



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 Engineers"

香港海事科技學會及英國皇家造船師學會
暨輪機工程師學會香港聯合分會季刊

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Shipping & Maritime News

Hong Kong Hosts Regional Training Course on Marine Accident Investigation

A pioneer regional training course for practicing marine accident investigators, jointly organised by the Marine Department of the Government of the Hong Kong Special Administrative Region (HKSAR) and the International Maritime Organisation (IMO), was launched in Hong Kong on 7 May 2001 at Mariners' Club.

The very successful two-week course was attended by 24 marine accident investigators from 18 countries and territories in the Asia-Pacific Region including HKSAR.

The Director of Marine, Mr. TSUI Shung-yiu, said at the welcoming reception that he hoped the course would help not only in improving the quality and standards of marine accident investigations, but would also result in greater coordination and cooperation amongst the Administrations in the region.

Also addressing the trainees and some 40 guests from the shipping community at the welcoming reception was IMO representative Ms XIANG Yang, Technical Officer of the IMO's Technology & TC Implementation Maritime Safety Division. On behalf of the IMO and its Secretary-General Mr William O'NEIL, she thanked the Marine Department for the great efforts and generous contribution for organizing the course.

Apart from the professionals of the Marine Department, several distinguished experts from various fields of the shipping industry in Hong Kong and overseas assisted in running the course.

Amongst other activities the course included field visits to the Marine Department's Vessel Traffic Centre, Maritime Rescue Coordination Centre and a harbour tour.

Mr. TSUI said it was a great pride for the Marine Department to host such a regional training course and hoped that with IMO's cooperation, this course would become an annual event in Hong Kong.

Hosting of this regional training course in Hong Kong is a result of the signing of a Memorandum of Understanding (MOU) on maritime technical cooperation by Secretary-General of IMO Mr. William O'NEIL and the former Secretary for Economic Services Mr. Stephen IP in March last year.



Guests pose with Mr. S.Y. Tsui (fourth from left), lecturers and trainees at the welcome reception of the Regional training course

Contents:-

Shipping & Maritime News 1 - 2

HKIMT & HKJB News 2 - 6

Port News..... 7 - 8



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SHIP REPAIRS

HKSAR Plays Key Role in Insurance Talks

Hong Kong played an important role at the recent negotiation of the insurance threshold at the International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001 (Bunker Oil Convention).

A diplomatic conference was held at the IMO headquarters in London between 19-23 March to adopt the Bunker Oil Convention. It was attended by 70 IMO member states, including Hong Kong as an associate member and BENIN as an observer.

Marine Department of HKSAR put up a paper co-sponsored by China, India and Vanuatu giving valid reasons why ships below 5,000 gross tonnes should not be required to carry an insurance certificate.

However, some countries proposed all ships above 500 gross tonnes should carry insurance certificates under the new Convention.

During the course of deliberations there were equal supports on both of the proposals. In order to resolve the differences an informal meeting of interested parties including Hong Kong was convened. Finally, it was agreed that only ships greater than 1,000 gross tonnes need to carry an insurance certificate. It was also agreed that the Parties at the time of ratifying or acceding to the Convention may declare that the carriage of insurance certificates is not applicable to ships exclusively plying in their territorial waters.

The Convention is open for signature from 1 October 2001 to 30 September 2002. It comes into force one year after 18 states, including five each with ships whose combined gross tonnage is not less than one million, have signed it.

*** Reported by Captain B.B. RAO ***



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Marine Department Signs New Agreement with Recognised Organisations

On 29 May 2001, Marine Department has signed a third agreement with representatives from seven Recognised Organisations (ROs) to consolidate all the past experiences involving ship survey work, technical requirements, International Safety Management (ISM) Agreement and other new international requirements.

The ROs were delegated the work of carrying out statutory surveys and certification functions for ocean-going cargo ships when the Hong Kong Shipping Register became an autonomous Shipping Register in December 1990.

