



# 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 2 : June 2005

### Shipping & Maritime News

#### Marine Department Hosts the IMO Maritime Security – “Train-the-Trainer” Course

The third maritime security “Train-the-Trainer” Course which was jointly organized by the Marine Department and the IMO was held at the Hotel Nikko Hongkong from 9 to 14 May 2005. The first and second Course of the same kind was held in Egypt and the Republic of Korea respectively in 2004.

Speaking at the welcome reception, the Acting Director of Marine, Mr. Roger Tupper, said: “Since July 1, we have experienced the expected teething problems associated with consistency in standards of security on ships and in port facilities, and enforcement by port state. The Hong Kong Marine Department fully supports the IMO “Train-the-Trainer” courses as a means of sharing and spreading experiences on ISPS and maritime security.”

The aim of the “Train-the-Trainer” Course is to help Governments strengthen and enhance their implementation of the maritime security measures relating to the International Ship and Port Facilities (ISPS) Code, which entered into force internationally on July 1, 2004. Through the programme, instructors deliver quality training at regional and national levels using relevant IMO Model Courses. The trainees can then return to their respective countries and conduct their own courses.

The 6-day course, which focused on developing instructors’ maritime security knowledge so that they

would be better equipped to train other, using the relevant IMO model courses for Ship, Company and Port Facility Security Officers i.e. SSO, CSO and PFSO model courses.

To enrich the curriculum, field visit to the Modern Terminals Limited was arranged for the participants.

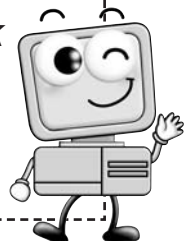
Some 19 trainers from five Asian countries – Malaysia, Brunei, Japan, Indonesia, the Philippines – and two regions, Hong Kong and Macau, attended the training course. Seven lecturers from Australia, the Republic of Korea, the Mainland and the Hong Kong passed their experience to the trainers.

#### Contents:-

<i>Shipping &amp; Maritime News</i> .....	1 – 3
<i>HKIMT &amp; HKJB News</i> .....	3 – 6
<i>Article of Leisure</i> .....	7 – 8

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*Participants of the "Train-the-Trainer" Course*

## **Air Pollution Prevention Convention has entered into force**

### **Introduction**

The issue of controlling air pollution from ships, in particular to noxious gases from ships' exhaust, acid rain caused by airborne deposits of sulphur dioxides and nitrogen dioxides was first discussed in 1973. The concern over air pollution, such as global warming and the depleting of ozone layers continued to grow in the 1980s leading to the signing of the Montreal Protocol in 1987.

In 1990, papers submitted to the International Maritime Organization (IMO) indicated that sulphur emissions from ships were estimated to be around 4.5 to 6.5 million tons per year (about 4% of total global sulphur emission); nitrogen oxide emission from ships amounts to 5 million tons per year (about 7% of the total global emissions) and emissions of

chlorofluorocarbons (CFCs) from the world shipping fleet amount to 3,000 to 6,000 tons (approximately 1% to 3% of yearly global emissions). This led to the adoption of the first IMO Resolution A.719(17) on Prevention of Air Pollution from Ships in 1991 that also called on the Marine Environment Protection Committee (MEPC) of IMO to prepare a new draft Annex to MARPOL 73/78 on prevention of air pollution.

The new draft Annex was developed and was finally adopted at a Conference in September 1997. It was decided to add a new Annex VI on Regulations for the Prevention of Air Pollution from Ships to the MARPOL 73/78 Convention, which is now commonly referred to as MARPOL Annex VI in short.

### **The Protocol of 1997 (MARPOL Annex VI)**

The regulations for the Prevention of Air Pollution from Ships were adopted in the 1997 Protocol to MARPOL 73/78 and are included in Annex VI of the MARPOL Convention, these regulations have entered into force internationally on **19 May 2005**.



