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

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 3 : September 2007

Shipping & Maritime News

Contribution to the marine communities both in Hong Kong and the Mainland – Father of the Capesize Bulk Carrier in China

One notable success at the 10th Anniversary of the Hong Kong SAR Government may go to the Hong Kong Shipping Register. The Register has crossed the 35 million GT early this month. This figure can hardly be achieved without the ardent support of the Hong Kong shipping communities and the commendable services provided by the Marine Department. However, we should not ignore the contribution of many individuals of the industry who quietly work behind the scene and bring about the success of the Register.

Dr. Peter J.S. Cheng was awarded as a member in the Most Excellent Order of British Empire (MBE) in November 1995 due to his contribution to the establishment of the autonomous Hong Kong Shipping Register and his continuous services to the Hong Kong marine communities. He is recognized as a renowned naval architect in Hong Kong and Mainland China for over 40 years and was bestowed a special achievement in ship design by Marine Department in 2005.

The China Ship News names Dr. Cheng as the "Father of the Capesize Bulk Carrier in China". This illustrates the successful co-operation between the Hong Kong shipping community and the Chinese shipbuilding industry and also witnesses Dr. Cheng's contribution to the Mainland shipping development.

After graduating with a First Class Honour degree in Naval Architecture, Dr. Cheng proceeded to further his quest for advanced theories in Marine Technology, and was conferred with a PhD degree in 1959 by the University of Glasgow. Soon after joining his family

S Y Tsui presented an award to Dr. Cheng in 2005

Contents:–

Shipping & Maritime News ..... *1 – 5*

HKIMT & HKJB News ..... *5 – 7*

Coming Events *8*

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Dr. Cheng in Waigaoqiao Shipyard

shipping business following graduation, he proceeded to establish his own consultancy practice. Since then, he has always been personally involved in all the design and consultancy works, and he has successfully developed a great number of computer programs for those purposes. As a major contributing force in maritime transport technology, Dr. Cheng is currently a member of the Lloyd's South East Asian Committee, as well as the ABS and NK Hong Kong Committees. As the Advisor to the China Shipbuilding Trading Co. Ltd. (CSTC), he has made numerous contributions to the advancement of the Chinese shipbuilding industry since 1979. Besides, he has taken considerable interest in the community affairs and has offered his professional experience for the good of the society, by serving as Council Members of the Hong Kong Polytechnic and the Hong Kong City Polytechnic, as well as being the Chairman of the Ship Repair and Offshore Engineering Industry Training Council. A number of ship surveyors now working in the Marine Department had either served as trainees or naval architects in Dr. Cheng's consultancy firm.

Stemming from Dr. Cheng's working experience with the Japanese and Korean shipbuilding industry, he understood the niche of the shipbuilding market in China. He worked together with a number of Chinese shipbuilders in the development of new designs of ship and projects. Dr. Cheng's first design in 1982 was the 18000dwt bulk carrier built in the Guangzhou Shipyard. In 1984, Dr. Cheng participated in the design and construction of the first 64000dwt Panamax bulk carrier built in China. That was a Vallas ship built in the Jiangnam Shipyard.

In 2000, the Waigaoqiao Shipyard first set up their shipbuilding business in Shanghai. The late Mr. K. H. Koo, chairman of the Hong Kong Shipowners Association, intended to build the first Capesize bulk carrier in that new shipyard and approached Dr. Cheng for assistance. Dr. Cheng, known as the Capesize expert at that time, understood that there were rooms for improvement of the existing Capesize designs. After visiting a number of Capesize vessels at their loading and unloading ports together with consultation with the industry and classification societies, Dr. Cheng carried out an in-depth analysis and study of the Capesize designs. When IMO was still working on the new requirements for bulk carrier, such as cofferdams for the Fuel Oil tanks, Dr. Cheng was steps ahead to bring his Green concept into reality. He initiated the idea of "Green Cape" design and applied this concept to K.H.'s

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bulk carrier, the first vessel built in the Waigaoqiao Shipyard. Dr. Cheng adopted the cofferdam principle for all the fuel oil and lubricating oil tanks in his new design. He positioned the fuel oil tanks as shoulder tanks and did away with the double-bottom fuel oil tanks. Following this new design, the shearing force and bending moment would be reduced by 10%. It would achieve better distribution of weight and save a lot of time and trimming problems in ballasting and de-ballasting. Vessel could maintain even keel sailing most of the time. Dr. Cheng's innovative design meets the new IMO requirements on the prevention of pollution by ballast water as well as fuel and lubricating oil. His new concept has brought with a series of 175000 dwt "Green Cape" bulk carrier constructions in the Waigaoqiao Shipyard. Since the signing of the first building contract in May 2001 Waigaoqiao has now received more than 80 new construction contracts for the "Green Cape".

