



# 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

### Chief Executive meets HKIMT's Representative

After the announcement of Mr. TUNG Chee-hwa's candidacy for the next election of Chief Executive on 13 December 2001, the Election Committee of Transport with Ir K.S. SZETO (Past Chairman of the HKIMT from 1995 to 1997) representing the maritime industries was the first group invited by Mr. TUNG to provide views and esteem opinions relating the maritime industries and road transportation of Hong Kong. The Meeting commenced at 1500 hours on 15 December 2001 at the Chief Executive's Office.

Ir SZETO representing the HKIMT took the opportunity of sharing his professional views and opinions on issues relating to the maritime industries in Hong Kong especially on maritime training to Mr. TUNG as follows: -

1. The Government of the HKSAR claimed Hong Kong to be one of the International Shipping Centres should have the demand of the maritime professionals and technology as supporting. In viewing the current profile in Hong Kong, we encountered problems on:

- the ageing of ex-seagoing officers.
- the difficulty in recruiting appropriate maritime professionals which the shipping sector has experienced over the past 10 years.
- local youngsters would not consider going to sea as their a life-time career choice because these youngsters and even their parents have little or no knowledge about the shipping industry or the possibilities that a career in shipping or land operations might offer.
- HKSAR is currently under threat of losing maritime professional skills needed to run maritime courses and NO educational institution offers any courses leading to class 1 or 2 certificates of competency.

2. HKSAR emphasizes to promote logistic strategy but the focuses are mainly on air transport and paying less attention on maritime and road transport. The setting up of the Port and Maritime Board (PMB) is to manage and promote the port and maritime logistic function. In order to achieve the fundamental objective, inputs from maritime professionals are important that the number professionals in the PMB should be increased as far as possible.
3. Consider creating a fund to subsidy the local young people to study maritime engineering and technology in PRC Universities. With the help of the learned societies to seek international accreditation of the subjects and introduce the proficiency in the use of English in PRC Universities.



Ir K.S. Szeto (6R) and other members of the Election Committee taking photo with Mr. Tung (7R)

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### **Hong Kong Maritime and Logistics Week**

The Maritime and Logistics Week comprising an exhibition and other activities held in the Pacific Place shopping center from 20-25 November 2001. The Chief Executive, Mr. TUNG Chee-hwa as the guest of honour opened the Exhibition at the opening ceremony on 20 November. Ms Miriam LAU, the Legislative Councillor for the Transport Functional Constituency made a speech during the ceremony.



*Chief Executive Tung Chee Hwa opens the Maritime and Logistics Week*

The exhibition, supported by 31 organisations and associations from the industry, was organized to educate school children, their parents and peers about the maritime and logistics industries and opportunities available. At the exhibition, the visiting school children and their parents were not only be able to have their questions answered by industry experts but also to explore ship-handling technique by using computer simulations provided at the exhibition. As the response from secondary schools was so good and in order to avoid overcrowding, the organizer was forced to limit the numbers of school students visiting the exhibition at any one time to a maximum of 100.



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During the rest of the Maritime and Logistics Week, there were ship visits (to visit a sail training ship and one of the world's most advanced tugs), open days at several maritime training and educational centers and a competition for those visiting the exhibition.



*Bird's eye view of the Exhibition*



*Computer simulator*



*Students asking questions*





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### TBT Ban Adopted by IMO

The International Convention on the Control of Harmful Anti-fouling Systems on Ships (AFS Convention) has been adopted. It will result in the following:

- After 1 January 2003 – no more TBT (TBT is tributyltin, one type of organotin compound used in AFSs) to be applied on ships.
- After 1 January 2008 – no more TBT present, i.e. either by removing old TBT or using a sealer coat.

Owners are recommended to:

- Comply with the AFS Convention as soon as possible and not later than 1 January 2003, even if it has not entered into force at that date.
- Secure satisfactory documentation upon first docking that non-TBT anti-fouling system is being applied.