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The main requirements of MARPOL Annex VI include:

- i) limits on sulphur oxide and nitrogen oxide emissions from ship exhausts and prohibits deliberate emissions of ozone depleting substances;
- ii) a global cap of 4.5% m/m on the sulphur content of fuel oil and requested IMO to monitor the worldwide average sulphur content of fuel once the Protocol comes into force;
- iii) provisions allowing for special SOx Emission Control Areas to be established with more stringent controls on sulphur emissions. In these areas, the sulphur content of fuel oil used onboard ships must not exceed 1.5% m/m. Alternatively, ships can fit with an exhaust gas cleaning system or use any other technological method to limit SOx emissions. The Baltic Sea Area has already been designated as a SOx Emission Control Area in the Protocol. The Marine Environmental Protection Committee of the IMO approved a proposed amendment to Annex VI to include the North Sea as a SOx Emission Control Area which is expected to be adopted in July 2005;
- iv) prohibits deliberate emissions of ozone depleting substances, which include halons and chlorofluorocarbons (CFCs). New installations containing ozone-depleting substances are prohibited on all ships. But new installations containing hydrochlorofluorocarbons (HCFCs) are permitted until 1 January 2020;
- v) limits on emissions of nitrogen oxides (NOx) from diesel engines. A mandatory NOx Technical Code was adopted as Resolution 2 of the 1997 MARPOL Conference; and
- vi) prohibits the incineration onboard ship of certain products, such as contaminated packaging materials and polychlorinated biphenyls (PCBs).

## **Implementation of MARPOL Annex VI in Hong Kong**

Marine Department has recently issued two Notices in respect of the implementation of MARPOL Annex VI and they are stipulated in the Merchant Shipping Information Note 18/2005 and the Marine Department Notice No. 71 of 2005. The two notices spelt out in detail the requirements for ships that are registered in Hong Kong, for locally licensed vessels in Hong Kong as well as any foreign vessels within the Hong Kong waters. Members who wish to know more about the requirements may wish to visit Marine Department's web site at [www.mardep.gov.hk](http://www.mardep.gov.hk) for details.

## **HKIMT & HKJB News**

### **The 2005 AGM of the HKJB**

The Hong Kong Joint Branch AGM was held on 22 February 2005 and was attended by 25 members. Mr. HK LEUNG before completing his second year as Joint Branch Chairman reported at the meeting that there were a total of 362 members (276 from IMarEST and 86 from RINA), a decline of about 12% as compared to the previous year. He reported that the HKJB, with the support of its members, has continued to promote the image and objectives of our parent bodies through holding many functions and activities. The HKJB maintained very good relationship with its parent Societies and Mr. David LONG of the IMarEST and Mr. HUTCHISON from Queensland Section of RINA also paid a visit to the HKJB.

The Chairman went on reporting that the Branch held five technical paper meetings and many were jointly organized with other local learned societies. Three seminars/conferences, one technical visit and four social events were also held during the year. The Chairman himself led a Hong Kong delegation to the

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4th New S-Tech 2004 in Shanghai and the 9th Seminar on River Trade Vessels and Navigation in Shenzhen organized by SNAME societies in China. The Chairman then thanked Mr. Nelson YU who had successfully organized an Annual Ball event during the Christmas period.



*Mr. H K LEUNG presenting his report at the AGM*

The Chairman thanked the Committee members' contribution to the MARINA publication and their support in the past years without failing, such as their efforts on the representation in some consultative committee meetings of the HKSAR Government. He also urged all Committee members for their continuing



*Members attending the AGM*

supports and cooperation and wished the Branch would achieve greater success in the coming year.

Subsequent to the AGM, new Branch Committee 2005/06 was formed with some new committee members joining. Mr. Francis LAW was elected as the new Chairman and Mr. Alan TSANG as the new Vice Chairman after two rounds of heated meeting discussions. With the new Committee, we hope to see more new ideas on the events and activities organized by the HKJB with a view to attracting more of our local members to participate in these functions.

*Reported by Ir. Michael LEE, Hon Secretary*



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### **Visit to the International Maritime Expo-China 2005 at Guangzhou**

A delegation of 22 members from Hong Kong led by Mr. Francis LAW (HKJB Chairman), Mr. S.F. HO (HKIMT Chairman), Mr. K.S. SZETO (IMarEST Vice



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*Opening Ceremony of the INMEX China 2005.*

President), Mr. Alex TO (HKIE-MMNC Chairman) and Mr. C.K. HO, Director of Oficinas Navais (Government Dockyard) of Macau SAR attended the International Maritime Expo (INMEX) – China 2005, organized by the Guangdong branch of the China Society of Naval Architects and Marine Engineers (GSNAME). The Expo took place at the Guangzhou City Exhibition Center in Guangzhou from 11th to 13th May. A technical forum was also held in conjunction with the 3-day trade exhibition at the venue for professionals from the maritime industry to exchange ideas with a core critical audience. Three papers were presented by Hong Kong delegation during the technical forum.