Honoured as the "Father of Capesize Bulk Carrier in China" by the China Ship News, Dr. Cheng said that the younger generation has to work much harder in order to bring China to be one of the strongest shipbuilding countries in the world. The younger generation should be more creative, constructive, and innovative and dare to face competition and meet challenges. The industry should step up and strengthen their quality control in shipbuilding. Government should provide sufficient training to the youngsters in order to bring in more young blood to the industry. Dr. Cheng was regret to see there was no naval architecture training in Hong Kong and the decline in marine engineering training. He questioned whether or not the Hong Kong SAR Government has done anything or has done enough to overcome the imminent problem of shortage of local shipping professionals.

(S Y Tsui)

Marine Department Authorization – Authorization Schedule for Plan Approval and Survey of Local Vessels under Cap 548

One of the major changes in the newly implemented legislation, Merchant Shipping (Local Vessels) Ordinance (Cap 548), on safety and survey for local vessels is the authorization arrangement. The new legislation permits private surveyor ("competent surveyor") to conduct plan approval and survey work for most of the local vessels. In order to provide a smooth transition from government services to services provided by competent surveyors, the authorization system is so arranged that the plan approval and survey work are scheduled by four phases in 3-year period. The shipowners and the industry may take this opportunity to make their suitable arrangement under the new authorization system.

So as to strictly maintain the standards for high profile vessels, the following vessels are excluded in the authorization arrangement. That is to say, the plan approval and survey work are to be carried out by Marine Department only:

(a) Class I vessels;
(b) Class II oil tanker, noxious liquid substances carrier, dangerous goods carrier and vessels intended to carry cargoes of hazardous nature;
(c) Class IV vessel carrying over 60 persons, GRT over 150 or of novel construction.

The time table for the four phases and the authorization schedule are summarized as follows:

Phase	Commencement date
1	2 January 2007
2	2 July 2007
3	2 January 2008
4	2 January 2009

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Class, Type and Category of Local Vessels [remarks: please refer MARINA Vol 2 at June 2007 for Classes of local vessel]		Survey	Plan Approval
(a)	Class IV vessels licensed to carry not more than 60 passengers and intending to engage in letting for hire or reward (excluding those exceeded 150 gross tonnage or novel type)	phase 1	phase 1
(b)	Class II category B of type: dumb lighters and hopper barges only	phase 1	phase 2
(c)	Class II category A vessels and Class III category A vessels	phase 1	phase 3
(d)	Class II category B vessels and Class III category B vessels	phase 4	phase 4

After the shipowner decides to invite a competent surveyor to carry out plan approval or ship survey work, the owner shall submit a Notice of Engagement, with the competent surveyor's signature acceptance, to Marine Department. The plan approval and ship survey work is arranged between the shipowner and the competent surveyor themselves. After the work is completed satisfactorily, the competent surveyor shall sign a Declaration and send it to Marine Department for scrutiny. At the early stage of the new legislation, Marine Department will carry out high percentage of audit check to ensure the work done by the competent surveyor is up to the required standards. The audit check is not chargeable. Upon Marine Department's satisfactory examination on the Declaration and audit check, the data for the relevant safety certificate will be input to the Licensing & Survey for Local Vessels Information System within 2 working days. The shipowner may then collect the safety certificate at most of Marine Offices (out stations) together with renewal of the ship's Operating Licence. The shipowner is no longer required to attend Marine Department office at Central for obtaining safety certificate and Operating Licence application and renewal.

For further enquiries, please approach Local Vessels Safety Section of Marine Department directly at telephone number 2852 4430, fax number 2542 4679 or e-mail "lvs1@mardep.gov.hk".

