



eMARINA

The quarterly newsletter of
The Hong Kong Joint Branch of The Royal Institution of Naval Architects
and The Institute of Marine Engineering, Science and Technology,
and The Hong Kong Institute of Marine Technology
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
及香港海事科技學會季刊

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HKJB & HKIMT Activities

Technical Visit to “Clean Harbour 2” on 22 April 2023

HKIMT and HKJB jointly organised a technical visit to the waste transportation vessel “Clean Harbour 2” owned by the Drainage Services Department (DSD) on 22 April 2023. The event was led by the Chairman of Technical Activity Committee (HKIMT) Mr. Simon TSE and accompanied by the Chairman of Technical Meeting Sub-Committee (HKJB) Mr. Ian FUNG.

Members from both institutes assembled early in the morning at Stonecutters Island Sewage Treatment Works (SCISTW). They were received by Mr. Cisse SEE, General Manager of MKK Marine Services Ltd. After a safety briefing, proper personal protection equipment (PPE) were donned. Members were led to “Clean Harbour 2” berthing alongside SCISTW.



Members assembled at Stonecutters Island Sewage Treatment Works (SCISTW)



Team photo and souvenir presentation to MKK Marine Services Ltd

The construction of “Clean Harbour 1 & 2” was a part of the Harbour Area Treatment Scheme (HATS). Back in 1994, DSD had commissioned this project to clean up the Victoria Harbour. Sewage from the urban areas around the harbour were collected by tunnels and treated in SCISTW before discharging the treated water back into the sea. During the cleaning and disinfecting processes in SCISTW, a lot of sludge is produced! Disposal of sludge (which occupied a lot of space) by dumping into landfills is very wasteful to our limited land resources. Studies had found that It would be much more economical to reduce the volume of sludge by burning it! Up to 90% by mass of the sludge could be reduced this way. And T-Park at Nim Wan, Tsuen Mun was constructed and served as a dedicated processing plant to reduce the mass of

sludge. The facility could treat up to 2000 tonnes of sludge every day. “Clean Harbour 1 & 2” were commissioned as a part of HATS to run multiple trips every day from SCISTW to T-Park to deliver dehydrated sludge cakes packed in purposely built containers for processing.

Captain T K CHEUNG, owner of MKK Marine Service Ltd. and also the direct outsourcing contractor for the maintenance and operation of “Clean Harbour 1 & 2” introduced the role of “Clean Harbour 1 & 2” in the transportation of sludge



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from SCISTW to T-Park. It came as no surprise that the design and construction of sludge transportation vessels were new to local marine transportation companies and the ship building industries in 2015. The construction of these vessels was awarded to Wang Tak Engineering and Shipbuilding Co. Ltd. by DSD through the normal bidding process. “Clean Harbour 1 & 2” were delivered in 2015!

“Clean Harbour 1 & 2” were the first diesel-electric cargo vessels to be registered in Hong Kong. These vessels were constructed with many environmentally friendly features. They were built with double hull. This was to ensure that breaching of the outer hull would still keep the vessel afloat and enable the vessel to return safely to the dockyard for repairs. The navigation system included an onboard radar, an electronic chart system, magnetic and gyro compass, a depth sounder. In addition, a bridge sound reception system was also installed to enable crew in the bridge to hear fog horns and other signals during navigation.

To reduce the carbon footprint of the vessels, they were designed to be propelled by electric motors (azimuth stern thrusters) using power generated from ultra-low-sulphur diesel or biodiesel. Comparing to conventional diesel propeller propulsion systems, diesel-electric propulsion systems are technically and operationally superior, with optimal manoeuvring and positioning properties, low vibration and noise levels, and better fuel efficiency. These vessels were also able to connect to an on-shore power supply, eliminating the use of diesel fuel where possible thereby reducing emissions. Compared with ordinary diesel vessels, “Clean Harbour 1 & 2” could cut carbon dioxide emissions by up to 130,000 kg per year, which was equivalent to the annual carbon dioxide absorption capacity of 6,000 trees.



