



# 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 2006

### Shipping & Maritime News

#### The 2nd Pan Asian Association of Maritime Engineering Societies (PAAMES) meeting and Advanced Maritime Engineering Conference (AMEC) 2006

The 2nd PAMMES / AMEC 2006 was held at the International Centre of the Cheju National University on South Korea's Jeju Island from 18th to 20th October 2006 and attracted a large number of participants (see photo above) from different countries in the region. A delegation of 12 from Hong Kong was also well represented, including Mr. SF HO (Chairman of HKIMT), Mr. Francis LAW (Chairman of HKJB), Mr. KS SZETO (President of EAD), Mr. HK LEUNG (Immediate Past Chairman of HKIE-MMNC), Mr. Ernest CHAN ( HK Marine Police),



At the keynote speech representation

Dr Alan TANG and Dr. KS FUNG (from HKIVE-VTC) and Mr. Roger CK LEE and Mr. FK MOK ( from Marine Department), Mr. Jenning WANG (Shun-Tak Shipmanagement) etc.

The PAAMES International Standing Committee (ISC) meeting in the morning of 18th October was chaired by



#### Contents:-

<i>Shipping &amp; Maritime News</i> .....	1 – 4
<i>HKIMT &amp; HKJB News</i> .....	4 – 7
<i>Coming Events</i> .....	7
<i>Article of Leisure</i> .....	8

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Professor Hang S. Choi, Past President of The Society of Naval Architects of Korea (SNAK). The meeting approved the Society of Naval Architects and Marine Engineers of Taiwan to become the 16th member of PAAMES and the 3rd meeting and conference to be held in Japan.

The PAAMES Forum in the afternoon with the theme “Harmonization of maritime engineering industry and related infrastructures, such as education and R&D, in Pan Asian region, and Cooperation among PAAMES member societies” was well attended. Four keynote speeches were presented:

- Prof. Zhang Shengkun, President of SSNAME on “Focusing on the Academic Activities to Promote the Development of Maritime Industry”
- Mr. Keith Read of IMarEST on “The Importance of International Standards to Today’s Marine Industry”
- Mr. Toshiyuki Kano of NMRI on “Maritime Transport in Northeast Asia in the Global Economic Era”
- Mr. Jong-Kwan Rim of KMI on “Future of the Vessels’ Role in Supply Chain Management”

Mr. S. F. Ho and Mr. H. K. Leung were selected as discussants to the speeches by Professor Zhang and Mr. Jong-Kwan Rim respectively.




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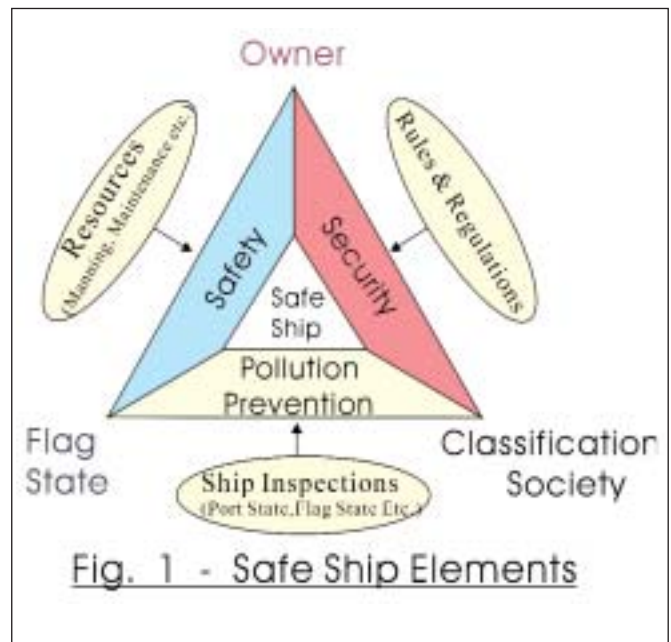
The PAAMES meetings were followed by the AMEC 2006 conference in the next two days, 19th and 20th October, at the same venue as well as the 3rd PAMMES ISC meeting at the Oriental Hotel in the evening of the 19th. The 3rd ISC meeting was chaired by Professor Naito of Japan Society of Naval Architects and Ocean Engineers (JASNAOE). The meeting has decided to publish a PAAMES journal and a working group chaired by Professor Tahara would be formed.

A delegation with 12 members from Hong Kong registered and attended the two-day AMEC 2006 conference. Of the 90 papers presented at the conference, three were from Hong Kong. The conference recorded a total of over 200 international participants.

### Safety Control and Monitoring of Ships in Hong Kong (Part 1)

To ensure that ships can sail through our waters safely and efficiently, the Marine Department (HKMD) of Hong Kong Special Administrative Region has not only employed a sophisticated vessel traffic services

(VTS) system and pilotage service etc. for safe navigation but also conducts regularly safety inspection of ships in Hong Kong waters to ensure the safety of these ships. The paper is presented focusing on the safety control and monitoring in HKMD. Figure 1 shows the principal elements required for a safe ship and the following are the details of different type of inspections.



