



# 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

Vol 4 : DECEMBER 2002

### Shipping & Maritime News

#### Enter Into Force of MARPOL Annex IV – Sewage

Norway announced their ratification of MARPOL Annex IV, Prevention of Pollution by Sewage. Twenty-nine years after the adoption of Annex IV, the Norwegian signature provides the necessary tonnage for Annex IV to enter into force on 27 September 2003.

The regulations were revised in 2000 so as to stimulate the additional ratification needed to meet the entry into force requirements of 15 States with 50% of the world's gross commercial tonnage.

The salient points of the revised MARPOL Annex IV are as follows:

- a) the revised Annex IV would apply to the following ships engaged only on international voyages (previous Annex IV applies to all ships i.e. local and foreign-going ships):
  - new ships of 400 gross tonnage (previously 200gt) and above
  - new ships of less than 400 gross tonnage (previously 200gt) which are certified to carry more than 15 persons (previously 10 persons)
  - existing ships of 400 gross tonnage (previously 200gt) are certified to carry more than 15 persons (previously 10 persons), 5 years (previously 10 years) after the date of the entry into force of the Annex; and
- b) the provision of reception facilities is no longer an obligation for Parties. A Party can impose less stringent requirements as required under Annex IV for discharge of sewage if the Party decided not to provide at its ports

and terminals reception facilities for sewage. However, signatory States will require the minimum discharge limit at a distance of more than 3 nautical miles (previously 4 nautical miles) from their nearest land, if they are provided with sewage reception facilities in their ports and terminals.

It was also decided that scuppers originating from “showers” need not be treated as sewage water regardless if fitted with an entry sill to separate these scuppers from possible contamination due to other low risk sources of sewage within the immediate area.

Existing ships will need to comply by 27 September 2008, 5 years after the amended Annex enters into force whereas previously it had been 10 years.

\* \* \* \* \*

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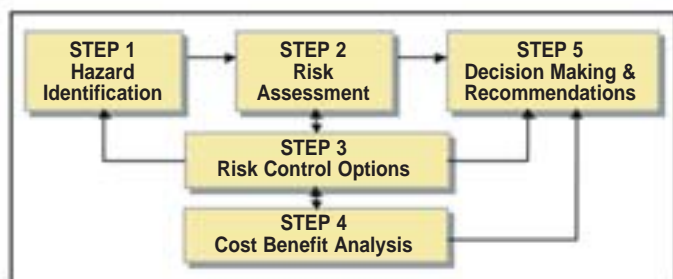
**SHIP REPAIRS**

**Marine Impact Assessments of Shipping Safety**

The traffic environment of Hong Kong waters presents an apparently chaotic series of vessel movements. Of course, in reality all vessels are navigating along set courses for clearly defined reasons associated with the transport of cargo or people. However, in recent years these patterns have been impacted by repeated extensions into the waterspace which has led to a perception that Hong Kong’s original “safe and commodious harbour” is now associated with neither of these adjectives. Future increases in port activity, size and speed of ships will all entail greater risk potential.

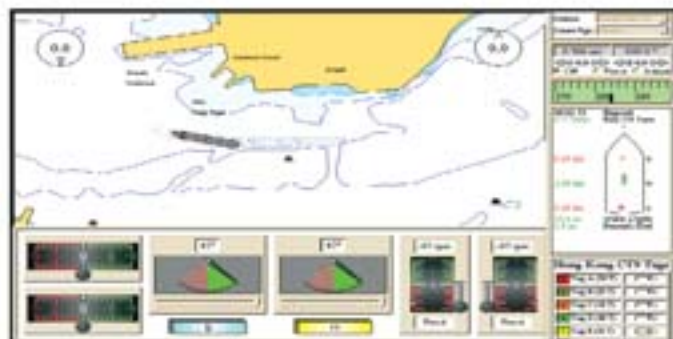
The Marine Impact Assessment (MIA) process has been developed in order to assist in the planning of future developments which impacts the safety of shipping. These services, initially developed to meet the demands of Hong Kong’s Government, terminal developers, shipping liners and ferry companies now see world-wide application.

