



# 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

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

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### Shipping & Maritime News

#### Maritime Security

Triggered by the terrorist attack in New York and Washington on 11 September 2001, maritime security has become a major issue at the International Maritime Organisation (IMO). Various security measures that would likely be adopted by IMO to enhance maritime security at the Maritime Security Conference in December 2002.

The new requirements or measures, which would be implemented as amendments to the International Convention for the Safety of Life at Sea (SOLAS Convention), could be broadly divided into shipboard and port security requirements. To facilitate implementation a new code known as the International Code for Security of Port Facilities and Ships (ISPS) Code would also be developed.

#### *Security Measures*

Security measures applicable to ships trading internationally include:

- Development of a **ship security plan** basing on the **security assessment** conducted by a security organization recognized by the Administration.
- Each ship will be issued with an **International Ship Security Certificate** to certify that the ship's company and the ship itself comply with all the relevant security requirements.
- Advance implementation of the **automatic identification system**.
- Designation of a **Ship Security Officer** for every vessel.
- Appointment of a **Company Security Officer**.
- Provision of **Continuous Synopsis Record (CSR)** on board ready for inspection and reference. The summary record of the history of a ship will be issued by the Administration.
- Provision of **Ship Security Alarm**, which when activated will automatically initiate and transmit a ship to shore security alert to a competent authority indicating that the ship is under threat.

- Availability of **Ownership Information** on board for inspection i.e. (i) who appoints the crews; (ii) who decides the ship's employment and (iii) who signs charter party.

- **Marking of the IMO** number on vessels to facilitate identification.

Security measures applicable to port facilities used by vessels engaged in international trade are:

- **Security assessment** of port facilities and provision of **port facility security plans** approved by the competent authority.
- Appointment of a **port facility security officer** for each port facility.
- Government's obligation to **designate security level required** so that appropriate security measures could be taken by visiting vessels as well as the port facility concerned to address the three different levels of threat.
- Government's obligation to communicate to IMO **contact details of the national authorities** responsible for ship and port facility security.

Other relevant measures are:

- Enhanced **security for cargo containers** or cargo transport units, an issue that is being addressed at WCO.
- Development of **long range tracking and identification system** as a long term security enhancement measure.
- The development of a **seafarer's ID** that would be accepted worldwide at ILO.
- **Control actions** that could be taken by a Port State to deal with vessels that are considered posing a risk.

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## Marine Department hosts International Search and Rescue Session

Marine Department hosted the ninth session of the Joint International Civil Aviation Organisation (ICAO) and International Maritime Organisation (IMO) Working Group on Harmonisation of Aeronautical and Maritime Search and Rescue from 30 September to 4 October 2002.

About 40 search and rescue experts from 11 countries, including China represented by Hong Kong, attended the session, which was held at the Great Eagle Hotel.

Speaking at a welcome reception for the session participants and observers, Director of Marine TSUI Shung-yiu said that the Marine Department's Maritime Rescue Co-ordination Centre (MRCC) was responsible for the co-ordination of maritime search and rescue operations in major part of the South China Sea.

"The Hong Kong Search and Rescue Region includes very busy shipping routes and is prone to typhoons during the summer season," Mr TSUI said.

"Last year alone, the Hong Kong MRCC handled 216 incidents of which 76 developed into real search and rescue cases that required concerted efforts of different search and rescue agencies and resources". "This resulted in the saving of 279 lives," Mr TSUI added.

The Joint ICAO and IMO Working Group was established in 1993 with the objective of assisting the relevant bodies of both organisations in developing provisions regarding new search and rescue techniques and procedures where both aeronautical and maritime interests are involved.

Members of the Group are maritime and aeronautical search and rescue experts from Australia, Canada, France, Germany, Japan, Norway, Singapore, Sweden, the United Kingdom, the United States and Hong Kong, China.

They act as individuals rather than as state representatives given their expertise in the search and rescue field.

The Working Group meets annually organised alternately by IMO and ICAO. These sessions have resulted in preparation of the three volumes of International Aeronautical and Maritime Search and Rescue manuals.

These manuals are issued under the joint aegis of IMO and ICAO and detailed the search and rescue system, procedures and techniques for both aircraft and marine vessels.

