



# 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: July 2006

### Shipping & Maritime News

#### “DB Support” – A Multi Purpose Workboat

A 25-metre aluminum catamaran is specially designed and built for supporting Discovery Bay Ferry Operations in Hong Kong. It is a multi-functional vessel, but manned by a crew of four. Propulsion is diesel-powered by twin water jets, capable of a maximum speed of 25 knots when she is carrying 60 passengers.

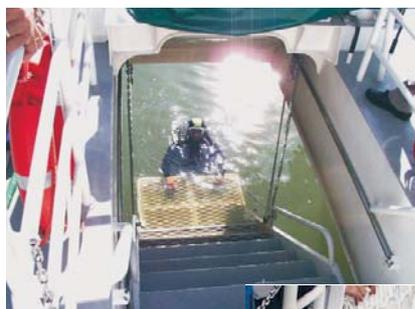
It is regarded a big breakthrough for the first of its kind because it has overcome the hull design contradiction between Tugboat and High Speed Craft. Being shallow draft, it can suit shallow waterways and maneuver at high speeds despite having the ability to push and tow. Such multi-purpose vessel would greatly enhance the support services of the company.

Its versatility enables a wide variety of functions, including (1) Rescue and Diving Support, (2) Pushing / Towing, (3) Handling of Goods and Mooring Buoy Maintenance, (4) Passenger Carrying with Galley and Dining Areas, and (5) Crew Training as briefly described in the followings with illustrations by photographs.

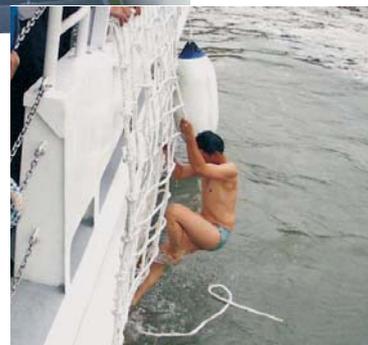


#### (1) Rescue and Diving Support

Survivors in the water and divers can board the vessel either through a bow ladder that can be lowered into the water, or from the outboard platforms at stern.



[ \*\* By activating the quick release device, rope ladder can be let go over side for survivors in the water to climb onboard. ]



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*\*\* It carries a rescue boat onboard for picking up survivors from the water, or to support the diver from this rescue boat .*



**(3) Handling of Goods and Mooring Buoy Maintenance**

A boat crane is equipped to serve a work deck aft. Cargo handling, launching and recovery of rescue boat, or inspection and maintenance of mooring buoys can be done.



**(2) Pushing / Towing**

At forward end, it is fitted with vertical fenders for pushing vessel, while there is a towing hook at aft deck with a quick release device provided at the wheelhouse.



**(4) Passenger Carrying with Galley and Dining Areas**

Main deck compartment has seating for 60 passengers, with adequate storage space for their luggage. It has own galley with cooking facilities in dinning space. Toilet and shower room are also provided.



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### (5) Crew Training

Fitted with comprehensive range of navigation and monitoring equipment in the wheelhouse, Masters, Assistant Masters and Engineers are trained in steering system and engine controls for high speed water-jet maneuvering, and low speed maneuvering control during docking and rescue, while deck and engine crew learn how to operate the deck crane and the routines of engine room duties.



For search and rescue, CCTV and infrared night vision equipment are equipped to allow the vessel to be used any time of the day or night.

### The Hong Kong Qualifications Framework

This short article serves to give a brief introduction of the Hong Kong Qualifications Framework (HKQF) that, the Executive Council of the SAR Government has endorsed to establish in February 2004.

The objectives of setting up the HKQF are to clearly define the standards of different qualifications, ensure their quality and provide articulation ladders among different levels of qualifications. The HKQF will serve as a cross sectoral human resource development, assessment and recognition platform with 7-level competency standards. The basic characteristics under each level of the competency standards range from Level 1 for one can understand, comprehend, analyse, respond, criticize, innovate, to one can originate at Level 7 respectively.

The Education and Manpower Bureau (EMB) have set up Industry Training Advisory Committees (ITACs) to develop the competency-based qualifications for the industries. So far, ITACs have formed in eleven industries; namely, Printing and Publishing, Watch and Clock, Chinese Catering, Hairdressing, Property Management, Electrical & Mechanical Services, Jewellery, Information & Communications Technology, Automotive, Beauty and Logistics industries. The competency standards for Ship Repair and Mechanical Engineering are grouped under the Electrical & Mechanical Services Industry.

