



# 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

## IMAREST

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暨輪機工程師學會香港聯合分會季刊

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### Shipping & Maritime News

#### **HKSAR Continues to Host Regional Training Course on Marine Casualty Investigation**

A two-week regional training course on marine casualty investigation to promote uniformity in conducting marine accident investigations was kicked off on 3 June 2002 following a reception officiated by the Acting Director of Marine, Mr. TSANG Man-ching. The two-week course was held from 3 to 14 June at the Hong Kong Polytechnic University, jointly organised by the International Maritime Organisation (IMO) and the Hong Kong Special Administrative Region Government (HKSARG) for the second consecutive year.

Speaking at the reception, the Acting Director of Marine, Mr TSANG Man-ching, said: "Our main objective in providing technical co-operation to IMO is to contribute our effort in enhancing standards of international shipping. It is my hope that the training course will not only help improve the standards in marine accident investigations, but also foster the co-operation and sharing of experience amongst the marine administrations within the region."

Noting that it was a great pride for Hong Kong to hold the event for the second time in co-operation with the IMO, Mr TSANG said the course aimed at assisting investigators of national maritime administrations in the Asia and Pacific Islands Region to uniformly carry out investigations into marine casualties and incidents in accordance with IMO resolution on the Code for the Investigation of Marine Casualties and Incidents.

Mr. TSANG further said that the Marine Department might consider changing the subjects to include other topics if the course was to be held by the Department next year.

The course, which covered investigation system, human factors affecting accidents, interviewing skills, casualties

and incident analysis and case studies, was carried out with the assistance of several distinguished experts with vast experiences from overseas, the Mainland and Hong Kong.

To enrich the curriculum, field visits to the Marine Department's Vessel Traffic Centre and Maritime Rescue Co-ordination Centre were also arranged for the participants.

Six officials from Hong Kong and 15 officials from 13 countries took part in the course. The participating countries include Bangladesh, Cambodia, China, India, Iran, Korea DPR, Republic of Korea, Maldives, Myanmar, Philippines, Sri Lanka, Thailand and Vietnam.



Acting Director of Marine, Mr. M.C. Tsang (front row third from left) with participants of the regional marine accident investigation course

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### **HK Port and Maritime Board Makes Appointments**

The appointment of members by the Chief Executive to the third term of the Hong Kong Port and Maritime Board (HKPMB) was gazetted on 12 July.

The HKPMB is an advisory committee set up in June 1998 with the mission to assist the Government in developing and promoting Hong Kong as a leading port and international maritime center.

The members comprise 15 non-officials with Sir Gordon WU being re-appointed as the Chairman. Other members are officials including the Secretary for Economic Development and Labour and the Secretary for Housing, Planning and Lands, who replaced the then Secretary for Economic Services and Secretary for Planning and Lands respectively on 1 July; and the Director of Marine and the Director of Planning.

The appointed members will serve on the HKPMB for a term of one year until 31 May 2003. The HKPMB now comprises 19 members.

Members of the Board includes Sir Gordon WU, Dan BRADSHAW, Vincent CHENG Hoi-chuen, Canning FOK, James HUGHES-HALLETT, Raymond KWOK, the Honourable Ms. Miriam LAU, Gonzaga LI, LIU Guoyuan, Jim POON, Professor Victor SIT, Frank TSAO, TUNG Chi-chen, David WONG Shou-yeh, Secretary for Economic Development and Labour, Secretary for Housing, Planning and Lands, Director of Marine and Director of Planning.

### **Hong Kong Shipping Register Wins Good Reputation**

The Hong Kong Shipping Register's (HKSR) world class reputation for excellent quality and services was re-affirmed during a number of maritime occasions, including the Posidonia 2002 International Shipping Exhibition concluded recently in Greece and the exchange meetings held between Hong Kong and Mainland shipping companies.

During these occasions, keen interest was expressed by both the foreign and Mainland shipowners in the advantages, procedures and services of the Register.

The Marine Department officials, including both chiefs, Director of Marine TSUI Shung-yiu and Deputy Director of Marine TSANG Man-ching, took the opportunities by leading respective teams to promote the HKSR in these events.

The Director of Marine, Mr. TSUI Shung-yiu, led a four-member team as part of a high-level delegation to the Posidonia 2002 International Shipping Exhibition in June. The team met various shipowners and updated them on the attractiveness of the HKSR after its re-engineering three years ago.

During the previous months, both Mr. TSUI and the Deputy Director of Marine, Mr. TSANG Man-ching, led respective teams and took part in a number of liaison meetings with the Mainland shipowners. The teams, while briefing the Mainland shipping companies on details of the HKSR, also exchanged views with them on the further advancement of the Register.

