若按照一九八一年的計劃行事，我們將取錄一百名學生，他們需完成四年制的課程始獲頒授學位，其中包括一年工業訓練。」

「預料這些學員投考校外考試的合格率將會大為提高。但我們尚未知道可否獲准這樣做，我們仍在等待港府的批准。本院曾提出，倘學額人數維持於一百名水平，所需的經費是不會顯著增加的。一切需待事後的發展而定。」

「倘我們將學位課程逐漸擴展至其他學系，則經費必然會增加。一兩個月前，大學及理工教育資助委員會蒞臨本院訪問，談及八一至八四年之三年期發展大計。我們向該委員會保證，工程學系舉辦學位課程，無需大幅增加經費。我們備有課程所需的教職員、教學設施及專用器材。」

畢氏指出，電子工程系是理工工程學部其中規模最大的一個學系。港大方面設有電子工程學位課程，中大亦設有五年制的「廠校交替制」學位課程（其中一年是在工廠從事實習訓練）。雖則如此，畢業人數仍未足供應工業需求。

「我們在財政方面極受限制。在未獲悉大學及理工教育資助委員會最近訪問的結果之前，我們對八一至八四年期發展計劃之撥款，未敢樂觀。」

「本港已接獲通知，該委員會不準備對八一至八四年期間動工的校舍擴建工程考慮撥給經費，我們對此甚感失望。我們目前的校舍已不敷應用，因此，實有急切需要建築新校舍。」

「另一方面必須提出的，是本院的發展已獲當局撥給了大量經費。但教育是一項需要龐大經費的事業。鑒於本院創立期間，港大方面的財政曾經頗為緊絀，因此，對於此間港大獲撥給大量經費之事，我們並沒有意見。港大實亟需興建一所工程學院大樓。」

畢氏稱理工設有諮詢委員會，應邀出任委員的工業界人士經常向院方直言他們所缺乏的人手問題。

「他們的提議倘是我們能力所及的，我們都會悉力以赴。本院工程學部極有意發展，推行新計劃。」

理工曾向當局提出開辦應用科學，建築及測量學各工程科的學位課程。工程科的範圍包括土木及結構工程學、電機工程學、電子工程學、機械及輪機工程學、生產及工業工程學。

畢氏稱，雖然生產及工業工程知識極之重要，但就讀該項課程的學員

人數卻較其他工程學系為小。

「目前，我們正在大量培育工程技術員，此乃我們的主要工作。本院夜校的學生人數極多，就讀的學生都是自繳學費。我們不清楚其中有多少是從事該行業的工作，但相信大部份會是，而且必與工程有接觸。」

「本院大多數的高級文憑課程學生，（其中工程學系的有數百人），都有能力輕易考取英國工程學位資格。他們的學術水平比英國的相對課程更為高超，而且平均技能亦較為卓越。將他們與美國的工程學員比較，相信大致上亦不會遜色。」

「這是我們其中一個隱伏的困難。在本院接受高級技術員訓練的學生若在其他國家，將可進大學修讀專業工程師課程。本院全日制的學生都希望取得承認的學位，成為專業工程師。他們自知有這樣的學術技能。」

畢氏又稱：「香港大學人才輩出。我們所取錄的學生若在其他國家將有資格進讀大學。目前使我們進退兩難的是：（1）我們可保持現有教學制度，因材施教，向修畢課程的學員頒發高級文憑。或者，（2）如獲許可的話，我們向修畢課程的學員頒授學位。但據稱，香港並沒有足夠的職位空缺，去容納眾多的學士畢業生。」

「粗略計算，本院各工程學系每年約培訓出一百名高級文憑畢業生。其中成績優異者將繼續修讀院士文憑課程，有些或轉入大學進修，（大學方面允准高級文憑生免修大一課程）。他們一般的成績都頗優異。」

筆者問畢氏，倘將更多技工水平課程轉交各工業學院辦理，理工是否能集中主辦和擴充較高技術水平的課程？

他說：「此項轉移計劃當然可使本院的教務有更新的發展。目前新辦的機構管理學系課程內容不單只涉及酒店管理，而且還包括多種學科，藉以傳授各項有關醫院、監獄、工廠等機構在管理經營上所需的知識與技術。」

「較早前，我們還成立了規模龐大的醫療服務學院。該學系目前設有四個學科：職業治療學、物理治療學、放射診斷學及醫療實驗學。將來的醫療服務課程範圍必會擴展至視力檢定學。本院現已設有牙科技術訓練，這是一項與新牙科學院有關的專業課程。」

畢氏稱他亦得悉，經濟多元化諮

詢委員會建議當局考慮將工業學院的行政責任轉移給建議中的工業訓練局或理工學院。他認為這個計劃並不十分妥善，且可能引起工業學院教職員的反感。

「我認為我們應給予工業學院教職員公平的對待。他們的師資可能比英國工業學院方面的更佳。本院經常與工業學院的校長會晤，保持聯絡。我們工程學部職員對他們的評價甚高。」

「我並不是說完全同意他們現有的管理方式，他們受政府管制甚大。總的來說，我認為工業學院宜保持獨立管理方式。不過，這只是即興的說法，並沒有充份的了解和經驗根據。」

「曾有人提議成立一個類似技術教育局的組織，這是個可行的辦法。另一項建議是將工業學院歸工業訓練局管轄，但我不贊成這樣做。」

畢氏稱，包括一年工廠實習訓練的「廠校交替制」課程，應在本港廣泛推行。理工生產及工業工程學高級文憑課程曾舉辦過一項試驗計劃，頗為成功，電機工程學高級文憑課程亦將在九月舉行類似的試驗計劃。

