



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 Ranks Eighth in the Flag State Audit

In May 1999, the Seafarers International Research Centre of the University of Cardiff, UK carried out a "Flag State Audit" at the request of the International Transport Worker's Federation (ITF). A report was produced in June 2001. The purpose of the audit was to measure on comparison basis the performance of each country in discharging all of its responsibilities in the context of international maritime law. The overall score achieved by a country is an indication of the rating of the formal capacity as well as the effectiveness of the administration of the country in discharging its responsibilities. The audit covers all the international shipping registers and a number of selected countries. The Hong Kong Special Administrative Region (HKSAR) scored the 8th position amidst 38 flag states audited. The first sixteen countries are listed as below:

Rank	Country	Score
1	Norway	84
2	United Kingdom	80
3	DIS (Denmark)	77
	NIS (Norway)	77
5	Netherlands	76
6	GIS (Germany)	75
7	Kerguelen Islands	72
8	Hong Kong	64
	Isle of Man	64
	Madeira	64
11	Bermuda	63
12	Cayman Islands	62
13	Canary Islands	60
	Latvia	60
15	Estonia	58
	Singapore	58

The Audit

For each country, the scores obtained are attributed to the following 7 areas of assessment. Each area carries a weighting for its relative importance in the overall marks scored.

(a) *The Flag Fleet (weight: 15%)*

This area is for the assessment of the quality of the fleet with respect to its detention rate by other countries under Port State control, the number of casualties happening to the fleet, any crew abandonment, and crew complaint statistics.

(b) *Flag State Administrative Capacity (weight: 30%)*

The administrative capacity of the Flag State is assessed within this area of study. The administrative measures and capabilities towards the management of crew and seafarers records, health screening, certification procedures, training and education offered and available to seafarers, the procedures and power of investigation of the authority in dealing with casualties, and the available means, resources and manpower to ensure the safety of vessels and their crew are assessed.

(c) *Flag State Maritime Law (weight: 20%)*

The domestic and international maritime law and the means to implement the law are assessed.

(d) *Miscellaneous Maritime (weight: 5%)*

The social, political and statutory representations and welfare supports in maritime business are subjects of study in this area.

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SHIP REPAIRS

(e) Employment and trade union law and practice
(weight: 10%)

The presence of employment and trade union law and practice is assessed.

(f) Corruption (weight: 10%)

The way corruption is dealt with is assessed.

(g) Company & Corporate Practice (weight: 10%)

The regulations for companies, accounting standards and the treatment of corporate public responsibility are examined.

In particular, the administrative measures taken in controlling the quality of seafarers, their training and certification needs as well as their health and welfare concerns, including the ability and effectiveness of the administration in enforcement and ratification of International Maritime Organisation (IMO) and International Labour Organisation (ILO) conventions were carefully studied and commented on, in the audit.

The Findings of the Report

The HKSAR has been mentioned in the report for its team of highly qualified and responsive surveyors and professional staff, together with a well-structured and flexible ship inspection system to ensure full compliance with the relevant international maritime conventions. The general remarks for the HKSAR Administration are that it is well organised and efficient, and has a wide range of responsibilities including ensuring the compliance of its vessels with the internationally accepted maritime safety standards and requirements. The HKSAR is also praised as having an efficient training and authentication system, and that taxation is amongst one of the very low tax regime compared with the other flag states audited. The quality of its fleet is a good indicator of how effective the measures taken by the HKSAR Administration to maintain a good image internationally, in the maritime world. The audit report has mentioned that the HKSAR has a lower detention rate (under Port State control) compared with the other countries audited.

Hong Kong Makes Contribution towards Bulk Carrier Safety

Following a number of sudden bulk carrier sinkings in the eighties and nineties, there is worldwide concern about the safe design and construction of such ships. Several measures such as enhanced survey programme, and improved floodability of holds, etc. have been implemented by IMO to alleviate the problem but by and large such measures are perceived by many to be piecemeal. There is a wide spread feeling that a comprehensive study into the design and contribution of such ships is needed.

The joint United Kingdom and European Community in depth underwater survey of the wreck of the Bulk Carrier "Derbyshire" which sank in 1984, and the subsequent recommendations made by the re-opened UK Formal Investigation into the sinking, have provided a trigger for a systematic international study based on Formal Safety Assessment (FSA) principles. It is expected that this study being coordinated by the International Project Steering Board and due to be concluded by December 2002 will lead to a far reaching overhaul of regulatory regime in respect of bulk carrier safety.