The AFS Convention enters into force 12 months after a minimum of 25 countries with 25% of world gross tonnage have ratified the AFS Convention, considered to be after 1 January 2003. When entering into force, most countries being bound by it are expected to apply it retroactively. As it may take some time before flag States are prepared to issue International Anti-Fouling (IAFS) Certificates, Marine Department of HKSAR has requested the eight recognised Classification Societies (i.e. ABS, BV, CCS, DNV, GL, KR, LR and NK) to issue an equivalent Statement of Compliance on a non-mandatory basis to Hong Kong registered ships if requested by shipowners.

\*\*\* Report by Ir H.K. LEUNG \*\*\*



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## HKIMT & HKJB News

### Marintec China 2001

The council members of Hong Kong Joint Branch and The Hong Kong Institute of Marine Technology were invited to participate the Marintec China 2001 which was held in Shanghai, China on 4-7 December. The Hong Kong institute delegation, a total of eight people, was led by both Chairmen, Ir Ernest CHAN and Ir K.K. LI.

Most of our delegate members arrived on the 3rd December. In the evening, an invitation gathering for meeting the representatives of the Chinese Societies of Naval Architects and Marine Engineers (SNAME) and other overseas learned institutions at Jin Jiang Hotel. Nearly 100 representatives attended the meeting. Prof. SHENG, President of Shanghai SNAME, gave the opening speech and updated the audience about the China's situation on the development of learned institution's work. Representatives from Australia, Korea, UK, and Hong Kong were also invited to give a briefing account on current activities and achievement. It was good opportunity to exchange information among our counterparts and many were enthusiastic to explore possibility in organising joint activities and exchanges of technical papers. As such, Hong Kong was asked to jointly organise a technical symposium event in the very near future.



Group photo at the Shanghai SNAME's reception



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The Marintec China 2001 was inaugurated in the morning of 4th December by the Senior Officials of Shanghai City accompanied by a number of VIP guests from well-known international maritime organisations at stage. Mr Francis LAW, represented IMarEST, was one of the VIP guests at the ceremony. After the ceremony, guests and participants were commencing to tour around the exhibition booths where we met many of our acquaintances from the maritime circle and members of the Hong Kong Joint Branch. Among them were Mr SY TSUL, Director of Marine, Mr. PK WU of Lloyds Register of Shipping and Frank HO of Det Norske Veritas.



At the opening ceremony



Hong Kong delegation with Shanghai SNAME representatives taking photo after the opening ceremony

The maritime conference started in the afternoon. Mr. Trevor BLAKELEY, the Chief Executive of Royal Institution of Naval Architects, also arrived just in time for the afternoon sessions. Papers presented were mainly focussed on China's modernisation programmes in Shanghai City, shipping transportation and shipbuilding industries. A special presentation on "The Dutch and European Maritime Clusters:- Strength through Cooperation" by Prof Niko WIJNOLST, Chairman of the Dutch Maritime Network. The Dutch paper regarding the building up of a "Maritime Cluster" platform for the application of the maritime circle was quite interesting and an intriguing idea. In fact, Prof WIJNOLST gave more reference information on how the Dutch experienced the usefulness of the system so far. The "Maritime Cluster" linked up 11 sectors of the maritime industries. The project was initially launched after the maritime industry requested Government to put adequate resources in supporting the on-going development of maritime industry's since the GDP earning from the maritime industries shared an appreciable ratio on the Dutch economy. A consultancy study was then conducted which recommended that a "Maritime Cluster" would be beneficial to the industry. Through such common communication platform, activities and information could flow more easily and readily obtained. It is easy to envisage that system could help to pull various maritime resources together and to function and transact effectively. It would be great if Hong Kong could build similar platform in order to maintain ourselves as an international maritime centre and a maritime hub in the region using such internet networking facilities.

On the 5th morning, many speakers from overseas gave talks on their experience on maritime/shipping management and technology applications. In that morning, some of our delegates were arranged to visit the Waigaoqiao Shipyard. The multi-billion shipyard started to operate last year after its



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initial phase of construction. The shipyard is built at the sea entrance of Yangtze River at the location of a deep sea port area. The new shipyard is planned to play a vital role in the ship building activities for the coming decades. For China, it would be a juvenile process for the ship building years to upgrade their skill and equipment in order to be competitive in the shipbuilding market.



