



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

IMAREST

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 2009

HKJB & HKIMT Activities

Facing the Challenge of IMO Ship Recycling Convention

Since the discussion and introduction of the Ship Recycling Convention in the IMO meeting held in Hong Kong in May 2009, there were concerns on the effect of this convention to the maritime industry. In order to provide better understanding to this new convention, a seminar was held on 6 October 2009 at the HKPU to address the related issues. Mr. Ben Lau of Lloyd's Register Classification Society (China) Co. Ltd. had kindly conducted the presentation on related issues for this topic. About 20 participants had attended this seminar.

The followings were the major topics addressed in this seminar:-

- Have increased your awareness of the ship recycling convention 2009 (SCR 2009)
- Be alerted on other parallel regulatory instruments
- Understand the main requirements of the SCR 2009
- Be able to find a link for seeking assistance
- Be aroused of your interest on this issue
- Be encouraged to exchange ideas

As ship breaking, ship scrapping and ship recycling involve ship safety and marine environment as well as human health, the IMO Ship Recycling Convention was introduced to monitor these concerns. The followings are the main impacts to the maritime industry:-

- All ships need to get prepared for scrapping or recycling during their design, build, operate and disposal stages.
- Owners / Builders need to prepare and maintain a list of hazardous materials for all ships.
- Owners / Builders need to arrange to have their ships surveyed by stages such as initial, renewal, additional and final survey.
- Ships need IRRC before recycling.
- Ship recycling facilities need to get approval and be certified.
- Ships to be designed with minimum hazardous materials.
- Ships need to have the record of location and quantity of hazardous materials, and to be updated.

Right now, EU did propose early voluntary compliance guidelines and seeking comments from the industry during the transitional stage before this IMO Ship Recycling Convention comes into force.

(Ir. Tang Kai Fun)

2009 Annual Ball

As usual, HKIMT and HKJB did organize this remarkable Annual Ball on 20 Nov 2009 at the Grand Ballroom of Kowloon Shangri-La Hotel. There were a total 21 tables with a total of 206 participants.

The Guest of Honour for that evening was Mr. Roger Tupper – the Director of Marine. Other VIP guests included Hon. Ms. Miriam Lau, Ir. Dr. Hon. Raymond Ho Chung-tai, Mr. Hu Guo Liang – President of GDSNAME, as well as our good friends from Macau Marine Authority. The MC for this event were Ms. Annie Wan and Mr. Alan Tsang. The guest star performer was Ms. Blacky Li with the big band from Mr. Philip Ho.

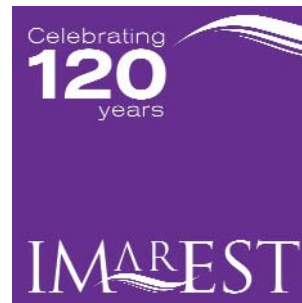
After the short speeches from both the chairmen of HKIMT and HKJB, Mr. Roger Topper – the Director of Marine did give a speech on the recent change of Marine Industry (For details, please refer to the full speech as published).

This year we had a total of 12 gift sponsors for the lucky draws and the event was full of enjoyment especially for those happy dancers and the lucky winners.

We express our heartfelt thanks to our Gift Sponsors as well as Table Sponsors for their unfailing support.

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(Ir. Tang Kai Fun)

Are We Ready?



The Director of Marine, Mr. Roger Tupper gave a speech on the recent change of marine industry during the 2009 Annual Ball on 20 Nov 2009 at the Grand Ballroom of Kowloon Shangri-La Hotel as jointly organized by HKIMT and HKJB.

Mr. Tupper painted a picture of the global shipping industry, what it does and how its centre of activities are increasingly moving to Asia and finally he described what role Hong Kong plays in this process and what we should be doing to best meet that role.

The following are the abstracts from Mr. Tupper's speech:

Firstly what is the shipping industry today and where did it originate from.

