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

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 : September 2012

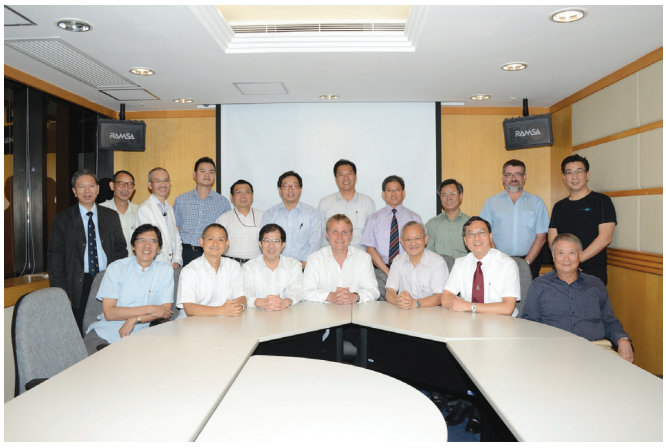
HKJB & HKIMT Activities

Visit of IMarEST CEO - Mr. David Loosley

As you might remember that the IMarEST CEO – Mr. David Loosley took the office in November 2011. We were very glad that he came to visit Hong Kong for the first time since he took the office so as to find out the latest development in the North East Asia Division including Hong Kong. In fact Mr. Loosley has worked in the HMS Tamar and the Hydrography Office in Hong Kong for a short period more than 10 years ago. In his initial plan of visit, Shanghai was also included but due to other unexpected circumstances, the visit was postponed. It is hoped that Mr. Loosley would visit Shanghai when he comes to North East Asia next time so as to better understand the latest development in that region.

After his visit to Singapore, he arrived at Hong Kong on 19 August 2012 before his busy schedule in the following two days. In the morning on 20 August, Mr. Loosley visited the Division of Marine Science of The Hong Kong University of Science and Technology. He was accompanied by Ir Alan Tsang – President of NEAD, Ir Louis Szeto – Hon. Secretary of NEAD and Council Member of IMarEST, Ir Dr. S.Y. Tsui – Past Chairman of Hong Kong Joint Branch. During the visit, we were met by Prof. W.X. Wang – Director of Coastal

IMarEST CEO – Mr. David Loosley briefly explained to committee members of HKJB/HKIMT regarding the recent actions by IMarEST HQ.



Group photo among committee members of HKJB & HKIMT with IMarEST CEO – Mr. David Loosley.

Marine Laboratory and Prof. Moses Ng – Visiting Professor of Department of Mechanical Engineering. The discussion was very useful and productive as summed up by Mr. Loosley.

In the afternoon, the same delegation went for a courtesy visit to The Hong Kong Institution of Engineers, which is one of the institutions signed an RRA with IMarEST. The Chairman of HKJB – Ir Y.M. Cheng had also joined the delegation for this visit. A video film on introduction of HKIE was presented followed by discussion with HKIE's President – Prof. K.K. Choy, HKIE Vice-President – Ir Victor Cheung and Director of Qualification and Membership – Mr. Albert Chow. Mr. Loosley was very impressed by the organisation and hoped that we could continue to develop the relationship based on the aligned objectives. In return, Mr. Loosely invited Prof. Choy and his team to visit IMarEST in the near future. Prof. Choy accepted the invitation and said that he would be visiting other institutions in London around mid-October this year and the visit to IMarEST HQ could be arranged at the

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Dinner gathering together with HKIE President – Prof. Choy (right to Mr. David Loosely) and Director of Marine of HKSAR – Mr. Francis Liu (Left to Mr. David Loosely).

same time. As this visit coincides with the IMarEST Council meeting to be held in October, both Alan Tsang and Louis Szeto would be joining the IMarEST team to meet the HKIE delegation.

