HKJB and HKIMT Joint Chairmen Cocktail Reception 2019

This year, the HKJB and HKIMT joint chairmen cocktail reception was held at the Shanghai & Lipton Rooms of The Royal Hong Kong Yacht Club from 6:30 to 10:00 p.m. on 20 June 2019. Many prominent figures in the maritime industry attended the reception. These persons included Ir Dr Hon. W. K. LO – member of Legislative Council, Ms. Agnes WONG – Director of Marine, Mr. Y. M. CHENG – Assistant Director of Marine, Ms. Miriam Kin Yee LAU – People Congress Deputy, Mr. Anand SHARMA – Chairman, Institute of Chartered Shipbrokers, Hong Kong Branch, Mr. David KOO – Hon. President of The Hong Kong Institute of Marine Technology and many more from the Government, ship owners and ship management companies, classification societies, marine suppliers, shipyards, ship builders, ship repairers and many more from our members and their partners.

A total of 93 persons attended the reception. After the Master of Ceremony – Annie Wan expressed the sincere gratitude on behalf of the institutes to the generous supporters and sponsors to the reception without which the reception would not be so successful. She then announced the opening of the cocktail reception. Mr. Eric W.C. LEE – Chairman of HKJB of RINA & IMarEST and Mr. Matthew B.T. SHU -Chairman of The Hong Kong Institute of Marine Technology gave short speeches on the professional training program for young talents and the STEMS program for secondary students respectively to mark the opening of the event. Participants were invited to take note of the date - 22 November 2019, which would be the date of our next Annual Ball.

Vasyl Derevoriz & Olga Derevoriz from the DECHANT MUSIC ACADEMY were the ensemble at the reception playing evergreen violin and saxophone music throughout the evening. Various types of spirit, liquor, wine, soft drink and delicious finger snacks were served during the event. All participants while enjoying the friendly atmosphere and the cozy environment created by the ensemble and the food, they took this wonderful opportunity to network with their friends and their counterparts in the industry. The reception turned out to be a very successful event. It was finally closed at 10:00 p.m.

In passing, a note of thanks to the organizing team: Nelson Yu, Warners Suen, Albert LO and the Master of Ceremony – Annie Wan for their great efforts in making such a successful event.

(Reported by Ir. Albert LO)
Chairman of HKJB & HKIMT

Vasyl & Olga Derevoriz ensemble
Participants
VOTE OF THANKS TO SPONSORS

The Chairman of HKJB of RINA & IMarEST, Chairman of HKIMT and Chairman of the Organizing Committee expressed their heartfelt thanks for generous supports of the followings:

Platinum: VALLES STEAMSHIP CO. LTD.

Gold: ANGLO-EASTERN Ship Management Ltd

Bronze: ADAMAR International Ship Supply, Mak Kee International HK Ltd. & Seatech Marine Engineering Ltd.
HKJB Chairman Address

Miss Agnes Wong, all honorable and distinguished guests, fellow members, ladies and gentlemen.

Good evening and welcome to this Joint Chairman’s Cocktail Reception. I am very delighted to see so many familiar faces here tonight. It is equally encouraging to see many young talents here too.

Today’s event is jointly organized by the HKJB of RINA and IMarEST and the Hong Kong Institute of Marine and Technology (HKIMT). Apart from our members, we have invited many friends from different sectors of the industry to come tonight. Under this relaxing atmosphere, do feel free to mingle, socialize and enjoy yourself.

Being the Chairman of the HKJB, one of my primary obligations is to promote our institute whenever opportunity arises. So, before moving onto wines and food, please let me take a few minutes of yours time to share with you our latest news and development.

All along these years, HKJB has been an ardent supporter in nurturing and grooming local maritime professionals. Noting the manpower shortfall problem facing our industry, in collaboration of IMarEST and HKMD, a Professional Training Programme for young talents who wish to pursue a maritime career has been launched this year.

Addressing the succession difficulties in the two professional grades, HKMD had spent a few years’ time in conducting an all-inclusive grade structure review. The prime objective of which was to expand the pool of maritime talents. Two new assistant ranks pertaining to Marine Officer and Surveyor of Ship have eventually been introduced this year to attract young blood to join the Department.

To ensure that these young talents were able to gain their experiences and qualifications, IMarEST and HKMD worked together to develop a Professional Training Programme for these two assistant ranks and to facilitate them to achieve the Chartered Marine Technologist (CMarTech) status on completion of the programme. The training programme will last for about four years. The programme are tailor-made for the ranks and are accredited by IMarEST.

In general, the Professional Training Programme consists of three parts: occupational competence; professional competence; and academic knowledge.