Captain T K Cheung introducing the design of “Clean Harbour 2” at navigation bridge



Members visiting power management system in fwd machinery room



Members visiting azimuth thrusters and electric propulsion motors in aft machinery room



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The generators were located at the forward machinery space of these vessels and the azimuth thrusters were at their rear which could keep the vessels at more or less even keel at all times without ballast tanks thereby reducing the energy for transportation of sludge. They were designed to operate in the shallow waters in Deep Bay. Azimuth stern thrusters were used instead of propellers to avoid possible damages to the propellers in shallow waters.

Each vessel could carry up to 90 sludge containers per trip which amounting to about 1,200 tonnes of sludge. Transporting sludge in ocean-going vessel is superior to conventional barges. Barges can only carry about 50 containers of sludge and their operation have to be suspended when typhoon signal No.3 or above is hoisted. Ocean-going vessels, on the other hand, may continue operating up to typhoon signal No. 8, thereby avoiding the backlog in SCISTW during the adverse weather conditions.

Ship Particulars of “Clean Harbour 1 & 2”

- Type of Vessel: Waste Transport Container Ship
- Class Notation (Lloyd’s Register): +100A1, CONTAINER, HATCH COVERS OMITTED IN HOLD, HONG KONG WATER SERVICE, SHIPRIGHT IHM, +LMC
- Year Built: 2015
- Length (LOA): 69.90m
- Breadth: 17.49m
- Depth: 5.50m
- Design draft: 3.50m
- Complement: 12P
- Deadweight: about 2200T
- Container capacity: 90 TEU

The technical presentation was followed by a practical session. Participants were able to see the navigation bridge, deck machineries (including cargo gantry crane and mooring equipment), crew accommodation, forward machinery spaces that house the generator engines, main switch board, power distribution panels and the bow thruster. For the



Captain T K Cheung introducing the air treatment facilities for cargo hold ventilation

safety of the crew during operation, an under-deck passageway was constructed linking the forward machinery space with the aft machinery space. In the aft machinery space, transformer, propulsion electric motors, azimuth stern thrusters and related environment performance monitoring system were installed.

During this visit, “China Harbour 2” was loading containers alongside the Sewage Treatment Plant. There were ventilation pipes from the cargo tanks leading to a shore treatment plant, Captain CHEUNG introduced the principle and mechanism of the shore air treatment facility utilising activated charcoal as the absorption media.



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The visit came to an end at around noon time. Many members were very curious about the operation of the vessels and continued their technical discussion during their lunch together. We would like to express our gratitude to MKK Marine Services Ltd hosting the visit for HKIMT and HKJB, in particular to Captain T K CHEUNG and Mr. Cisse SEE for their guidance and hospitality. The construction and operation of these vessels were new to our members. It was a very fulfilling journey to all who had participated in this event!

(Reported by Simon Chen and Leslie Lee)

Technical Seminar on Hong Kong Commercial Diving Industry

A technical seminar on commercial diving was jointly organised by HKJB/HKIMT/HKIE-MMNC on 29 May 2023 at HKIE HQ, Causeway.

Ir LI Kin Kwong was a Commercial Diving Instructor since 1992, received MBA in 1993, FIMarEST in 1994 and FHKIE in 1996. He earned his professional qualifications in the UK, USA, Canada, China and Hong Kong. Now Mr. Li is the Managing Director of Kinetic Key Company Limited (KKCL) and Scuba World (Shenzhen) Company Limited. With his sound experiences in marine engineering and commercial diving, Mr. Li was a favourite expert witness in the Hong Kong High Court to provide his expert opinions and advice on marine recreational and commercial diving accidents since 1998.

Mr. LI began by introducing the difference between recreational diving and commercial diving.

Recreational diving can be categories as skin diving (snorkeling) and recreational scuba diving. They are generally recreational sports for adults and kids by using basic diving equipment to enjoy the beauty of the plants, animals and fishes thriving in the sea.