Professionals were engaged to develop the Specification of Competency Standards (SCSs) for different sectors of the industries. There are sub-committees formed under the ITACs to provide technical advice to the professionals. The sub-committees are represented by employers, employees and workers from private firms and public utilities companies and professional bodies with the support of the Hong Kong Council for Academic Accreditation (HKCAA) and the Government. They all work together to develop the SCSs based on which training providers will develop

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the curricula. The sub-committees would develop a library of 'units of competency' (UoCs) from which stakeholders can select their individual list of competencies based on their requirements.

The drafting of the UoCs for Ship Repair and Mechanical Engineering industry is underway and consultation from the public would be sought after completion of the first draft. Members can find more detail information of the HKQF, from website : [www.hkqf.gov.hk](http://www.hkqf.gov.hk).

### **Enforcement of Freight Containers Safety in Hong Kong**

The Freight Containers (Safety) Ordinance and its four pieces of subsidiary legislations (i.e., the Freight Containers (Safety) (Applications for Approval of Containers) Regulation, Freight Containers (Safety) (Fees) Regulation, Freight Containers (Safety) (Arrangements for Authorized Persons) Order and Freight Containers (Safety) (Examination Procedure) Order) were enacted respectively in May 1997 and May 2001 for the purpose of implementing the "International Convention for Safe Containers, 1972" in Hong Kong. The Convention was adopted by the International Maritime Organization to standardize the requirements for testing, inspection and approval of containers, and to prescribe procedures for their maintenance, examination and control so as to ensure safety in their handling, stacking and transportation. **The Ordinance has been further amended in June 2006 and it will come into force together with its four pieces of subsidiary legislations this autumn.**

Under the Ordinance, a "container" means an article of transport equipment which is –

- (a) of a permanent character and accordingly strong enough for repeated use;
- (b) designed to facilitate the transport of cargo by one or more modes of transport, without intermediate reloading;
- (c) designed to be secured or readily handled or both, having corner fittings for these purposes; and

(d) of a size such that the area enclosed by the outer bottom corners is either –

- (i) at least 7 m<sup>2</sup> if the container is fitted with top corner fittings; or
- (ii) at least 14 m<sup>2</sup> in any other case,

whether or not it is being carried on a chassis, but excluding any vehicle or packaging being used in conjunction with the article.

Containers are widely used in the local logistics industry. The container throughput in Hong Kong port is 22,602,000 TEUs in 2005. In general, the containers on trains and trucks, in container yards and on vessels are under the control of the Ordinance. The Ordinance stipulates that the owner of a container shall ensure that his container has a valid safety approval plate and the container is maintained in a safe condition as well as periodically examined. However, the owner may transfer the abovementioned duties to a bailee or lessee by expressed terms of a contract.

The Ordinance empowers Marine Department to appoint classification societies as "authorized persons" to carry out the functions of the approval of containers. A prototype container is to be examined and tested as to the structural safety requirements and test standards specified in Schedule 1 of the Ordinance before the container design type can be approved by the "authorized person". The surveyors of classification societies should witness the structural tests of the container including lifting test, stacking test, concentrated loads test, transverse racking test, longitudinal restraint static test, end walls and side wall tests. Several classification societies active in the field have confirmed their acceptance as "authorized persons". The Ordinance also empowers the inspectors of Marine Department to detain any containers in Hong Kong (on land or on board a vessel) which may prejudice the health or safety of any person.

*By Mr. F. P. Leung  
Marine Industrial Safety Section, Marine Department*



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## Sea-going Cadetship Training Incentive Scheme Update

In the VIP Room of Marine Department packed by representatives from industry, a recent cheque presenting ceremony by Ms Eva Cheng, Permanent Secretary of Economic Development and Labour, to 13 cadets by who completed their cadetship training employment contracts, she said, "Among the 19 cadets who have completed the training programme, 14 have acquired their first professional qualification. This proves the success of the Scheme, which has attracted enthusiastic and intelligent young people to join our thriving shipping industry."