The process for an MIA may be summarised as follows:

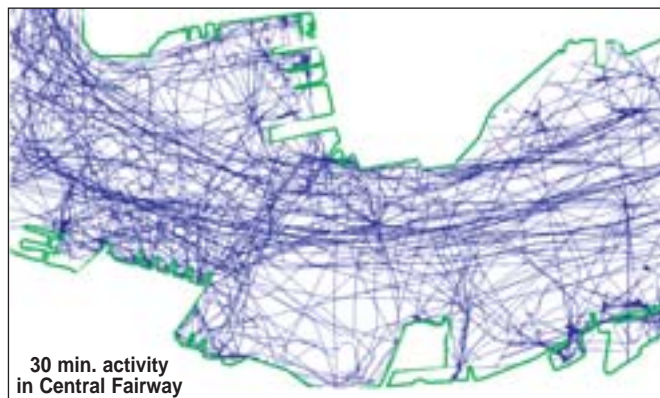


Hazards assessed are typically associated with collision, grounding and fire, however wave impacts, particularly from fast ferries, and issues associated with passenger evacuation are of increasing concern.

A “typical” MIA may comprise navigation simulation of approaches, detailed surveys of existing traffic patterns and marine navigation/traffic simulation of future layouts.



Survey of the complex marine traffic regime requires the use of visual and digital radar capture techniques to identify the distribution of present vessel density and Closest Point of Approach (CPA) incidents.



Survey data may be incorporated within a marine traffic simulator to allow marine engineers and master mariners to map the distribution of future traffic streams and assess the impact of developments such as new fast ferry routes, partial closure of channels during bridge construction, or restrictions in fairway width by reclamation, for example.

The output of marine risk models, in terms of CPA, vessel density and encounters, may then be correlated with historic incident patterns and the potential future impact quantitatively assessed. Recent work conducted using BMT’s dynamic simulation model, in which vessels behave as auto-nomous agents able to react



within the local navigation environment, has demonstrated the accuracy of these models, and allowed the risks to seafarers and passengers to be quantified against HKSAR guidelines. Risk control options may then be developed and tested until the risks are reduced to as low as

reasonably practicable. Such assessment benefits operators, crew, and the port.

The tools now available within an MIA allow the world-wide marine community to plan and comprehensively assess future impacts on harbour areas. It is hopeful that with such foresight Hong Kong’s port will develop with due regard to the safety of seafarers and the public alike, and the efficiency and success of its operation.

\*\*\* By Mr. Richard D Colwill,  
 Associate, BMT Asia Pacific Ltd \*\*\*



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### Cuts in Pilotage Dues Proposed

The Director of Marine, who is also the Pilotage Authority, proposed amendments to the Pilotage (Dues) Order 2002 in order to reduce the rates of certain pilotage dues.

The proposal, which was gazetted on 20 December 2002, was made after consultation with the Pilotage Advisory Committee.

Details of the proposal are as follows:

- Pilotage due for ships having a gross registered tonnage of 30,000 to 60,000 tons will be reduced from 6.25 cents to 6 cents per ton, subject to a minimum of \$1,950.
- Pilotage due for ships having a gross registered tonnage of more than 60,000 tons will be reduced from 6.25 cents to 5.75 cents per ton, subject to a minimum of \$3,600.
- Additional pilotage due for pilots boarding or disembarking from Ngan Chau or at the west of Lamma Island will be reduced from \$1,900 to \$1,800.

"While pilotage due is only a small cost item in an ocean ship sailing, a reduction in pilotage due, as part of the costs of ship call to the port of Hong Kong, is positive for Hong Kong's position as an international maritime centre." a spokesman for Marine Department said.

The pilotage dues are fees charged by licensed pilots for the provision of pilotage services. The levels are subject to regular reviews by the Hong Kong Liner Shipping Association representing shipping lines and the Hong Kong Pilots Association.

The proposal will be submitted to the Legislative Council on 8 January 2003 for scrutiny.

\* \* \* \* \*



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### HKIMT & HKJB News

#### East Asia Division Annual Council Meeting

The 9th Annual Council Meeting of East Asia Division (EAD) of The Institute of Marine Engineering, Science & Technology was held in Grand Season's Hotel, Jalan Pahang, Kuala Lumpur, Malaysia on 25 October 2002

The meeting was chaired by Mr. Francis LAW, President of EAD, with participants including Mr. Simon RICKABY, President of the Institute, Mr. K.S. SZETO Hon Secretary of EAD, other representatives were Mr. D. Prananta of Indonesia Branch, Mr. Murad OMAR of Malaysia Branch, Mr. David KINRADE of Singapore Branch. Representatives from Malaysia, Singapore, Indonesia and Hong Kong reported activities during the whole year for the respective branches in turn. The EAD President, Mr. Francis LAW also reported the Division activities during the whole year.