On the other hand, commercial diving is a hazardous occupation. It can be further divided into deep sea and light-weight diving. These divers are trained and certified professionals who perform underwater tasks in unpredictable under water conditions and environments. For deep sea divers, they must be trained and certified on the use of mixed gas and saturation diving technologies. In addition, deep sea divers for the offshore oil industry must also be trained, qualified and physically fit for the engineering tasks before performing the tasks in hand. While light-weight commercial divers are trained and certified to use tethered scuba diving techniques and a light-weight portable, surface supplied diving system with voice communication to ensure their safety during their underwater work assignments. A brief flowchart for achieving commercial diving qualifications are shown in the figure below for reference.

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Flowchart of Recreational / Commercial Diving Training

Irrespective to whether it is a recreational or commercial diving, all dives are team efforts! All diving team members should be trained beforehand on the use of the tools, equipment, system, techniques, operations and emergencies pertinent to and necessary for the tasks in the diving mode. Each diving team member should also be trained in cardiopulmonary resuscitation and first aid.

Mr. LI emphasised that marine contractors, divers and even regulatory authorities are not always clear about the level of risk and training, certification, regulation, safety and equipment required between recreational diving and commercial diving. Some regional authorities do not specify the required commercial diving qualification nor providing resources and support for commercial diver training. It is sad to note that recreational diver qualification NAUI was adopted as standard for industrial divers!

Mr. LI made an appeal to the employers to ensure that no employee should be required to dive or work under hyperbaric condition if he is not certified or physically unfit and regulatory authorities shall review their administrative and control procedures for commercial diving activities, e.g., legislation, safety and health standards, code of practice, recognition of other established qualification etc.

At the end of the seminar, HKJB Past Chairman Mr M Y CHAN and representative from HKIE-MMNC presented a souvenir to Ir LI Kin Kwong as token of appreciation for sharing his experiences in recreational and commercial diving.



Speaker Ir Li Kin Kwong (Right) and seminar organising team Ir M Y Chan and Ir Brian Yip

(Reported by Simon Chen and Leslie Lee)



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HKUST Sharing Workshop on Industry University Research Collaboration on 15 June 2023

As a continuation and conclusion of the Blue Economy Summit Series (refer to eMARINA Vol 2, 2022), two Sharing Workshops on Industry University Research Collaboration were held. The first one was in China Merchant Hong Kong (CMHK) Yiu Lian Dockyard in the morning on 15 June 2023 and the second one in Hong Kong University of Science and Technology (HKUST) in the afternoon on 15 June 2023. HKIMT Chairman Mr. Simon CHEN, HKJB Chairman Mr. Kaushik ROY and four other members attended these workshops.



Presentation by Mr Huafeng ZHAN – Deputy General Manager of CMHK



Team photo at Yiu Lian Dockyard in Tsing Yi Island

In the morning session in Yiu Lian Dockyards Ltd, Mr. Huafeng ZHAN – Deputy General Manager of CMHK, kindly arranged a tour of their dockyard in Tsing Yi Island. This was to share with the participants the operational environment of a local heavy marine industry before embarking on the discussion on how the universities can collaborate their researches to help the industries. Yiu Lian Dockyards Ltd would like to become an establishment as an industrial park! Mr. ZHAN then introduced the missions of the dockyard:

- (i) Looking for a pathway for the future developments of the maritime industry under the revolution of renewal energy and new materials;
- (ii) Cooperating with external organization to promote the development of new energy ships, build a green industrial park and contribute to Hong Kong's status as an international maritime center.

Mr. ZHAN presented a review and outlook of their dockyard in Hong Kong at the strategic planning level. Green ship repairing business, improving efficiency and reducing pollution were the main focus of their development in the future. In relation to the university collaboration on developments, he introduced an example of industry-academia collaboration in the development of non-toxic marine coatings with HKUST. He was very optimistic that more technologies transfer from scientific research and inventions to maritime industrial application would be expected in the future.

