



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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Shipping & Maritime News

Phasing Out of Single Hull Oil Tankers has commenced

Introduction

The largest spill in the US waters from “**EXXON VALDEZ**” in 1989 has led to the most important changes in Annex I of the MARPOL Convention since its adoption. The incident triggered the Oil Pollution Act of 1990 (OPA 90) requiring tankers calling the US ports to have double hulls. Subsequently IMO also amended Annex I of MARPOL Convention in 1992 to make double hull as an international requirement on new tankers.

The “**ERIKA**” disaster in December 1999 demanded an urgent need to amend Regulation 13G to accelerate the phase out of single-hull tankers which are on the market. The 2001 amendment to Annex I give a new global timetable for accelerating the phase-out of single-hull tankers and the idea is to ensure most of these tankers are eliminated from the market by 2015 or earlier.

Despite the 1992 and 2001 amendments, the “**PRESTIGE**” disaster in 2002 calls for further changes to the MARPOL Convention for an even earlier phase-out scheme for single hull tankers. This 2003 amendment revised regulation 13G with respect to the followings:

- i) bring forward the final phase-out date for single-hull tankers, i.e. Category 1 tankers (pre-MARPOL tankers) is brought forward from 2007 to 2005 and for Category 2 and 3 tankers (MARPOL tankers and smaller tankers) is brought forward from 2015 to 2010;

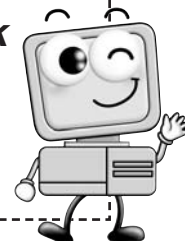
- ii) introduce a new Regulation 13H banning the carriage of heavy grade oil (HGO) in single-hull tankers of 5,000 DWT and above after 5 April 2005, and in single-hull tankers of more than 600 DWT but less than 5,000 DWT, not later than the anniversary of their delivery date in 2008; and
- iii) extend the application of the Condition Assessment Scheme (CAS) to all single-hull tankers of 15 years, or older as compared to the previous application to Category 1 tankers after 2005 and Category 2 tankers after 2010. Consequential enhancements to the CAS scheme were also adopted.

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SHIP REPAIRS

These new requirements will come into force internationally on 5 April 2005.

Hong Kong's policy on phasing out of shingle hull tankers

Accordingly to the recently issued Merchant Shipping Information Note 11/2005 by the Marine Department (MD), they adhere almost strictly to the Annex I amendments. The policy is that there is basically no extension to the operational life of Hong Kong registered single-hull tankers engaging on both international and coastal trades under both Regulations 13G and 13H. However, for relatively new single hull tankers, e.g. less than 20 years old in 2010, MD will allow these vessels to extend their service life to 2015 or 25 years of age whichever is earlier under Regulation 13G provided that the tanker is in compliance with their prescribed conditions for extension.

For locally operated single-hull tankers of more than 600 DWT but below 5000 DWT, MD has announced the following:

- i) existing local tankers may continue operations for the carriage of HGO within the Hong Kong waters until 5 April 2008, if they are maintained in a satisfactory condition;
- ii) existing tankers older than 25 years on or after 5 April 2008 may continue to operate only if they are not used for the carriage of HGO. Extension of the operational life of these tankers carrying HGO will be considered on a two-year basis and these tankers will be subjected to more stringent inspection requirements, e.g. these tankers will be required to be dry-docked for annual inspection and subject to measurement of hull plate thickness before the two-year extension of operational life is granted as compared to the existing practice of thickness measurement every four years.

- iii) newly licensed tankers intended for the carriage of HGO on or after 5 April 2005 must be constructed in accordance with the relevant requirements of MARPOL Annex I.

A Marine Department Notice 37 of 2005 has also been issued announcing that the port of Hong Kong will not allow any foreign registered single-hull tankers granted with exemption/extension of operational life or carrying heavy grade oil entering into the waters of Hong Kong after 5 April 2005.

Members who wish to know more about the above policy may visit MD's web site at www.info.gov.hk/mardep and browse the two Notices that MD had issued for details.