筆者問，現有的「廠校交替制」課程，可否再擴充容額？

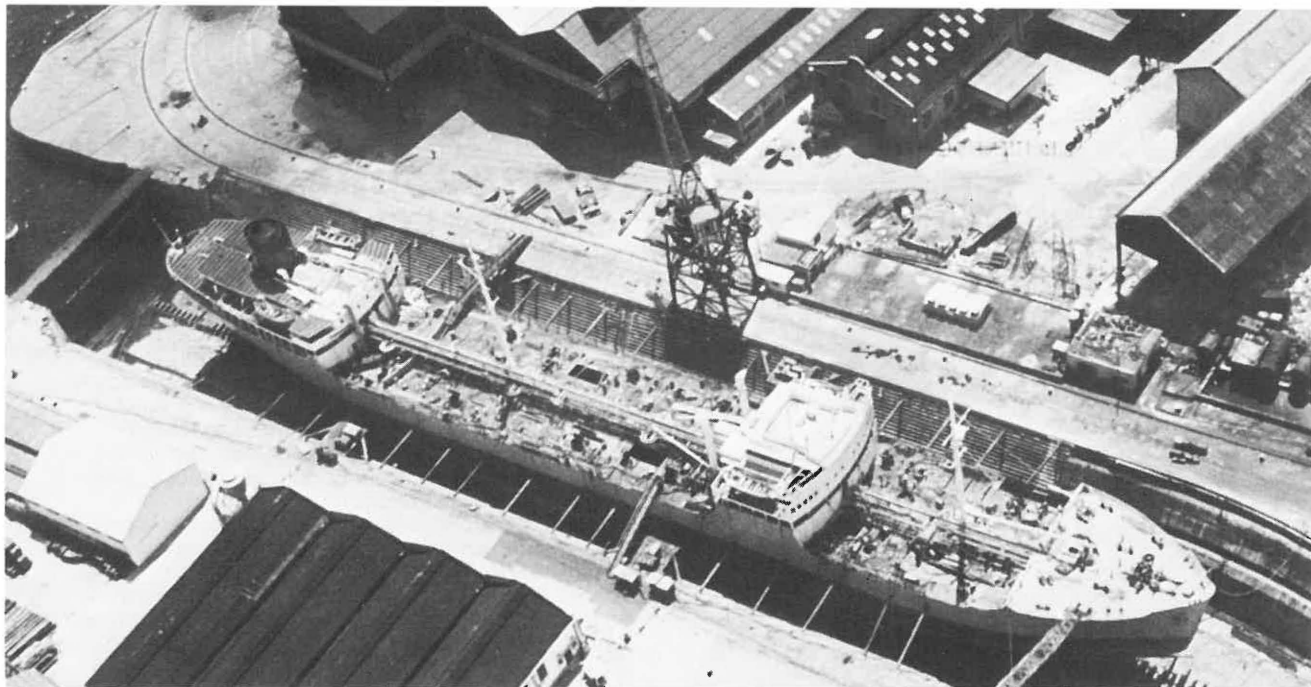
他稱：「課程本身已不能再容納更多學生，唯一的辦法是開設另一間理工學院，將本院現有的部份教學工作分派出來，然後讓我們擴充，或者，讓我們擴建校舍。我們認為應該這樣做。整體上言，我們認為香港需要更多的工科畢業生，我個人可以肯定這個需要。」

筆者又問，倘理工獲准擴充設備，怎樣的計劃才是最合乎需要？建設另一間理工學院抑或擴建現有的理工學院？

他答道：「我認為這是由政府決定的。就香港的面積而言，當局或可在新界建設另一間理工學院。倘將香港與紐西蘭比較，本港的人口遠超過紐西蘭。按人口平均計算，他們的理工設施遠較我們充備。同樣，按人口平均計算，本港訓練出來的工科畢業生人數只相當於新加坡的一半。」

筆者問，如此說，香港尚有擴展及增加工程師人才的需要？

畢氏答道：「我們認為是的。雖然，遇本港經濟經歷嚴重或長期衰退時，工程師需求或會劇減總是一個顧慮；不過，我們必須從需求續增的長遠觀點看，從而制訂出適當的計劃。」



船舶修造業與新船塢並肩發展

大型輪船……

隨着青衣三座新船塢落成啓用，展望明年香港的船舶修造業將有蓬勃發展。在面對其他東南亞國家的劇烈競爭下，新船塢的設置將使本港能提供更全面性的船舶業服務。

這些服務包括船隻改裝、建造三萬噸級大型輪船、卸油浮泡、運油輪及有關的運輸工具。本港一家船塢——中華造船廠，亦計劃改良新廠設備，為英國建造軍艦。

最近接受本刊訪問時，很多造船及修船廠都表示對船舶業的前景充滿信心，尤其鑒於中國現正積極推行四個現代化，因此，必將成為一個潛力市場。

商船製造商向本刊表示，自一九七八年底以來，中國向本港大量訂購拖船、反污染船、駁船、巡邏艇及其他特別用途的船舶。修船廠亦報稱，由於中港之間的海運貿易激增，在港塢進行定期維修或保養的中國船隻日益增多。中國本身的船廠並未能應付海貿急劇發展的需求。