### Foreign Registered Ships – Port State Inspections

Whilst in HKMD surveyors carry out port state inspections of these ships to ensure they meet all international safety, security and environmental design and operational standards. In 2005 we inspected a total of 500 Ocean going ships and detained 85 ships. Hong Kong is a member of the Tokyo Memorandum of Understanding of Port State Control (PSC) in the Asia-Pacific Region and the performance target for PSC section of the Department is inspecting 15% of ocean

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going vessels entering Hong Kong. Poorly maintained and high-risk vessels will be selected for PSC inspection. All ships found with major deficiencies (e.g. poor condition of the ship, equipment or machinery, under manning, or overloading) will be detained by the Department until rectification work has been carried out to the satisfaction of by the Department before the ship is allowed to proceed to sea. The detention rate of PSC inspections for 2003, 2004 and 2005 is 26.34%, 23.1% and 16.8% respectively. The declining trend of the detention rate during these last 3 years indicates that the number of sub-standard ships calling Hong Kong is decreasing.



*Bottom Survey*

*[Part 2 of this article will be issued in next MARINA which will cover control and monitoring of Hong Kong registered ships on Flag State Inspection, licensed and coastal vessels and passenger vessels]*

### **Hong Kong Marine Police New Patrol Boats Contract**

Contract signing ceremony for the building of 17 Medium Police Launches (MPLs) at the Government Dockyard of HKSAR was held on 19th September 2006. A Taiwan shipyard was awarded the contract through the Central Tender Selection Board arrangement.

The new all aluminium alloy construction MPL measures 19m LOA x 5m B x 2.5m D can reach a top speed of 45 knots. The first batch of six MPLs will be delivered by the end of year 2007. The launches are part of the Marine Police Force's patrol craft renewal programme to adopt high-speed boats in line with the phased implementation of the "Versatile Maritime Police Response" (VMPR) system to create a more efficient and responsive Marine Police fleet. The VMPR system integrates land radars with day/night cameras to identify suspicious activities and responds with versatile marine police vessels.

### **HKIMT & HKJB NEWS**

#### **Informal Experience Sharing Session**

This informal session on "Some of the practical consideration and problems in Newbuilding Contract, Plan Approval & Construction Process" was held on 12 Sept. 2006 at Harbour Club and well attended by the members.

The joint speakers are Albert W.S. Lo, Chair of HKJB PR & Social Committee and Consultant, and Mr. H. P. Kwong, a Newbuilding Consultant with Southfleet Consultant & Co. Ltd. Both of the speakers have been working in Ship Owners & Ship Management Companies & Consultants firms, Newbuilding contract



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administration and construction supervision for over 40 years and they possess vast practical experience in the newbuilding contract, specification and construction.

The aim of this session is to share the knowledge and experience in newbuilding contract, specification, plan approval & construction process between the speakers and audients in a free & relaxed environment. The essence of talk & discussion is summarized as follows:

1. Each company has its own characteristic and we need to identify the company's policy, objectives and expectation in the newbuilding contracting & construction process before proceeding on the project.
2. *The main issues before contracting can be as follows:*
  - Commercial consideration for the Type of vessel and business prospects.
  - Model Tank Test, Power determination, Engine type, Draft, Speed & Fuel Consumption Criteria, Type of Main Engine
  - Price, payment terms & delivery time

- Selection of shipyards, reputation, reliability, quality, workmanship & post delivery service. This boils down to the actual comparison of different shipyard specification and come out with the recommendation to the Owners.

### 3. *Some important Clauses in the contract & specification*

- Speed & Consumption Warranty Clause
- Rules & Regulations to comply
- Contract Price & Payment Terms
- Adjustment of the Contract Price
- Modification, changes & extras
- Delays & Extension of time for delivery
- Performance Guarantee & Refund Guarantee
- Laws, Disputes & Arbitration Clause



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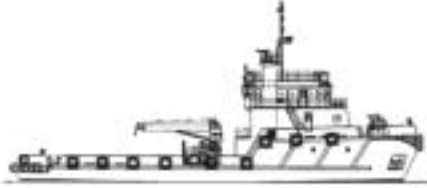
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4. *Some interested points in the plan approval process*

- Study full specification and prepare MOD on Buyers' Comments
- Power Analysis, i.e . power consumption, Steam Consumption, Propulsion Plant, heat balance
- Hull Structure & General Arrangement layout
- Engine Room Arrangement
- Plan Approval schedule, deadline, timing of submission

- Lower Lubricating oil Consumption, i.e. feedrate
- Engine Reliability
- Easy Maintenance
- Cost of Maintenance