The HKSR has continued to attract top quality tonnage, as evidenced by the growing gross tonnage (GT) in the last few years, from 6.3 million GT in 1999 to the present level of 14.8 million GT. The Register is expected to cross the 15 million GT mark by the end of this year.



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## HKIMT & HKJB News

### Technical Paper Meeting

Dr. Detlef NIELSEN, Assistant Professor of the Department of Shipping and Transport Logistics, of the Hong Kong Polytechnic University, gave the presentation on 6 June 2002 to an appreciative audience of 20 attendees. The presentation consisted of two parts on *Fatal Occupational Accidents among Seafarers* and *Occupational Hazards on board Danish Merchant Ships*.

The first part highlighted how seafaring was a dangerous occupation with a higher mortality rate than other occupations ashore. Statistics on loss of life at sea were collated from various National Safety Agencies or Departments including 13 OECD and 6 non-OECD countries, and the survey captured 28.4% of world gross tonnage and 22.3% of the world seafarer population. Mortality rates per 10,000 seafarer's was established for various causes, of which 3.67 was for Maritime Casualties, 3.92 for Occupational Accidents and 5.33 for Illnesses. The study also brought to light the degree of under-reporting on maritime casualties in most countries.

The second part of the presentation was based on accidents on Danish Merchant Ships from 1993-1997, covering 1993 accidents and 127,284 employment periods on 684 different

ships. An interesting fact was that more accidents occurred on deck than through engineering. Ro-Ro ships, especially on the coastal trade had a higher rate of disability accidents. This was attributed to the short voyages (more arrival/departures) and carrying out cargo handling/lashing by the crew themselves. Whilst the age of the crew, had little influence on the risk of an accident, permanent disability was found to increase with age. A noteworthy conclusion was that stable crews lead to less accidents, and employers were recommended to have the same crews returning to vessels, especially where time spent onboard is less.

\*\*\* Reported by Mr. Richard DIAS \*\*\*



Dr. Nielsen presenting his paper at the technical paper meeting

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The Committee expresses its thanks to those organisations who place their advertisements in MARINA in supporting its communication role for the interest of the maritime professionals. Details on advertisement fees are obtainable from the Hon Secretary.

## Student Project Presentation

A student project presentation cum career talk evening was held on 3 May at the Government Dockyard. The event was a success, with over seventy students and members. Altogether there were six presentations, three by students and 3 by HKJB members. There would have been greater student participation had it not been for the tight budget.

The first higher diploma project, entitled "Safety of mid-stream operations" was presented by Ms P.L. YU, who investigated recent accidents in this particular mode of container operation which is common in Hong Kong. The major causes of accidents were attributed to falling from height, struck by swinging objects or improper lifting methods. Whilst the causes were quite clear, it was difficult to find a best way to reduce these risks. In the US and Europe, working on container tops is being banned. Ms YU suggested that working in more sheltered waters would help the situation.

The second presentation was by Mr. W.L.CHAN, who design and built an hovercraft model. He described in detail how the model, about 1 m long, was constructed, in particular the skirting system that he manufactured without external help. The design was good and so was the workmanship. From the design aspect, he carried out a number of experiments to test the craft. For a simple form, the accuracy of the simple theory used was exceptionally good. Also, the skirting system was found to be very efficient, requiring only about 50% of the predicted flow rate. Mr. CHAN proposed that such a craft type was useful to Hong Kong's disciplinary services in carrying out anti-smuggling or rescue operations.

The final presentation entitled "A cruise industry for Hong Kong?" and was jointly presented by Mr. C.H. TO and Mr. Y.K. CHEUNG. It was a group project, in which students looked into different aspects of the industry, with particular emphasis on big cruise liners berthing in Hong Kong. In fact, it is one of the industries that the government would like to develop for the tourist trade. One of the major issues was finding a suitable site for a modern terminal. Also, with ever-increasing vessel size, the water-depth within the harbour would be a barrier to future development. However, through their interview with professionals in the cruise industry, it was suggested that Hong Kong has all the potentials to become a



*The IVE student presenting the final year project*

cruise centre in Asia. Hopefully, there would be lots of job opportunities for maritime graduates.

Equally interesting and stimulating were the three careers talks that were presented by HKJB members. Mr. Eric CHU, Mr. K.S. SZETO and Mr. H.K. LEUNG were very kind to share their thoughts and views on future prospects of the industry. Judging on the number of questions being asked, students found the talk useful and eager for more.

