



# 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 3: OCTOBER 2004

### Shipping & Maritime News

#### Sea-going Training Incentive Scheme

We are delighted to learn that our Economic Development and Labour Bureau (EDLB) has launched the Sea-going Training Incentive Scheme on 26 July 2004. The Scheme is to encourage more Hong Kong youngsters to join the maritime industry in order to maintain and develop Hong Kong's role as an international maritime center.

Administered by the Marine Department and monitored by the Hong Kong Maritime Industry Council (MIC), the scheme provides financial incentives of HK\$4,000 per month for qualified youngsters to take up sea-going training as cadets. The incentive will cover the period that will qualify the cadet to sit for the Class 3 Deck/Engineer Officer Certificate of Competency Examination.

An applicant under the scheme should meet the following requirements:

- (1) The applicant must be a Hong Kong permanent resident and a graduate from a maritime training institute recognised by the Marine Department.
- (2) The applicant must provide proof of employment as a cadet and register as a seafarer with the Marine Department.
- (3) The applicant has not been granted other kinds of similar financial assistance for the same sea-going training period.

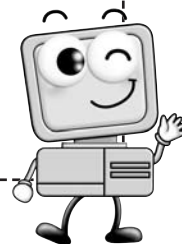
The scheme is open for applications all year round and serving cadets at sea can also apply. Those interested can contact the Seafarers' Certification Section of the Marine Department for details at 2852 4368 or 2852 4362. Application forms are available at the Seafarers' Certification Section office at 3/F, Harbour Building, 38 Pier Road, Central. Further details can be found from the website of the Marine Department at <http://www.mardep.gov.hk/en/others/sgtis.html> or at the MIC website at [www.mic.gov.hk](http://www.mic.gov.hk).

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## HKIMT & HKJB News

### The 10th Inauguration Meeting of Guangdong SNAME

The inauguration meeting of the Guangdong SNAME was held on 20 August 2004 at the Guangdong Science and Technology Centre in Guangzhou. This was their 10th Inauguration Meeting to report their achievement and activities in the past four years and to elect the new Council and Committee Members for the next four years. Since some of the HKIMT and HKJB Members are also Members of the GSNAME and they were invited to join the meeting. The invitation also extended to Office Bearers of both HKIMT and HKJB.



*Hong Kong delegates with Mr Hu Guo Liang*

A delegation from Hong Kong comprised of Messrs. H.K. LEUNG, Alan C.M. TSANG, S.F. HO, K. HUI and Dr. C.W. CHUEN had attended the meeting. On arrival of the venue in the morning, the delegation had met some of our good old friends including the President – Mr. GUAN Xue Zhong (管學仲先生),

the Secretary General – Mr. LIN Liang Guang (林亮光先生), President of Shenzhen SNAME – Mr. TANG Yuan Yan (湯遠焱先生), Mr. HU Guo Liang (胡國良先生) – Chairman of Guangzhou Shipyard International Co. Ltd. and Madam QIN (秦賽珍女士) etc. There were over 110 GSNAME Members attended the meeting. As mentioned by Mr. GUAN in his president report, there were quite a lot of joint activities held with HKIMT and HKJB during his 4 years tenure as President and brief details of all the activities were conveyed to the participants. A ballot was held in the meeting to elect 74 Committee Members for the next four years term. All the nominated candidates had received well over 2/3 of the votes casted by the



*The GSNAME meeting in progress*



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*Questions from the floor*

members attended the meeting and they were all declared elected. The elected committee subsequently held a meeting and elected Mr. HU Guo Liang (胡國良先生) as the new President and Mr. HONG He Ping (洪和平先生) as the Secretary General. The GSNAME had expressed their appreciation to the Hong Kong delegation for the support of this event. The President – Mr. HU and immediate Past President – Mr. GUAN had also extended their best regards to our members in Hong Kong who could not attend the meeting.

We were invited to a lunch after the inaugural meeting, which was also attended by some of the elected Office Bearers and Committee Members. The delegation took this opportunity to meet them in a friendly and relaxed atmosphere. Immediately after the lunch we held another meeting with Madam QIN to discuss the arrangement for renewal of the MOU with HKIMT and HKJB, re-registration of members from Hong Kong and future joint activities etc.