從港府批准在青衣島撥地興建新船塢，足見當局有意支持本港這門重工業的發展。

這三座新塢是由香港聯合船塢有限公司、歐亞造船工程有限公司及友聯機器修理廠有限公司分別興建和經營。預料新塢在全部投產時，將需僱用五千多名工人，包括操作員、技工、技術員及技師。

雖則三座船塢仍在興建中，但聯

合船塢的進展較迅速，計劃分兩期進行，第一期耗資五千萬元，現已正式投入生產。這幅香港唯一特大的工業用地——地面及海底總面積達二百廿五萬平方呎，位於青衣島西岸金竹角，涉及龐大的填海及地面整平工程。

第二期工程亦已接近完成階段，落成後，可使聯合船塢的修船業務全部集中在青衣新塢。

一九八〇年後期，紅磡船塢將會關閉，而聯合船塢即可全部遷往青衣新塢。據聯合船塢母公司和記黃埔有限公司發表之七九年度週年年報指出，遷塢計劃完成後，經常性開支將會大幅度下降，而新塢之現代化設備亦將進一步提高生產能力。

聯合新塢設有兩個浮塢，其中一個可承造巴拿馬級船隻的修理、改裝及保養工作。聯合船塢將設置第三個浮塢，可處理十萬噸級的輪船。新塢是與歐亞造船工程有限公司簽署兩年期租約，這使聯合船塢的未來業務發展能有較大的靈活性，無需承擔購置第三個浮塢的開支。

除三個浮塢外，新船塢還設有輔助部門，如鑄造廠、機械工場、焊接網、鋼木、螺旋槳及電機工場。塢內兩處地點已被劃定作未來發展用途。據聯合船塢商務經理麥健能表示，其中一個地點將用作裝置「電動升降船排」。

麥氏解釋說，「電動升降船排」，載重一千五百噸，使用時，先將船排

平台降至水位適合深度，再將船隻拖向排面，開動絞機，船排便會連船一同升至碼頭面。

當船升至平面時，再使用獨有之「運送系統」將船隻移向台上兩邊，而船排隨即即可將另一艘船繼續升上。麥氏稱，這種船隻上排方法比較普通船排在使用上更為簡捷，既可節省地方，又能物盡其用。

香港聯合船塢的業務集中在以下三方面：船隻維修及保養、船隻改裝及建造卸油浮泡。

船隻維修及保養是該公司的主要業務，中國是其中的基本客戶。麥氏表示，展望來年間，修理巴拿馬級船隻的數目將會增加。他稱：「本公司添置第三座浮塢必將加強這方面的修船量。」

然而，他又對新加坡、台灣及南韓修船業對香港構成的威脅表示關注。由於新加坡在國際海運上佔有地利，近年來它所接獲的修船訂單甚為可觀。

麥氏指出，燃油成本劇漲，使船東及代理盡量在最近停靠港進行船隻修理。他解釋說：「燃油在經營成本所佔的比率日益提高，這是使船隻不繞航其他港口進行修理的主要原因。」

改裝船隻為聯合船塢經營的另一個業務範圍。船舶業務不穩時期，船東一般無意購買新船，他們只將現有船隻改裝，適應有利貨運的需要。同樣，在業務興旺期間，他們亦急不及

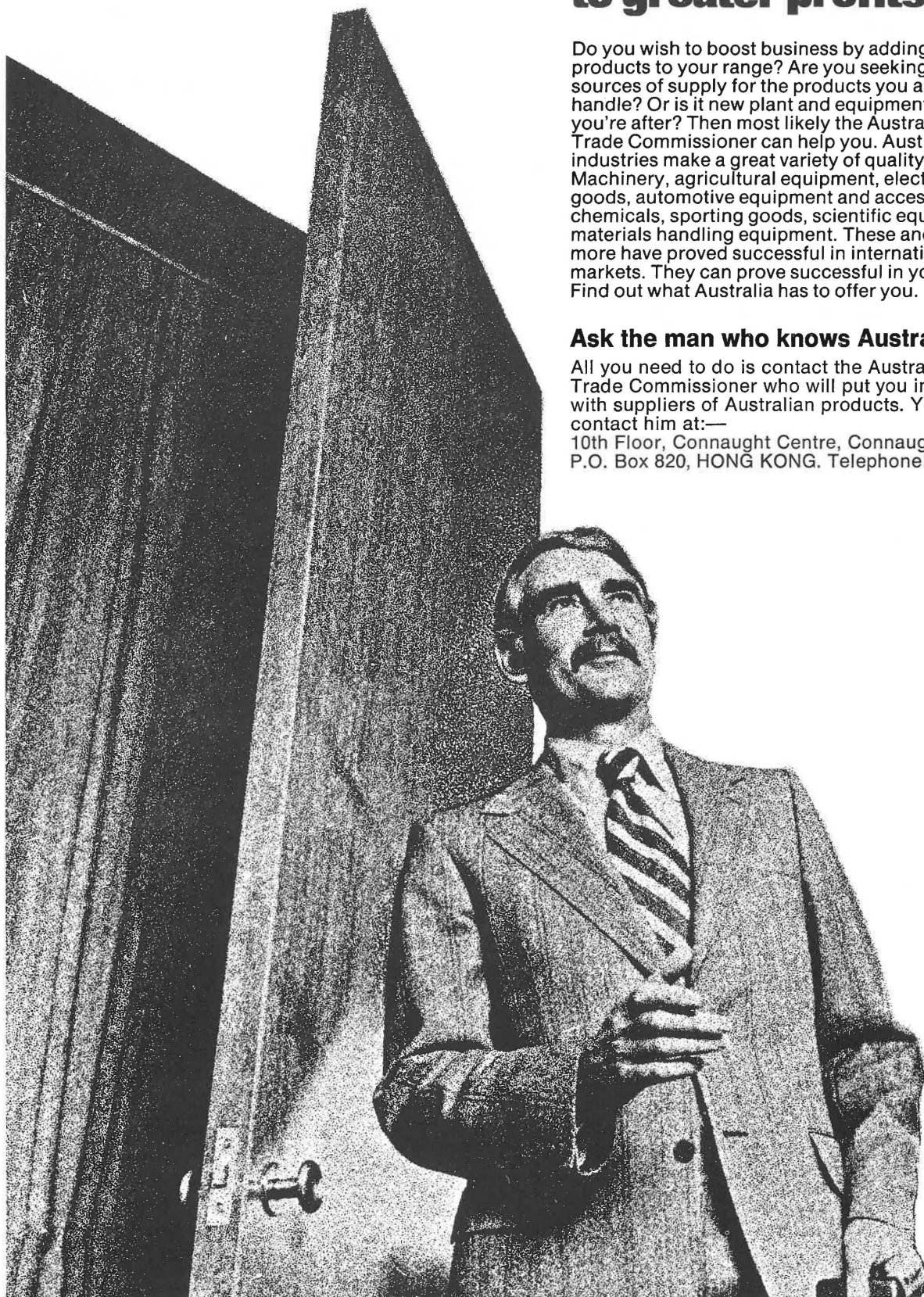
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待新船落成，因而可能購入二手船，加以改裝，適應特別用途。