On the whole, the student presentations were of a high standard, making use of colourful slides and computer graphics that kept the audience's attention. Although some of the questions were proven to be too difficult for them, as a learning exercise it had certainly achieved that aim. Equally memorable was the buffet that followed. With plenty of food, drinks and anecdotes to share, everyone was in a jovial mood. Again, the HKJB, HKIMT, the Government Dockyard, and the three HKJB presenters are to be thanked for their generous support.

\*\*\* Reported by Dr. Alan TANG \*\*\*



*Guest speakers sharing their working experience with IVE's students*



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### **3rd New S-Tech 2002 and APMC, Kobe, Japan**

The Conference, held between 21-25 May 2002, was one of three events over the same period organised by the host in Japan for the Asia Pacific Maritime Congress (APMC). Each event had over 100 participants, totaling almost 400 participants to the congress. Hong Kong, with three learned societies, sent altogether 7 delegates representing the HKJB, HKIMT and HKIE. Total participants from Hong Kong were 14 and had given 8 papers on the new ship technology and marine management, 6 of them were presented on the Conference, including one invited lecture for maritime history.

#### ***Day One: Kobe Conference***

On the first day of the Conference, 10 papers were presented in 8 sessions, China and Japan representatives shared 6 presentations; Hong Kong delegates delivered the rest. New technology in ship structures and dynamics together with latest experience in modern ship and marine management were discussed. All these presentations and their work were practical applications rather than a pursuit in academic research and reflected the international maritime development.

#### ***Day Two: Kobe Conference and the Congress***

The second day was more varieties in terms of activities. There were four different themes: electric propulsion for ships, shipping developments, the congress speeches and the memorial lecture. Electric propulsion was not new but it would still be some time before this technology could replace the mechanical prime movers. Those lectures on maritime developments and shipping history in Asia generated participants' interests especially from Hong Kong, Japan, South Korea as well as Mainland China.

In the afternoon Congress, delegates from China, Hong Kong, Japan, South Korea and Russia made their speeches about recent development in maritime transport, exchanging views on the needs of this international industry and the regional perspectives after signing the PAAMES Declaration. It was agreed at the Congress that Shanghai would take on the Chair of the Congress and would hold the next Conference in about three years' time, i.e. 2005. After the ceremony, a memorial lecture was given an in-depth analysis of the maritime development over the region since the 16th century.

It highlighted future development of maritime engineering in Asia in which Asian countries are poised to play a greater role in the twenty-first century. The reason for this perceived potential was not only due to their large populations, but also their rich natural environment for resource exploitation. The lecture also took a global view of the worldwide problems.

The main difficulties were supplying enough energy and food to nations because of the population explosion all over the globe especially in some developing countries. Continual endeavors in ocean transportation, in the utilisation of the ocean resources and advancement of technology for maritime engineering was predicted.

#### ***Day Three: Kobe Conference***

On the third day, the presentations covered engineering work, safe ship, travel demand and environmental issues. Some were very practical but a number of them were of a theoretical nature, such as the simulator and training development work by Hong Kong Salvage, numerical simulation on moored floating structures by Shanghai Jiao Tong University and environmental characteristics of the Osaka Bay by the two Osaka Universities. On the whole, the engineering software applications were quite advanced.



*Mr. Xavier Ip (L) and Mr. Alan Tang (R) presenting their paper at the Conference*



*Mr. Nelson Yu of Hong Kong raising question at the paper session*



*Delegates of HKIMT, HKJB and HKIE at the conference hotel*

**Day Four: Technical Tour**

Port of Kobe: In terms of container throughput, it is ranked sixth in Japan. However, the visit around the port has given a much wider perspective on the port and its development: creation of port islands, redevelopment since the Kobe earthquake, competition from Osaka port, new bridge to the Kansai International Airport – another man-made island, and the focus on logistic development. Interestingly, at the Kobe bay area, there were still the major shipyards: Kawasaki and Mitsubishi, which were busy with building of container ships as well as submarines.

The port also contains an area for local and international cruise ships, a museum as well as chemical loading and unloading on the Osaka side of the bay area. By 2005 there would be another port island for further expansion of port facilities and within a couple of years a bridge linking Kobe city to the airport. There are many massive infrastructural projects for the area. However, it was surprisingly quiet compared to the port of Hong Kong. We saw some of the biggest crane ships and a huge area enclosed by sea walls. The tour was planned and accompanied by Prof. ISHIDA, who has been taking a great interest in the development of Kobe port.



*Photo of representatives from Hong Kong and Mainland China at the Kobe harbour tour*

**Day Five: Cultural Visit**

Last of all, Prof. TAHARA, the Conference Secretariat, and his family took a group from Hong Kong, visiting the Arima area near Kobe. It was a historic area famous for its hot spring. There were traditional bathing house and old temples. This cultural visit offered a totally different experience to modern city of Kobe.