\*\*\* Reported by Alan TSANG \*\*\*

## **Visit to Hin Lee Shipyard, Zhuhai, China**

This was a very special visit jointly organized by the HKIMT and HKJB of RINA and IMarEST. In fact the visit had also attracted participants from the Marine Inspectors Association of the Marine Department and marine police of the HKSAR.

The delegation representing HKIMT and HKJB comprised of Mr. H.K. LEUNG, Mr. Alan TSANG, Dr. C.W. CHUEN and Mr. TANG Kai-fun. They all assembled at the Hong Kong – China Ferry Terminal on 10 July 2004 at 8:00 am. The delegation was very grateful that Mr. Ken LO, Managing Director of Cheoy Lee Shipyard Co. Ltd. had personally joined the delegation at the Hong Kong – China Ferry Terminal and accompanied the delegation to the shipyard at Doumen, Zhuhai. The ferry departed at 8:30 am and arrived Doumen Ferry Terminal at 10:30 am. It was extremely convenient to walk from the ferry terminal to the shipyard as the shipyard was situated right next to the ferry terminal and the walk was only about one minute.



*A new ship under construction at Hin Lee*

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*Mr. Lo briefing the visitors*

On arrival, Mr. Ken LO introduced his brother, Henry, to the delegation. Henry is stationed at the shipyard and in charge of the daily operation. He then gave a brief introduction to the history of the shipyard. Hin Lee Shipyard was formerly called the Cheoy Lee Shipyard located at the Lantau Island in Hong Kong. Due to the development of the Hong Kong Disneyland, the Cheoy Lee Shipyard at Lantau Island was relocated to the present location at Doumen and renamed as Hin Lee Shipyard Co. Ltd. The shipyard started operation in September 2000 and occupies an area of about 100,000m<sup>2</sup> with

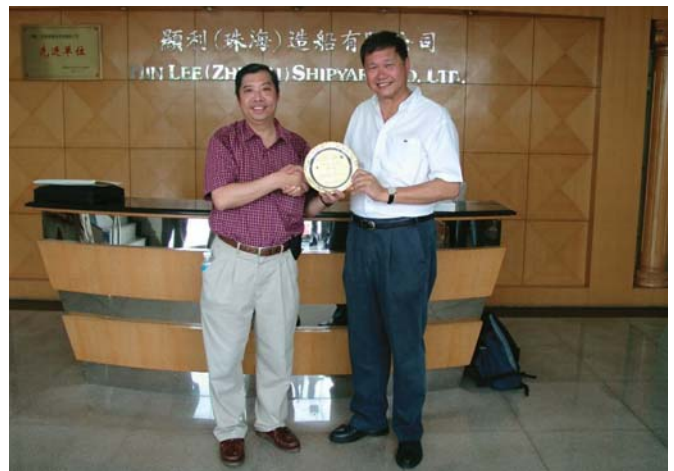
undercovered construction floor area of 41,500m<sup>2</sup>. It is divided into 3 major shipbuilding districts for fibre reinforced plastic (GRP), aluminium alloy and steel construction. The shipyard is well equipped to cater for the construction of different kinds of ships/pleasure craft up to 65 metres in length including luxury yachts, high speed craft, fire-fighting craft, Z-pellar tugs, anchor handling tugs, diving support vessels, steel structure, GRP products and ship's furniture. Since the shipyard was only constructed several years ago, the overall layout was nicely arranged to cater for the smooth operation and ship construction. The shipyard employs approximately 700 employees of different trades including some managing and supervisory staff from Hong Kong. Free accommodation and daily meals are also provided for all the employees.