## Hong Kong Shipping Register sets another New Record

The Hong Kong Shipping Register (HKSR) crossed the 15 million gross tonnage (GT) mark on 5 August, setting another new record for the register. Marking this milestone was the registration of a new 29,211 GT chemical and oil carrier "Maritime Vanessa" on the HKSR.

To mark the significance of the event, Director of Marine, Mr. TSUI Shung-yiu signed and presented the vessel's a Certificate of Registry to Mr. CHAN Yiu-kei, Director of IMC Shipping, the local agent of M.T. "Maritime Vanessa".



Director of Marine, Mr. S.Y. Tsui (R) presenting the Certificate of Registry to Mr. Y.K. Chan



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## HKIMT & HKJB News

### Visit from Courses Validation Panel of IMarEST

Mr. David LONG and Prof. Tony ROSKILLY managed to have a short stay over in Hong Kong on 23 – 25 September 2002. They met committee members of Hong Kong Joint Branch to discuss common topics of interests. They were on their way to the Dalian Maritime University (DMU) of PRC to conduct a re-validation exercise on their maritime engineering courses at the end of September 2002. The DMU was the last leg of their mission after spending two weeks in Malaysia and Singapore conducting similar exercises. The marine engineering courses of DMU were accredited by the IMarEST in 1996. The graduates from the accredited courses would be able to continue their study more easily in many overseas countries that are members of the Washington Accord. The IMarEST visit to DMU was a periodic updating assessment for the continuation of the DMU accredited courses. Mr. K.S. SZETO of Hong Kong Joint Branch was also a member of their validation team to DMU.

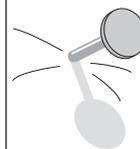
Mr. David LONG has been the Director of Professional Affairs in the IMarEST for many years and known to many of members of HKJB and Prof. ROSKILLY is currently the Chair Professor of School of Marine Science and Technology of University of Newcastle Upon Tyne UK. During their short stay in Hong Kong, they also conducted a Professional Review Interview (PRI) for a local applicant for membership upgrade through special route for mature candidates. Mr. Michael LEE of Hong Kong Joint Branch was also a member of their PRI panel. Expanding or upgrading membership has always been an important issue and commitment of IMarEST in order to meet members' needs globally. Their efforts and presence at international level were much appreciated.

Despite of very tight schedule, a courtesy dinner was arranged in one of the seafood restaurants in LEI YUE MUN so as to introduce our HQ guests to one of Hong Kong's attractive tourists spots. In fact, many of the HKJB committee members were old boys from University of Newcastle Upon Tyne and would have known Prof. ROSKILLY. We had good exchanges about the old days as well as the present development of the University. We also touched on issues how the HKJB could act closely with the renewed direction of the IMarEST, particularly in this region. Many ideas and suggestions were brought out for consideration and follow up in the coming years. The evening had been enjoyable and fruitful.

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



Mr. Long (2R) and Prof. Roskilly (3R) with the Committee Members of HKJB



## Important Announcement

### ACTIVITIES ON THE WEB

<http://www.hkimt.org.hk>

All activities jointly organized by  
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## Technical Seminar on “Lifelong Learning and Professional Development – A Global Perspective”

The HKJB of RINA & IMarEST and HKIMT organised a seminar on 27 August 2002 on the 24/F Conference Room, Harbour Building on the topic of “Lifelong Learning and Professional Development – A Global Perspective” which has attracted more than twenty participants. The speaker was Mr. MAKHIJA, ex-Principal Surveyor of Ships of Hong Kong Marine Department.

Mr. MAKHIJA first quoted the Continuing Professional Development (CPD) as defined by IMechE as a sum of those activities that maintain or enhance the competencies of individual, whether of a personal, technical, managerial or professional nature. The CPD process is geared to the individual’s personal, professional & career aspirations and is driven by personal goals.

Mr. MAKHIJA further emphasized that to better equip engineers to take up executive roles, self-development in both technical and non-technical side are essential.

With advances in technology, the need for engineer to continually upgrade their competence is a must, such as information technology.

Mr. MAKHIJA stressed that with the advances in technology, the span of anticipated professional life of engineers has been shortening due to their falling victim to increasing knowledge gap. He advised that engineers should stay close to the frontiers of new knowledge in order to remain competitive.

Mr. MAKHIJA identified the differences between initial education and continuing education where the former provided knowledge only within a reasonable time frame and the latter can be a lifelong learning process.