The Hong Kong delegation arrived Guangzhou in the evening of 10th May and attended the opening ceremony of the Expo next morning. Messrs. Francis LAW and K.S. SZETO represented the Hong Kong delegation to officiate the opening of the Expo. After the opening ceremony all VIPs were invited for a brief tour of the exhibition hall where hundreds of marine firms from overseas exhibit their latest products and

technologies. The technical forum was held at the lecturer theatre and three papers were presented by the Hong Kong delegation. Mr. S.F. HO, HKIMT Chairman presented a paper with title “HKIMT – Playing a Role to Sustain Hong Kong as an International Premier Maritime Centre” and Mr. P.S. KWAN presented a paper on “Potential of Nano-coating Application in the Maritime: long term anti-corrosion system” while Dr. K.S. FUNG presented a paper on “Marine Emission Inventory: Brief Introduction of Hong Kong Experience”.

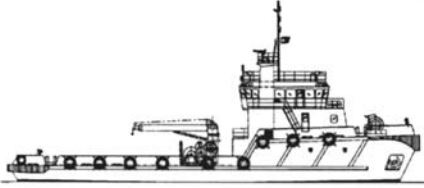
After the first day’s events, the Expo organizers hosted a reception on a launch together with a river cruise for all invited guests and VIPs. At the reception, GSNAME was presented with souvenirs from the Hong Kong delegation. A Memorandum of Agreement (MOA) was also signed between IMarEST and GSNAME by IMarEST's Vice President Mr. K.S. SZETO and GSNAME's Chairman Mr. HU Guoliang (胡國良) .



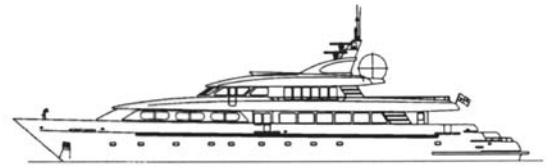
*Happy faces of the Hong Kong delegations*

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*Signing of MOA between Mr. K S SZETO (right) and Mr. HU (left) during the boat trip*

In the evening of 12th May, the Hong Kong delegation was invited by GSNAME for a dinner at a restaurant with the name “Feng Sheng Shui Qi” which means ‘very prosperous businesses’ and is a blessing favoured by many Chinese businessmen. At the dinner, Chairman HU expressed his heartfelt thank to the Hong Kong delegation for the support of the event. The delegation, in return, tossed good health to all office bearers and committee members of GSNAME and thanked for the warm hospitality rendered. After the dinner, some delegates had to depart Guangzhou and took the night trains back to Hong Kong while other delegates stayed behind to attend the remaining forum program the next day.

*Reported by Ir. S.F. HO*

### Happy Gathering Reviving a 30-year Friendship

The visit of Hong Kong by the President of The Royal Institution of Naval Architects on 7th April revived a 30-year friendship between President Nigel GEE and Mr. Jeremy S. F. HO, the newly elected Chairman of HKIMT. The two gentlemen had not met each other since 1975 when Jeremy spent his summer training in the U.K. with the hoverferry builder Hovermarine, as an undergraduate student. Jeremy was under the supervision of Nigel to test the model of the HM5 hoverferry at the towing tank of the National Physical Laboratory at Hyth. This happy gathering was arranged by Dr. Richard COLWILL, Director of BMT Asia Pacific Limited in Hong Kong.



*Messrs. Nigel GEE, Jeremy HO and Richard COLWILL (from left to right) during the happy gathering*

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# Article of Leisure

## AED-What is it?

### AED Saves Life

A passenger ship while on her way from Florida to Mexico in 2000, a 29 years old passenger Mr. Mike ROBIE collapsed in the dining room. The ship's doctor suspected an abnormal heart rhythm and immediately used an AED to shock his heart into a normal rhythm. Mr. Jules FLACH, Chief Executive of Pacific Medical Systems Limited, told the audience the story in the joint seminar organized by HKJB and HKIE, MMNC Division on 30 March 2005.

### AED and SCA

What is AED? AED is the abbreviation for Automated External Defibrillator. Then what is defibrillator or defibrillation? In this article, the author will present the usefulness of AED on sudden cardiac arrest (SCA).