Immediately after the visit to HKIE, the whole delegation then attended a special meeting with the HKJB committee members. The HKJB committee members were very active in exchanging ideas with Mr. Loosley during the meeting. A dinner was then followed in a nearby restaurant. All the committee members were invited to the dinner and with HKIE President – Prof Choy and Director of Marine of the Hong Kong Special Administrative Region – Mr. Francis Liu being invited as special VIP guests.

Accompanied with the NEAD President – Ir Alan Tsang, Mr. Loosley also took the opportunity to visit the local office of DNV in the morning on 21 August. They met DNV's district manager – Ir Patrick Fong and had a good exchange of ideas on the training aspects for maritime professionals.

On the whole, the visit of Mr. Loosely to Hong Kong was well worthwhile. It gave a good opportunity for our committee members and local members to have a chance of exchanging ideas with our CEO. Through these meetings, the CEO would have a better understanding on the development of the region and the activities within the Branch.

Alan Tsang

Action Plan – Please!

When will Hong Kong have her action plan to maintain Hong Kong as an International Maritime Centre? On 10th August, 2012, a memorandum of agreement was signed between the Transportation Authority of China and the Shanghai Municipality in Shanghai for speeding up the establishment of all necessary facilities to make Shanghai as an International Sea Transport Centre.

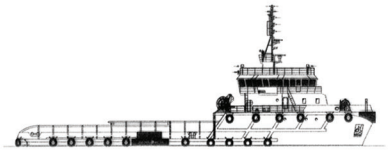
Will this agreement have any impact to Hong Kong as an International Shipping Centre? According to Mr. Shun – Chief Director of Sea Transport Authority in China, he stated that Shanghai and Hong Kong actually help and rely on each other within the sea transport hoop. Based on the support from the "Yangtze River Delta Region", Mr. Shun stated that Shanghai and Hong Kong have different positions. Shanghai will base on its mother land with support from the "Yangtze River Delta Region" while Hong Kong is supported by nearby South East Asia countries as well as cities along the Southern part of China. Hong Kong has her 'Software' capability advantages with the supports from finance and service sectors while Shanghai has her 'Hardware' capability which includes her nearby integrated harbour alliance as well as her inland transportation logistics system.

The Strategy Department in China is now working on the action plan how to support Hong Kong as an International Shipping Centre which includes the setting up of logistics transportation system; exploring the golden sea route along the Pearl River Delta so vessels from China can enter the Hong Kong region directly as well as to up-grade the standard of sea-route passage. Mr. Shun also stated that with the future completion of the 'Hong Kong-Zhuhai-Macao Bridge', it will facilitate the container freight business between Mainland China and Hong Kong.

Ir Tang Kai Fun

Interview of the Chairman of Hong Kong Pilots Association Limited (HKPA)

Hong Kong Pilots Association Limited (HKPA) is one of the important stakeholders of the local shipping industry. However, many marine engineers may not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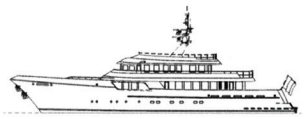
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have a good understanding of the Association. This article aims to introduce a general picture of harbour pilotage and HKPA to broaden the horizon of our members.

On 11 July 2012, Ir K.F. Tang, Chairman of HKIMT and Ir Tang Kai Fun, committee member of HKJB/HKIMT had an interview with Captain Rocky M.S. Chan and Ms Yvette Chan, Chairman and General Manager of HKPA.

Established in Hong Kong in 1965 HKPA is a harbour pilot organization providing pilotage services to inbound, outbound and transit vessels. Before her establishment, there were four pilot organizations that provided unsatisfactory pilotage services as a result of unhealthy competition. In 1963, the Pilotage Board depicted in a report that the pilotage service was conducted in a haphazard way owing to poor safety and inconsistent service standards. Hence, the Hong Kong Government, in consultation with the Marine Department, made an arbitrary decision on behalf of the four pilot organizations to merge their requirements and encourage them to form an association which is later known as HKPA. At the time of her establishment there were only 18 pilots.

Subsequent to several accidents involving non-piloted vessels, the Hong Kong Government enacted the Pilotage Ordinance for compulsory pilotage in 1985 in anticipation that the harbour and the environment would be better protected.