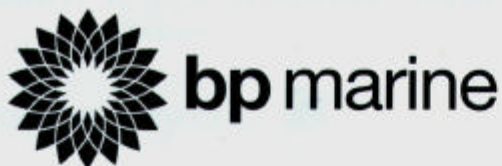
The seven ROs include the American Bureau of Shipping, Bureau Veritas, China Classification Society, Det Norske Veritas, Germanischer Lloyd, Lloyd's Register of Shipping and Nippon Kaiji Kyokai. The first agreement and second agreement signed between Marine Department to cover a five-year period was on 2 December 1990 and 5 February 1996 respectively.

The newly signed third agreement combines the contents of the second agreement, the ISM agreement and incorporate new international requirements, valid for a five-year period.

A cocktail reception was held following the signing ceremony that opened the way for the ROs to discuss issues of mutual interests in a friendly atmosphere.



Director of Marine (fifth from left) and Assistant Director (sixth from left) take a group photo with representatives of the Recognized Organizations after the agreement signing ceremony



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A Looming Staff Crisis in the Port and Support Industries of Hong Kong

Over the past one year, the concern with the decline in the Hong Kong seafarers, which will have a detrimental effect to enhance Hong Kong's position as an International Shipping Centre (ISC), starts to intensify.

Two separate studies on the shortage of qualified seafarers have been carried out. The first, prepared by the Hong Kong Polytechnic University for Marine Department, forecast "Hong Kong will face a crisis in finding local personnel with the appropriate skills and experience for employment within its short-based port and maritime industries". The objective and scope of the study had been reported in Vol.1: March 2001 issues of the "MARINA". This study will be completed in July/August.

The second by Mr. Jack HAWORTH for the Hong Kong Shipowners' Association (HKSOA) investigates the strengths and weaknesses of seven Mainland maritime education and training institutes with recommendations that Hong Kong SAR Government must recognize that if it cannot produce sufficient of its own seafarers to man the Port of Hong Kong to keep it safe and efficient in the future, then China will not be the only choice, but the natural one, to provide the maritime professionals need to man the Port of Hong Kong in the future. Some of the recommendations in the study would also be beneficial to HKSAR to form training strategies to ensure abundant supply of well-trained and qualified seafarers to meet the demand of the industry. These recommendations are:

- HKSOA's members publish fact sheets about their companies
- HKSOA mounts an annual recruitment drive
- HKSOA consider using 'Outward Bound' to provide an impartial assessment of a cadet's potential
- HKSOA's members using financial incentives to attract and retain the best seafarers
- HKSOA consider the setting up of a training levy
- HKSOA's members provide more berths for on board familiarization training

HKIMT & HKJB News

Visit by Chief Executive of RINA

Mr. Trevor BLAKELEY, Chief Executive of The Royal Institution of Naval Architects visited Hong Kong Joint Branch on 17 April 2001. He attended the committee meeting of Hong Kong Joint Branch to have first hand information on what had been going on locally. At the meeting, he presented some of his views about current and coming development of RINA. Mr. BLAKELEY also took the opportunity to pay a courtesy visit to Hong Kong Institution of Engineers (HKIE) on the same day to exchange views between both institutions. He was warmly received by the Vice-President, Secretary & Director General and few council members of HKIE.

After Hong Kong, Mr. BLAKELEY would visit Shanghai SNAME and hold a one-day Seminar there. Mr. BLAKELEY indicated that RINA had valued very much on China's prospects and development in naval architecture activities and had maintained regular contacts with China in different forms for sometime.

*** Reported by Ir Michael LEE ***



Mr. Blakeley with representatives of HKIE



Mr. Blakeley (center) with committee members of HKJB



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Chairman's Speech cum Career Talk and Student Project Presentations

In response to the suggestion from committee members of the Hong Kong Joint Branch (HKJB) and the Hong Kong Institute of Marine Technology (HKIMT) that all functions as far as possible should be jointly organized by HKJB and HKIMT to attract more members to attend our activities. With this in mind, this year's Chairman's Speech evening was a joint function cum a Career Talk from invited speakers and Student Project Presentations which was held on 7 May 2001 at Hong Kong Police Officers' Club in Causeway Bay. The event successfully attracted over 70 participants including students, guests and members to attend.