*Representatives from Waigaoqiao Shipyard introducing the functions and organisation of the Shipyard to the Hong Kong delegation*

In the afternoon conference, many paper were presented, among them were ship/port-management and ship-building corporations giving information on current development and future planning in shipbuilding, port management and maritime transport etc. Many of the speakers tried to project their development planning for coming five and ten years on how they would gear up to meet the changing needs at the increasing competitive atmosphere after China's joining WTO and how to improve productivities and operation efficiencies etc. Many of their ideas were very grand and optimistic in many aspects. The Hong Kong picture was brought up by Mr S.Y. TSUI, Director of Marine. He gave a paper on "Advance in Navigation Technology at Sea - How should Port Respond" regarding Hong Kong's experience on the application of navigational, monitoring system that led to the development in electronic chart and the e-navigation application concept as a whole for application in Hong Kong waters in order to improve port management and operation efficiency.



*Mr. Blakeley at the Conference*

The 5th day was an "International Exchange Day for Classification Societies", a heavy day mainly focussed on technical exchanges by seven major classification societies from world-wide.

Marintec China, a two yearly event, had attracted some 600 exhibitors and more than 30 countries to demonstrate their quality products and technical excellence with great success.

\*\*\* Reported by Ir Michael Lee \*\*\*

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## **Half Day Seminar on Marine Pollution Prevention**

A half-day seminar held on 4 October 2001 to discuss the current technical environmental issues relating to the protection of marine environment. It was organized with the co-operation of The Hong Kong Joint Branch, The Hong Kong Institute of Marine Technology and The Hong Kong Institution of Engineers. The Conference Room of Hong Kong Institution of Engineers was packed by nearly 100 attendees, a full house situation.

There were four main topics given at the seminar. The first topic was on "Ballast Water Exchange" given by Mr. H. YAMAMOTO, Class NK Hong Kong. The speaker gave the audience on the details regarding the technical development of ballast water management and practical issue on its implementation. The second topic was on "The Diesel Engine and the Environment" given by Mr. Juergen-B GERDES of Wartsila China Ltd. Mr. GERDES gave good coverage on the latest development of marine diesel engines in meeting the stringent IMO emission control requirements. The third topic touched on the "IMO Legislation on the use of TBT/TBT free paints and the aftermath" given by Mr. Alan PRATT of International Paints. Again, Mr. PRATT's lecture provided good information on the control of TBT and the alternatives in meeting IMO legislative requirement. The final one was on "Shipping and the Environment" given by Capt. Andy MORRIS of Lloyds Register of Shipping on shipping environmental management system presenting an overview of its benefit and implementation issues on ships and management organisations. The presentation ended after a brief questions and answers session.



*Ir Francis Law presents the souvenir to Mr. Yamamoto*

Nearly all of the participants found the half-day technical talks useful and fruitful. While their minds were still pre-occupied with vast technical information from four speakers, they were lead to a Club Restaurant in World Trade Centre where plenty good food and drinks were served. The seminar ended after many exchanges of business information and contacts over the lunch tables.

\*\*\* Reported by Ir Michael Lee \*\*\*

## **2001 Annual Ball – Ball Chairman's Report**

The 2001 Annual Ball jointly organised by the HKIMT with the HKJB of RINA and IMarEST was held at the Ballroom of the Sheraton Hong Kong Hotel on 10 November 2001. It was one of the most successful functions held with 22 tables including VIPs, Members and Guests.

This year as usual while we were full of hope in inviting our potential table sponsors, we were very unfortunate to have the 911 incident happening nearly at the same time. This seriously affected not only the economy of Hong Kong and the rest of the world but also our Annual Ball 2001. We were worried for not being able to achieve the required number of participants without active participation of the table sponsors. By the end of September and early October, we only managed to secure small number of tables. This was far below the minimum requirements of 18. The first ad-hoc meeting was called in early October to discuss the way forward, detailed arrangement of the Ball and share of workload with the aim to secure more table sponsors. Thanks to the hard work of the Ball Committee Members, the number of confirmed tables increased to 12 by mid October. This was getting close to our target.