HKIMT & HKJB News

Visiting and Studying Tour to Wenchong Shipyard

Introduction

A group of 11 marine engineering graduates from the Hong Kong Institute of Vocational Education (Tsing Yi) completed a four-days visiting and studying tour to the

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Guangzhou Wenchong Shipyard Co. Ltd. in July 2004. This visit was sponsored by the Hong Kong Institute of Marine Technology (HKIMT) and Hong Kong Joint Branch of Royal Institution of Naval Architects and the Institute of Marine Engineering, Science and Technology (HKJB of RINA & IMarEST) with the co-operation and assistance from the Guangdong Society of Naval Architecture and Marine Engineering (GSNAME). For reasons that Hong Kong is lacking of an active maritime industry, it is difficult for marine engineering graduates to gain practical experience and knowledge in shipbuilding and ship-repair. The purpose of having this visit was to provide the graduates with some hand-on experiences before they start their sea-going career.



Group photo of the 11 maritime graduates

The 4 days' visit consisted of classroom lectures and on-site visits to the Guangzhou Wenchong Shipyard Co. Ltd., including the workshops and on board new buildings. The visit gave an opportunity for the graduates to enhance their knowledge in marine engineering and in gaining sufficient confidence before starting their maritime professional career. The group reported that the visit was most enjoyable and met their expectation. The visit which included valuable on-site experience has facilitated them in putting theory into practice.

The following highlights the activities of the graduates on their visit to Guangzhou, of whom many have already embarked on their seagoing career.

Schedule of the visit

The following activities were arranged for the graduates during the visit:

- introduction of the Guangzhou Wenchong Shipyard Co. Ltd.;
- lectures on ship hull designing and building technology;
- lectures on maritime technology and ship design;
- visiting the shipbuilding production site of the shipyard and boarding the new building Hull No. 311;
- visit the military school of Huangpu and the bookstore of Guangzhou;
- friendly football match with the Guangzhou Wenchong Shipyard Co. Ltd. football team; and
- conclusion and summarize the visit between the group and the shipyard staff.



Introduction meeting at the shipyard by Chief Engineer Mr. Tse

Background of the Wenchong Shipyard

The Chief Engineer of the Wenchong Shipyard, Mr. Tse started the visit tour by first giving an introduction of the shipyard. He advised that the Wenchong Shipyard is one of the three major shipbuilding companies in Guangzhou. The shipyard has an area of 700,000 square meters, the shipyard bank is about 1,618 meters long and the largest dock is 300 meters long, capable of producing six 1700 TEU containers per year.

The shipyard can offer services to vessels up to 30,000 tons or 300 metres in length and was capable of building mud dredgers and perform other industrial works including large-scale steel and iron works, such as

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bridges. The shipyard is currently conducting a project of six ships for a Hong Kong based Shipping Company.

The shipyard uses a continuous production process in their construction to complete the building work in the shortest time. Normally, a new building can be completed in 20 months.

The shipyard employed new recruits from three main sources, namely skilled workers on the market, school graduates from the training school of Wenchong and other shipyards. The shipyard also employed the graduate of technical institutes, about 70 people were employed last year. New employees will first receive a one-week introduction followed by practical training lasting for a one-year period in different postings within the shipyard. Their work performance will be assessed after the period and for those with unsatisfactory results, further training and practice will be provided.

Mr. Tse advised that Chinese shipbuilding industry account for about 10% of the global market of ship production, i.e. about 6 million tons, Japan and South Korea account for about 80% together. With the strong development of current Chinese shipbuilding industry, Wenchong shipyard is confident that the new building tonnage will increase to 40 million tons in 2010 and the shipyard will maintain their shipbuilding status and reputation in the South China region.



Ship under repair at Wenchong Shipyard

Lecture on ship hull designing and building technology

A designer/engineer of the shipyard, Miss Ng gave a lecture to the group on “Ship Hull Designing and Building Technology”. There are currently 10 designers in Wenchong shipyard to take care of the design work. One of their targets is to produce eight 1700 TEU container ships every year. Although these container ships are mainly for short voyages, they are striving for the European market as well.



Student Graduates with Shipyard Designer, Miss Ng



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Visiting production site and boarding Hull No. 311

The Chief Engineer of the Wenchong Shipyard, Mr. Tse also arranged the Group to visit the shipbuilding production site of the shipyard and boarding the new ship Hull No. 311.

The group first visited the river dock, the largest river dock in the southern part of China, it was built in 1995 with a total length of 300 meters long, 62 meters wide and 12 meters depth of water. The group witnessed the water flooding process into the river dock.

The group then visited the main shipbuilding workshop to familiarize the construction procedure of shipbuilding. Within the workshop, Workshop No.2 is the main workshop which manufactures medium and small-scale component for ship's interior. Sand blasting and plasma cutting technology were employed in the daily work and for large component assembly.