目前，船隻改裝業務佔聯合船塢營業額的比重甚大，並極可能再度提高。該公司最大一項改裝工程是於一九七五年進行，把一艘一萬八千噸重的礦貨輪改裝成為鑽油輪。

最近，聯合船塢完成了“Al Khaleej”輪的第二次改裝工程。一九七五年，“Al Khaleej”第一次改裝成為一艘新式的多層牲口貨輪。去年，該艘貨輪再度改裝，加插了一段十七米長的新中船身部份。工程完成後，該船的載貨量由綿羊一萬八千隻增至三萬三千隻，而長度亦由一百四十二米增至一百六十米。

建造卸油浮泡是聯合船塢另一項有用的副業務。直至目前，該公司已為美國IMODCO建造了六個卸油浮泡，第七個浮泡將於未來數月內完成。

據麥氏稱，中港地理位置相近，是使聯合船塢比亞洲其他國家船廠佔有優勢的因素。近年來，中國正在不斷擴展商船隊。他向本刊透露，中國將繼續成為該公司的唯一最大客戶。

他稱：「雖然，我們仍需耐心等待中國市場的開放，但中國的發展已足以象徵一個極具潛力的市場。我們考慮中的一個可行計劃，是騰出青衣部份廠房，為中國開採南中國海石油用的供油船提供服務。」

麥氏指出，大多數東南亞國家政府都贊助造船及修船廠參加國際船務展覽。

「這在香港是不可能的。本公司參加並未獲政府資助，我們需與國家而非個別公司進行競爭。政府若有意發展一些重工業，大可從促進船舶業着手。」

最近，中華造船廠有限公司與董浩雲集團及英國A & P Appledore公司合作，準備斥資二億四千萬元，在青衣一幅面積達八十萬平方呎的地點興建一座修造船隻的新塢。預料早期填海工程將於明年初完成。

聯營公司歐亞造船工程有限公司現已在青衣擁有一座載重十萬噸的浮塢，並將可建造三萬噸級的輪船。該公司亦計劃斥資興建一座船台。當新船廠落成投產時，歐亞將需僱用二千名工人，此乃港府批地的重要考慮之一。

談及青衣新船塢的發展，中華造船廠有限公司董事總經理王敏剛先生稱，基於兩個因素，他對香港造船及

修船業的前景感到樂觀。第一，船舶業市場雖有興衰，但海貿的持續發展必需有更多特別用途的新船。船隊擴充必將提高維修服務的需要。第二，中國方面的經濟發展計劃包括迅速擴充商船隊。

中華經營造船業已有三十多年歷史，現僱用約一千二百名工人，主要業務有三方面：建造鋼商船、玻璃纖維遊艇及工業工程。它是本港同類船廠規模最大的一間，建造各種商船——包括駁船、酒樓畫舫、漁船、港口拖船、滅火輪及其他最長三百呎及載重一萬五千噸的船舶。

據王氏稱，中華可建造三萬噸級商船。他說：「但我們的市場目標並不在此，因為台灣及韓國方面的競爭劇烈，而這兩國政府均有意資助造船發展這類船隻。因此，本公司寧願加強建造一萬五千噸級或較低噸級的船舶，並以設計優良及交貨迅捷作為推銷宣傳的特色。」

此外，中華亦有意建造特別用途的高級精密船隻。舉例而言，該公司現正在英國投標承建一種需要高度製作水準的軍艦。王氏稱：「倘投標成功，中華將成為香港第一間承造軍艦的船廠。我們正在不斷努力改良設備，以符合高度質量規格，如薄鋼板之建造及完整控制系統等。」

他續稱，該公司最具代表性的商船，是為英國聯合拖船公司(United Towing Co. Ltd.)建造的二百六十呎海灘救助打撈拖船。建造該船需時十八個月，價值五千萬港元，已於四月完成交貨。王氏指出，該艘拖船是世界上同類船中馬力最大的一個——馬力達一萬八千匹，雙系纜柱拖力達一百七十噸。

