



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 1 : March 2009

HKJB & HKIMT Activities

HKJB 33rd AGM

The HKJB 33rd AGM was held on 13th January, 2009 (Tuesday) at 18:30pm in the Conference Room on 24/F., of the Harbour Building in Central, Hong Kong. A total of 15 members attended the AGM together with the attendance of Mr. Michael Lee (Retired Hon. Secretary) and Mr. K.L. Mak (as note taker).

The outgoing Chairman, Ir. Nelson Yu, gave a very detailed report on the JB's activities of the past year. He gave thanks to the Committee members, in particular, the chairs of the various sub-committees for their contributions and hard work.

The Hon Treasurer reported that the financial position of the JB was still sound.

The first committee meeting of 2009 was held immediately after the AGM. Ir. Dr. S.Y. Tsui was elected as the new Chairman of JB. Ir. Albert Lo was elected as the Hon Secretary. The committee also offered a vote of thanks to Ir. Michael Lee and Dr. Alan Tang for their contributions as the Hon. Secretary and Asst. Hon. Secretary in the past years.

(Reported by Tang Kai Fun)



Outgoing Chairman Nelson Yu and new Chairman S.Y. Tsui



Members at the 33rd AGM



Members attending the 33rd AGM

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SHIP REPAIRS

Technical Visit to Longxue Shipyard on 28th February, 2009 – Guangzhou

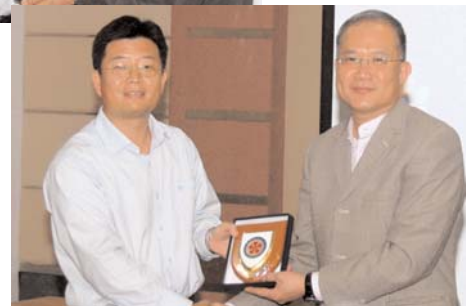
Members from HKJB, HKMIT and MMNC division of HKIE conducted a two-day visit to Guangzhou on 28th February and 1st March, 2009. A total of 41 participants joined the visit. Representatives from GDSNAME Mr. Hung (the Sec) and Madam Qin (Co-ordinator) welcomed us in front of the Guangzhou East Station at 9:30am. A coach was waiting there to pick us up to the Guangdong Machinery Imports & Export Co., Ltd. A video introduction regarding Guangdong Machinery Group's range of business was presented to us first, then followed by several speeches from



Chairman of HKIMT gave his views



Experience sharing with GMG & GDSNAME



Exchange of Souvenirs



Chairman of HKJB gave his views

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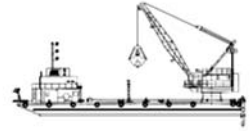
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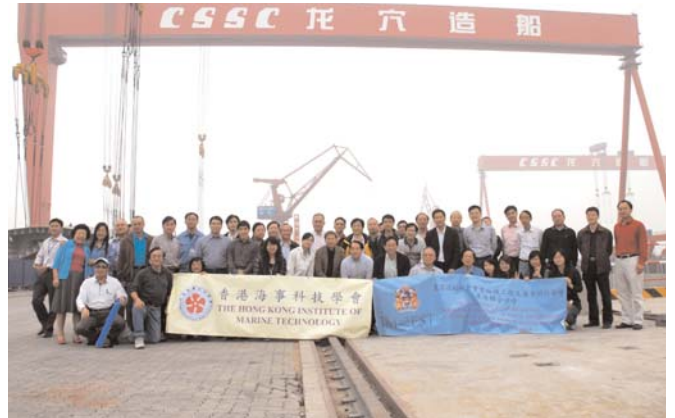
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Speech by representative of Longxue Shipyard



Group photo under the big gantry crane



Experience sharing with Longxue Shipyard staff



Good memory

representatives of GMG. With an annual turnover of US\$0.5 billion – 0.7 billion and as the head of 14 subsidiaries and 8 branches, GMG is now ranking top 500 in China's import and export field. After lunch, we went to CSSC Guangzhou Longxue Shipyard which is situated on the Longxue Island in Nansha District. From the introduction by their representatives, we know that Longxue Shipyard is currently under construction and upon completion, it will have a capacity of repairing 350 vessels of various types. Their repairing dry dock can accommodate up to 300,000 tonnes vessel. After the introduction, we had the chance to go up to the viewing spot of the Longxue Hill. From the viewing spot we could see the overall view of the whole Longxue Shipyard. Later we had a tour round the shipyard and had some photos taken.