Under the Pilotage Ordinance (Chapter 84), a Pilotage Authority and a Pilotage Advisory Committee (PAC) were established. The Director of Marine is the Pilotage Authority and members of the Pilotage Advisory Committee included representatives from the Hong Kong

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Group photo with Captain Rocky M.S. Chan and Ms. Yvette Chan – Chairman and General Manager of HKPA.

Shipowners Association, the Hong Kong Liner Shipping Association, container terminal operators, dry bulk cargo terminal operators, break bulk cargo operators, oil terminal operators, the dockyard industry, tug operators and master mariners of different experience etc. The PAC advises the Pilotage Authority on the general regulation or control of pilotage in Hong Kong including pilotage dues.

Presently there are 106 pilots who work on a 3-day on 1-day off roster system. To join the profession one needs to be a permanent resident of the Hong Kong Special Administrative Region and holds a Certificate of Competency (Deck Officer) Class I (Master Mariner). If accepted, it takes a minimum of 6-month intensive training by HKPA which includes accompanying pilots on more than 400 ships of different types, at different times of the day, for different jobs and berthing/unberthing at different wharves and berths etc. Apprentice pilot will also be attached to the Marine Department for at least 2 weeks to have a first hand experience of the different functions of the department. After passing the required oral and written examination conducted by the Marine Department a Class II D license will be granted to the successful apprentice. If smooth sailing by an annual advancement through II C, B and A, one takes a minimum of 4 years to advance to the highest grade of Class I.

In response to his views on Hong Kong as an international maritime centre, Captain Chan opined that the high running costs and shortage of marine related professionals were the two major obstacles hindering Hong Kong as an international maritime centre. He expressed that the United Kingdom had a wider scope

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Presentation of souvenir by Ir. K.F. Tang – Chairman of HKIMT ot Captain M.S. Chair.

and broader views in developing her maritime industry. Hence, she continued to enjoy the leading position as the global maritime centre despite her lacking of a deep water port and fierce competition from emerging centres. However, he stressed that Hong Kong's strengths included our geographic location, the natural deep water port, low tax, well established legal and financial system etc. He viewed that Hong Kong should capitalize on being the gateway to China and be ready to tackle the cost and manpower problems mentioned above.

Recently, HKPA employed an independent consultant to conduct a survey regarding her service standard. The survey revealed that the services were well regarded by her customers. However, Captain Chan expressed that HKPA would not be contended with the present achievement but continued to upgrade her services to help raise the competitiveness of our maritime industry.

Ir. Tang Kai Fun

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"Sea" your future – *continue*

In our MARINA June 2012 issue, we talked about the duties and responsibilities of a marine engineer. So what skills and personal qualities a marine engineer should possess?

A marine engineer needs:
- An interest in science, engineering and nautical matters.
- Analytical skills
- Problem-solving ability & passion
- A high level of numeracy
- Team working and leadership skills
- For some jobs, to be prepared to work away from home for long periods.

What about entry, training and qualifications?
To become an Incorporated or Chartered Marine Engineer, you normally start by taking a degree course accredited by the IMarEST in a relevant subject, such as marine engineering, marine technology or ship science. Other entry routes are available. To gain 'Incorporated Engineer' or 'Chartered Engineer' status, after graduating, you need to follow a period of on-the-job learning or training before an assessment of your technical and managerial competence at a professional review. It is also possible to study marine engineering at postgraduate level although you will need an engineering based or science based qualification first.

As for craft and technician level work, you can start craft training, learning on the job and at a college or firm's training school, working towards National Vocational Qualification. This may be through an Apprenticeship in marine engineering. In U.K., you need to have at least four GCSEs at grades A*-C, or equivalent – including English, Mathematics and Science – you can apply for engineering technician training, possibly through an Advanced Apprenticeship, working towards an National Vocational Qualification level 3. Alternatively, you could enter training after gaining a relevant Qualification, such as a BTEC National qualification, through full-time study. To achieve 'Engineering Technician' status, you additionally need to complete a period of technical and managerial work experience.