(M Y Chan)

China Maritime 2008 and Forums

China Maritime 2008, the most significant international maritime exhibition in south China, is now over 60 per cent sold and well underway to being fully booked. The event will be held at the Hong Kong Convention and Exhibition Centre from March 12 – 14, 2008.

Its organiser – Baird Events, Australia – recently has confirmed that the event will feature three excellent forums on passenger vessels, world shipbuilding and waterfront/coastal development. Each of the forum will accommodate 60 participants on a first-in, best-dressed basis.

In addition to these informative sessions, the exhibition will showcase the latest in maritime, shipping and port technology and services from around the world.

With the last China Maritime event having been a huge success, expectations for 2008 are high. In light of the calibre of participants already onboard, Baird is confident that they can be exceeded.

For more information, please visit/contact their website: www.baird-online.com or email: marinfo@baird.com.au.

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New Requirements of China Maritime Safety Authority for Vessels Registration

In response to the increasingly concern on the safer seaborne operation, China Maritime Safety Authority has imposed stricter measures on safety to five categories of vessels under the national registration.

Those five categories are vessels built in China for international operation, ferries carrying over 100 passengers, tankers, Ro/Ro vessels, LPG and chemical carriers of dwt over 1000.

The Maritime Safety Administration steps up its control on these classes of vessels in order to minimize the inconsistence of survey standards previously applied by the different survey authorities.

The new requirements which are compulsory to all newly built vessels within the five categories have been executed from 1 September 2007.

China Classification Society (CCS) is being appointed as the sole authorized agent for carrying out the surveys and classification procedures on those classes of vessels throughout the construction, i.e. from keel laying to completion.

(I M Ng)

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HKIMT & HKJB News

IMarEST President's Commendation 2007

Congratulations to our Immediate past Chairman, Francis M H Law and our Hon Treasurer, K F Tang. They are highly commended by the IMarEST President for their continuous support of the Institute and active contribution to the work of the HKJB and IMarEST. They will probably be presented with a certificate of commendation during the visit of the President to Hong Kong in November.

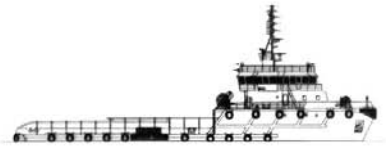
An Update on IMO Issues

(1) International Conference on the Removal of Wrecks, Nairobi, Kenya

A new international convention on wreck removal, namely, the **Nairobi International Convention on the Removal of Wrecks, 2007** has been adopted in Kenya by a five-day Diplomatic Conference (14 – 18 May 2007) — held in the United Nations Office at Nairobi (UNON) under the auspices of the International Maritime Organization (IMO) which was addressed by His Excellency, the President of Kenya, the Honourable Mwai Kibaki. Representatives from 64 States including Hong Kong as observer participated in the Conference along with 1 United Nations and Specialized Agency, 3 intergovernmental organizations and 4 non-governmental organizations.

Convention details

The Convention provides a sound legal basis for coastal States to remove, or have removed, from their coastlines, wrecks which pose a hazard to the safety of navigation or to the marine and coastal environments, or both. It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will make shipowners financially liable and require them to take out insurance or provide other financial security to cover the costs of wreck removal. It will also provide States with a right of direct action against insurers.

Articles in the convention cover:

- reporting and locating ships and wrecks;
- criteria for determining the hazard posed by wrecks;
- measures to facilitate the removal of wrecks;
- liability of the owner for the costs of locating, marking and removing ships and wrecks – the registered shipowner is required to maintain compulsory insurance or other financial security to cover liability under the convention; and
- settlement of disputes.

Entry into force criteria

It will enter into force twelve months following the date on which ten States have either signed it without reservation as to ratification, acceptance or approval or have deposited instruments of ratification, acceptance, approval or accession with the Secretary General.

(2) Briefing on the Working Group on Prevention of Air Pollution from Ships at MEPC 56

The 56th session of the Marine Environment Protection Committee (MEPC) was held at the Royal Horticultural Halls and Conference Centre, London from 9 – 13 July 2007 under the chairmanship of Mr. A. Chrysostomou (Cyprus).