From this visit, we all understand the importance of having a strong co-operation among Guangzhou, Hong Kong and Macau with regard to ship building industry.

(Reported by Tang Kai Fun)

Friendly Soccer Game on 1st March, 2009 – Guangzhou

After the Longxue Shipyard visit on the 28th February, 2009, in the next morning, we went to the South China Polytechnic University where we had a friendly soccer game with the GDSNAME. The weather in that morning was excellent and the football field was good. Our joint team HKJB,

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Group photo before the match



Good tackle



Group photo after the match



Our soccer team

HKMIT and MMNC of HKIE as well as members from Macau Maritime Authority played a very good game with some wonderful cheering team from both sides. We headed the 1st half with 2 goals and finished with 5 goals to nil. It was really a friendly soccer game. Everybody enjoyed the game very much. Photos were taken before, during and after the



Presentation of Mementos

game. After the game, we all gathered to have the lunch within the University's restaurant. We trust that such a social activity or similar activities can be held regularly so that our friendship with the GDSNAME can be strengthened.

(Reported by Tang Kai Fun)



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Marine Engineer Career Talk cum Chairman Evening



Speakers and students at the Career Talk

A student career talk was held at the Theatre Lounge, G/F., of Chung Sze Yuen Building at HK Poly U on the 25th February 2009 starting from 18:00. The Chairman Evening and buffet dinner followed immediately after the Career Talk.

Experienced speakers and guests such as Dr. K.W. Chan (Asst. Prof of HKU) was invited to join this talk. A total of 55 persons attended the talk including 35 mechanical engineering students from HKU, HK Poly U and IVE.

Ex-Director of Marine Dr. S.Y. Tsui started the talk, then followed by Ir. Albert Lo and Ir. K.K. Lo, each of them shared their experience during their sea-going life while they were trained as marine engineers.



Speakers at the Career Talk

Then a talk was followed by Capt. Marso Law, he stressed that students from Marine field would never have difficulty in finding a job either at sea or on land after they obtained the Certificate of Competence. Also he stated that the salary scale was much higher than the salary scale on land. The route to become a first class engineer is a matter of 4 to 5 years after working on-board an ocean going vessel and the salary increments is fast and can be up to HK\$100,000 per month as an 1st class engineer.

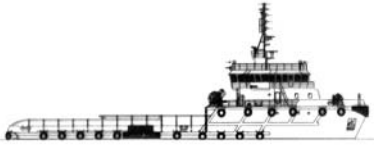
Marine surveyor and examiner of engineers Mr. K.F. Kwan from HK Marine Department also introduced the sea-going incentive scheme (for Engineer cadets) to students.

The scheme has been well accepted by students. The previously allotted fund has been nearly used up.

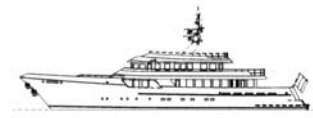


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Experience sharing

Marine Department has asked the HKSAR Government to increase the fund in order to cope with the demand.

Finally two post-graduated students Ms. Kwok Wing Yan Joanna and Mr. Leung Man Wai shared their views on their route to marine engineer as well as to share their sea-going life to the audience.

Questions raised by the students included how to spend their leisure time onboard vessel; what kind of routine activities they have to face besides the duties as an engineer cadet; how long they will have holidays to return home to see their family; what kind of danger they may face, etc.

And during the buffet dinner, experience sharing was continued by Capt. P.M. Lam – Marine Advisor from

HK Shipowners Association as well as by the past Chairman of HKJB Ir. Nelson Yu.

Even after the buffet dinner, a few numbers of students got together to ask questions to Capt. P.M. Lam as well as Capt. Marso Law. We trust that such an event did give some insight to encourage young students to consider to join the maritime career so as to narrow the existing shortage of marine professionals.