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In the afternoon, all participants went to the HKUST campus to join the wrapping up session by Professor Pei Yuen QIAN. He summarized the achievements in the Summit Series. He also shared his personal experiences of his journey in the development of Ocean Science Department in HKUST. The importance of the oceans in the life-supporting system of our planet was highlighted. About 71% the earth's surface is covered by water and that 93% carbon was stored in it. These oceans are the driving force to the balance of the hydrosphere (i.e. the total amount of water on the surface of the planet, underground, and in the air). They are also the key to the world economy, an important area for national security and an ecosystem from which we obtain our major source of food supply.



Summary Presentation by Professor Pei Yuan QIAN



Professor QIAN (2nd Right), HKJB Chairman Mr. Kaushik Roy (1st Right) and HKIMT members

Undoubtedly, the Hong Kong Branch of Southern Marine Science and Engineering Guangdong Laboratory (Guangzhou) had played an important role in the past few years. It had 101 affiliated members from over 23 top-notch institutes and 8 countries. It had also trained 412 young talents, published more than 379 scientific articles, obtained 11 patents on multiple research breakthroughs.

Professor QIAN in his presentation made a summary and review on "What do we have" in respect of our academic talents, maritime industries, businesses, policies and regulations. He also made an analysis on "What do we miss". What appeared to be missing were the Key Performance Indicator (KPI) for foundation research and applied research in local universities, a sizable maritime supporting industry to shipping and a government long term strategy in developing the blue economy.

Our congratulations went to Professor QIAN for his succinct wrap up of this Blue Summit. We were also grateful for his hard work in making this Summit a success!

(Reported by Simon Chen and Leslie Lee)

Cross Strait Technological, Interconnection & Ocean Economic Development Forum and Conference

The HKIMT Council had approved an invitation from FJSNAME to attend the Cross Strait technological, interconnection and ocean economic development forum and conference from 18-19 June 2023 at Jimei Xiamen.

The HKIMT team was led by Simon CHEN and accompanied by Ernest CHAN and Francis LEUNG. They arrived Xiamen by High Speed Rail and reported to the Forum reception at the Hotel Harbor at Jimei Xiamen around noon time 17 June 2023.

This was an annual event organized and hosted by a multitude of oceanic, maritime and transport societies which included the Water Produce, Sea Trade, Oceanology, Naval Architecture and Oceanic Engineering, Highway, Transportation and Harbour in the Fujian Province and the Taiwan China Marine Institute, TWSNAME and Water Produce. The forum from 18th to 19th June were also co-hosted by Navigation College of Jimei University.