Career Talk

Three guest speakers from maritime industry presented the talks. Mr. Colin IP, a qualified naval architect of Andrew Moore & Associates Ltd., gave a talk on the career of a maritime consultant in small craft and pleasure craft business. Mr. W.C. LO, General Manager of Fenwick Shipping, gave the prospect of cadet training opportunity and the working and social environments onboard vessels these days. Ir H.K. LEUNG, Principal Surveyor of Marine Department of HKSAR, gave the experience of his career development at sea and ashore. From these different maritime careers as presented, students brought out a number of questions on the present maritime opportunities, vacancies in shipping companies and future prospect in the shipping and shipping related industries. All these were answered and given advice from the speakers.



Chairman of HKJB, Ir Ernest Chan introducing the invited speaker Ir H.K. Leung to the participants



Mr. W.C. Lo shares his working experience with the IVE's students



Mr. Colin IP shares his working experience with the IVE's students interactively

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Project Presentations

After the Career Talk session, two student projects were presented. Students from the Hong Kong Institute of Vocational Education (Tsing Yi) presented their final year project, entitled "Preliminary design of a fast rescue boat" and "Preliminary design of an inspection-submarine". They all exhibited high standard in the contents with good presentation skill, which was the result of great deal of effort in preparation. This year, one prize would be awarded to the best student project given by HKIMT.



Two IVE students presenting their final year project

Chairmen Speech

The event was held after the student project presentation. The newly elected Chairmen of HKJB and HKIMT each presented a short speech to the audience and members regarding their ideas on year planning, efforts in activities and direction. It was followed by a cocktail chat time and a buffet dinner to provide opportunities for the students to talk to the professionals face to face. Students were divided into groups to sit with the guests so that they could share with the guests' and members' experience and valuable views.

*** Reported by Ir C.K. MAK ***



(Top) Chairman of HKJB, Ir Ernest Chan chatting with the IVE students (Bottom) Chairman of HKIMT, Ir K.K. Li taking photo with the IVE students



Happy scenes around the tables

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Half Day Seminar with Guangdong SNAME in Huangpu Shipyard

A half-day seminar was held on the 7 April 2001, in cooperation with GSNAME. The seminar venue was at Guangzhou Huangpu Shipyard. The event also was assisted by Wenchong Shipyard. It was a drizzling Saturday. A delegation of 19 from Hong Kong Joint Branch and Hong Kong Institute of Marine Technology led by Chairmen of both institutes participated the event. Some 30 members from GSNAME were also attended the meeting. Technical papers were presented by Mr. WANG of Ship Safety Bureau, China Classification Society of Guangzhou office, on "The Role of China Classification Society Facing 21 Century"; by Mr. Ernest CHAN and HK Polytechnic University students on "Launch Damage Assessment: A Simulation Approach" and by Mr. Y.W. YU and Mr. W.H. LEUNG of Government Dockyard of HKSAR on "Briefing on the Revised Tender Procedure and Marking Scheme on the Procurement of New Crafts for HKSAR". All these papers aroused good interests from the participants with numerous questions raised at the Q & A session.

In the afternoon, a guided tour was made to Huangpu Military College Museum, an historic site and building where China trained and built up its own military personnel expertise in the early 19 century. In fact, many of the China's top leaders had spent time in this college. At around 3:00 p.m., a friendly football match was held in Huangpu's grass football ground. It was a replay match after a 1:1 draw score at the last match in December of 2000 at Wenchong Shipyard. Unlike the last match that most members were committees of institutes from both sides, half of both team members were a lot younger at this match. As the grass ground was soaked with rainwater over last few days, it was quite wet and slippery. It was in fact a heavy match. As a result, a large score 6:4 ended the match and was won by GSNAME. The Champion Trophy was awarded to the winning team by Mr. GUAN, President of GSNAME. Both the seminar and football game had pulled members from three institutes closer and the events were considered fruitful and worthwhile.