Sudden cardiac arrest means the heart stops beating in the normal way. The electrical impulses that control the rhythm of the heart become disorganized. It is also called ventricular fibrillation. In ventricular fibrillation, the heart's pumping action stops abruptly and death ensues in minutes unless normal heart rhythm is restored. About half a million of Americans and 10,000 Hong Kong people die of SCA each year and the chance of survival from a SCA is less than 5%. The American Heart Association indicates that 50% of the SCA victims do not have any prior heart disorder history. Time is the key factor in the survival of a SCA and the chances decline about 10% for every minute prior the restoring of a normal heart rhythm. Defibrillation, which is the delivery of a brief, therapeutic current through the SCA victim's chest, is an effective way to restore the victim's normal heart rhythm.

Defibrillator technology has advanced that defibrillation can be accomplished highly reliably by non-medical

professionals using Automatic External Defibrillators (AEDs). AEDs accurately and automatically analyze heart rhythm and will only allow defibrillation therapy when detecting SCA.

### Application of AED in Aviation Industry

All US airlines are now required to carry on their aircraft AEDs since 12 May 2004 in accordance with Federal Aviation Administration Regulations 14 CFR Parts 121 and 135 'Emergency Medical Equipment'. As a matter of fact some US airlines have carried AEDs well before the effective date and many non-US airlines also carry AEDs on their aircrafts.



*Mr. J FLACH showed the audiences how an AED worked*

### Should Ships Carry AED on board?

We know that many regulations come from the USA and then other countries and international organizations will follow later. It is likely that AED will be mandatory in ships one day. Also, we engineers are good at long term planning and contingency planning. We must aware that ships are similar to aeroplanes in a way that it is difficult to access rescue teams. There are known cases that having an AED onboard can save life. We should make use of defibrillator technology and shipping companies should be encouraged to place AEDs onboard.

Living healthily and how to live longer have been hot topics these days. It is therefore suggested that fellow engineers should keep a happy mind, carry out good stress management, follow good safety practices and keep AEDs in your working places if it is not too expensive to have one. In this way, we will have a happy and safe life.

By Ir. K F TANG



*Presentation by Mr. J FLACH on AED*

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**The views expressed in this Newsletter are not necessary those of the Hong Kong Institute of Marine Technology or the Hong Kong Joint Branch of RINA & IMarEST. The Editorial Committee cannot accept responsibility for the accuracy or otherwise of information received in good faith and published by them in the MARINA.**

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.

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YU Kam Cheong Nelson

## 2005/06 Hong Kong Joint Branch Committee

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## **H.K. Joint Branch of RINA and IMarEST Branch Committee and Sub-Committees Arrangement/ Structure**

The Joint Branch Committee shall manage the business of the Branch, furtherance the Objects of the parent bodies, promote the activities and to increase the membership of the parent bodies. It shall hold regular meetings at least once every two months. It shall give directions and advice to various sub-committees where necessary and to maintain an updated circulation list of the members in Hong Kong.

*Joint Branch Committee* (18 members, excluding Immediate Past-Chairman and ex officio )

### **Committee Office Bearers:-**

Committee Chairman,  
Vice Committee-Chairman  
Hon Secretary  
Hon Assistant Secretary  
Hon Treasurer

### **Committee members:-**

Immediate Past-chairman  
Sub-Committee Chairmen ( 4 persons)  
Sub-Committee Vice-chairmen (4 persons)  
Sub-Committee members as required

Within the Branch Committee, it shall run following *Sub-Committees:-*

1. Education & Students Affairs Sub-Committee (ESSC)
2. Publicity Publications & PRC Liaison Sub-Committee (PLSC)
3. Public-social Relations Sub-Committee (PRSC)
4. Technical Meeting Sub-Committee (TMSC)

### **Roles of Office Bearers/ Committee Officers:-**

Committee Chairman is the chief executive who is responsible to lead the committee on each year's activities and commitments; to set goals and targets for the well being of the local members and the Institute; to arbitrate discussion, gather consensus, and to cast the tie-breaking vote at meetings when necessary.

Vice Committee-Chairman is the assistant to the Committee Chairman and may act on his behalf when so delegated or at his absence.

Hon Secretary is responsible for taking minutes during each meeting of the committee and communicating with HQ London, the secretaries of all sub-committees, committee members, and local members, and to coordinate membership interviews.

Hon. Assistant Secretary is the assistant to the Hon Secretary and may act on his behalf when so delegated or at his absence; to maintain the updated local membership list and their circulation addresses / contacts; to maintain an updated list of local shipping / maritime organisations contact list.

Hon Treasurer is responsible for all payments for agreed/ approved expenditures and accounting aspect of the committee.