Group Photo



Participants in Plenary



Participants from HKJB and HKIMT



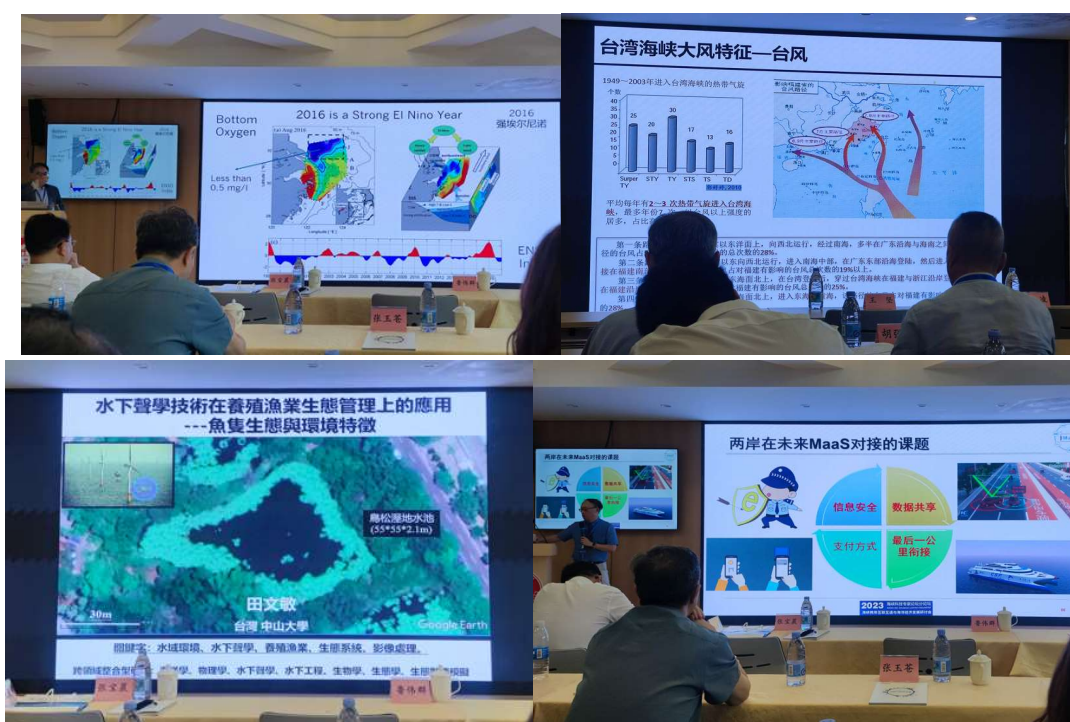
A signing ceremony among eleven (11) Cross Strait Oceanology Joint Societies for union

The theme of the Forum is “New Era to Integrate traffic in Ocean” . The Forum opening ceremony was held in the afternoon of 18th. Mr. XIE Chaotian, Deputy Chancellor of Jimei University and Mr. LU Weiqun, Vice Chairman of Fujian Association for Science & Technology delivered the opening speeches and then followed by the Welcome Speech by both Chairmen of China Institute of Navigation and China Marine Institute (Taiwan). A signing ceremony on an agreement between eleven (11)

Cross Strait Oceanology Societies then took place. A group photo was taken to mark the beginning of the event.

A total number of 114 papers were submitted from Fukien and Taiwan to the forum. Only 28 papers were selected for presentation in this forum due to the time limit. Four keynote papers were presented in the afternoon on 18th. The followings might of interest to our members.

During this afternoon session, the El Nino Effect was analysed using the oxygen level at the bottom of the ocean near Taiwan. It was found that the El Nino Effect in 2016 was strong. Another paper analysed the peculiar features of the typhoon blowing across the Taiwan Strait. On another front, the underwater acoustic technology was studied on how it could help to manage fish farming and monitor their living habitat and environment. Mobility as a Service (MaaS) was also explored on how it could integrate various forms of transportation and transport-related services across the strait. MaaS offers end-users' mobility through the use of a single application and a single payment channel thereby facilitating the users to travel across multiple systems without stopping. MaaS is envisaged to the future transportation model between Taiwan and the Mainland!



Presentations on 18 June 2023

On 19 June 2023 (second day of the Forum), there were two parallel sessions in two lecture halls of Jimei University. Twelve (12) papers were presented in each session. As there were 24 papers presented in these two sessions, we would not be able to report on each and every one of them. Only those related to the ocean and maritime industries were reported here.

An interesting presentation was a study on predator and prey interactions. Nature appears to balance itself! Predators will prey on certain species but will not cause them to extinct! The study not only shown how ocean predators fed themselves and also their strategies in capturing prey. Modern fishing strategies not only catch but also harming others when the strategies are carried out. Ocean predators do not harm other species while catching their prey! And some will be left for the specie to thrive until the next hunt! This study raised the alarm that human may need to rethink their fishing strategies if they want to keep their food supply chain for the future!



Presentations on 19 June 2023

A bold transportation infrastructure plan was also proposed in this forum. Three routes were proposed to link three cities on the west of Taiwan with three coastal cities in Fujian Province on the Mainland. The width, depth, ocean current and its close proximity to the tectonic plate of the Taiwan Strait are immense challenges to construct and maintain such infrastructures!