*Hong Kong delegates wearing Kimono taking photo in front of the bathing house*



*Enjoying the Japanese spa*

**Summary**

The 3rd Conference of New-Ship Tech 2002 was a cooperative event between learned societies of naval architects and marine engineers, particularly those in the APEC region, to promote and exchange of new ideas in their professional areas. The Conference received good supports for the three days event.

The Conference, in fact, provided a much-valued opportunity for all participants, widening their experience both professionally as well as culturally. The papers presented by the delegates were well received, which provided a positive feedback to their work over the past year. The Conference also served a good network regionally, which would hopefully lead to further fruitful undertakings.

\*\*\* Reported by Mr. S.K. NG \*\*\*



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## Seminar and Visit to Green Green Resort Garden at Shenzhen

A half-day technical seminar was jointly organized between HKJB, HKIMT and Shenzhen SNAME on 22 June 2002 (Saturday). There were four papers presented at the seminar, two from Hong Kong and two from Shenzhen.

The Hong Kong delegates of 12, including Chairmen of HKIMT and HKJB, Mr. H.K. LEUNG and Mr. Alan TSANG, were received by the Secretary General, Mr. ZHANG Jian-Min of Shenzhen SNAME at the Border Restaurant in Shenzhen at 9:30 a.m. Thanks to the kind hospitality of Shenzhen SNAME, we were given a short tour before the Seminar to the Green Green Resort Garden in which a great variety of tropical plants, birds and aquarium were kept. It was a pleasant trip, which ended at noon.

The seminar started at 2:00 p.m. in the Conference Room of Sembawang Shipyard at Chiwan with about 40 participants. All the chairmen gave the welcoming and opening speeches before the presentation commenced. Two papers from Hong Kong were presented. The first paper, "Application of Environmental Technology on Marine Vessels – Hong Kong Experience", was by Mr. S.F. HO, a consultant on environmental technologies, who briefed the audience on the Hong Kong experience in the application of environmental technologies on marine vessels. The second paper, "A Feasibility Study of the Reduction in Mid-stream Operation Hazards", was by Miss P. L. YU, a student project study paper from the IVE, on the study on the hazard of container handling in mid-stream operation. Of the other two papers from Shenzhen SNAME, the first one entitled "鋼樁拖拉裝船 – 鋼樁裝船方法探析" was a review on the loading of steel-pile cargo on deck by the method of pulling and the other one "關於航運安全管理的思考" was on shipping safety management.

The seminar ended at about 5:00 p.m. after a great deal of questions and answers from the speakers and audience. It has been a fruitful event from this annual technical exchange between Shenzhen and Hong Kong. Once again, the event had also provided a good opportunity for the students to practice their presentation skill with professionals from different places. The presentation by the student was well applauded by the audience.



Miss Yu presenting her paper at the seminar



Group photo after the seminar

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\*\*\* Reported by Mr. Michael LEE \*\*\*

## Professionals

As a professional marine engineer or Naval Architect, you know how best they are defined. Here are some professionals of various disciplines look like:

*A banker* is a fellow who lends you his umbrella when the sun is shining and wants it back the minute it begins to rain. (Mark Twain)

*An economist* is an expert who will know tomorrow why the things he predicted yesterday didn't happen today.

*An accountant* is someone who knows the cost of everything and the value of nothing.

*An auditor* is someone who arrives after the battle and bayonets all the wounded.

*A statistician* is someone who is good with numbers but lacks the personality to be an accountant.

*An actuary* is someone who brings a fake bomb on a plane, because that decreases the chances that there will be another bomb on the plane. (Laurence J. Peter)

*A programmer* is someone who solves a problem you didn't know you had in a way you don't understand.

*A mathematician* is a blind man in a dark room looking for a black cat, which isn't there. (Charles R. Darwin)

*A lawyer* is a person who writes a 10,000 words document and calls it a "brief." (Franz Kafka)

*A psychologist* is a man who watches everyone else when a beautiful girl enters the room.

*A professor* is one who talks in someone else's sleep.

*A schoolteacher* is a disillusioned woman who used to think she liked children.

*A consultant* is someone who takes the watch off your wrist and tells you the time.

*A diplomat* is someone who can tell you to go to hell in such a way that you will look forward to the trip.

What about Administrative Officer in Hong Kong? Here are some opinions from our members:

*An Administrative Officer* is one who thinks he is the cornerstone of the civil service. In fact, he is the only one who thinks this way.

*An Administrative Officer* is one who thinks he/she can solve all the problems but he/she creates all the problems.

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