Several issues were raised during the meeting; including:

- the stimulation of new things, new ways to serve members and to attract new members.
- better financial support from Headquarters
- an urge for improvement in communication, information exchange and professional administration between Headquarters and local branches
- the presence of representatives from Headquarters to local branches to show the support and concern.

Mr. Simon RICKABY agreed to follow-up the issues raised. He urged members to treasure the new name and title of IMarEST which signifies the widening scope of marine networking and operation where The Institute of Marine Engineering, Science & Technology would become a natural home for Maritime Professionals.

\*\*\* Reported by Mr. Nelson Yu \*\*\*



A group photo of the participants

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### Visit of IMarEST President

Mr. Simon RICKABY, the President of IMarEST was invited by the Chairman of the HKJB to the 2002 Annual Ball held on 3 November 2002. The JB was very honoured that the President could squeeze in his busy schedule in attending our grand function of the year. Mr. RICKABY was most impressed to the success of the Ball and with the great number of participants.

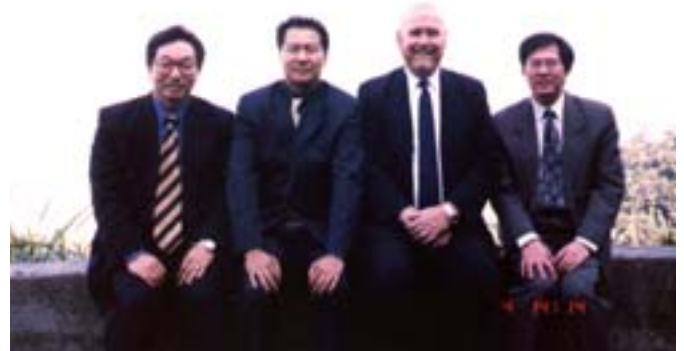
On the day after the Ball, the President made a courtesy visit to The Hong Kong Institution of Engineers accompanied by the HKJB Chairman – Mr. Alan TSANG, Vice Chairman – Mr. Nelson YU and Immed. Past Chairman – Mr. K.S. SZETO. They were received by the President of HKIE – Dr. C.K. LAU, Chairman of Engineers Registration Board – Mr. Kenneth HSU, Registrar of the Engineers Registration Board – Mr. Albert CHOW and Manager of the Learned Society of HKIE – Ms. Alice LEUNG.

The meeting was held in a friendly atmosphere and both Institutes shared the experience in professional learning and the President had also explained the latest development within IMarEST and the Engineering Technology Board in the UK. The visit was considered fruitful in enhancing the relationship and improves mutual understanding of both institutes. After the meeting, the President was invited to sign on the VIP book of HKIE to commemorate his visit.

After lunch at the scenic area of the Peak, the President was then accompanied by the JB Chairman and Vice Chairman in the afternoon for another visit to the Marine Department of the HKSAR. They were met by the Director of Marine – Mr. S.Y. TSUI. The discussion was mainly on common areas of interest and they also exchanged views on port development in Hong Kong and Southern China.

In order to make the most out of the President's visit, it was intended to arrange a special meeting with the President in the evening before his departure from Hong Kong. Unfortunately due to the short notice and prior engagement of most the Committee Members, only four members had attended this special meeting with the President. They were Alan TSANG, Francis LAW, Michael LEE and K.S. SZETO. Various topics such as the possible ways to recruit scientist and technologist membership, the way to enhance liaison with China SNAME and recruitment of members were discussed.

\*\*\* Reported by Mr. Alan Tsang, Chairman of HKJB \*\*\*



(R – L) Mr. Alan Tsang, Mr. Simon Rickaby,  
Mr. K.S. Szeto and Mr. Nelson Yu



Mr. Rickaby (3R) with Mr. S.Y. Tsui (2R) and  
Committee Members of HKJB



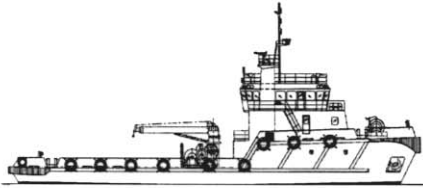
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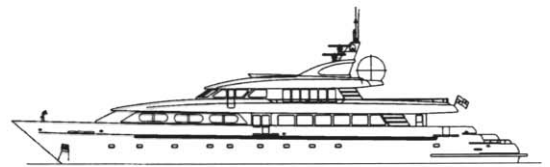
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### **Joint Seminar with Shenzhen SNAME**

A half-day seminar on “Hong Kong – Shenzhen Shipping Technical Exchange” jointly organized by Shenzhen SNAME, HKIMT and HKJB of RINA and IMarEST was held at the Police Officers’ Club in Causeway Bay on 1 November 2002. It was participated by 22 attendees. There was a delegation of six from Shenzhen SNAME led by their President Mr. TANG Yuanyan (湯遠焱先生) and four representatives from the Government of the Macau SAR. Four papers were presented at the seminar.