中華的內銷業務亦十分蓬勃，政府就是其中最大的客戶。最近，該公司接獲港府一份價值七千萬元的合約，為香港水警建造九艘巡邏快艇，其中三艘經已完成。此外，中華亦為消防事務處建造大型滅火輪。完成後，它將成為香港最大一艘滅火輪，設有六個水槍噴嘴。

漁農處亦向中華訂造一艘漁業研究船隻，以取代現時的“Cape St. Mary”號。這艘特用船將裝有高級捕魚器及海產研究實驗室。

中華有一附屬公司專造十四至十六呎長的玻璃纖維遊艇。該廠位於油塘，四年前成立，目前僱有二百名工人，年產七十至八十艘遊艇。

然而，王氏對目前遊艇製造業務的成績並未感滿意。其中一個原因是該公司一直都依本身設計製造遊艇，而非按照外國名家設計的式樣去建造。

他解釋說，歐美市場尤注重遊艇的款式設計。他稱：「就如時裝一樣，消費者都趨向於以商標和設計家名字來鑒定產品質素。」

在青衣發展第三座新船塢的是友聯機器修理廠有限公司。

鑒於船舶修造業需要大量工人去配合發展，勞工處將於六月間進行一項有關船舶業的人力調查，以確定未來數年間的人力需要。現時，香港訓練局屬下船舶建造與修理訓練委員會正擬說服僱主推行大規模的學徒訓練。

目前約有一萬一千人從事這個行業。勞工處工業訓練主任（船舶建造與修理）梁志雄稱，未來兩三年間，青衣三個新船塢必需招聘大量熟練工人，尤其技工。

中華造船廠王敏剛先生估計，當青衣三間新船廠全部投產時，將需聘用六千名工人。他稱：「這個數字相當於現時船舶業勞動力的五分三人數。倘工人訓練不與逐步投產的計劃協調，勞工短缺實在所難免。」

若然其他工業繼續與船舶業競爭熟練技工，勞工不足的情況勢必更加嚴重。去年建築業一片興旺，吸引了不少船舶業工人（尤其鋼鐵工人）轉行。

王氏稱：「去年，中華造船廠共調整了三次工資，加幅普遍達百分之廿五。今年建築業放緩對造船業的工資增長將有阻抑作用。」

王氏是船舶建造與修理業訓練委員會的成員。談及學徒訓練計劃，他指出僱主的初步反應平平。其中的原因可能是一般僱主不願受勞工處訂下的合約所束縛。

因此，有些公司寧願在機構內部招聘及訓練職工，而不與他們簽訂學徒合約。專造玻璃纖維遊艇的江維遜海務工程有限公司，就是按此法訓練工人的其中一家船廠。

該公司董事經理江漢興指出，勞工處的學徒訓練計劃並沒有給予僱主足夠保障，且亦沒有保證學徒在受訓完畢後必需為僱主工作一段指定的時期。

他稱：「本廠的學徒很多時都被同行的廠家以高薪誘去。目前我們寧願在工業學院舉辦職業講座，藉以招聘新人。本廠的學徒訓練並沒有簽訂

任何合約。遇需要熟練工人時，我們只有採用同樣策略，以高工資作為利誘。」

香港聯合船塢有限公司設有學徒訓練中心。訓練部門是由十五個訓導職員主持，負責釐訂全面性訓練計劃。該中心平均每年容納約三百名學徒。

聯合船塢主辦的訓練計劃，每年公開招收十六至十八歲最低中三教育程度的學員，他們於畢業時可獲頒發一份証書。學員可免費參加由工業學院或理工主辦的日間給假部份時間調訓課程。

據商務經理麥健能稱，聯合船塢提供的訓練不單只符合船舶業的需求，其他需要機械及電機工程人才的工業亦同樣適用。他說：「由於香港極缺乏電機及工程方面的熟練人手，本校的畢業生人才十分搶手。此項訓練計劃亦可協助學員在早期確定和培養他們的真正興趣。」

……小船

香港的造船業可分為兩大類：一萬五千噸級或以下的鋼商船，及玻璃纖維或木造遊艇。本港約有四十家造船廠，其中大部份並提供水上修船服務。

商船種類包括駁船、拖船、沿海船、小型油輪、七千噸以下的貨櫃船、巡邏艇、載車貨輪、拖網漁船、載客渡海輪及其他特別用途船隻。以上各類商船一般是售予本港、中國及其他亞洲國家的客戶。

據本刊最近展開的一項局限性調查結果顯示，一般商船製造商都對中國市場寄予厚望。預料中國將會迅速

擴充商船隊，為沿岸油田提供服務。業內人士展望在來年間，中國將會繼續帶來可觀訂單。

英輝修船廠有限公司是一間中型船廠，承造中國訂購的商船。目前，該公司僱用約四百五十名工人，可建造長達二百一十呎的船隻。

今年，英輝將為中國建造四艘多種用途的電子控制拖船，每艘長約一百四十呎，設有雙引擎，每小時航行十六哩，價值約七至八百萬元。

港製玻璃纖維遊艇主要輸往美國及歐洲。雖然，本港亦有製造帆船及木造名貴遊艇，但大部份仍是玻璃纖維的機動遊艇。

本港的遊艇出口由一九五四年開始，自此至七四/七五年出現石油危機前，出口業績一直保持良好。因石油危機影響，七五年的遊艇出口總值由七三年的五千八百萬元下降至一千九百萬元。當時，本港很多遊艇廠都被迫歇業。

