MARINA

The Quarterly Newsletter of
The Hong Kong Institute of Marine Technology and
The Hong Kong Joint Branch of The Royal Institution of Naval Architects
and The Institute of Marine Engineering, Science and Technology

香港海事科技學會及皇家造船師學會
暨輪機工程及海事科技學會香港聯合分會季刊

Vol 4 : December 2016

## HKJB & HKIMT Activities

### 7th Advanced Maritime Engineering Conference (AMEC) 2016

### Pan Asian Association of Maritime Engineering Societies (PAAMES)

The Seventh AMEC (2016) with the theme "Green and Sustainable Development in Shipping and Engineering" has been successfully hosted by Hong Kong at the Hong Kong Jockey Club, Happy Valley on the 13th and 14th October 2017. The event was jointly organised by The Hong Kong Institute of Marine Technology (HKIMT), The Institute of Marine Engineering Science and Technology – North East Asia Division and The Hong Kong Institution of Engineers – Mechanical, Marine and Naval Architecture Division. It was sponsored by many organisers including the Hong Kong Maritime and Aviation Fund, local shipping companies and public utility companies. The event Chairman was Mr. David Koo – Honorary President of HKIMT. The Guest of Honour was Professor Anthony Cheung Bing-leung, Secretary for Transport and Housing of The Government of HKSAR. The detailed information can be found at: http://www.paames.org

More than 350 local and overseas participants had attended the event including those delegates from the member societies of the PAAMES. There were 80 papers selected for the 2 - day event in four categories – 1) Offshore Facilities and Energy from Ocean, 2) Energy and Engine, 3) Ship Design and 4) Port Management, Ship Safety and Environment. 10 best papers have been awarded with certificates and cash.

The organisers showed respect to all relevant organisations including all supporting organisations by providing memento and free tickets to the event. Tea, coffee, snacks and lunches were provided on both days. In addition, a cocktail reception was arranged on the 1st day evening at the Hong Kong Maritime Museum and a lavish Gala Dinner was arranged on the second and final day at the Jockey Club. The event was closed with thanking each other and the next AMEC 2018 will be held at Busan, Korea.

*By Kaushik Roy*

### Hong Kong Maritime Industry Week

First ever Hong Kong Maritime Industry Week has been observed from 20th Nov to 27th Nov 2016. This has been organised by the Hong Kong Maritime and Port Board which was created in the recent year. The idea to celebrate such week through various events was to 'propel Hong Kong' as a renowned international maritime centre. During the week, international and local industry partners came together through diversified activities ranging from

*Presentation of souvenir to various speakers on technical subjects on 26th November, 2016 as one of the function of Hong Kong Maritime Industry Week.*

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*All HKJB/HKIMT Committee Members' toast*

seminars, functions, sports and networking events. A website was also launched www.hkmiw.com.hk.

The opening ceremony was held at Kai Tak Runway Park with the magnificent Victoria Harbour view as backdrop. The week was ended with an 'Annual Yacht Race'.

The joint annual ball of the Hong Kong Joint Branch of the Institute of Marine Engineering Science and Technology and Royal Institution of Naval Architects (HKJB) and The Hong Kong Institute of Marine Technology (HKIMT) was included as one of the HKMIW functions. It was held on the 25th November 2016 at Shangri-La Hotel, Kowloon. The event was at its maximum capacity and attended by many dignitaries in the maritime industry. A raffle draw, dancing shows were very popular among the attendees.

Furthermore, as part of the HKMIW functions, a joint technical seminar was also arranged by the HKJB, HKIMT and HKIE-MMNC Division at HKIE Headquarters, Causeway Bay on the 26th November morning where industry experts sheded lights on various maritime issues ranging from regulations, inspections to how to attract Generation Y into shipping. There were many attendees, both local and overseas. The session was very interactive and attracted many enthusiastic discussions.

*By Kaushik Roy*

## 2016 HKJB /HKIMT Annual Ball on 25 November 2016

This year's annual ball was again held at the Grand Ballroom of Kowloon Shangri-La Hotel on 25 November 2016. All guests enjoyed the friendly & relaxed atmosphere, live band music, guest star singing, Bollywood dance & Bhangra performance in this wonderful annual event.