Besides classroom training, the programme also includes comprehensive assessments and on-going evaluations. Throughout the execution of the programme, Occupational Competence Validation Interviews will be hosted internally by HKMD officers to assess the actual performance, training needs and progresses of individual trainees. On top of these interviews, Professional Competence Assessments will be undertaken by IMarEST independent assessor(s) to evaluate the learning outcomes of trainees. By the end of the programme, IMarEST will host the Professional Review Interview (PRI) for applicants who wished to acquire the CMarTech status.

After launching of the programme, there are now five (5) Assistant Marine Officers and one (1) Assistant Surveyor (in nautical stream) taking part in this training programme. As an accreditation body, we are obliged to walk side-by-side with these young talents and offer them the necessary guidance and assistance where
necessary. In the near future, we look forward to seeing their success and the participation of more and more young talents in the maritime industry.

Back to this chairman reception, on behalf of the HKJB, I would like to express our heartfelt gratitudes to all sponsors of this event. In here, may I have a round of applauses for our platinum sponsor “Valles Steamship Co. Ltd”, gold sponsor “Anglo-Eastern” and bronze sponsors “Sea Tech”, “ADAMAR” and “Mak Kee International HK Ltd.” for their generous support to the event tonight. I would also like to dedicate our deepest thanks to Hong Kong Yacht Club for providing us this beautiful and thematic venue.

Last but not least, I would also extend my special thanks to the organizing committee led by Nelson Yu, Albert Lo, Warners and all the others who had brought this function to reality.

Launching Ceremony of Hongkong Salvage & Towage Escort Tugs “Mai Po” and “Sung Kong”

Members from the HKJB of RINA & IMarEST, HKIMT and HKIE-MMNC were invited to attend the launching ceremony of the escort tugs “Mai Po” and “Sung Kong” built for the Hongkong Salvage & Towage, HUD Group. The event was held in the afternoon on 28 June 2019 at Hong Kong Maritime Museum. Around 30 members and 300 other guests from the local shipping industry participated in this event.

Our congratulations to the Hongkong Salvage & Towage, HUD Group for the addition of two new high-performance tugs to their fleet! “MAI PO” and “SUNG KONG” were RAstar 3200 class vessels designed by The Robert Allan Ltd. They are the most powerful escort tugs operating in Hong Kong harbour today. The tugs were built by Cheoy Lee Shipyards Ltd at their building yard in Zuhai, China.
We were privileged to be able to meet the designer, Mr Mike Fitzpatrick – President of Robert Allan Ltd. and were able to obtain a first-hand knowledge about the design of the two tugs. The tugs were designed and built in accordance with Lloyd's Register of Shipping with Class Notation: +100 A1, Escort Tug, Fire-Fighting Ship Class 1 (2,400 m³/hr) with water spray, *IWS, +LMC; and a Descriptive Note of ShipRight IHM. They were so rated for their indirect escort manoeuvres in addition to ship-handling operations capabilities.

The RAstar 3200 tugs have an overall length of 32 meters (excluding the fenders). They all have a moulded beam of 12.8 meters and a moulded depth of 5.37 meters. Their maximum draft (above the baseline) is 4.19 meters. They have four fluid tanks for holding fuel oil (capacity 196 m³), potable water (capacity 41 m³), sewage (capacity 3 m³) and foam (capacity 8 m³ for holding Fi-Fi foam).

These tugs are designed to travel at a steady speed of 13.6 knots and can exert a steady bollard pull of 85 tonnes in the ahead direction. The vessels are also equipped for “off-ship” fire-fighting capability to Fi-Fi Class 1 standard with water spray. An “off-ship” fire-fighting system means that all the resources to fight a fire are taken from the ship. To meet the Fi-Fi Class 1 standard, these ships should be able to provide the power to drive one or two fire pumps with a total capacity of 2400 m³ per hour and to enable two monitors to deliver water up to a distance of 120 meters.

Niigata Power Propulsion Systems were installed on these vessels. The system includes two main engines and two Z-pellers. The Z-pellers were connected to the engines through heavy duty “full-slipping” clutches. The “full-slipping” clutch comprises of a stack of friction discs which are mounted alternatively on the driving and driven shafts in the clutch box. An oil film flows continuously between the discs. The viscosity of the oil film between the discs serves to transmit torque between the shafts. As the discs are not in contact with each other during operation, there will be no wear and tear on the discs. Such a setup permitted the main engine to drive the fire-fighting pumps and the azimuth stern thrusters simultaneously to ensure that the manoeuvrability of the vessels is not compromised during fire-fighting.

The ship handling capabilities of the tug is performed over the bow using a MacGregor auto-tensioning escort towing winch. The winch is equipped with double drums for agile operational needs such as the breaking of a towline during operation. This feature will enhance operational safety especially in the escort

“Sung Kong” in Fire-fighting Mode
towing. The aft deck had a MacGregor towing winch and another tugger winch for deep sea towage.