*** Reported by Ir Michael LEE ***



Group photo of HK delegation and GSNAME representatives before the seminar



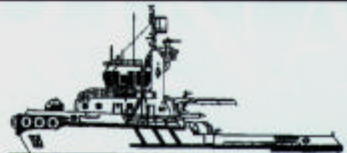
The seminar was well attended



Memorial photo of both Hong Kong and Guangzhou football teams



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Port News

Marine Department Hosts Cospas-Sarsat Conference

More than 110 search and rescue experts from over 30 countries and Organizations around the world attended the 15th session of the Cospas-Sarsat Joint Committee, in Hong Kong for a six-day meeting from 13 to 20 June 2001.

The six-day meeting was hosted by the Marine Department of the HKSAR. The delegates discussed enhancement of the Cospas-Sarsat system and improvements to saving lives in air, sea and land emergency situations.

Cospas-Sarsat is an international, humanitarian satellite-based search and rescue system, which automatically detects and locates transmissions from emergency beacons carried by ships, aircraft, or vehicles. Both the International Maritime Organisation (IMO) and the International Civil Aviation Organisation (ICAO) recognize the system.

The head of the Hong Kong Maritime Rescue Co-ordination Centre (MRCC), explained how the system worked: "All ships and aircraft of international trade are required to carry at least one radio beacon that can be activated automatically or manually to transmit a dedicated radio distress signal."

"When activated, the signal will be picked up by Cospas-Sarsat satellites and then relayed to Local User Terminals (LUTs) which are ground receiving stations. The distress information can be exchanged among the global network of LUTs, and it will be passed on to an responsible agency to coordinate an SAR operation."

He added: "There are 38 LUTs in different parts of the world, and two of them are located in Hong Kong, whose MRCC takes charge of search and rescue (SAR) operations in both local regional waters and the international waters of the South China Sea. In fact, the MRCC covers vast areas of very busy shipping routes."

The Hong Kong MRCC deals with many different types of marine incidents. Last year, the centre handled 278 incidents and 60 of them developed into real SAR cases that required immediate actions. Through concerted efforts of various SAR agencies, 207 persons were saved.

In 1992, a Mission Control Centre (MCC) was set up in Hong Kong to become part of the Cospas-Sarsat system. This MCC has been integrated with the Hong

Kong MRCC and housed in the same premises to provide more efficient SAR efforts.

The expertise and efficiency of the Hong Kong MRCC is well recognized globally. It is one of the eight maritime experts invited to participate in an IMO/ICAO joint working group to study ways to harmonise aeronautical and maritime SAR operations.

Operational use of Cospas-Sarsat system by SAR agencies started with the crash of a light aircraft in Canada in 1982, in which three people were rescued. Since then, the system has helped save over 11,300 lives in about 4,000 SAR cases around the world.

Linguistically, "Cospas-Sarsat" has its origin from the Russian term "Cosmicheskaya Sistyema Poiska Avariynich Sudov", which stands for "Search And Rescue Satellite". At present, there are 35 countries and organizations associated with this system. These include the four Parties to the Cospas-Sarsat International Programme Agreement, namely Canada, France, Russia and the USA, as well as 20 Ground Segment Providers, nine User States and two Participating Organizations.

The Head of the Cospas-Sarsat Secretariat, Mr. Daniel LEVESQUE, said their Joint Committee meets annually for experts from different countries to exchange views on the enhancements of the system. "This is the first time that the meeting is held in Hong Kong, and I am glad that the Hong Kong Government has generously agreed to host it," Mr. LEVESQUE said.

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Notice

The Annual Ball 2001

jointly organized by the
HKJB and HKIMT

will be held on
Saturday 10 November 2001

at
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* Members already on the mailing list will
receive further details and an application

All correspondence should be addressed to the Hon Secretary, Hong Kong Joint Branch of RINA and IMarE, G.P.O. Box 2516, Central, Hong Kong, or by facsimile to Fax no. (852) 2573 6966. All matters pertaining to MARINA should be addressed to the above contact address.

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