The first paper was on “Control of the Welding Deformation for a 40’ Box-shape Platform” by Mr. LIU Yi. This paper described how a welding control manufacturing method was successfully applied to the production of steel containers resulting in minimizing deformation and remedial repairs, hence optimizing productivity. The second paper presented was on “Experimental Application of Thick Plate Welding by Crack Tip Opening Displacement (CTOD) Method in Offshore Engineering” by Mr. SONG Qiong, who explained how the CTOD method was experimentally applied as testing method on thick plating fabrication for ocean engineering structures. The testing results brought for discussion were encouraging for its application as a quality assessment method after further refinement.

The third paper on “Phasing Out of Single Hull Tankers” was presented by Mr. H.K. LEUNG who gave a good account on the IMO requirements and the new safety measures applied to all single hull tankers. The last paper on “Introduction Requirements Engineering to Maritime Professionals” was presented by Mr. K.F. TANG who introduced his review study on what was requirement engineering and its application of various concepts or methodologies. He recommended that the requirement engineering would be useful for project management in complex shipbuilding projects.

Each paper brought interesting discussions and sharing of views and experience in a harmonious atmosphere. It could be regarded as a fruitful event in enhancing cooperation of maritime societies between Hong Kong and Shenzhen.

\*\*\* Reported by Mr. Michael Lee \*\*\*



(L-R) Mr. Alan Tsang, Mr. H.K. Leung, Mr. Tang Yuabyan and Mr. Zhang Jian-min at the seminar



A group photo taken during the lunch break



Group photo taken after the seminar

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## Annual Ball 2002

The 2002 Annual Ball jointly organized by The HKJB of RINA & IMarEST with HKIMT had been held at the newly renovated Ballroom of Sheraton Hong Kong Hotel, Tsimshatsui on Sunday, 3 November 2002. The function was a great success with a full house of 21 tables.

We have great honour to have Sir Gordon WU, Chairman of Port & Maritime Board as the Guest of Honour for the function. Other VIP guests included Mr. M.C. TSANG, Deputy Director of Marine, Ms. Miriam LAU, Legislative Councilor for the Transport Functional Constituency, Ir. Dr. Raymond HO, Legislative Councilor for the Engineering Functional Constituency, Mr. K.H. KOO, Chairman of Shipowners Association, Ms. Susanna WONG, Director of Maritime Administration of Macau SAR, Mr. Tomas VONG, Deputy Director of Maritime Administration of Macau SAR, Ir. W.K. CHOW, Chairman of MMNC Division of The Hong Kong Institution of Engineers. Besides, we have the honour to have The President of the IMarEST, Mr. Simon RICKABY to attend the Ball.

The Annual Ball this year was an enjoyable one. We were very pleased to have solicited 21 tables which made it a grand function for members and guests. It was the fifth year we introduced "Dinner Sponsors" for the function. The fact that we were able to solicit 12 Dinner Sponsors well demonstrated that we had enormous support from the Maritime and related industries in Hong Kong.

The venue for the function was nicely decorated with table prizes and bottles of wine, creating the mood for relaxation and enjoyment. Reception was nicely set with committee members greeting VIPs and guests. Members and guests enjoyed pre-cocktail drinks in a relaxing atmosphere with light music and friendly talks.

The Programme for the Annual Ball this year was substantial and entertaining. Besides important Speeches made by Sir Gordon WU, Guest of Honour, Mr. Alan TSANG, Chairman of HKJB and Mr. H.K. LEUNG, Chairman of HKIMT, we also had a speech made by Mr. Simon RICKABY, President of IMarEST. In order to show our appreciation for the unfailing support of our Dinner Sponsors, each of them were presented with a big bottle of red wine. All council members of the HKJB of RINA & IMarEST and HKIMT were also invited to proceed onto the stage to propose a toast to all members and guests to thank them for their participation and support.