遊艇市場於一九七六年開始好轉，去年出口總值為七千一百八十萬元，較七八年增加百分五十六。美國是本港最大的市場，佔去年總出口達一半以上。其次是荷蘭、西德、澳洲、意大利及丹麥。

遊艇業人士對美國經濟不穩定的情況甚表關注，他們相信今年的業務必將受到不良影響。輿論認為，除高價遊艇外，今年的銷量增長不會超越七九年。

江維遜海務工程有限公司及財利船廠有限公司是兩家較具規模，業務未受影響的遊艇廠。相反地，他們預期訂單將會增加。這兩家公司都以高價市場為目標。

江維遜海務工程於一九七五年成立，專造遊艇，僱有三百多名工人，月產五至六艘遊船，每年營業額約達二百萬元。

該公司百分之九十的遊艇都是輸往外地，其餘百分之十則是內銷。主要的出口市場是澳洲及西德。該公司“Island Gypsy”商標已樹立了品質優良及可靠的信譽。

江維遜玻璃纖維遊艇的標準模型是三十、卅六及四十四呎長，而木造遊艇的標準模型則分五十、五十一、七十二、八十及長達一百一十七呎幾種。本港玻璃纖維遊艇（標準設計）的市價由二十萬元至五百萬元不等。

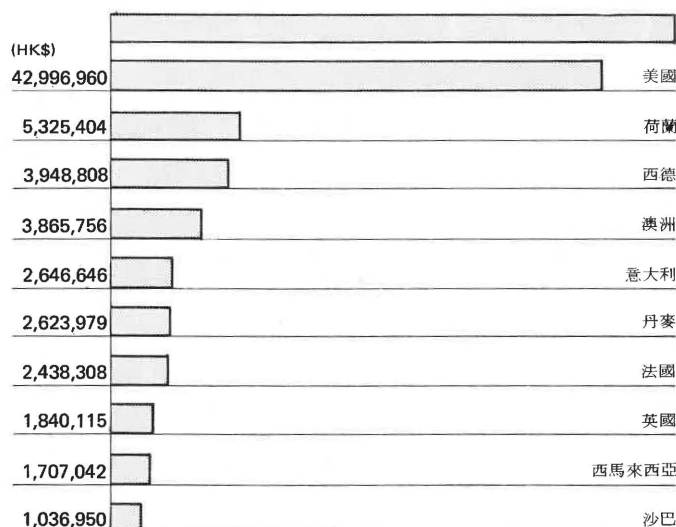
至於低價玻璃纖維遊艇的出口，江氏稱，由於台灣低價產品充斥市場，江維遜對這個市場並不感興趣。

財利船廠除專造玻璃纖維遊艇外，亦製造鋼商船及金屬配件。該公司共有兩間船廠，僱用工人超過一千一百名，年產二百五十至三百艘船隻。

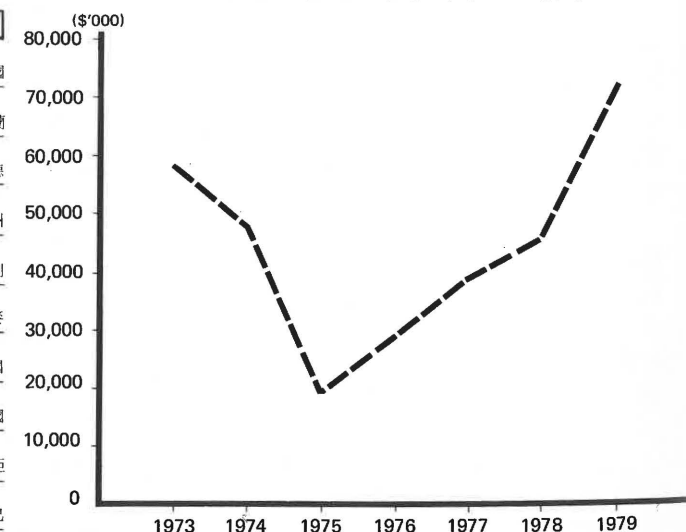
財利供應的玻璃纖維遊艇標準模型由廿八呎至九十呎不等。董事羅愕瑩先生稱，該公司最近一項新成就是建造了世界最大型的一百三十呎長聚酯纖維快艇。財利每年平均推出四款新玻璃纖維快艇。

在遊艇製造方面，該公司現正嘗試併用帆與馬力較細的機動引擎，以節省燃油。他說：「這是目前歐洲的趨向。機動船業人士雖有意利用帆來節省燃油成本，但卻不願完全及突然轉營帆船製造，於是，引起了併用機帆的概念。倘這個辦法在歐洲行得通，則必將擴展至美國，並會成為一個龐大的市場。」

一九七九年香港遊艇之十大出口市場



一九七三至七九年香港遊艇出口總值（以港元計）



在紀律制度下推行懲教感化計劃

最近，監獄署長簡能應邀出席本會民政事務委員會會議，與會員談論監獄署的工作。本文內容包括簡氏在會上的講話及其後一節訪問的對答。

「警員遭毆打事件可成爲一則重大新聞，但監獄署督導員遭毆打卻似乎不值得一提。」

監獄署長簡能以上述例子，生動說明了一般人不欲知道有關監獄署消息的事實。

監獄當然不是一個愉快的話題，但聽簡氏一席話卻使我們對監獄署有新的看法。

簡氏稱：「我參加監獄事務是因為我希望多與人工作和相處。我投身此項工作已有很長時間，且從來沒有後悔過。」

對人關心是簡氏談論其工作的要旨。舉例而言，當論及如死刑一般較爭論性的問題時，他稱：「我從沒有就此問題公開過我個人的意見，這樣做將使我與所向負責人士的關係不能成立。」