What our industry does is meets the needs of global trade. We carry 90% of goods transported and on that account have an excellent report card with marine transport costs as a measure of overall, transport or purchase price, reducing consistently over the years and adding to the pace of globalised trade. The industry has achieved this goal by continued investment in new tonnage, lemming like at times,

based on cycles of growth and retrenchment and scrapping. Ships have grown in size to obtain economies of scale and in technological content to meet higher standards of safety and environmental protection. This is reflected by a consistent trend of reduction in casualty and pollution incidents.

Does the world community recognize the contribution of shipping to our daily lives. They talk about globalization but not about the vehicles that carry 90% of world trade ships. They talk about energy crises without acknowledging that there would be no reliable energy supply full stop were our fleets of tankers and coal carriers not to meet their ETA's 99.9% of the time. They worry about global warming but fail to recognize the cleanest form of transport, by sea and they complain about rising prices yet shipping costs have only increased 70% in 50 years against a 700% increase in U.S. retail prices.

Shipping has been the silent service which fuels the world's economy but that is changing and changing fast. Environmentalists, politicians and gradually the public at large are shining a spotlight on shipping. We need to speak out and speak clearly on the issue of shipping's safety and environmental credentials, especially on the present debate on climate change. I understand that IMAREST has embarked on an investigation to identify strategies and technologies to help reduce shipping industry Green House gas emissions. A very worthy and timely project. But where should this work be taking place, the cloistered meeting halls in London or the engineering laboratories of institutes and universities in Asia. I believe the answer lies in the history of shipping activities and recent trends.

Until the 1950s most ships were financed, designed, built, repaired, crewed, insured and received their sailing instructions from Europe and the Americas. Since that time this dominance has moved to the East, imperceptibly at first but with gathering momentum.

This was initially in the form of ship repair and construction firstly in Japan, followed by Korea and now China.

Today Asia dominates world shipbuilding as much as Europe did half a century ago with Korea, China and Japan constituting 39, 30 and 17 percent of global capacity. Whilst ship repair facilities exist throughout the world Asia dominates in this field not only in north Asia but also the Philippines, Vietnam and Singapore. On crewing of ships



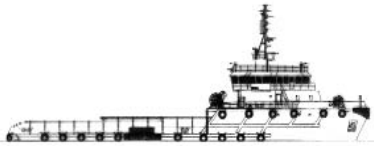
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Asia has provided ratings on foreign owned ships for a century however companies expanded into junior officers in the 1960's on a small scale. In fact, some of these pioneers are here tonight having gone on to become Captains and Chief Engineers. This trend increased substantially, based on very positive results, in the 1980's onwards to the extent that today most international shipping lines are focused on Asia to supply their operational staff from superintendents to stewards, with the rear guard of the European officers, your speaker included, approaching the time to take up golf and gardening.

On ship owning the familiar flags in ports 30 years ago were European, along with FOC's of course. Today, especially in terms of bulk, both wet and dry, Asia is rapidly eclipsing the earlier dominance of the west. In liner trades the top three lines are based in Europe but six of the remaining seven of the top flight are based in Asia.

The only area, the last bastion as it were, of maritime dominance that remains in Europe is that of institutional business. Much of this is historical, the banks, insurance companies, brokerages and maritime law firms that dominate our industry today were born in and around London 2 1/2 centuries ago. Understandably historical institutions such as the IMO for nations, ICS for owners the ITF for crews and even the press in Lloyd's List, Fairplay and Tradewinds all call London home. Will it always be so?

Again I see encouraging changes. In 2008 the Baltic Exchange established an office in Singapore amidst much fanfare as is always the case with our friends in the Lion City and all credit to them for doing so. Bringing the Baltic and numerous other companies in banking and finance to Asia is a great achievement for Singapore which benefits us all. For our part, in May this year Hong Kong hosted the first IMO Diplomatic Conference in Asia to adopt the Hong Kong International Convention on Ship Recycling. It was a very successful event and of course gives recognition to the fact that almost all ship recycling takes place in Asia. This will be followed by a second next year in Manila to amend the Standard of Training, Certification and Watchkeeping For Seafarers. Again in recognition that most officers come from Asia. So things are changing. But what about the money you may ask. When will more ship finance, insurance and the like move to Asia.