5. *The Criteria of Selection of Main Engine*

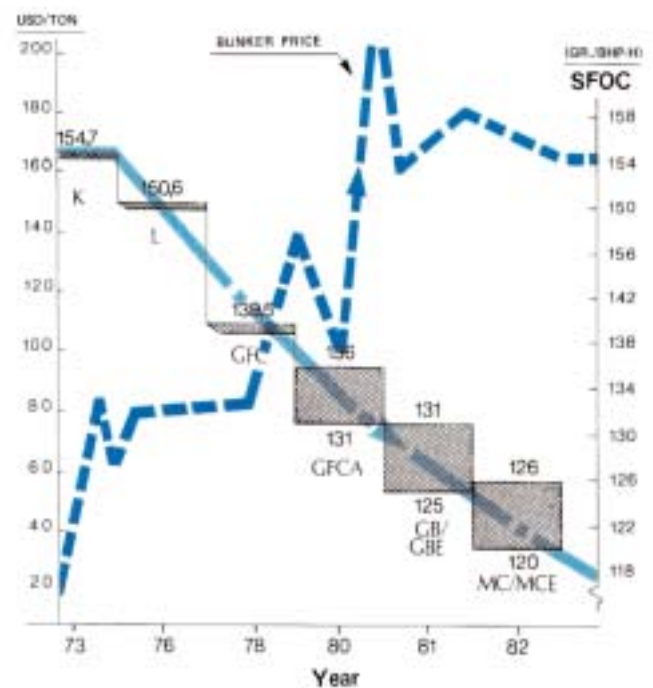
E.G. A choice between a large bore LMCE and smaller bore SMC engine types for a given ship size and service speed.

	<u>6L90MCE</u>	<u>6S80MC</u>
Nominal MCR (BHPxRPM)	31,860x78	2,7360x77
Required MCR	24,890x76	24,890x76
Level of derating (%)	78.1	91.0
N.S.R.	22,400x73.4	22,400x73.4
Fuel consumption (T/D)	62.9	63.9
Difference	BASE	(+)1.0
Estimated engine cost (%)	100	82.6
Difference	BASE	(-)17.4

The above comparison is one of the typical examples illustrating the engine type to be determined by means of the flexible layout diagram for commercial consideration.

- Identify RPM, Layout Flexibility
- Lower Specific Fuel Consumption

**FIG 2: FUEL CONSUMPTION V PRICE**



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## 6. *Some interested experience in setting up the Site team*

- Personnel Selection Criteria, i.e. Site Manager & Team Profile
- Team Size: Yard production rate; Preceived QC control level; Technical complexity of vessel; Component & Material Inspection.
- Health & Safety: Independent Certification OHSAS 18000; Shipyard safety policy; Owners Safety Audit; Constructive communication; Training for site team members; Personal Protective Equipment
- Document Control: Drawing; Inspection records; Correspondences, Certification
- Materials & Component: Common Areas of Concerns, i.e. Quality of Forging & Casting, Reliable sourcing, Engines quality &



availability, Reliability of Certification, Anchors & Cable

## 7. *Delivery Process – Guideline for taking a delivery*

- Sea Trial Result Analysis
- Outstanding Defects List
- Mooring Trial
- Post Sea Trial Inspection
- Protocol of Delivery
- Guideline for Standby Ship Staff to take the delivery

## Coming Events

1. Technical visit to Adventure-ship HUAN ( Saturday, 16 Dec 2006)
2. International Marine Exhibition and Forum 2007 (INMEX China 2007) in Guangzhou cum Technical Visits to Honda Plant or Electric Motors Plant in Guangzhou
3. Technical Talk on Arrangement of Competent Examiners and Authorized Surveyors for Survey Work under the new Local Vessel Ordinance (15 January 2007 )
4. Technical Visit to Aircraft Engine Maintenance in HAEL (being proposed /arranged)
5. Seminar on Marine Pollution Prevention on Annex I and Annex VI (being proposed /arranged)
6. Seminar on Environmental Energy Sustainability (being proposed /arranged)



## Article of Leisure

### Beer Lake

Two guys are fishing by the side of the lake. The first guy reels in his line and sees that he's snagged an old bottle. As he's taking it off the hook, a genie pops out and promises to grant him one wish. "Turn the lake into beer," he says. The genie goes "Poof!" and the lake turns into beer. He says to the other guy, "So what do you think?" The other guy says, "You jerk. Now we've got to piss in the boat."

### The Old Man and the Sea

A seaman meets a pirate in a bar, and they take turns to tell their adventures on the seas. The seaman notes that the pirate has a peg leg, hook, and an eye patch. Curious, the seaman asks "So, how did you end up with the peg-leg?"

The pirate replies "I was swept overboard into a school of sharks. Just as my men were pulling me out, a shark bit my leg off".

"Wow!" said the seaman. "What about the hook"?

"Well...", replied the pirate, "We were boarding an enemy ship and were battling the other sailors with swords. One of the enemy cut my hand clean off."

"Incredible!" remarked the seaman. "How did you get the eye patch"?

"A seagull dropping fell into my eye", replied the pirate.

"You lost your eye to a seagull dropping?" the sailor asked.

"Well..." said the pirate, "That was my first day with the hook."

*[Ref: Source from free joke galleries]*

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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