During the guided tour in the shipyard by Mr. LO and his senior staff, we were amazed to note that the design of most of the large and small equipment



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*HKJB chairman thanking Mr Ken Lo*



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*Group photo outside the shipyard*

including the mess furniture were carefully engineered taking consideration of their efficiency and effectiveness. It was also noted that all the construction bays were occupied with ships under construction. “We have a full order book right now and we are looking for expansion in order to cope with the work load and long term development”, no wonder Mr. LO had mentioned this during his introduction to the shipyard. There were many questions asked during the tour and they were patiently explained by Mr. LO and his staff. The whole visit in the shipyard lasted for about 2 hours and all participants fully enjoyed the visit. They all felt that the visit was fruitful and worthwhile.

We would like to take this opportunity to express our sincere gratitude to Mr. Ken LO, Mr. Henry LO and his staff for their precious time and hospitality including the delicious lunch at Zhuhai after the visit.

\*\*\* Reported by Alan TSANG \*\*\*

## The Challenges of Outsourcing and Subcontracting

Increasing competitive pressure is driving local marine industry to look for outsourcing or subcontracting partners in order to reduce costs and/or to facilitate the development of competitive advantages. But what to watch out for in outsourcing or subcontracting activities to avoid inconvenience and hassles?

Jeremy S.F. Ho provided some insights at his talk on 3rd September by sharing with the audience his experience with a case of building a 85-foot pleasure boat on the Mainland.

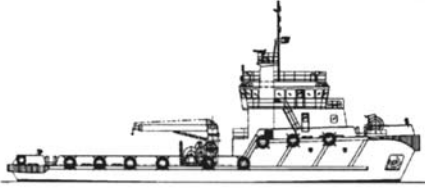
He opined that companies should outsource or subcontract poorly managed operations to someone who can manage them better. However, it is a misdirected motive for companies pursuing an outsourcing or subcontracting strategy to remove a headache without exploring other potentially more beneficial options. It needs a sound approach in evaluation, selection and implementation to avoid pitfalls that are common in involving external partners, such as:

- unable to finish jobs on time or had no schedule adherence;
- cost overruns or costs that were estimated for the jobs bore little resemblance to the costs that were actually incurred.

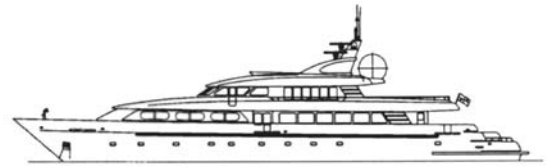
While low labour costs, skilled labour, few disputes, and good reputation of some shipyards have prompted increasing number of shipowners to consider outsourcing or subcontracting Mainland shipyards for new builds, repairs and conversion services, Mr. Ho has remarked that the followings were to watch out for in

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outsourcing or subcontracting activities to avoid inconvenience and hassles:

- Scrutiny of submissions closely to watch for costs for which the shipyards may demand extra cash payments.
- Examining explicit and hidden costs and total budget as well as the costs estimated in the submissions to ensure meaningful comparisons.
- Look at all the costs, such as management cost, that will be incurred and what they are for and allow provisions to cover those costs.
- Contract has to be fair as the client will pay for that later, one way or another, if the shipyard is squeezed excessively.
- Ensure the shipyards have workers with adequate skill at wage levels compatible with their proposals.
- Find out about the qualification of the workers that will be involved if the proposals are significantly less than the budget.
- Examine the way the shipyard will subcontract work and any change of subcontractors should not be allowed without advance approval.
- Let the shipyards know in advance how their services will be assessed.
- Use rewards and incentives as drivers rather than penalties to improve performance.
- Allow freedom for the shipyard to work with own culture and approaches without reducing the level of service.

Mr. Ho concluded that an outsourcing or subcontracting relationship should be constructed on a basis of mutual trust apart from the lure of immediate cost savings. Done correctly, outsourcing or subcontracting can be an effective tool for supporting the core business, improving services and ultimately reducing overall costs.

## Article of Leisure

### Dr. Diesel, Diesel Engine

The marine engineers are experts in diesel engine in one way or the other but they might not know:–

- Diesel engine is named after its inventor – Dr. Rudolf Diesel.
- The first diesel was run by peanut oil.
- Diesel engines were powered by vegetable oil until 1920's.
- Dr. Diesel became a millionaire by inventing diesel engine.
- Dr. Diesel suffered from depression.
- Dr. Diesel died mysteriously.