I have purposely avoided talk about money given the rather depressing situation regarding freight rates and the financial sense or nonsense of the order book for new ships built up in 2006-2008.

Every cloud has a silver lining and the Great Recession is now weeding out these more reckless elements in our industry both financiers as well as owners. Indications are that Asian shipowners are starting to loosen their reliance on US and European finance and insurance markets and are looking to finance centres in Asia, like Hong Kong, as the new growth centres for shipping capital in the future. Of course London and New York will still be big players but real growth will occur here and their dominance will be a declining one.

Hong Kong is facing many opportunities as the epicenter of the shipping industry inevitably shifts to Asia. So what should we be doing to take up these opportunities and enhance and expand our position as an International Maritime Centre.

The list is a long one and time precludes covering each and every initiative. Of course we should continue to build on our existing and firm fundamentals namely, a long and distinguished foundation of shipping businesses, observance of international conventions that govern shipping, the rule of law with courts and arbitration trusted worldwide, a strong financial sector and a growing fleet and shipowning and ship management base.

In addition we need to continually review our tax system to ensure that it is providing the right environment for shipping services such as finance, insurance and broking to do business here. Should we expand the Export Credit Insurance Corporation to provide finance in the future or look at alternative ship finance models. We must expand our list of countries with which we have double taxation agreements for shipping profits to match that of other shipping centres in Asia. But most importantly for the long term, and this is the real message, to be a leader in shipping during the Asian century we must do more to build up our excellence as a centre of training for maritime talent. You cannot develop leaders without first expanding your pool of shipping expertise, both technical and commercial.

This means recruitment and training on a much wider scale than has been evident in the past. In terms of seafaring the Seafarers Incentive Scheme has been gaining more and more recruits, enthusiastic young men and women who are already filling posts. It is but a start and the Government committed last month to a further \$60 million to continue recruitment to this growing scheme. Similarly the course in International Shipping and Transport Logistics offered by the Hong Kong PolyU saw some 90 graduates receive their degrees last month with a further 66 gaining Higher Diplomas. The numbers are growing and Marine Department will continue to contribute to these courses. In addition we are funding the post graduate studies of selected students from both Hong Kong and Mainland Universities to gain their Masters degrees in "International Shipping and Transport Logistics" and exchanges of maritime law students between the Hong Kong University and the Dalian Maritime University. More needs to be done here and elsewhere as Asia assumes the mantle of leadership in shipping research and innovation. I asked the question earlier where the IMAREST study on reducing shipping's contributions to climate change should take place. It should take place primarily in Asia as the implementation of the measures decided will fall primarily on companies in Asia.

It is of fundamental importance that we all, government, industry, education establishments and great institutes such as RINA and IMAREST work together to build a framework for technical excellence in training, research, innovation and application to meet the needs of international shipping as Asia takes on the mantle and leadership in the next decade.

PHOTO GALLERY – 2009 HKIMT & HKJB JOINT ANNUAL BALL



Committee group photo--both HKIMT & HKJB



Group photo with VIP guests



Good memory



Group photo with VIP guests



Cheers



Singing performance



Group photo with VIP guests



Lucky guest



Floor dance



Good memory



Good memory



Good memory



Group photo with VIP guests



Good dancers



Full of fun



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Career Talk for Maritime Students

About 25 students from HKU, HKUST and HKPU together with other marine professionals had gathered in the HKPU on 24 November 2009 for a seminar on career opportunities in maritime industry. The seminar aimed to promote the maritime industry careers to local university students and provided them opportunities to share experiences with maritime professionals.