(Reported by Tang Kai Fun)

Shipping & Maritime News

DNV Greater China Committee Meeting

The 2009 DNV Greater China Committee was held on 20 February at Sanya, China. The meeting was chaired by Mr. Stephen Pan, Chairman of the World-Wide Shipping Agency Limited, and was attended by over thirty members from various shipbuilders, designers, and shipowners from the mainland China, Hong Kong and Singapore.

Mr. Stephen Pan started off the meeting by giving a presentation on Energy Issues. He highlighted that China's per capita oil consumption in 2007 was 9.2 % of USA's per capita in 1965. If China was to achieve 25% of per capita oil consumption of USA in 1965 – we would need an additional 15.6mbpd by 2030 and 16.6mbpd by 2050. India's per capita consumption in

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2007 was 3.6 % of USA's per capita consumption in 1965. If India was to achieve 10% of per capita oil consumption of USA in 1965 – we would need an additional 7.1mbpd by 2030 and 9.25mbpd by 2050. Hence, finding alternative energy source seems inevitable. Mr. Pan also stressed that refinery product mix trend was towards much lighter end products. SOx regulations would make availability of low sulfur HFO even more expensive. Concerning CO2 emission, one tonne of fossil fuel burned emits 3 tonnes of carbon dioxide. As EU is already bringing aviation into the Emission Trading Scheme (ETS) as from 2012, control of carbon dioxide emission from ocean transport would soon be put forward as the International Agenda. Emission of carbon dioxide from shipping is about 1 billion tonnes a year. This is \$20-\$28billion a year at current pricing.

Mr. Pan opined that NOx reduction technology would increase fuel consumption and scrubber technology for SOx reduction would also increase fuel consumption. Owing to high fuel prices and emission regulations a strong case was made for slow steaming. For existing ships, slow steaming economics is very much a function of market daily income. For new building contracts, the design speed should be compatible with financial investment criteria.

In conclusion, Mr. Pan considered that there was great concern that UNFCCC would bring shipping and aviation into the Kyoto Protocol. Should IMO not come up with an acceptable formula forward it would open the door for regional legislation. This would make life extremely difficult for shipowners and operators facing a myriad of different regimes. EU and USA already have major carbon and other air emission legislation in process.

Tor E. Svensen, Chief Operating Officer of DNV Maritime, gave a presentation on “Challenges and Opportunities for the World Maritime Industry”. He



Delegates of the DNV Greater China Committee

considered that shipping supply was already growing faster than demand before the financial crisis. He predicted zero world growth which meant reduction in shipping demand. New shipbuilding capacity is still being added and this may lead to high number of cancellations. He guessed this would take effect from 2010 onwards. Credit crisis means that even good projects are stopped and this crisis will be longer than any we have experienced since 1929.

Another challenge is an increasing demand for Officers as ship deliveries are increasing. More specialist vessels are being delivered, hence more competent people are required. Charterers are increasing their focus on crew competence, competence management, training plans and documentation of experience. Mr. Svensen quoted Mr Gillet of TOTAL that “We must be more vigilant in 2009 than in previous years, because, in a context of economic crisis, you must be able to find owners who offer quality service, quality maintenance and experienced crews. It is probably more difficult to maintain these criteria in a weak market than in a strong one.”

Regulators today are responding very fast on environmental issues. The environmental challenge being faced by the shipping industry appears to be in the area of MARPOL 73/78 Annex VI “Air Pollution Prevention”. Shipping has to act now on CO2 emissions. If we don't act, regulators outside shipping will set the shipping scene. The world fleet is growing fast, so as the CO2 emissions from shipping. All industries have to reduce emissions in a post-Kyoto agreement. However - shipping is more energy efficient than other forms of transport, e.g. more cargo can be moved from air, trucks and rail to ships. Hence, shipping should play a bigger role in transportation so as to combat CO2 emissions. To regulate the CO2 emissions from ships IMO is now moving forward on Efficiency Index on new designs.

There are always opportunities for those that look for them – even when times are bad. The focus on environment will not change with the market cycles in shipping. This is the time for investment in new and energy efficient designs with an energy consumption 20-30% LESS than present practice. DNV considers that focus on quality and good service to existing customers becomes even more important in a period of downturn.