The reception cocktail was sponsored by DESAN Shipyard and started at 6:30 p.m.. After two pipers led the VIPs into the banquet hall at 7:30 p.m., the main event started immediately. The Chairman of HKJB of RINA & IMarEST – Ir Stanley K.L. Lui and Chairman of HKIMT - Ir Alan C.M. Tsang delivered two short speeches to mark the opening of the Annual Ball.

The Guest of Honour was Mr. Peter CREMERS, Executive Chairman of Anglo-Eastern Univan Group and Ex Chairman of Hong Kong Shipowners Association. He gave a light and joyful walk through his career that brought him on this stage addressing Naval Architects and Marine Engineers – hopefully with a few messages about the industry he loves so much would do the job. He concluded the speech by thanking all his stake holders and wish all of them a nice evening. (The full speech text is shown on page 4 to page 6 below).

Our VIP Ir Dr. Hon W.K. Lo took the opportunity to play saxophone music and singing. Then, it was

*Guest of Honour – Mr. Peter CREMERS delivered a key note speech*

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*VIP- Ir Dr. Hon W. K. Lo performed a Saxophone music*

followed by Philip Ho & Star Band, Bollywood Dance, Star Singer - Willy's Singing and Bhangra performance by Funjabi dancers. The event highlight was the lucky draws. The lucky guests received the grand prizes from the gift sponsors.

As part of Maritime Week activity, the 2016 Ball was a tremendous success due to overwhelming support from the local maritime community, Hong Kong Maritime & Port Board as well as the oversea shipyards. Another record breaking total of 37 tables were fully occupied and over 370 guests attended this Ball. We were thankful to the companies in sponsoring the event and to the table and gifts sponsors for their support and generosity. Without them, the annual ball could not be sustainable and be so successful.

*By Ir Albert W.S. Lo*

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## A Note of Thanks

The 2016 Annual Ball Organizing Committee expressed their sincere and heartfelt thanks to the following Cocktail, table & Gift Sponsors for their unfailing support & generous donation of gifts to this year's annual ball.

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## Full Text of Guest of Honour- Mr. Peter CREMERS' Speech

Chairman – Mr. Liu – Mr. Tsang – Dr. Yu – Ladies & Gentlemen:

First and foremost I thank all of you for inviting me.

On seeing all this, I feel almost embarrassed that I declined so many previous invitations to attend this function only to say "yes - now that I am the Guest of Honour" – and indeed it's for me a great honour to be here.

I was not sure what you are expecting from me in this address – and – probably breaking a bit with tradition – I thought that a light and joyful walk through my career that brought me on this stage addressing Naval Architects and Marine Engineers – hopefully with a few messages about the industry I love so much would do the job.

Now it all started with a University degree in Naval Architecture and Marine Engineering – not by plan or early vocation – but merely out of sudden interest in joining a department of the University with only one or two students a year and 2 subjects dedicated professors – one teaching me all about propellers and wave resistance – the other one about bending moments and welding.

Little did I know that on graduating and joining the navy I would be sent to supervise the construction of what the Belgians were calling a frigate – by name only as // specially from crawling inside her double bottom // it seemed to be very very small – but I got my first hand on experience with steel and machinery.

As an added on advantage of doing my service outside a navy base – I could go home every day at 4PM – giving me ample of time to be with my then girlfriend - which - for the avoidance of doubt – is the same lady sitting next to me here tonight.

On joining a Belgian shipyard – the young naval architect had to endure his first big frustration by being put in charge of the E.R. design team – something I hardly was prepared for and had to learn on the job. I landed myself in a world of compressors – purifiers – generating sets – deck machinery – I was hardly prepared for.

We did some nice things though in those days…. In the 80's there was a drive for fuel efficiency in ships – similar to today's. So we had super long stroke engines (how the hell can we get that large propeller sub merger?), we installed grimm wheels, free rotating propellers (they usually fell off unnoticed till next DD) and we designed and fitted super recovery mutli stage exhaust boilers - deviously built to be ready to burn out in flames with the slightest operational mistake from the 3rd engineer.

From that period, I took on lesson no. 1 from my then old boss – when faced with a young eager myself wanting to fire most of my team. "Your job as a boss is to get the best out of each member of your team – because nobody is perfect – support them in what they are good at, and cover them on the weaknesses" - used till today I must say: I try to get the best out of the people around me.

When I was sent to Egypt to study the design of a floating bridge over the Nile – I thought that the yard was in trouble and it was time to look for a job in ship management.