Witnessing how River Dock operates



Inside Workshop No.2



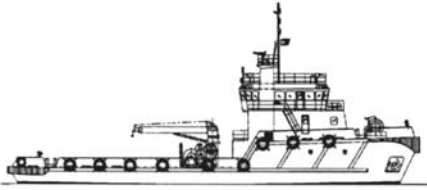
1700 TEU New Building Hull No. 311



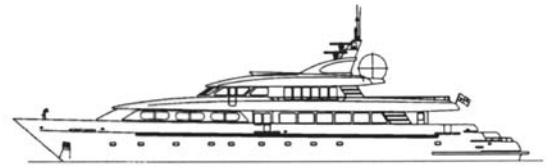
Large component being assembled

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*Happy faces of 3 graduates on board
New Building Hull No. 311*



The two football teams

The group was also allowed to board a container vessel Hull No. 311 to familiarize them with the hull construction, installation and layout of main and auxiliary machineries, control and automation within the unmanned machinery space, etc. The visit to a new building greatly enhanced the shipbuilding concept of the graduates and strengthened the knowledge that they learned during the lectures.

The friendly football match

Despite the tight schedule, a friendship football match was organized between the graduates and the Wenchong shipyard football team. The shipyard team was well trained and physically fit to win by a big margin of 7 to 2 after full time. Despite losing the match, it did give the group the opportunity to meet new friends and build up friendship with the shipyard staff. Mr. Tse arranged a get together dinner after the match for the team members to further enhancing their relationship.



The conclusion meeting before returning to Hong Kong

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Conclusion

The visiting and studying tour to Wenchong Shipyard was concluded by the group to be extremely useful and fruitful to fresh maritime graduates who will embark on a sea-going career soon. The group was of the opinion that this kind of visit should be continued for the benefits of other maritime graduates.

Extracted from the Report of the Visiting Group

HKIMT Scholarships Presented at the IVE Student Awards Reception 2005



The two scholarship holders Mr. KWOK (right) and Miss SIU (left)

The Hong Kong Institute of Vocational Education (Tsing Yi Nexus) Student Awards Reception 2005 was held in the Hall of VTC School of Business and Information Systems at Tsing Yi in the morning of 26 February 2005. Three Higher Diploma students from Department of Engineering, namely Messrs. CHEUNG Kai Shuen, KWOK Chi Kwan and SIU Man Fong received the HKIMT Scholarships that day. Mr. S.F. HO, Vice Chairman, represented HKIMT to attend the ceremony and presented the scholarships to the students. The three HKIMT scholarships were among the 496 scholarships/awards worth more than HK\$1,229,000 contributed from corporations and individuals to the IVE (Tsing Yi Nexus) during the year.

Article of Leisure

The Marine

A young Marine and his commanding officer board a train headed through the mountains of Switzerland. They can find no place to sit except for two seats right across the aisle from a young woman and her grandmother.

After a while, it is obvious that the young woman and the young soldier are interested in each other because they are giving each other the “looks”. Soon, the train passes into a tunnel and it is pitch black. There is the unmistakable sound of a kiss, followed by the sound of the smack of a slap. When the train emerges from the tunnel, the four sit there without saying a word.

The grandmother is thinking to herself: “It was very brash of that young soldier to kiss my granddaughter, but I’m glad she slapped him.”

The commanding officer is sitting there thinking: “I didn’t know the young Marine was brave enough to kiss the girl, but I sure wish she hadn’t missed him when she slapped and hit me!”

The young woman was sitting and thinking: “I’m glad the soldier kissed me, but I wish my grandmother hadn’t slapped him!”

The young Marine sat there with a satisfied smile on his face, thinking to himself: “Life is good. When does a fellow have the chance to kiss a beautiful girl and slap his commanding officer, all at the same time?”

Beer Drinking Etiquette

A recreational boater, a tugboat crewman, and an old salt sailor went into a bar and each ordered a beer. Each found a fly in their beer. (It must have been the special of the day).

The recreational boater looked in his beer and said, "hey bartender I have a fly in my beer. Give me another beer."

The tugboat crewman looked in his beer, found the fly, reached in and picked it out then continued with his drinking.

The old salt sailor looked in his beer, saw the fly, grabbed it by the wings, shook it over the glass and yelled, "Spit it out, Spit it out!"

Extracted from the Callaloo Company and the All Voluntary Yacht Club Jokes Page

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