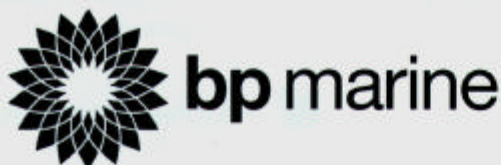
Marine Department of the HKSAR, with the active cooperation of the Hong Kong Shipowners Association, is making a very substantial contribution towards the FSA study. Out of a total of 264 hazards identified by the study, as many as 44 were provided by Hong Kong. Hong Kong will remain active in this study in order to ensure that the study is as thorough as possible and that final recommendations made are reasonable, practical and effective.



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Where the people make the difference

Hong Kong Maritime and Logistics Week

A "Maritime and Logistics Week" exhibition will be held from 20 - 25 November at the Pacific Place by over thirty organizations and associations, which aims to increase the awareness of HKSAR people about the rapidly growing maritime and logistics industries.

The event will describe the nature of the maritime and logistics industries and how they contribute to Hong Kong's economy, as well as highlights the wide variety of opportunity and prospects available for new entrants. The exhibition at Pacific Place will be supplemented by open days at maritime and logistics training establishments and schools. Highlights of the programme include an opportunity to visit a sail training ship as well as one of the world's most advanced tugboats.

Secondary schools will be encouraged to make the week an important part of their project work. Competitions will be held for children and college students, with many exciting prizes to be won. School children, college students and their parents should not miss the chance to learn more about the variety of opportunities in these fast growing maritime and logistics industries that might well open a truly worthwhile windows of opportunity.

The Hong Kong Maritime and Logistics Week will also underline Hong Kong port's continuing position as the world's busiest container port. Around 600 ships call daily at the port, which handled over 18 million containers last year.

The exhibition will convey the message that even as increased competition faces most industries and companies worldwide, Hong Kong's technologically advanced maritime logistics companies are playing a major role in helping their customers reduce their overall costs and to enhance their competitiveness.



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HKIMT & HKJB News

Seminar and Visit to Aircraft Carrier "Minsk" at Shenzhen

A half-day seminar was jointly organized between HKJB, HKIMT and Shenzhen SNAME (SSNAME) as part of our annual liaison with SSNAME. The seminar was held in the afternoon on 22 June 2001 in Shenzhen. In the process of finalising detailed arrangement with our counterpart in Shenzhen, it was suggested to include some non-technical element in order to make this seminar more attractive and interesting for our members from Hong Kong. It was finally agreed to include a visit to the former Russian Aircraft Carrier "MINSK" as part of the event.

A delegation led by the Chairman of HKIMT - Mr. K.K. LI and Vice-Chairman of HKJB - Mr. H.K. LEUNG together with 10 other members and student members from Hong Kong had participated this event. The whole delegation assembled in Shenzhen and set-off to Shatoujiao, Yan Tian near Shenzhen, by transport kindly arranged by SSNAME, where the aircraft carrier was located. This aircraft carrier was constructed and operated by the former USSR and is now converted to a leisure centre called "Minsk World".



Hong Kong delegation with SSNAME representatives
at the entrance to "Minsk World"



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Hong Kong delegation & SSNAME representatives with the aircraft carrier at the background

The delegation departed the Minsk World before noon and headed back to Shenzhen where the seminar was to be held. The seminar commenced at about 2:00 p.m. with approximately 30 participants. Four technical papers, two from Hong Kong, entitled:

- "Tender Procedure and Marking Scheme on the Procurement of New Crafts for HKSAR" presented by Ir K.F. TANG
- "Preliminary Design of a Fast Rescue Boat" presented by HK Polytechnic University students
- "The Application of Two Electrodes SAW in pre-fabrication of jacket" presented by Mr. C.K. WANG of SSNAME
- "New Fabricating Method of Offshore Oil Platform Jacket" by Mr. JIANG Jun of SSNAME

The seminar was successfully held which had also provided our student members the opportunity to expose themselves across other learned societies. "We should continue to maintain and improve our relationship with SSNAME and organize at least one joint seminar a year in the future", our Chairmen concluded.

*** Reported by Ir Alan TSANG ***



A scene of the seminar in progress



Ir K.F. Tang presenting his paper

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(r to l) Ir I.M. Ng, Ir H.K. Leung and Ir K.K. Li during discussion session in the seminar



A group photo after the seminar

Ship Launching Ceremony in Guangzhou

Members of the HKJB and HKIMT were invited by the Guangdong SNAME to join their ship launching ceremony for a Ro/Ro passenger ship on 3 July 2001 in Guangzhou. GSNAME expressed that, as this was a social function, opportunity should be taken to extend the invitation to family

members from Hong Kong. A number of our members indicated strong interest to join, as this was the first time for family members from Hong Kong to meet our good old friends from GSNAME in such a rare and special occasion.