「倘已被定罪的犯人在報章看到我認爲他應受絞刑的消息，試問我如何能與他相處得好呢？」

雖然，香港監獄署的工作原則，是把監禁看作一種具威懾性的刑罰；但另一方面，它亦以懲教感化囚犯爲目的。

簡氏稱：「我們在紀律制度下加插一套教化囚犯的計劃。」

其實，「監獄署」是個用語不當的名稱，因爲簡氏的工作涉及四個不同法例的執行——有關教導所、勞役中心、戒毒所及監獄的法例。

雖則各懲教機構都束縛着犯人的自由，但它們所推行的懲教過程及所囚禁的犯人卻各有不同。

舉例而言，勞役中心之成立，主要是推行「Short Sharp Shock」勞役過程，（意即「刑期短，刑罰嚴，嘗過便不敢再犯」），專爲年齡在廿一至廿五歲間的體格健康犯人而設。香港是世界上唯一實施此種制度的地方。

直至目前，此項制度的成效甚佳。百分之七十六的囚犯在釋放後三年期內，再無犯案紀錄。而教導所釋囚的輔導成功率則爲百分之五十一。

簡氏指出：「就懲教機構的工作效果來談成功率並不容易，我們還必須考慮到教化工作及出獄後之善後輔導。」

他認爲本港這方面的工作尚有待改善。現時，廿一歲以下犯人在服刑期滿後規定接受十二個月的善後輔導，但滿廿五歲的犯人則沒有此項規定。

另一方面，香港亦沒有「過渡宿舍」

制度，提供輔導，協助釋囚適應正常生活環境。簡氏希望香港會在不久的將來成立這類性質的機構。

教導和訓練犯人適應新生雖是監獄署工作重要的一環，但簡氏深信懲教機構亦必須着重紀律。此見解日益受到專家的支持。

他稱：「但我們必須清楚理解「紀律」的意義。文化上的差異有時可能引起誤會。舉例而言，英國改革者或會批評香港囚犯在督導員監視下蹲坐，是一種不莊重的表現。」

「他們並不知道，對一般亞洲人來說，蹲坐是舒適自然的姿態，絕非視爲不莊重的表現。」

簡氏又表示，他個人不贊成對犯人施以體罰。他說：「我並不是說體罰無效。在某些情況下，體罰確是個有效的懲治方法，但它是不加鑑別的，且要評估那些囚犯會對這種懲罰產生反應，或相對而言，那些會因此變得態度強硬，亦十分困難。」

對於輿論界斷言監獄內有黑社會及吸毒活動一點，簡氏堅決表示：「我可以保證這些報導完全不確。」

然而，吸毒者卻成爲了一組特殊的監犯。在本港囚犯當中，約有百分之四十爲吸毒者，他們並非全部都是因毒品刑事案而被判入獄。

雖然，簡氏同意美沙酮代用計劃有助於掃除與毒品有關的案件（包括販毒），並且削減毒品買賣的暴利，但他卻希望戒毒者不要依賴美沙酮。

他指稱：「接受美沙酮代用的人士再次染上毒癮的比率甚高。」

「美沙酮代用法在世界各地都尚未達致完全停止服用的效果。」

至於謂監內環境過度擠迫一點，簡氏表示：「赤柱監獄可容囚犯一千六百名，各居一室，而平均每日容納犯人則僅一千二百名左右。這是使監獄維修工程得以進行的恰當比例。」

「事實上，除精神病治療中心外，大部份的懲教機構都有剩餘容額。然而，非法入境者的問題確可能使人對實況產生錯覺和誤解。」

監獄有剩餘容額對大多數人來說，是個可喜的現象。近年來，監獄人口顯著下降。今日，本港各監獄的囚犯總數平均較三年前減少約二千名。

但這並不表示犯罪率下降。簡氏雖認爲本港的罪行已受到抑制，但過去四五年間的犯罪率仍頗爲穩定。另方面，監獄人口減少主要是因爲法院方面採取其他的判決方法。

簡氏稱：「監獄應是最後一着的懲罰方法，我想今日的法官一般亦會同意這個看法。」

「我希望法院方面在判決時能多參考監獄紀錄，他們可以由此知道囚犯在上次服刑期間的行爲表現。這對審判慣犯的案件尤爲適用。」

香港監獄是否有充足教化設施，可使罪犯改過自新成爲良好市民？

他說：「考慮到這一點，就必先廢止無期徒刑，在香港，無期徒刑就是終身監禁。」

「英國的情況不同，無期徒刑囚犯或可在服刑九年左右獲得假釋或釋放。香港的終身監禁犯顯然沒有改過翻身的機會。」

「對於刑期非常短的犯人來說，時間亦不容許我們的懲教過程有大作爲。不過，教導所的青年犯都會接受某種形式的工業訓練。」

「我當然希望能擴充監獄署的工業設施。近年來，我們已有大幅度的進展。值得注意的兩大工業生產是印刷及造鞋。本港所有的道路用標誌都是在監獄內印製。展望未來幾年間，監獄工業的生產總值應可達到四千萬元的水準。」