*Sir Gordon Wu, Guest of Honour, delivering his speech*



*Mr. Alan Tsang presenting the HKJB Chairman's speech*



*Mr. H.K. Leung gave the HKIMT Chairman's speech*



Mr. Simon Rickaby, President of IMarEST



Mr. Nelson Yu, Ball Chairman

Table prizes were arranged in addition to the Lucky Draw which brought more joy and happiness to the whole party. The 4-course dinner was delicious and well received. The superb "Latin Dancing" performance by Kenny & Winnie and the social party dance led by Mr. Paul BISHOP further created great enjoyment for all participants. All members and guests enjoyed themselves immensely in rock & roll, disco, cha cha cha, slow waltz, quick steps & tango, drinking & socializing until the whole function finished at around 1:00 am.

I would like to take this opportunity to thank all members of the Ball Organizing Committee – Mr. H. K. LEUNG, Mr. Michael LEE, Mr. K. F. TANG, Mr. C. K. MAK, Mr. K. S. SZETO, Mr. I. M. NG, Mr. Alan TSANG, Mr. K. K. LI, Mr. Ernest CHAN and Mr. Richard DIAS for their hard work and support. I must thank all council members, especially Mr. Francis LAW for his advice and to Miss Annie WAN and Mr. Robin PICKUP in particular, as M.C.s. To all our Dinner Sponsors and participants who have contributed to make the event a great success, please accept my grateful thanks & appreciation again!

For those who have attended the annual ball this year, I am sure you would continue to support the function next year and for those who have missed the function, please come and join us for great fun next year!

\*\*\* Reported by Mr. Nelson Yu,  
Annual Ball Chairman \*\*\*

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**\*\*\* Forthcoming Events \*\*\***

- Industrial Visit to Lamma Power Station  
11 January 2003 (Saturday)  
0850 – 1230 hrs
- AGM of HKJB  
25 February 2003 (Tuesday)  
25/F., Harbour Building
- Spring Dinner  
28 February 2003 (Friday)  
38/F., World Trade Centre Club
- Symposium on the Development and Modernisation of Ship-building & Ship-repairing Industry 2003  
21-22 March 2003 (Friday and Saturday)  
Guangdong Science Technology Centre

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# PHOTO GALLERY 2002 Annual Ball



*Welcome the Guest of Honour, Sir Gordon Wu and VIP guest Mr. Raymond Ho by the members of the Ball Organising Committee*



*(L-R) Mr. K.K. Li, Mr. Michael Lee, Mr. Simon Rickaby, Mr. Ernest Chan and Alan Tsang*



*Mr. & Mrs Raymond Ho (L) with Nelson Yu, Ball Chairman and Mr. H.K. Leung, Chairman of HKIMT*



*Mr. K.H. Koo, Chairman of HKSOA (middle) and Mr. Roger Tupper, Deputy Director of Marine (2R) with members of Ball Organising Committee*



*Mr. Francis Law (R), President of East Asia Division of IMarEST with his guests and friends*



*Distinguished guests at the cocktail reception*



*Mr. K. Hui (3L) with representatives from Government of Macau SAR and Shenzhen SNAME*

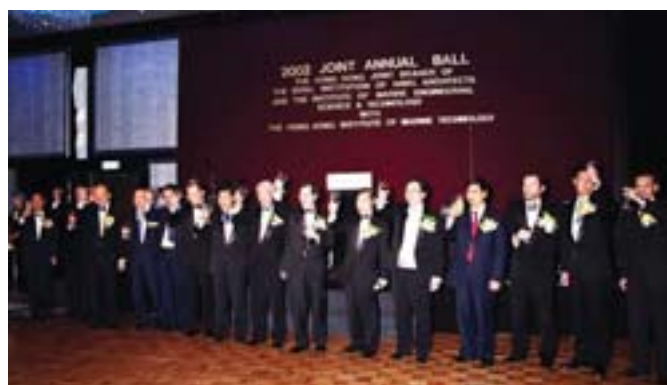


*Chairman of HKJB, Mr. Alan Tsang and Chairman of HKIMT, Mr. H.K. Leung*

# PHOTO GALLERY 2002 Annual Ball



M.C. of Annual Ball – Miss Annie Wan and Mr. Robin Pickup



Committee members of HKJB and HKIMT proposing a toast to our guests



(L-R) Mr. Tomas Vong and Ms Susanna Wong with Mr. H.K. Leung, Chairman of HKIMT



Ms Miriam Lau (middle) with Mr. M.C. Tsang (L) and Mr. W.K. Chow, Chairman of MMNC Division of the HKIE.



Sir Gordon Wu at the dancing floor



The dancers in action



Mdm. K.F. Tang presenting a prize to a lucky draw winner



Mr. Simon Rickaby (L) with members of the Ball Organizing Committee