The presentation was started by Ir. Dr. S.Y. Tsui – Chairman of HKJB, then followed by Mr. K.C. Mak of HK Pilot Association, Ir. K.K. Lo of HKPU, Ir. K.F. Kwan from the examination section of Marine Department and finally by Captain Lam from Hong Kong Ship Owners Association. The main topics of the presentation included:–

- The route to become a marine engineer.
- Career opportunities for marine engineers.
- Experience sharing onboard an ocean vessel from an experienced marine engineer.
- How to become a professional marine engineer after graduation from university.
- How to prepare yourself to go onboard an ocean vessel.



Ir K K LO talked about his sea life



Mr. Mak shared his experience with the students



Mr. Kwan explained the examination requirements

The presentation had aroused a lot of interest from the students and a number of questions were raised to various speakers during and after the talks.

(Ir. Tang Kai Fun)



Students attending the career talk

Chinese Navy – Frigate 529 & 530 Hong Kong Visit 14-16 December 2009

In the morning of 14 Dec. 2009, KF Tang & IM Ng represented HKIMT and Albert Lo & YC Tang for HKJB joined the Shipping Industry Delegate to welcome the arrival of Chinese Navy Frigate 529 “Zhoushan” and 530 “Chiuzhou to Hong Kong on completion of their Escort Mission off the coast of Somalia. After berthing alongside the Stonecutter Navy base, we visited onboard Chiuzhou to see the modern Weapon onboard, such as Ship to Air, Ship to Ship Missile system, anti-Submarine deep charges, etc. On 16 Dec., 2009 morning, Nelson Yu – HKIMT Chairman and Albert Lo – HKJB Hon. Secretary also joined HK Shipping Industry delegate to present the flag plaque to



Berthing of Frigate 530 “Chiuzhou”



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the Navy Commander Wang Zhiguo for their contribution in escorting the Hong Kong Flag Merchant ships off the coast of Arden Gulf. Also took the opportunity to listen to their difficulties in the anti-pirates operation and expressed our appreciation to their hard work and their sacrifices in performing the escort over 100 merchant ships in past 6 months.

(Ir. Albert Lo)

Photo taken with
Navy Commander –
Wang Zhiguo



*Welcome to the
arrival of Chinese
Navy Fleet at
Stonecutter Navy
Base*

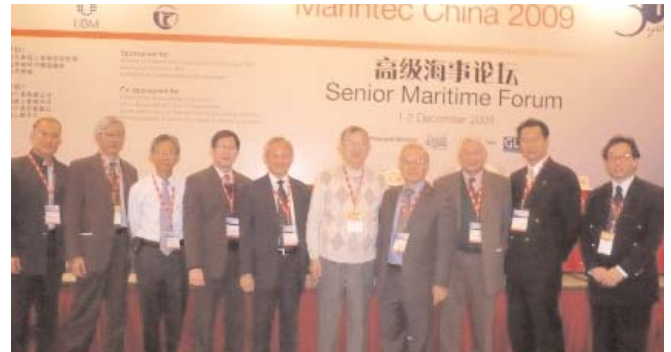
Marintec China 2009

Eight members of the HKIMT and HKJB attended the Marintec China 2009 this year at Shanghai on 1-4 December. The exhibition and conference was held at the Shanghai New International Expo Centre. Opening of the Marintec China 2009 was attended by a number of senior PRC officials together with our Secretary of Housing and Transport, Ms. Eva Cheng.