「在這方面，貴會會員應可提供協助。我們需經常派主訓職員前往參觀工廠，始能與工業管理及控制的現代技術並進。」

「廠商不必恐懼我們會盜竊廠方秘密或造成競爭，我們是不會與私營部門競爭生意，我們的顧客只是公營部門。」

「不用多言，在聘用釋囚方面，貴會會員更可以提供協助。我知道有問題存在，但若有幫助的話，監獄署職員隨時可爲僱主提供有關釋囚申請人的資料。」

簡能向本會會員提出的主要請求表現了他對人的關注——這次他所關注的並非囚犯，而是監獄署的職員。

他說：「監獄署的工作並未受到普遍賞識。警方維護社會的形象惹人注目，因此得到公認。消防事務署及香港海關的工作亦同樣得到市民公認。」

「舉例而言，在市民的慷慨贊助下，香港皇家警察隊、消防事務署及海關部最近都分別成立了教育信託基金，資助職員子女的教育經費。此外，警隊還有一個龐大的福利基金。」

「監獄署除有一個小型福利基金外，就一無所有。倘監獄署職員的子女能得到同樣的教育基金資助，則必可大長他們的士氣。」

簡報滙編

歡迎新會員

本刊歡迎廿三間公司於五月份加入本會，成為香港總商會會員。（新會員名單詳列本期英文版）。

籌組拉丁美洲貿易考察團

繼今年四月南美貿易團凱旋歸來後，本會現計劃再組考察團訪問波哥大（哥倫比亞）、瓜亞基爾（厄瓜多爾）、西班牙港（千里達）及庫拉索（法荷屬西印度羣島）。預定該團將於九月廿七左右啓程，全程約廿二天。

預定該團一行約十五人，每位參加者的全程費用約為二萬五千港元，包括旅費、酒店住宿及籌辦費用在內。本會將與當地商會、商業銀行及船務公司聯絡，為團員安排會晤各工商界人士。

一九七九年，香港對以上四個國家（哥倫比亞、厄瓜多爾、千里達、法荷屬西印度羣島）之出口總值達一億三千九百萬元。主要出口產品包括紡紗、紡織品、成衣、玩具、洋娃娃、鐘錶、收音機、卡式錄音機、卡式錄音帶、電筒、電提燈、人造塑膠裝飾品等。

電腦聯系利便貿易諮詢

Manufacturers' and Buyers' Systems BV. 公司現正在港推出一項電腦化資料交換服務，使本港廠商及出口商能迅捷向歐洲買家傳達有關產品的詳情。

此項服務的特點在於能將資料傳達予參加今年歐洲三十個國際貿易展覽的九百萬名歐洲買家。除提供打字的資料外，該電腦系統亦可使歐洲買家在電腦終端機螢光幕前看到產品的模樣。

MBS 電腦服務的用戶（出口商及入口商）都可獲得一份詳列產品及聯絡地址的資料紀錄。

MBS 將於七月間在港開設辦事處，辦理用戶登記。該公司亦正在韓國、台灣及日本展開類似的宣傳活動。查詢詳情，請與 **Unicorn Trading Company** Mrs. E. Bredebusch 聯絡。

學生暑期實習訓練

香港兩所大學、理工學院及工業學院，共同籲請本港工商機構協助他們於今夏舉辦之暑期職業訓練計劃。

聘用暑期工作的學生不單只可協助

僱主暫時解決勞工短缺的問題，還給予學生熟習未來職業工作環境及技術的機會。

另一方面，勞工處職業輔導處亦正為本港學生找尋暑期工作。該處服務純屬職業介紹性質，本身並不提供就業機會，只是把職位空缺與求職人的資歷配合，安排他們與僱主會晤。

去年，勞工處職業輔導處共為二千多名學生介紹了暑期工作。港大暑期職業訓練計劃自一九七二年成立以來，一直得到僱主及學生的大力支持。一九七九年，參予該計劃的機構已由七二年的廿五家增至一百零五家，而為學生提供的見習職位亦增至六百八十一個。

微寫器應用會議

一個國際性的微寫器應用會議定於九月十六日至二十日在港舉行，預料屆時將有一千多位海外縮微膠卷製造及供應商的代表出席。

該類性質會議乃首次在東南亞舉行，目的旨在向世界各地用戶提供微寫器應用及技術的最新概念。

會議期間將在香港怡東、富麗華及希爾頓酒店舉行研討會、專題討論及小組討論，此外，並將在富麗華及希爾頓酒店陳列各種微寫器及其他有關儀器。



萊索托國家發展局於五月十二日假文華酒店舉行投資促進研討會，講者包括萊索托工商部長莫納波（左），萊索托國家發展局董事經理蒙特西（中），並由本會執行董事麥理覺致開會詞。共有六十多名會員出席該研討會。



上月本會假希爾頓酒店舉行研討會，主題討論國際商業術語及其與多種方式運輸的關係。圖中所見為國際商會蘭伯教授在助理董事詹德隆陪同下，主持研討會的情況。

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A traditional Chinese calligraphy setup on a wooden surface. A large sheet of white paper is unrolled, showing the characters '英之脈' (Ying Zhi Mai) written in bold, red ink. To the left of the paper is a white ceramic water container (hu) with a dark opening. In the upper right corner, there are two small white ceramic ink containers (mou) with a white ceramic brush (bushu) resting in one of them. A wooden calligraphy brush with a dark tip and a light-colored handle lies diagonally across the bottom of the paper. The background is a dark wooden surface.

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