He further elaborated that “intrinsic motivation” – one’s satisfaction in learning is much more important than “extrinsic motivation” – external reward. Adaptability of younger people to new skills is usually better than older people. But older employees can also prepare & market oneself. He quoted himself as a live example when he was recruited by HK University as a visiting lecturer back in 1995. He said that lifelong learning is a self-fulfillment and the process could be continued indefinitely and could also help oneself staying healthy as well.

Mr. MAKHIJA also drew our attention to the importance of global operations and raising world standard that would demand uniform worldwide engineering practice. With fast changing environment & technical innovation, high level of professional competence and multi-disciplinary engineering expertise with wider responsibilities are demanded for an engineer.

Mr. MAKHIJA suggested a collaboration between Institutions for a broad common CPD policy not only could improve the effectiveness & efficiency of product & services, but also assist early identification of technological advances that may require new learning for future applications. He also compared the differences in role of Professional Societies, Industries and Educational Institutions that can play. Mr. MAKHIJA said the changes in educational technology e.g. via the internet and online education can provide a convenience for the learners.

To conclude, Mr. MAKHIJA reminded us that with the continuous advancement in technology, we should think global and stay ahead with the current competitive environment and equip ourselves and be competent for the future challenges.

\*\*\* Reported by Ir Nelson Yu \*\*\*



Mr. & Mrs. Makhija (Center and L) and Mr. S.Y. Tsui (R) taking photo with members of HKJB before the seminar



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*Mr. Makhija presenting his paper at the seminar*



*At the Q and A session*



*Mr. Alan Tsang (L), Chairman of HKJB,  
presents the souvenir to Mr. Makhija (R)*



*A scene of the seminar in progress*



*A group photo after the seminar*

## Technical Visit at Steel Rolling Plant

A technical visit to the Shiu Wing Steel Rolling Plant at Tap Shek Kok, Tuen Mun, N.T. on 5 October 2002 was jointly organized by HKJB and HKIMT. Around 24 visitors were arranged for the visit and half of them were students from the Engineering Department of VTC/IVE(Tsing Yi).

The participants assembled at Kowloon Hotel at 9:00am and it took a 45 minutes ride on a coach to the plant. Mr. PONG Chong, the Executive Director of Shiu Wing Steel gave us a warm welcome and briefed us with the history of Shiu Wing Steel in the plant office. He also gave us an overview on the operation of the plant. The Tap Shek Kok plant was setup in 1997 for the production of reinforced steel bars for the construction industry. The production line consists of a reheat furnace, a 19-station rolling mill, a tempcore for quenching and tempering and cooling bed. The whole production line is fully automatic with daily production capacity over 2,400 ton. Mr. PONG also highlighted that the plant has newly installed a welding machine that allows the billets to be welded together after leaving the furnace so that the rolling process becomes continuous all the time. As a result, the roll process is more stable and the scrap rate is also reduced. Mr. PONG also pointed out that Shiu Wing Steel was the first plant in the world to practise such type of continuous rolling.

After the briefing, our participating members were escorted to take a site tour. In the tour the members visited various sections of the production line, including the control room, the packaging line and the quality control center. In the quality control center, there was a set of 1000 ton tensile tester for the strength test and a spectrometer for analysis of the composition of the steel.

During the questions and answers session, our participating members exchanged ideas with the management of the plant in various areas such as environmental protection, safety issues and power economy.

Lastly, our participating members expressed thanks to the warm reception of Mr. PONG for the visit.