Sub-Committee Chairman is the leader of each sub-committee who is responsible to lead the sub-committee on each year's activities and functions and to set goals and targets for the well being of the local members and the Institute for council's approval; to arbitrate discussion, gather consensus, and to cast the tie-breaking vote at meetings when necessary.

Vice Sub-Committee-Chairman is the assistant to the Sub-Committee Chairman and may act on his behalf when he is so delegated or at his absence. He is also responsible for taking minutes during each meeting and communicate with members of the respective sub-committee. A copy of the meeting extract together with any suggested discussion agenda should be forwarded to Hon Secretary at least two weeks before each committee meeting.

### **Commitments to Committee/Sub-Committee Meetings**

Each of the above sub-committee should hold meeting at least once every two months at place time chosen themselves. Any member who fails to attend 3 meetings consecutively shall be automatically ceased to be committee/ sub-committee member. Another member or co-opt member shall be nominated to take his place at the discretion Chairman of each committee or sub-committee .

### **The Role of Joint Branch Committees:-**

To co-ordinate and run the Branch committee / sub-committee activities. It shall hold regular meetings at least every two months. It shall give direction and advice to various sub-committees where necessary and to maintain update circulation list of members in Hong Kong.

### **Term of reference for Various Sub-Committees**

1. *Education & Students Affairs Sub-Committee (ESSC)*  
To co-ordinate resources for the development of local professionals in relation to education and training, to co-ordinate awards or scholarships where necessary, to co-ordinate interview matters relating to applicants for membership.  
  
To co-ordinate students activities such as student projects presentation, technical visits and organize career talks to schools, technical and tertiary institutes
2. *Publicity Publications & PRC Liaison Sub-Committee (PLSC)*  
To express professional views in public relating to maritime safety and marine environmental protection matters where necessary so as to fulfil our professional role and commitment to the society and public, to issue MARINA on quarterly basis and to co-ordinate the issue of DIVISIONAL NEWSLETTERS on need basis.  
  
To co-ordinate periodic meetings with PRC counterpart and related professional bodies for holding periodic technical exchanges or meeting, visits, etc., to co-organize seminars when necessary.  
  
To co-ordinate with parent bodies on Branch activities and forward reports to parent bodies for publication as necessary
3. *Public-social Relations Sub-Committee (PRSC)*  
To organize social events as appropriate including the Annual Ball, to initiate public relation with Hong Kong Shipowners Association, Classification societies, shipping companies and maritime related organizations.
4. *Technical Meeting Sub-Committee (TMSC)*  
To organize 6 to 10 technical paper meetings per year and one seminar each year; to prepare souvenir plaques for presenters, invite guest speakers and prepare circular for distribution; to prepare technical meeting venues.

### **2005/06 Committee Office Bearers:-**

Committee Chairman	LAW MH Francis
Vice Committee-Chairman	TSANG CM Alan
Hon Secretary	LEE KF Michael
Hon Assistant Secretary	TANG ST Alan
Hon Treasurer	TANG Kwong Fai

### **2005/06 ex officio**

Immediate Past Chairman	LEUNG Hou Kin
Vice President of IMarEST	SZETO Ka Sing

### **2005/06 Sub-Committees Arrangement:-**

1. *Education & Students Affairs Sub-Committee (ESSC)*  
Chair: Mr. MAK Chiu Ki  
Vice-Chair: Dr. TANG S.T. Alan  
Sub-Com Members: Mr. LEE KF Michael  
Mr. CHU Ka Lok Eric
2. *Publication & PRC Liaison Sub Committee (PLSC)*  
Chair: Mr. LEE Wai Kuen  
Vice-Chair: Mr. TSO Chi Hung  
Sub-Com Members: Mr. CHAN Ming Yau  
Mr. TANG Kwong Fai
3. *Publicity-Social Relation Sub-Committee (PRSC)*  
Chair: Mr. LO Wing Shun Albert  
Vice-Chair: Mr. YU Kam Cheong Nelson  
Sub-Com Members: Mr. LAI M K  
Mr. SZETO Ka Sing  
Mr. LEE Siu Kai Johnson
4. *Technical Meeting Sub-Committee (TMSC)*  
Chair: Mr. POWER David  
Vice-Chair: Mr. DIAS Richard  
Sub-Com Members: Mr. CHENG Yeung Ming  
Dr. TANG ST Alan  
Mr. TANG Yu Cheong