Now ship management in Belgium and in those days was something different altogether. We managed 18 ships – less than what a today's fleet manager does in the AEU Group. On board of the ships – I learned to drink my first rum and coke – planned maintenance was a little book in the Ch. Engineer's pocket. Going out to sea with still an adventure with plenty of fun in port – at the same time when it mattered, the job was done with a dedication and professionalism not found that easily anymore today on board.

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From my first working experience with the superintendents and Master Mariners in the office, I took home another important lesson – when they tell me that I don't know something because "I did not sail" – all internal warning lights have to go off because they are trying a quick one on me. Still valid today.

In 1985, I ended up in the colourful world of ship management of that period in Hong Kong – a combination of smiling Philippinos – Smart Indians – Hard working Chinese – bigger than life ship owners – long lunches – working on Saturdays – staff lunches in the "Spaghetti House".

From a start of 12 ships under management, we reached the magic ceiling of 20 soon thereafter – and I remember vividly a conversation with a friendly Indian competitor – giving me a warning that beyond 20 standards could not be maintained – something he would not do and warned me to be careful with.

He stopped growing – went out of business – we moved on – without knowing at the time that one day – we would have a dozen or more 20 ships accounts under our wings – and that as a new normal.

But I was mentioning a colourful start – and yes – colourful it was.

Did you ever try to fit a crew of 17 Fijians a small Japanese Sashimi career? We did!

Did you ever have a superintendent doing an underwater inspection himself, forgetting to tell the Ch. Eng. not to blow through his engine with propeller engaged – we did!

Did you ever send a ship to a wrong port in China – these names are so confusing after all – we did!

My senior colleagues here present know that I collected in my pre ISM Anglo-Eastern days a funny mail – all in a book and they read as good today as when we received them:

- Chinese Technical Officer to Senior Indian master (on at that time our biggest bulker of 200K TDW)

  Quote

  RYfax of today

  I don't agree you stated that "found crewmail pkt hidden under thermocol packing of spares box"

  Before packing I consider carefully that easy for you to search the crewmail it was put on the top of the thermocal unit

  No doubt you open the box on bottom side.

  Unquote

  I would have loved to see the face of that captain.

- Indian Master to Capt. Hazari – then Fleet Personnel Department.

  Quote

  Dear Sir:

  My contract will be completing on February 1992, however, I would like to take an early leave of absence come November, 1991, for the reason that my daughter is got to be wed that date, and my presence being the father is imperatively needed to give her away. Postponement is rather compromising that I may regret later, view the marrying party has already committed

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actions too early at their stage, that put their parents in an embarrassing situation should acquaintances fail to witness a wedding ceremony but a child birth.

Unquote

Isn't that sweet – and well drafted?

In a way, Helas - Ship Management became now a deadly serious business with huge legal and commercial responsibilities – fascinating because of its global footprint – the diversity of its people with their respective cultures and habits and expectations – most of the times at the bottom of the food chain – blamed when something goes wrong – not always appreciated for a good job taken for granted.

Having been able to participate in growing an industry from being at the fringe of shipping for being cheap // to becoming part of the core of the shipping industry and for being the professionals – has been – as still is – and adventure to be proud of.

Shipping today – whilst totally differently from when I started – still has some of the threads of the past entwined in them – lack of transparency - regulations are there to find loopholes and not to be complied with proactively – far too many players are competing on being cheaper and street smarter and not enough people are competing on being better. As industry that has problems to get paid for quality.

And it is in here that I would like to send a message to all you engineers and naval architects – coming out of my lesson no. 3.

We – technical people - are the backbone of this industry – and we have a duty to ourselves to be what I call "technically honest" at all times. Technical knowledge – combined with planning – risk assessment – and systems – is what keep ships and people safe and the environment clean.

When things go wrong – and unfortunately I have seen it many times – it is because we have disregarded these fundamentals – because we have let ourselves being overturned by what is commonly called "commercial considerations" – but is in fact an euphemism for "lower your standard" or "turn a blind eye"

I keep on driving through my organization that we have a duty to our profession to safeguard the standards of which we are the goal keepers. It has been the silent success of the Anglo-Eastern Univan Group – and it is a path to be followed.

If I have one regret, it is that I won't see the ship management industry – now a labour intensive environment in office as well as on board – focused on systems and training of large number of people // into its next phase where we see unmanned ships controlled from a high tech offices.

A paradigm shift, challenging us all – of which I won't be part - but in a future that could well be closer around the corner that we imaged a few years ago.