In U.K. if you want to enter or to be trained in the Merchant Navy, you need to study a foundation degree

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in marine engineering – sponsorship is available through shipping companies. For entry, you need 120 UCAS Tariff points and at least four GCSEs at grades A*-B/C including English, mathematics and a physics or double-award science. The foundation degree takes at least three years and combines training at college and at sea.

In addition, you get the officers of the Watch Certificate which enables you to work on ships anywhere in the world. Other entry routes are available.

The recruitment of engineering ratings is more limited – contact shipping companies to enquire about training opportunities. Most shipping companies expect some GCSEs, or equivalent for entry. Training involves periods spent at college and training at sea. You work towards a National Vocational Qualification level 2 in marine engineering or similar.

Or else, if you want to enter or to be trained in UK's Royal Navy, there are several routes of entry for engineer officers. All engineer officers are educated to degree level although entry is not restricted to graduates. There are various sponsorship, scholarship and bursary schemes to assist students at advanced level and at degree level. Officer training starts at the Britannia Royal Naval College, Dartmouth, followed by a further period of training at sea followed by specialist training at one of the three Royal Navy engineering training colleges.

Engineering Technicians can specialize in marine engineering or weapons engineering in the surface fleet or on submarines. After initial naval training, there's a five-month period of specialist training onshore before continuing training at sea.

N.B. To work in a merchant navy and/or a defense navy, you would normally be expected to pass fitness and medical tests, have a certain standard of eye sight and be able to swim. There may also be age restrictions and other conditions of entry.

"to be continued"

Ir. Tang Kai Fun

2012 HKJB & HKIMT Joint Annual Ball

Our 2012 Annual Ball will be held on Friday 16 November 2012 at Kowloon Shangri-La Hotel.

Our Institutes have maintained the tradition of organizing the Annual Ball with great success over twenty years during which many distinguished guests from the Government, shipping companies and members that have great contribution to Maritime Industry in Hong Kong were invited to participate.

This is an annual golden opportunity to meet with maritime professionals and business counterparts in a friendly and enjoyable environment and to have great fun.

Members are encouraged to participate this event and we also appeal for your company's support by **booking the table and sponsorship to 2012 Annual Ball Event**. For details, please contact our Annual Ball Chairman Ir. Dr. Nelson Yu on mobile 9199 8876 or by fax to: 2997 6838 or by e-mail to: nelsonyu@apel.com.hk.

Ir. Albert W. S. Lo

FORTHCOMING IMO REGULATIONS

Lloyd's Register has regularly published the document "Future IMO Legislations", and the latest issue is the July 2012 version covering the latest regulatory development at IMO up to MSC 90 held in May 2012.

Below is a list of IMO regulatory items coming into force in 2013, and would affect the maritime industry. For further details, readers are welcome to contact LR Hong Kong (hong-kong@lr.org).