In this article, the author would like to tell you the story and relate the death of Dr. Diesel to the importance of stress management.

#### *Rudolf Diesel and his "Rational Heat Engine"*

Dr. Rudolf Diesel (18 March 1858 – 30 September 1913) is the inventor of the Diesel engine. Dr. Diesel developed a theory that revolutionized the engines in his time. His engine theory was completely different from the steam engine that was virtually unique of his days. He envisaged an engine in which air was compressed to

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a degree that there was an extreme rise in temperature. And then when the fuel was injected by the high temperature air, it would explode and move the piston. This theory is what we call compression ignition today.

In 1892, Dr. Diesel obtained a patent at Imperial Patent Office in Germany for a working method and design for combustion engine. In 1893 he published his book “The Theory and Construction of a Rational Heat Engine”. With contracts from Frederick Krupp and other machine manufacturers, Dr. Diesel began building prototype of his engine. In 1893, a test engine was built. In 1897, the first diesel engine was officially tested and approved to run at 26% efficiency that was remarkable more than double the efficiency of the steam engines in his time. A functional prototype was built in 1897 that worked at the MAN plant at Augsburg, Germany. The ‘Diesel engine’ was named after him, that the engine was originally called oil engine.

Dr. Diesel expected his engine would be powered by vegetable oil. In 1898, Dr. Diesel demonstrated his engine at the Exhibition Fair in Paris. The engine was fuelled by peanut oil. Diesel engines were powered by vegetable oil until 1920’s. It was not surprising that Dr. Diesel designed the engine to run on vegetable oil because he grew up in the agricultural areas in France. However he soon changed his study to use fossil fuel. His first successful fossil fuelled engine delivered 25 hp at 170rpm. It was until 1920’s that Diesel engines were powered by fossil fuel till now.

Aldolphus Busch, a very wealthy German immigrant in the USA of Budweiser brewing, was interested to build Diesel’s engine in the US. Busch proceeded to Dr. Diesel to buy the rights to build engines in the US by signing a cheque of 1,000,000 marks. Dr. Diesel became a millionaire then. In 1898 the first diesel engine was built in the US by Busch-Zulzer Brothers Diesel Engine Company.

Dr. Diesel died under mysterious circumstances on 29th September 1913, vanishing during an overnight crossing of the English Channel on the mail steamer S.S.

‘Dresden’ from Antwerp to Harwich. Dr. Diesel’s death might have been an accident, a suicide or an assassination. There has never been a conclusion for the death of Dr. Diesel.

### **Assassination?**

Some people believed Dr. Diesel was assassinated by the German. Dr. Diesel did not agree with the politics of Germany and was reluctant to see his engine used in the German fleet. With his political support directed towards Britain and France, he was on his way to England to arrange them to use his engine when he inexplicably disappeared over the side of the ship in the English Channel. However, some people believed that the French may have been responsible because their submarines were already powered by diesel engines. The French might have tried to keep the engines out of both the British and German hands.

### **Suicide?**

Many historians seem to agree that Dr. Diesel was despondent and suffering from depression. Dr. Diesel had some sort of mental breakdown around 1899 that could be caused by (1) He worked too hard and mad to develop his engine (2) His theory of compression ignition engine was strongly criticized in the German engineering journals (3) He lost a fortune in an oil development investment. Some historians agree that Dr. Diesel committed suicide because of depression.

### ***Stress Management***

The author has no intention to conclude that Dr. Diesel was dead by committing suicide. But if it was the case, the author would say that Dr. Diesel was unable to manage his stress properly.

*In the next issue, Ir. K.F. Tang will share with readers his brief analysis of factors that might have contributed to Dr. Diesel’s cause of death. From this, advice would be offered for engineers working under increasing stress in today’s workplace.*

## Points to Ponder

- A bus station is where a bus stops. A train station is where a train stops. On my desk I have a work station...
- Can atheists get insurance for acts of God?
- If Fed Ex and UPS were to merge, would they call it Fed UP?
- I believe five out of four people have trouble with fractions.



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