Another interesting presentation was a study on propeller noise. Propeller noise are generated due to cavitation when the propeller rotates. By measuring the noise level, new ways may be found to construct propellers in reducing such cavitation noise thereby reducing their influence on marine fauna.

Lubricating oil is of paramount importance in a diesel engine for its safe operation. In general, lubricating oil pump is driven by the engine. A diesel engine only sets the lower and upper limits of lubricating oil pressure. Oil pressure lower than the lower limit will cause the engine to shut down while oil pressure exceeding the upper limit will be relieved by relief valves to prevent the damage to the piping system. However, this approach does not really serve the actual needs of the engine! At light load when the lubricating oil is relatively cold and viscus, a higher pressure is needed to get lubricating oil circulating within the system. As the engine speeds up, the oil temperature and pressure will get higher and stable out at certain values. These controls, however, have not taken into considerations the loading of the engine. A diesel engine running at a higher load needs to increase its oil pressure to maintain the lubrication on its bearings. To establish an optimum lubricating oil pressure in a diesel engine under different operating environment and loading condition is a great challenge! The development of an electronic lubricating oil pressure control system may be the

solution to deal with these challenges.

In this forum, the presenter explained how such a control system can be managed and maintained for the safety of diesel engines!



Simon Chen represented HKIMT and presented a Plaque to FJSNAME secretary general and their office bearers



Presenting awards to the various outstanding merit papers

Simon Chen represented HKIMT to present a Plaque to FJSNAME secretary general and their office bearers to commemorate the event. The forum was closed around 5pm by presenting awards to the most meritorious papers presented during the Forum.

The forum provided great opportunities to establish our network with our counterparts in the Mainland and Taiwan



From Left, Secretary general of FJSNAME and SSNAME, Chairman of HKIMT, Vice Secretary general of China SNAME, Ex Chairman of HKIMT, Secretary general of ZJSNAME and GDSNAME, Coming Secretary general of FJSNAME and Head of FJ Ship and Ocean Engineering Technology Research Institution



Delegates from HKIMT with Vice Secretary general of China SNAME



Delegates from HKIMT with Secretary general of Hei Long Jiang SNAME

such as China SNAME and SNAMEs from Guang Dong, Zhe Jiang, Jiang Su and Hei Long Jiang Provinces. We had established a deeper mutual understanding with the FJSNAME Secretariat regarding the contents of the MOA which would be signed between HKIMT and FJSNAME at a later date. To conclude, our participation in this Forum was very rewarding.

(Reported by Francis Leung and Simon Chen)

Technical Seminar on How Marine Decisions Influence Shipping Companies' Commercial Result

This seminar was jointly organized by HKJB, HKIMT and HKIE-MMNC. We are pleased to have Mr. Jian Jun WANG, Fellow of the Royal Institution of Naval Architects as our speaker in this technical seminar on 19 June 2023 at HKIE HQs at Causeway Bay, Hong Kong.



Speaker Mr. J J Wang (1st Right) and representatives from HKJB, HKIMT and MMNC

Mr. WANG's presentation was on how technical decisions could commercially influence ship design, ship building and ship operation.

Technical decisions in the aspect of ship design could affect hull efficiency and thus fuel consumption. The decision on carrying capacity and cargo handling capability of a ship could affect its earning power, speed and transit time. The safety features, environmental friendliness, degree of automation and digitalization of equipment, adaptability and flexibility to cater for the carriage of different cargoes could add to the value of the vessel.

During the construction stage, technical decisions such as the use of construction materials, construction method (e.g. modular construction), the choice of manufacturing technologies, degree of digitalization, degree of integration of systems, life expectancy of the hull and equipment, intended operational environment of the vessel and the industry standards adopted for its construction could all affect the operation of the vessel.