But to end on a lighter note – I did try to answer the question "what is a ship manager" from the viewpoint stake holders in my profession.

My wife (she is a stake holder indeed):

Somebody for whom "dinner at home" and "going on leave without internet" is not in her dictionary. (seems I forgot retiring in my notes)

A typical client:

A ship manager is someone who grows senior officers from a tree, to be ready for harvesting just in time for him to buy ships.

A typical senior officer on board:

Ship managers are the guys in the office who always know better and tell me what to do – till it all goes critical and expect me to be commander in charge.

A young superintendent:

Ship management is about taking revenge on the next generation by immediately telling them what to do.

Working with these stake holders and getting all of them aligned - at times – is a wonderful job that I would not have it imagined in my wildest dreams at the age of 20 – certainly not being asked to talk about it in front of such an audience as you are this evening.

I thank all my stake holders and wish you a nice evening.

## INMEX China 2016

**The 7th Edition of the International Maritime Expo-China and 2016 China & Shipbuilding Industry Transformation, Upgrading and Development Conference**

Amidst the atmosphere of worldwide shipping industry deep recession, Guangdong Society of Naval Architects and Marine Engineers (GDSNAME) recently hosted INMEX China 2016 in Poly World Trade Center, Guangzhou, China from 7 – 8 December 2016. HKJB of RINA and IMarEST, HKIMT and HKIE-MMNC were invited to attend the conference and exhibition. Representatives from these learning societies attended the event and reported as follows:

Envisaging the present hard time for shipbuilding industry, as one of the speakers said that China has 81 million scientific professionals, technicians and university students amongst the population of 1,400 million people, such that we should not waste a good crisis. To echo the theme of this year's INMEX, the conference topics mainly focused on shipbuilding industry transformation and upgrading to meet the challenge. To name a few of these topics:

- Explore the feasibility to apply technology and resources from offshore oil and gas industry for sustainable energy application like wind farm installation and ocean wave energy utilization at offshore;
- Promote extensive use of single pier mooring system for oil tankers at offshore;
- Prudent planning in projects to evaluate their economic return;
- Use China products as far as possible in each new built project to develop Chinese manufacturing capability;
- Encourage the use of International Association Classification Society (IACS) to improve the quality and standard of shipbuilding industry;
- Explore the use of LNG fuel for Pearl River Delta Region fish boats and workboats;
- Explore the challenge in building passenger liners;
- Adopt more green initiatives in shipbuilding industry;
- Use new material to improve shipbuilding industry.

*Hong Kong delegates with VIP guest.*

There were speakers like CSSC Huangpu Wenchong Shipbuilding Co. Ltd who shared their successful example on building the 2500TEU Container Vessel with special design considerations in different aspects of emission control, optimal operational mode, ballast water reduction, ballast water treatment, optimal accommodation, optimal hull form, optimal hull design, low resistance coating, waste treatment, LNG and dual fuel usage, energy saving device in hull, rudder and propeller interaction. The vessel attained German Lloyd Classification environmental code EP-D standard. Other than the outstanding performance in design optimization the shipyard has had also applied new technology in manufacturing that which had increased the production efficiency and reduced wastage, the speaker claimed that the indicator for 1st utilization rate of new ship steel was 90.47% for the manufacturing of this 2500TEU container vessel.

Another good example was the presentation from Guangzhou Shipyard International Company Limited (GSI) on their delivery of the 51,800 dwt Ice Class 1A Super Chemical / Product Oil Tanker. The vessel was designed to sail in the Arctic Region with the requirement to operate at -50 degree Celsius temperature, the vessel not only needs to meet extreme operational condition, it also needs to meet stringent environmental requirement in the Arctic Region. The vessel was built and surveyed under Det Norske Veritas (DNV) to meet DNV classification and Russian Maritime Register (RMRS) Ice Class Arc 7 notation.

*Reported by Ir CHAN Moon-chung*

## IMPORTANT NOTICE

Please note that this is our last MARINA issued in hard copy. Starting from the next MARINA issue (i.e. Vol. 1 of March, 2017), it will be distributed electronically through e-mail. Therefore, members of HKJB (IMarEST & RINA) and HKIMT are invited to take note of this important change and acted immediately by sending in your updated E-mail address to the Honorary Secretary of HKJB and HKIMT respectively so that you can receive the next e-MARINA on time.

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Many thanks

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