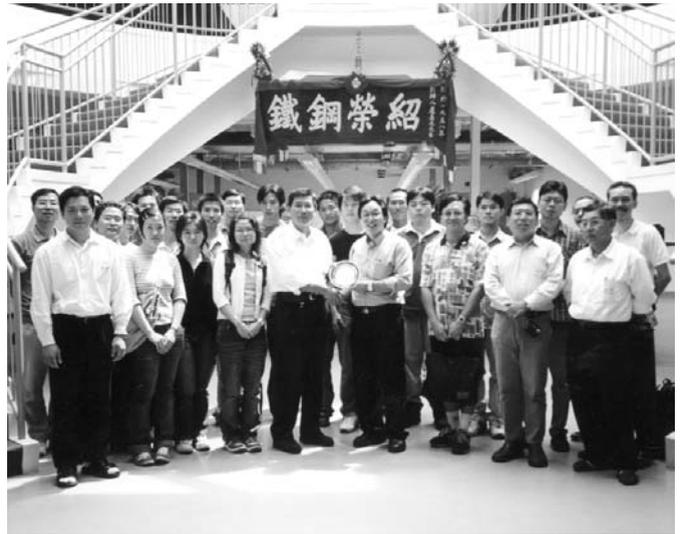
\*\*\* Reported by Y.K. Szeto \*\*\*

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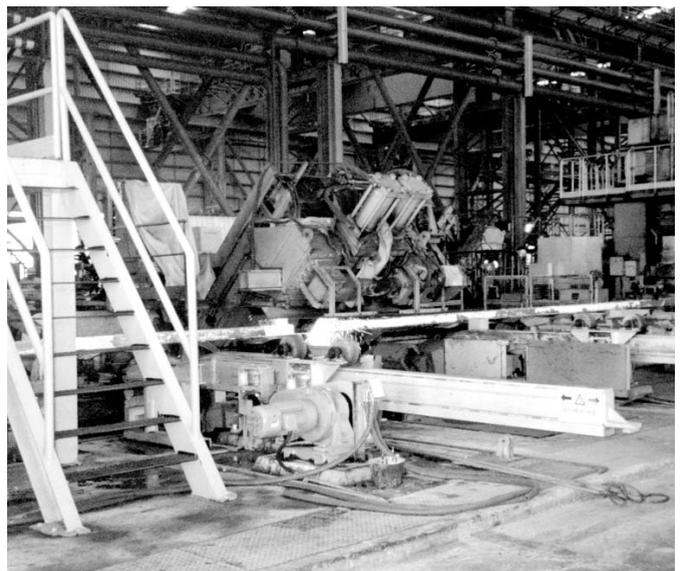
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Mr. Nelson Yu (4R) presenting the souvenir to Mr. Pong (5R)



Group photo at the steel rolling plant



The welding machine welding the billets after leaving the furnace



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## Port News

### Overseas Hydrographers attend SHARED meeting in Hong Kong

The 6th Singapore Hong Kong Admiralty Raster ENC Demonstration (SHARED) meeting was held from 12 – 13 August 2002 in Hong Kong. The event was jointly organized by the Hydrographic Offices of Hong Kong SAR and Singapore.

The aim of the SHARED is to promote and facilitate the availability and use of official electronic chart data to enhance safe and efficient global maritime navigation.

Participants at the meeting included the Director of the International Hydrographic Organisation, Hydrographic Offices of Hong Kong SAR, Singapore, Norway, UK, USA, Philippines, South Korea, Macao SAR, Canada, Indonesia and New Zealand.

### Shenzhen Maritime Forum 2002

Marine Department, HKSAR officials attended the Maritime Forum 2002 organised by the Shenzhen Maritime Safety Administration in Shenzhen from 1 – 2 August 2002.

The aim of the forum is to discuss the setting up of a compensation system for oil pollution from coastal vessels in the mainland.

The forum recommended that international practices should be observed when drafting the relevant ordinance. Shenzhen was proposed as the pilot port to test run the compensation system when first implemented.

During the forum, Marine Department's officials briefed members on the Hong Kong legislation concerning compensation for oil pollution caused by ships.

### New Regulation to Enhance Navigation Safety at Kap Shui Mun

A new regulation to enhance navigation safety in the waters near Kap Shui Mun and Ma Wan will come into effect on 1 November 2002.

Under the provisions stipulated in the Shipping and Port Control (Amendment) Regulation 2002, the Kap Shui Mun Fairway between Lantau Island and Ma Wan Island is designated as a special area.

A spokesman for the Marine Department said, "The special area is bounded by the northeastern coast of Lantau Island, the islands of Ma Wan and Tang Lung Chau". All vessels exceeding 10 metres shall not enter the special area from Tang Lung Chau's southwestern and northeastern sides, except for those vessels with authorised permission. "Instead, these vessels have to use the Ma Wan Channel for sailing northwards", the spokesman added.

The spokesman pointed out that permission would be given to vessels, such as kaitos (small passenger carrying vessels), to cater for their practical needs.

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