The Scheme was launched in July 2004 with the full support of the Hong Kong Maritime Industry Council to alleviate the shortage of home-grown ex-seagoing professionals to fill shore-based positions. Up to now, the Government has approved a total of 48 applications. Some 20 cadets recently graduated from universities or technical colleges are expected to join the Scheme this summer. It is likely that the number will rise in the coming years as more young people would find seagoing jobs a worthwhile and challenging career.

## 2nd Advance Maritime Engineering Conference and PAAMES 2006

PAAMES (Pan Asian Association of Maritime Engineering Societies) was organized for the object of promoting science and technology in maritime engineering, and has, at present, 15 member societies

throughout the Pan Asian region. AMEC (Advanced Maritime Engineering Conference) is an international technical conference on maritime engineering with the first event held in Shanghai China 2004.

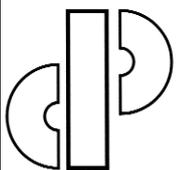
Around 90 papers will be presented in 2nd AMEC2006 by maritime engineering professionals through out the world. SNAK (The Society of Naval Architects of Korea) is hosting the 2nd PAAMES meeting and AMEC2006 to be held on October 18 (Wednesday) ~ 20 (Friday), 2006 at the venue "International Center, Cheju National University", Jeju Island, Korea.

2nd PAAMES Forum is scheduled to hold on 18 October with the theme selected as: "Harmonization of maritime engineering industry and related infrastructures, such as education and R&D, in Pan Asian region," and "Cooperation among PAAMES member societies." The 2nd AMEC and PAAMES events would primarily attract hundreds of professionals from the Pan-Asian countries to exchange current developments and to enhance cooperation in mutual beneficial areas. More details, registration and hotel reservation are obtainable from leaflets attached with current MARINA or from website: [www.hkimt.org.hk](http://www.hkimt.org.hk) ( look for "activities") or from website : <http://paames2006.net/>.

## Work Boat China Exhibition Announced

China's first exhibition to be aimed solely at the very important work boat market has been announced. Work Boat China will be held at Dalian from June 26 to 28, 2007.

Jointly organised by Baird Events and Dalian Xinghua Exhibitions, Work Boat China will provide a truly international market place. Chinese designers and builders of and suppliers to tugs, ferries, fishing boats, OSVs, patrol boats, pilot boats, rescue boats, tourist vessels, dredgers and all the myriad craft that make up the work boat market will be able to show their wares to the numerous visitors expected. More information may be obtained from Web: [www.bairdevents.com](http://www.bairdevents.com)

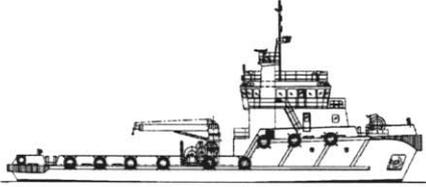


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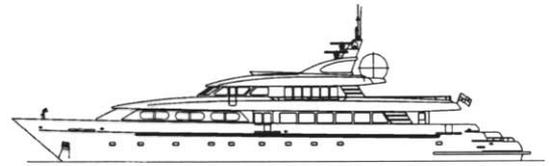
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## HKIMT & HKJB NEWS

### Dragon Boats and Color Boats Race 2006

The Dragon Boats and Color Boats Race Event 2006 held in the Government Dockyard of Marine Department on 20th May (Saturday) attracted around 30 invited teams from maritime industry. HKJB and HKIMT participated as a joint team for both types of races which were attended by over 20 members and guests. Many teams took few training sessions before the real race to ensure better preparedness and groupwork.



*The Joint Team with HKJB-HKIMT logo sport shirts encouraged by Mr. WK LEE, Deputy Director of Marine*



*The HKJB & HKIMT Joint team in action*



*The Joint Team and HKIE-MMNC team at the finishing line showing near game*

This year, the dragon boat race for the “Learned Society Trophy” was won by HKIE-MMNC team of whom our joint team showed a near game at the finishing line (see photos). The annual gathering drew support of hundreds of participants from the industry to socialize and demonstrate teamwork at the races that many enjoyed fully amid the food and drinks offered by the organizer, Marine Department and the sponsors.