The Committee considered the submitted documents relevant to agenda 4, 'Prevention of Air Pollution from Ships' before sending out the WG to address following issues:–

(a) MARPOL Annex VI related issues:

1. amendments relating to the NOx Technical Code;
2. development of draft terms of reference and provisional agenda for the 2nd intersessional meeting of the BLG Working Group on Air Pollution to be held by October / November 2007 in Berlin;
3. draft washwater criteria for Exhaust Gas-SOx Cleaning Systems (EGCS-SOx);
4. amendments to the Guidelines for On-board Exhaust Gas-SOx Cleaning Systems (resolution MEPC.130(53));

(b) Greenhouse Gases (GHG) related issues:

1. the timeframe for updating the IMO GHG Study, including funding, scope and draft terms of reference for the update;
2. conduct work in accordance with the approved GHG work plan from a technical and methodological perspective and start to develop:
   - different options for technical, operational and market-based methods for dealing with GHG emissions from international shipping; and
   - methodology for CO2 emission baseline(s) in terms of efficiency;

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3. provide advice for a GHG module in GISIS (IMO Database System); and present a written report to Plenary on Thursday, 12 July 2007.

The Working Group attended by 127 representatives from 36 member States, 1 Associate Member, 1 UN & Specialized Agency, 1 IGO and 17 NGOs was jointly chaired by Japan and USA. The WG managed to complete discussions on most of the items assigned by the Committee and the outcome of the discussions were submitted and accepted by the Committee for further action.

(Y M Cheng)

Career Talk in VTC

A Career Talk in the Maritime Industry was jointly organized by 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 & Technology on 27th April 2007 in Tsing Yi Campus of VTC. The talk was held to promote different sectors of the maritime industries to students. A total of hundred and thirty students from VTC/IVE, MSTI and HKU had attended the talk and over fifty of them are current graduating students.

There were four sessions in the talk to brief the students of the various aspects and opportunities in the maritime industries. They were:

(a) "Career in Marine Engineering" by Ir. KS Szeto of EAD of IMarEST (see photo 2);
(b) "Career in Shipping Industry" by Mr. Albert Lo of HKJB (see photo 4);
(c) "Sea-going Experience" by Capt. Law and Capt Lam (see photo 5);
(d) "Sea-going Incentive Scheme" by Ir. S.M. Tsui of Marine Department (see photo 3).

We must thank our speakers for their effort and time to share their valuable views, knowledge and experience with our students.

(Alan Tang)

Photo 1 – Students attending the Career Talk

Photo 2

Photo 3

Photo 4

Photo 5

Coming Events in 2007 / 2008

1. **Ship Visit in Harbour in xx Sept 2007** – led by Ir. Laxman Kumar (tentative information)
2. **Informal Experience Sharing on Hotel Services Maintenance (Speaker Mr. MK LAI on Friday 14 September 2007** – jointly with HKIE-MMNC, HKIMT and HKJB, led by Ir. Albert LO
3. **Maritime Week 2007 and Exhibition (8 to 14 October 2007, Monday to Sunday)** at Ocean Terminal Main Concourse, Harbour City, Tsim Sha Ysiu, Kowloon, organized by HKSOA and supported by maritime organizations.
4. **Half-day Seminar on Maritime Environmental and Career Opportunities Issues (13 October 2007, Saturday)** HKIE – HQ Causeway Bay, Hong Kong – jointly with HKIMT/HKJB/HKIE-MMNC.
5. **Annual Ball 2007 on Friday 16 Nov 2007** at Hotel Shangri-La in Kowloon – jointly with HKIMT / HKJB, led by Albert LO and Nelson YU
6. **Marintec China 2007 (27 to 30 November 20007)** in Shanghai New International Expo Centre, China, supported by HKIE-MMNC, HKJB and HKIMT
7. **Technical Visit in China (28 or 29 November 2007)**, jointly organized by HKIE-MMNC, HKJB and HKIMT.
8. **AGM of HKJB (Tuesday, 15 January 2008)** at Harbour Club, 25/F Harbour Build ling. Central, led by Michael LEE.

Updated details and information of the above events will be placed in the website: www.hkime.org.hk *[Please mark you diary if you are interested in the above and in attending, you could meet other members for information exchanges / networking]*

(Michael LEE)

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