On 30 November, Professor Zhang, chairman of the SSNAME organized a welcome dinner for the chairmen



Opening of the Marintec China 2009



Hong Kong delegates at the Senior Maritime Forum

and representatives of the USSNAME, RINA, IMarEST, HKIMT and HKJB. On behalf of the HKJB, HKIMT, HKIE and the EAD of IMarEST, Ir Nelson YU, chairman of HKIMT, presented a souvenir to Professor Zhang to commemorate our friendship and partnership. Making use of our time in Shanghai, Nelson and K S Szeto introduced the Hong Kong delegation to their pressure vessel counterparts on 29 November. We were well treated by the officials of the Shanghai Municipal Bureau of Quality & Technical Supervision. The delegation enjoyed a lot the Shanghai food and the time with the quality supervision experts. We shared our experience in the survey, operation and construction of boilers and pressure vessels.

On the opening day of the Marintec China 2009, Mr. Shen of the SSNAME met the delegation earlier in the morning and arranged transportation for the team to the conference and exhibition centre. The delegation did not have sufficient time to visit all the five exhibition halls on the first day, they returned to the exhibition centre on the following day before they took their afternoon flight back to Hong Kong. The delegation also attended the Senior Maritime Forum in the

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The Hong Kong delegates presented a souvenir to the Chairman of the SSNAME



Meet the officials of the Shanghai Municipal Bureau of Quality & Technical Supervision

afternoon on 1 December. They valued the presentation given by the Chairman of International Chamber of Shipping on “Shipping and the Environment”.

It was another memorable experience to attend the Marintec and its Senior Maritime Forum. The Hong Kong delegation found it useful and treasured a lot their time in meeting their counterparts and business friends at the conference and exhibition.

(Ir. Dr. S Y Tsui)

HK Maritime Industry Promotion / Fund Raising Day – Lamma Island Walk on 6 December 2009

It was a nice day to have a 1.5 hrs leisure walk on the Lamma Island on 6 December 2009 (Sunday).

This walk was jointly organized by 12 Maritime organizations with a total of about 220 participants in which HKIMT/HKJB team contributed 40 persons. The purpose of this walk was to promote the image and strength of the Hong Kong Maritime Industry as well as fund raising for scholarship.



Start of the Walk on Lamma

All the participants were provided with a blue T-shirt with all the 12 organization logos put on. Upon arrival at Lamma Island, and before the start of the walk, there was a ribbon cut ceremony near the pier by VIP guests Mr. Yau Shing-mu – Under Secretary for Transport and Housing, Ms. Cheung Mei-chu – Deputy Secretary for Transport and Housing as well as Mr. Liu Hon-por – Deputy Director of Marine.

Organizers did provide medical team as well as helpers to look after all the participants during the 1.5 hours walk.

Before we took the delicious seafood lunch, representatives from the organizers gave a thankful speech and had all the chairmen from individual organization being introduced.

We hope that such a joint function or similar functions can be arranged as a regular event, so a closer co-operation among Maritime Industry can be strengthened.

(Ir. Tang Kai Fun)



Participants at the Walk

Obituary



Ir FONG Wing Hong

Our most respected elder, Ir Fong Wing Hong, CEng, FIMarEST, MRINA, passed away peacefully on 24 November 2009. He had lived in this world for 88 years.

Ir Fong was a very experienced and well known naval architect and marine engineer in the local shipping community. He was well respected by his colleagues, friends, and brothers and sisters of his Church in Hong Kong.

Ir Fong contributed a lot to the local maritime industry for more than 60 years. In particular, he was the naval architect participated in the design and re-built of the Jumbo Floating Restaurant. He was a founding member of Hong Kong Institute of Marine Technology and also served as a committee member for the Hong Kong Joint Branch of RINA & IMarEST for many years. He was elected as the Chairman of the HKJB in the early 80s.

We mourn the passing of an outstanding engineer and a renowned elder.

榮神始於益人傳揚福音為己任
康安感自聖靈推動宣教盡一生

Coming Events / Activities in 2010

- 12th January, 2010 (Tuesday)
HKJB 34 AGM
at 24/F., Harbour Building
at 6:30pm
- January, 2010
Update on Labour Convention by
Mr. Dick Kim of BV
(Details will be announced at a later stage)

HKIMT Council 2009/10,

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