With the above number of tables in hand, we became more confident to have the Ball organised successfully. A second ad-hoc meeting was then held to discuss final arrangement and with a view to secure more table sponsors. Finally we were able to secure 16 full table sponsors and with a total participants of 208 including our VIPs. A total of 22 tables were reserved in the Hotel and this had nearly occupied the whole Ballroom floor area in a reasonably comfortable arrangement. This was an extremely good record considering the current recession of economy in Hong Kong. A full credit must be awarded to all Ball Committee Members for all their valuable time and hard work devoted to the Ball organisation work.

The final decoration of the Ballroom and cocktail reception area was also a challenge to Ball Committee Members as these rooms were only handed over to us less than 2 hours before commencement of the Cocktail. The Ball Committee Members worked very hard and demonstrated a full success of teamwork with most of the decorations and table setup completed on time. The only drawback was that everybody were so busy during these two hours, the raffle tickets on each table for table prize draw were left out until we were about to commence the draw.

The VIPs guests invited this year included Mr. S.Y. TSUI – Director of Marine of the Hong Kong SAR; Ms. Susana WONG – Director of Maritime Administration of the Macau SAR; Ms. Miriam LAU – Legislative Councillor of Transport Functional Constituency; Dr. Raymond HO – Legislative Councillor of Engineering Functional Constituency; Mr. Spencer FOO – Senior Assistant Commissioner of Police; Mr. Robert CHAN – Chief Staff Officer of Civil Aid Service and Mr. K.W. NG – Commissioner of Road Safety Patrol.



After the Ball Chairman announced commencement, he immediately expressed a vote of thanks to all table sponsors so as to show our appreciation to their support of the function. Then after the speeches made by the Chairman of HKJB – Mr. Ernest CHAN and Chairman of HKIMT - Mr. K.K. LI, the Council/Committee Members of both Institutes were invited to proceed to the stage for a toast to all members and guests. Mrs. Mira LAW was then invited to conduct the table prize draw.



*Mr Ernest Chan presenting the HKJB Chairman's speech at the Annual Ball*



*Mr K. K. Li gave the HKIMT Chairman's speech at the Annual Ball*

As a token of thanks to the table sponsors this year, the Ball Committee had specially selected a bottle of 1 litre red wine for them, which was joyfully shared among their invited guests and colleagues while having the delicious 4 course dinner with live band music.

To enhance the joyful atmosphere, the Ball Committee had also arranged a group of dancers performing folk dancing as part of the entertainment for the evening. Although we received some adverse comments due to prolonged performance that occupied our guests' dancing time for the evening but we hope most of our guests enjoyed the dancing performance and the Ball Committee would certainly review the programme and make improvement in future.

After the dancing performance, most of our guests greatly enjoyed their own dancing on the dance floor. They danced to all kinds of music like slow waltz, rock'n roll, tango and disco played by the live band. The whole dancing, drinking and socialising function with lucky draw for prizes donated by our table sponsors and guests was scheduled to finish at 1:00 o'clock in the morning but some of our guests stayed behind till after 2:00 o'clock. On behalf of the HKIMT, HKJB and the Ball Organising Committee, I sincerely hope that all our guests together with their colleagues and friends enjoyed this annual grand function. We look forward to seeing them and more guests in the 2002 Annual Ball.

I would also like to take this opportunity to thank our MCs Mr. K.F TANG and his beautiful wife Esther for their hard work. They performed extremely well in the evening.

\*\*\* Reported by Alan TSANG,  
Chairman of Ball Organising Committee \*\*\*



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### Notice

An amendment of the Hong Kong Joint Branch Regulation is going to be introduced at the coming AGM in February. The main reason for such amendment is to get the Branch's name in line with the change name of parent body, the Institute of Marine Engineering, Science and Technology (IMarEST). By then, the Hong Kong Joint Branch will formally use the new name. In the amendment, the number of committee members is increased from 12 to 18 in order to enhance the manpower support to the Branch work.

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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