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Item	Implementation Date		Impact	Code or Convention	Description, Background and Impact Analysis
	Key Date	Details			
S87.02	01-Jan-13	Contract date > = 1-Jan-2013, or in the absence of a contract, Keel Laying date > = 1-July-2013 or Delivery date of 1-Jan-2016	HIGH	SOLAS II-1 Reg. 3-11	**Description:** A new regulation **"Corrosion protection of cargo oil tanks of tankers carrying crude oil"** has been adopted at MSC 87, which requires COTs to be protected by either (i) coating as per PSPC-COT, or (ii) using corrosion resistance materials which maintain 25 years of structural integrity as per PSAM-COT. Exemption is possible (iii) if novel prototype system is used for testing with suitable controls, or (iv) if ships is only carrying cargoes not causing corrosion. Exemption and conditions for which it is granted shall be recorded on an exemption certificate. **Implications:** Applicable oil tankers would need to have COT protected, either by coatings, or using special materials. Costs, time, maintenance, availability of materials, qualified personnel, detail design, etc. are all of concern. Provision of CTF for COT is needed.
S90.01	01-Jan-13	Contract date > = 1-Jan-2013, or in the absence of a contract, Keel Laying date > = 1-July-2013 or Delivery date of 1-Jan-2016	HIGH	MSC.1/ Circ.1421	**Description:** A new regulation **"Corrosion protection of cargo oil tanks of tankers carrying crude oil"** has been adopted at MSC 87, which requires COTs to be protected by either (i) coating as per PSPC-COT, or (ii) using corrosion resistance materials which maintain 25 years of structural integrity as per PSAM-COT. Exemption is possible (iii) if novel prototype system is used for testing with suitable controls, or (iv) if ships is only carrying cargoes not causing corrosion. Exemption and conditions for which it is granted shall be recorded on an exemption certificate. MSC.1/Circ.1421 provides guidance and conditions for tankers to be granted such exemption. **Implications:** The guidelines will assist Flag Administrations with their decision making on whether to permit an exemption or not. Owners may wish to refer to the guidelines before deciding whether to apply for an exemption, although it should be noted that the final decision is the Flag Administration's.
E62.07	01-Jan-13	From this date onwards	HIGH	MARPOL V	**Background:** The draft text of revised MARPOL Annex V was approved at MEPC 61, and adopted at MEPC 62. The new text in general, introduces general prohibition of garbage disposal, as a default, and no discharge is allowed, including incinerator ashes. **Implication:** Owners would need to take this into account by considering areas of operation, availability of reception facilities, need to retain wash water onboard, discharge only to be carried out en route, etc. and prepare accordingly. Guidelines supplementing compliance of revised MARPOL Annex V to be considered.
E63.11	01-Jan-13	01-Jan-13	HIGH	MARPOL V MEPC.219(63)	**Background:** The revised MARPOL Annex V was adopted at MEPC 62 and issued as MEPC.201(62). The new text in general, introduces general prohibition of garbage disposal, as a default, and no discharge is allowed, including incinerator ashes. Consequently the Guidelines for implementing MARPOL Annex V for use with the revised MARPOL Annex V (MEPC.201(62)) was adopted as MEPC.219(63). **Implication:** Owners would be better supported by the Guidelines in implementing the revised MARPOL Annex V for complying the regulations. Earlier Guidelines MEPC.59(33) as amended by MEPC.92(45) has been revoked by MEPC.219(63).