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## Notice on Whereabout These IMarEST Members

Following members were suspended of their IMarEST membership due to no renewal

Surname	Initials	Membership no.	Surname	Initials	Membership no.
LEUNG	WC	47xxx4	LAU	KL	53xxx8
WONG	KK	46xxx4	LEUNG	KK	60xxx2
CHU	CM	36xxx4	SHAM	KY	60xxx4
LAU	WW	32xxx8	LEE	YY	60xxx1
MOK	CY	49xxx9	LO	KK	60xxx4
FONG	CK	52xxx1	HO	KC	34xxx8
PYNE	AAJ	61xxx0	HO	YS	46xxx7
YUEN	CW	61xxx6	MAI	KW	47xxx8
CHEUNG	MT	61xxx1	WU	HS	47xxx6
NG	WH	42xxx7	FONG	WY	49xxx7
NG	SM	54xxx1	WAN	SH	53xxx0
RIEDIJK	P	61xxx8	WONG	CY	56xxx8
IP	CW	44xxx1	DAS	PK	57xxx2
BUT	SW	46xxx9	TONG	SW	24xxx4
LAI	WF	04xxx1X	LI	KK	46xxx1
WONG	HW	48xxx8	SALTER	DJH	56xxx6
LEE	SWE	49xxx1	CHAN	YWE	48xxx0

Following members were cancelled of their IMarEST membership due to prolonged period of no renewal.

Surname	Initials	Membership no.
FONG	CY	054xxx2
CHAN	LM	048xxx1
LEE	TMN	046xxx2
HO	SC	049xxx6
LAI	VK	057xxx3
YEUNG	PH	037xxx3
LO	HF	054xxx8
CHEUNG	CM	61xxx0
LAM	HC	049xxx7
LEE	HKH	045xxx5
KWAN	KF	60xxx8
HO	CW	051xxx9
GROOL	R	049xxx6

**Remark:** If you know where they are, try to remind them. If the above members wish to re-activate their membership again, please contact IMarEST Membership Section as soon as possible or via email to :

[anne.dewar@imarest.org](mailto:anne.dewar@imarest.org) or

[nicole.miller@imarest.org](mailto:nicole.miller@imarest.org)

## Article of Leisure

### Brave Captain

Once upon a time, there was an officer of the Navy named Captain Bravado who showed no fear when facing his enemies. One day, while sailing the Seven Seas, his lookout spotted a pirate ship approaching, and the crew became frantic. Captain Bravado bellowed, "Bring me my red shirt!"

The first mate quickly retrieved the captain's red shirt, and while wearing the brightly colored frock, the Captain led his crew into battle and defeated the mighty pirates. That evening, all the men sat around on deck recounting the triumph of earlier. One of them asked the Captain, "Sir, why did you call for your red shirt before battle?"

The Captain replied, "If I were to be wounded in the attack, the shirt would not show my blood. Thus, you men would continue to fight, unafraid." All of the men sat and marveled at the courage of such a manly man's man. As dawn came the next morning, the lookout spotted not one, not two, but TEN pirate ships approaching. The crew stared in worshipful silence at the Captain and waited for his usual orders.

Captain Bravado gazed with steely eyes upon the vast armada arrayed against his ship, and without fear, turned and calmly shouted, "Get me my brown pants."

## Coming Events

[ Please check update or detailed information at website: [www.hkimt.org.hk](http://www.hkimt.org.hk) ]

- Experience Sharing Session ( 12 Sept 2006 )
- Technical Visit to Aircraft Engine Maintenance in HASEL ( end Sept 2006)
- Seminar on Marine Pollution Prevention on Annex I and Annex VI ( early Oct 2006)
- 2nd Advance Maritime Engineering Conference (AMEC) and PAAMES 2006, in Chejil, Korea (18 ~20 Oct 2006)
- Seminar on Environmental Energy Sustainability ( Nov 2006)
- Annual Ball ( 17 Nov 2006 )
- Technical Visit to Honda Plant in Guangzhou ( Dec 2006)
- Technical Talk on Local Vessels Safety Legislation, ( Dec 2006)
- International Marine Exhibition and Forum 2007 (INMEX China 2007) in Guangzhou (7 to 9 March 2007)



All correspondence should be addressed to the Hon Secretary, Hong Kong Joint Branch of RINA and IMarEST, G.P.O. Box 2516, Central, Hong Kong, or by facsimile to Fax no. (852) 2573 6966. All matters pertaining to MARINA should be addressed to the above contact address.

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