Each vessel was installed with a Terasaki Electric main switchboard, an electric switchgear and a generator motor control system. A gas detection system and explosion-proof deck lights were also fitted for the safe operation in LNG terminal. The gas detection system had four methane detector units, four hydrogen sulphide detector units, an alarm panel at the wheelhouse.

At the end of the ceremony, HKJB Chairman Mr Eric Lee, HKIMT Chairman Mr Matthew Shu and HKIE-MMNC Immediate Past Chairman Mr M Y Chan jointly presented a souvenir to the management of Hongkong Salvage & Towage, HUD Group as token of appreciation to their kind invitation to this launching ceremony and for their ongoing support in promoting the naval architecture, marine engineering and science and technology professions in Hong Kong.

(Reported by Sam Kwan and Leslie Lee)

Dragon Boat Race

The dragon boat race at the Hong Kong Government Dockyard was organized on the morning of 22 June 2019 after the event had been suspended for many years. HKJB, HKIMT and HKIE members formed a powerful team to participate in this event. Many young male and female members joined the team. The team practiced once on 1 June 2019. Despite the short practice, the team came close to win the race by a narrow margin! It was a wonderful and enjoyable day for all participants.
Visit to Government Flying Service

A joint technical visit to the Government Flying Service (GFS) headquarters was held on 29 June 2019. Twenty-five (25) participants from HKJB and HKIMT participated in this activity.

During the visit, Mr. Joseph Leung and Mr. Matthew Tsang of the GFS gave a short presentation of their history, their work domain and responsibility before the guided tours.

GFS is a disciplined service established in 1993 to provide flying services to the Government and those in need. They had an establishment of 284 Civil Service posts. Their services include search and rescue, air ambulance, fire-fighting and law enforcement. In view of the nature of their services, GFS operates round the clock and seven days a week. Search and rescue operations are a part of their major activities. The area covered includes the Hong Kong Flight Information Region (FIR air space) and the Hong Kong Maritime Rescue Coordination Centre area (MRCC sea space). These spaces are Hong
Kong’s commitment in International Civil Aviation Organization (ICAO) and the International Maritime Organization (IMO) to provide search and rescue assistance in both aircraft and ship emergencies.

The air and sea space covered by GFS is huge (FIR air space about 550 km and MRCC space about 1300 km out to sea). To cover the rescue operations in such a large air and sea space, GFS has two fixed-wing aircraft - Bombardier Challenger 605 (CL605), seven helicopters - three Eurocopter AS332 L2 (Super Puma L2) and four Eurocopter EC155 B1 (EC155), that has an action radius of 1850 km, 370 km and 260 km respectively. GFS also has two more fixed-wing aircraft - the twin-engine Diamond DA42 and the single engine Zlin Z242L. Both of which are used for pilot training purposes.

After the briefing session, we were guided to see the Air Command and Control Centre in which we were briefed on the supervisory roles of the Command Centre and on how aircrafts and helicopters were dispatched. The visit ended with a guided tour to the GFS Hanger where nearly all the planes and helicopters in the fleet were seen.

During the visit, the participants were able to communicate and discuss with the front-line staff of GFS to gain a better understand on the hardware and the operational challenges faced by GFS during operation. Indeed, this was an enjoyable, interesting and mind broadening visit for all the participants. As seafarers, we all appreciated very much the heroes that save us when we are in trouble at sea!

(Reported by Simon TSE)

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OBITUARY

The HKJB of RINA & IMarEST expressed the deepest sorrow to the passing away of Mr. CHAN Cheuk-Pui – an experience marine engineer and shipping veteran on the 21 April 2019 at the age of 78.

Mr. Chan was a long servicing member of IMarEST and HKJB. He started his engineering apprenticeship with Whampoa Dockyard and joined the sea-going career on completion of his apprenticeship. After serving as a Chief Engineer on merchant navy ships, he left the sea and worked with World-Wide Shipping Agency Ltd. for more than 30 years. He was the Executive Vice President of the company before he retired in 2004. Then he was invited to join Tai Chong Hsiang Group (TCC Group) as non-executive director and consultant until his death in April 2019.

Throughout Mr. Chan’s career at sea and ashore, he had dedicated his whole life in supporting the younger generations in the local community to make a career in the maritime industry. He would be remembered by all who knew him and worked with him.

There were about 200 family members, relatives, colleagues & friends, including but not limited to close colleagues/friends, such as Mr. Kenneth Koo from TCC Group, Mr. Stephen Y. K. Pan from World-Wide Shipping Agency Ltd. attended the late Mr. Chan's memorial service at Holy Trinity Cathedral, Ma Tau Chung Road on the morning of 18 May 2019. Ir Ben Lau, Leslie Lee, Kwong Fai Tang and Albert Lo from HKJB and about 50 others attended both the memorial service and the crematory ceremony thereafter to say farewell to Mr. Chan for the last time.
Enquiry
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