In conclusion, Mr. Svensen said, "Heading for the worst global recession since 1929, shipping will be hit badly in the next 3-5 years." Shortage of experienced crew remains a short to medium term problem. Air emissions will probably be the single most important item on the regulatory agenda for shipping in the coming decade. Ship designs and the way we operate ships will change. Shipping industry targets will be achieved with a combination of:

- More efficient Operations
- More efficient Technology
- Fuel switch and in the longer term - assistance from non-carbon fuels
- Emissions Trading to fill the gap in the short to medium term

Shipping is far more energy efficient than other forms of transport – therefore part of the solution to reduced air emissions globally.

(S Y Tsui)

Coming Events / Activities in 2009

(updated in March 2009)

1. HKIMT Annual General Meeting at 6:00p.m. on 30 April 2009 at Harbour Club, 25/F, Harbour Building, Central, Hong Kong.
2. HKIE One-day Seminar – Advanced Technology in Transportation for a Better Environment at HK Poly U on 24 April, 2009.
3. Technical Meeting on Laboratory Testing and Standards by Dr. Francis Wong at HKIE Seminar Room on 25 May 2009.
4. Dragon Boat & Colour Boat Race at the Government Dockyard on 16 May 2009.
5. Technical Meeting on Newbuilding Construction by Mr. H.P. Kwong on 4 June 2009.
6. Technical Visit – Lifeboat Factory in China (*tentatively* in July 2009).

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TANG K.F. Hon Treasurer	2975 6433	2517 6853

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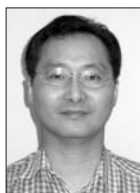
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6.	YU Kam Cheong, Nelson	Imm.Past Chairman	Associated Professional Engineers Ltd, Director	2997 6838	2997 6828	9199 8876	nelsonyu@ape.com.hk
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H.K. Joint Branch of RINA and IMarEST Branch Committee 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 Treasurer
Assistant Hon Secretary

Committee members:-

Immediate Past-chairman
Sub-Committee Chairmen (5 persons)
Sub-Committee Vice-chairmen (5 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 Sub.-Committee (PSC)
3. Liaison Sub.- Committee (LSC)
4. Public-social Relations Sub-Committee (PRSC)
5. 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.

Assistant Hon 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 Committee'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 communicates 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 Sub.-Committee (PSC)

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 at least two per year and to co-ordinate the issue of DIVISIONAL NEWSLETTERS on need basis.

3. Liaison Sub.- Committee (LSC)

To co-ordinate periodic meetings with Mainland 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

4. 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.

5. Technical Meeting Sub-Committee (TMSC)

To organize not less than 4 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.

2009 Committee Office Bearers:-

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Vice Committee-Chairman	Mr. CHU Ka Lok, Eric
Hon Secretary	Mr. LO Wing Shun Albert
Hon Treasurer	Mr. TANG Kwong Fai
Assistant Hon Secretary	Mr. TANG Yu Cheong

2009 ex officio

Immediate Past Chairman	Mr. YU Kam-cheong, Nelson
Ex-officio	Mr. SZETO Ka Sing

2009 Sub-Committees Arrangement:-

1. Education & Students Affairs Sub-Committee (ESSC)
Chair: Mr. LO KK
Vice Chair: MAK Chiu Ki
Members: Mr. SZETO Yiu Kuen
2. Publicity Publication Sub Committee (PSC)
Chair: Mr. TANG Kai Fun
Vice Chair: Mr. CHENG Yeung Ming
Members: Mr. CHAN Ming Yau
3. Liaison Sub Committee (LSC)
Chair: Mr. SZETO Ka Sing
Vice Chair: Mr. TSANG Che Moon, Alan
Members: Mr. LUI Kam Leung
Mr. Francis LAW
4. Public-social Relations Sub-Committee (PRSC)
Chair: Mr. YU Nelson
Vice Chair: Mr. TSANG Che Moon, Alan
Members: Mr. LO Albert WS
Mr. KUMAR Laxman
Mr. LUI Kam Leung
5. Technical Meeting Sub-Committee (TMSC)
Chair: Mr. CHENG Yeung Ming
Vice Chair: Mr. POWER David
Members: Mr. DIAS Richard
Mr. LO KK
Mr. CHAN Ming Yau