E63.12	01-Jan-13	From this date onwards	HIGH	MARPOL V Reg.10 MEPC.220(63)	**Background:** The revised MARPOL Annex V was adopted at MEPC 62 and issued as MEPC.201(62). The new text in general, introduces general prohibition of garbage disposal, as a default, and no discharge is allowed, including incinerator ashes. Reg. 10.2 of the revised MARPOL V provides that every ship of 100 GT and above, and every ship which is certified to carry 15 or more persons and fixed or floating platforms shall carry a Garbage Management Plan based on the guidelines developed by the IMO, which was adopted as MEPC.220(63). **Implication:** Owners would be better supported by the Guidelines in developing Garbage Management plan for complying with the regulations of MARPOL Annex V. Earlier Guidelines MEPC.71(38) has been revoked by MEPC.220(63).
E62.09	01-Jan-13	Contract date > = 1-Jan-2013, or in the absence of a contract, keel Laying date > = 1-July-2013 or Delivery/completion date of 1-Jul-2015	HIGH	MARPOL VI Reg. 2, 5, 19, 20, 21, 22, 23	**Background:** At MEPC 62, efforts were made through formal and informal meetings to gain consensus rather than have to vote on the adoption of the revision to MARPOL Annex VI. Despite the substantial work it all came down to a vote on the last minute which resulted in the adoption of MARPOL Annex VI on Green House Gas emission control by introducing requirement of EEDI for new ships and SEEMP for new and existing ships. **Implication:** All cargo ships as defined in amended Reg. 2 will be affected, mainly new ships, in their design, construction and operations.
E63.04	01-Jan-13	Contract date > = 1-Jan-2013, or in the absence of a contract, keel Laying date > = 1-July-2013 or Delivery/completion date of 1-Jul-2015	HIGH	MARPOL VI Reg. 20 MEPC.212(63)	**Background:** At MEPC 62, GHG emission control requirements were adopted as MEPC.203(62), and various guidelines referred to therein were adopted at MEPC 63. In particular, Reg.20 requires the calculation of Attained EEDI on the basis of these guidelines. **Implication:** All cargo ships as defined in amended Reg. 2 will be affected, mainly new ships, in their design, construction and operations, where Attained EEDI is calculated as per these guidelines, which supersedes MEPC.1/Circ.681.
E63.05	01-Jan-13	New ships - Contract date > = 1-Jan-2013, or in the absence of a contract, keel Laying date > = 1-July-2013 or Delivery/completion date of 1-Jul-2015; and Existing Ships - 1st Intermediate or Renewal Survey after 1 Jan 2013	HIGH	MARPOL VI Reg. 22 MEPC.213(63)	**Background:** At MEPC 62, GHG emission control requirements were adopted as MEPC.203(62), and various guidelines referred to therein were adopted at MEPC 63. In particular, Reg.22 requires the provision of an SEEMP to be developed on the basis of these guidelines. **Implication:** All cargo ships as defined in amended Reg. 2 will be affected, including new and existing ships, in their operations, where SEEMP is developed as per these guidelines, which supersedes MEPC.1/Circ.683.