During operation of the vessel, the technical decisions on the choice of route, degree of voyage planning, fuel management, cargo optimisation, maintenance and repair, crew management and training, regulatory compliance, technology adoption could all affect its fuel consumption, the time taken by the voyage and the speed to arrive ports and the loading and discharging of cargoes.

At the end of the presentation, Mr. WANG concluded that any technical decision should consider its potential commercial impact first. Any decision that is sustainable and economically healthy to the ship and its trade is a better technical decision.

Participants stayed long after the presentation to ask questions and discuss with Mr. WANG on the subject. Questions were raised on the crucial technical issue(s) (e.g. decarbonisation, digitalisation etc.) which were of paramount importance to a shipping company in maintaining its leading position in the trade. Mr. WANG expressed that navigation speed would probably be of greater importance when making any technical decision. It came as no surprise that most standard forms of shipbuilding contract from SAJ, BIMCO, Norwegian Standard have included speed guarantee as a key performance parameter.

Mr. WANG was very kind to leave his contact for everyone to facilitate further knowledge and experience sharing with our members. We all look forward to arranging more technical seminars on ship design, ship building and ship operation in the near future.

(Reported by Yoyo Chan and Leslie Lee)

Dragon Boat Racing at Government Dockyard

HKJB and HKIMT together with HKIE-MMNC, IMechE Hong Kong Branch and ASME Hong Kong Section formed a Joint Institutions Team participating the dragon boat racing at Government Dockyard in Stonecutters Island on 24 June 2024.

Simon Chen, Adrian Lam, Jeff Woo, James Chan and Ethan Wong representing HKJB and HKIMT as paddlers in the 20 paddles dragon. The 20 paddlers, a drummer and a helmsman can drive the dragon up to a speed of 7 knots.



Traditional Dragon Boat Race Open ceremony with three types of animals (BBQ Pigs, Chicken and Fish) and five types of fruits



Paddler spray water to each other to pray for health and luck

The COVID-19 pandemic had forced us to live under its mercy for many years. Crowd gatherings were prohibited to avoid spreading of the pandemic. Many Dragon Boat Festivals were celebrated without dragon boats! The pandemic is finally over! The long-awaited Dragon Boat Festival with dragon boats racing finally came to light! All the participating teams were excited and stronger than ever! Starting from May, the teams were practicing every Saturdays even under extremely hot weather to formulate their winning strategies. These strategies include the configuration of rowers of different weights to achieve optimum trim, the paddlers' coordination with the rhythmic drummer to



The Joint Institutions' Athletes and Members



The Joint Institutions Team comprising HKJB, HKIMT, HKIE-MMNC, IMech-HKB, ASME-HKS

The dragon boat race was an opportunity for us to acquaint with new and old friends and share our experiences with team members from the Hong Kong Fire Services Department, Government Flying Service, Civil Engineering and Development Department, Electrical and Mechanical Service Department, Immigration Department, Marine Department, Hong Kong Pilot Association, Hong

maximise thrust and minimise turbulence. With our understanding of the ship and mechanical engineering theories, the Joint Institutions Team made its appearance in the final. The competition was severe!

We were 3rd Runner Up despite breaking our own records! We were thankful to Mr. Stanley LUI in serving as the team leader of the HKJB, HKIMT, HKIE-MMNC, IMechE-HKB and ASME-HKS joint team.



Beautiful souvenir from HKIMT for the paddlers with their names inscribed on the paddle

Kong Sea Cadet Corps, Hong Kong Sea School, Hong Kong and Kowloon Motor Boats and Tug Boats Association, China Light and Power etc.

It was a joyful and exciting event! Many members who participated in this event vow to do better next year and were prepared to practice again later this winter.

(Reported by Simon Chen and Leslie Lee)

HKJB & HKIMT Coming Activities

Date	Event
7 July 2023	Committee Meeting
26-28 July 2023	Visit to INMEX
August 2023	Visit to T-Park

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