There were altogether 21 persons participated this event including five member couples accompanied by their children, other Council Members and their friends. To make use of the opportunity to tour the City of Guangzhou, the delegation departed Hong Kong in the early morning on the day before the ship launching day. They all met at the Border Restaurant in Shenzhen and travelled by train to Guangzhou. The Secretary General of GSNAME, Mr. LIN Liang-guang, accompanied by Madam QIN picked up our delegation in the afternoon from the hotel in Guangzhou and guided them to the famous sightseeing spots.

After a joyful day, the delegation assembled in the morning on 3.7.2001 at about 8:30 a.m. and headed to Guangzhou Shipyard. A tour around the shipyard guided by Mr. LIN and Madam QIN was first arranged upon arrival. It was followed by a walk around the ship to be launched before they were led to the ceremony stage. All family members were very excited to see the ship supported on the slipway awaiting to be launched to the river. They were busy taking photographs at various favourite spots not to

mention the stern of the ship fitted with two large propellers. Immediately after the announcement of the launching procedures, family members of our delegation were anxiously to see the ship slipping down the slipways. They were all excited at the moment when the Champagne bottle was smashed and the ship slipped slowly and steadily to the river.

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"This ship was the first of its type ever built in China", said Mr. HU, Chairman and Managing Director of the shipyard. "The ship would be handed over to the Shipowner around November this year", Mr. HU further explained. The principal particulars of the vessel are:

LOA	195.8 m
Moulded beam	25.4 m
Draft	6.4 m
Speed	28.5 knots

The vessel was designed and built under class survey by Lloyds Register of Shipping. There were altogether 11 decks with decks No. 3 and 5 for carrying upto 1000 small vehicles. A helicopter landing platform was constructed on the roof deck.



The Ro/Ro ship under construction



An artist impression of the Ro/Ro passenger ship



*The Ro/Ro ship and the ceremony stage with former HKIMT Chairman
Ir Alan Tsang at front*

After the launch, some family's members of our delegation were keen to stay behind to see more of the City. They were most grateful to GSNAME for arranging transport for them to tour around more scenic spots in Guangzhou in the afternoon. The whole event was considered to be most successful and greatly enjoyed by everybody. In particular a memorable moment to those family members who had not seen a ship launch before. "Another similar event should be organized in future!" a request by other members who were unable to participate this event due to personal commitment. On behalf of the Hong Kong members, the author would like to express their sincere thanks to GSNAME for their kind hospitality during the visit.

*** Reported by Alan TSANG ***



*A happy scene of the family members taken at the famous
"Five Goats Statue" in Guangzhou*



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Port News

Hong Kong Marine Department's New Training Centre

The Hong Kong Marine Department opened a new training center at the Government Dockyard, Stonecutters Island in May 2001 for training departmental officers.

Following substantial refurbishment, the premises of the former Nautical Training School at Government Dockyard have been fully converted to the new Marine Department Training Centre for delivery of professional training to departmental officers. The 250-square-metre centre comprises a 20-seat modern lecture room with advanced audio-visual training aids, a stylish reception area and a spacious student resting area.

A Vessel Traffic Service (VTS) training simulator and a Global Maritime Distress and Safety System (GMDSS) training simulator will be installed in the center for training VTS operators and supervisors later this year. Furthermore, a full mission ship simulator will also be procured and installed sometime next year for training and assessment purpose.

The proposed ship simulator consisted of a 210-degree horizontal field of view through seven channels projection and a mock up bridge with fully equipped control console.

The facility is intended to provide training in navigation and to familiarise officers to bridge operation through tailored simulation exercises. In the longer term, the simulation facilities will also be developed to conduct assessment of pilots and other maritime personnel, and planning of port infrastructure.

Dedicated VTS courses are expected to be launched early next year. The VTS training, based on model courses developed by the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA), will be in line with international standards.

Those who successfully complete the VTS course and assessment will receive a certificate in accordance with IALA requirement.

The center aims to establish an ISO 9001 quality management system with accreditation for VTS training based on IALA's guidelines.



Computer graphic portraying the training center at Marine Department

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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
The Sheraton H.K. Hotel
Tsim Sha Tsui, Kowloon

Interested parties may contact
the Ball Chairman, Mr. Alan TSANG,
for details on 9885 6996

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