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SHIP REPAIRS

Item	Implementation Date		Impact	Code or Convention	Description, Background and Impact Analysis
	Key Date	Details			
E63.06	01-Jan-13	New ships - Contract date > = 1-Jan-2013, or in the absence of a contract, keel Laying date > = 1-July-2013 or Delivery/completion date of 1-Jul-2015	HIGH	MARPOL VI Reg. 5, 20, 21 MEPC.214(63)	**Background:** At MEPC 62, GHG emission control requirements were adopted as MEPC.203(62), and various guidelines referred to therein were adopted at MEPC 63. In particular, Reg.5 requires the survey and certification to be carried out on the basis of these guidelines. **Implication:** All cargo ships as defined in amended Reg. 2 will be affected, where survey and certification is carried out on EEDI as per these guidelines, which supersedes MEPC.1/Circ.682.
E63.07	01-Jan-13	New ships - Contract date > = 1-Jan-2013, or in the absence of a contract, keel Laying date > = 1-July-2013 or Delivery/completion date of 1-Jul-2015	HIGH	MARPOL VI Reg. 21 MEPC.215(63)	**Background:** At MEPC 62, GHG emission control requirements were adopted as MEPC.203(62), and various guidelines referred to therein were adopted at MEPC 63. In particular, Reg.21 requires reference lines to be established for each ship type to which regulation 21 is applicable. **Implication:** All cargo ships as defined in amended Reg. 2 will be affected, where calculation of Required EEDI is to be carried out as per these guidelines.
S89.04	01-Jan-13	From this day onwards	HIGH	IIMSBC Code as amended by MSC.318(89)	**Background:** The IMSBC Code is enacted by Resolution MSC.268(85). With updated knowledge on safety needs through experience, research, and additional cargoes, the Code is reviewed and amended on a rolling two year basis by actions taken at the DSC Sub-Committee. The latest amendments as stipulated in MSC.318(89) include such major items as; • identifying cargoes where the ship's fixed gas fire-extinguishing system may be ineffective, and how to act accordingly; • identifying cargoes which may self-heat, deplete the atmosphere of oxygen, cake or other negative effect; • identifying cargoes where bunkering of fuel oil or pumping of fuel oil in adjacent spaces is not allowed; • new entry for "distillers dried grains with soluble" and "Granular Ferrous Sulphate", with several operational requirements; • identifying many cargoes which are liable to cake and especially form overhangs during discharge. **Impact:** Builders and Owners would need to refer to the new amendments of the Code when designing and operating the vessels.
S86.19	01-Jan-13	For new ships, keel laying date. For existing ships, 1st dry dock after 1-Jan-2013	HIGH	MSC/Circ.1324 amending MS/ Circ.677	**Description: AMENDMENTS TO THE REVISED STANDARDS FOR THE DESIGN, TESTING AND LOCATION OF DEVICES TO PREVENT THE PASSAGE OF FLAME INTO CARGO TANKS IN TANKERS (MSC/CIRC.677, AS AMENDED BY MSC/CIRC.1009)** According to the revised circular, devices are now required to be tested to ensure that the Maximum Experimental Safe Gap (MESG) is appropriate for the products certified to carry under the IBC Code. **Background:** The appropriate MESG for a product will be based on the information assigned in the column i" in chapter 17 of the IBC Code. There is a proposed MSC Circular to be sent out with a list of the Chemicals that are missing the required information. This will be fed into the next changes to the chemical code expected to come into force 1 January 2013.
S86.04.2	01-Jul-13	For ships with keel laying before 1-Jul-2011: 1st survey after 1-Jul-2013 (3,000 > GT > = 500)	HIGH	SOLAS V/19	**Description:** Bridge Navigational Watch Alarm System (BNWAS) A bridge watch alarm system is a device which triggers an alarm if an Officer on Watch (OOW) becomes incapable of performing the OOW's duties. Currently there are two types, i.e., one which requires watch officer to press a button in an interval, or one which detects movements of a watch officer, using motion sensor technology. **Background:** BNWAS is to monitor bridge activity and detect operator disability which could lead to marine accidents by a series of indications and alarms to alert first the OOW and, if he is not responding, then to alert the Master or another qualified OOW. Additionally, the BNWAS may provide the OOW with a means of calling for immediate assistance if required.
S86.13.1	01-Jul-13	Keel laying date (GT ≥ 10,000)	HIGH	SOLAS V/19	**Description: Electronic Chart Display and Information System (ECDIS)** ECDIS is shipborne navigational equipment, which is regarded as an equivalent to paper charts. By the amendment adopted at this session, ECDIS will be mandatory for new ships. Existing ships will be required to retrofit the system. **Background:** ECDIS is regarded as an equivalent to paper charts as per the SOLAS regulation V/27 and the regulation V/19.2.1.4. and it is currently optional equipment.
S89.09	01-Jul-13	Deadline (existing RRS) for completion of Self-assessment, Design-review, Performance-test, and reporting results to IMO	HIGH	MSC.1/ Circ.1392	Background: For several years, the IMO has been looking to improve the safety of lifeboat on-load release hooks. Existing RRS would need to be assessed and tested. Impact: Owners and Operators should obtain from the manufacturer of evidence (e.g. report, Statement of Compliance, etc.) that the existing RRS on their ships have been assessed, design reviewed, performance test carried out, before 1 July 2013. Fall Preventer Device FPD should be installed for each lifeboat RRS until compliance is met.

Please watch this space in future issues of MARINA for items coming into force in 2014.

(submitted by Ben Y. W. Lau, LR Hong Kong)

Coming Events

October 2012

- The Engineer Leading The Future
  by Mr. Bhim S. Makhija
  on 24 October 2012

November 2012

- Problem Solving – A Different Way of Thinking
  by Ir Dr. George Greene
  on 7 November 2012

- Noise Control
  by Dr. Tracy Choy
  in November 2012 (to be confirmed)

- HKJB/HKIMT Joint Annual Ball
  The Grand Ballroom,
  Kowloon Shangri-La Hotel, TST East
  on 16 November 2012

- Student Career Talk
  HK PolyU
  on 20 November 2012

- International Maritime Expo – China
  Poly World Trade Center, Guangzhou, China
  on 21-23 November 2012

December 2012

- Marine Exhibition (Dalian)

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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. All matters pertaining to MARINA should be addressed to the above contact address.

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