

HONG KONG MARITIME NEWS

香港海事通訊



香港特別行政區海事處
MARINE DEPARTMENT
HKSAR GOVERNMENT

Curbs on high speed craft during fog to boost safety

 In a move to increase navigational safety, the Marine Department (MD) has introduced new measures on high speed craft to ensure safe navigation in Hong Kong waters during fog where visibility falls below one nautical mile.

The new measures introduced on March 29 include:

- MD reminding individual high speed craft operators/companies that the Speed Restriction Exemption Permit (SREP) granted to a vessel is not valid when the visibility falls below one nautical mile;
- Vessel masters being alerted when their vessels' SREP are not valid, and they will have to navigate at a safe speed before they can obtain permission to depart China Ferry Terminal and Macau Ferry Terminal during low visibility; and,
- All high speed craft will be required to install an automatic identification

system to facilitate better monitoring of vessel movements.

"It is important that the masters observe the conditions stated in the SREP granted to the vessels to ensure safety. If the masters violate these conditions, MD will withdraw the SREP immediately," a MD spokesman said, adding that the department would continually monitor high speed craft traffic closely during fog conditions.

When visibility is two nautical miles, MD will continue to issue announcements through maritime VHF channels and radio to vessels to exercise extreme caution and to navigate at a safe speed in Hong Kong waters, as well as to comply with the International Regulations for Preventing Collision at Sea.

Marine Department's 2005 Awards Presentation



Dr. Peter Cheng, a renowned naval architect in both Hong Kong and Mainland China for over 40 years, was bestowed a special achievement in ship design award for his latest contribution to the shipping industry. Dr. Cheng developed an innovative design of a series of 175,000 dwt bulkcarrier of 'Green Cape' concept which meets the new IMO requirements on the prevention of pollution by ballast water as well as fuel and lubricating oil. Mr Tsui Shung-yiu (left), Director of Marine, presents the award to Dr. Peter Cheng of Peter Cheng Naval Architect & Marine Consultant Ltd.

Continued on page 2

I N S I D E

2

Marine Department's 2005 Awards Presentation

3

Quality control of HK Shipping Register's ships

4

Lambeth Log IMO Insider Events

7

Meeting discusses "Four Mini Certificates" needs in Mainland Waters

Marine Department's 2005 Awards Presentation

⚓ Six years ago, the Marine Department re-engineered the Hong Kong Shipping Register and through the staff's hard work, it has today become a leading register with top quality tonnage. On February 22, the Department presented awards to shipping companies in recognition of their invaluable support for the Hong Kong Shipping Register, plus a special achievement in ship design award. COSCO (HK) Group President Liu Guoyuan, the guest of honour of the ceremony, delivered a speech sharing his experiences on China's important role in consolidating and developing Hong Kong's position as an international shipping centre.



▲ White Willow Shipping's m.v. Pos Courage was presented an award for being the ship that crossed the 23 million gross tonnage mark of the Hong Kong Shipping Register on April 27, 2004. Mr Raymond Fan (left), former Deputy Secretary of the Economic Development and Labour Bureau, presents the award to Mr Sun Quan Dong.



◀ Wah Kwong Ship Management (Hong Kong)'s m.t. Ardenne Venture and m.t. Starlight Venture, both sister tankers of 161,045 gross tonnage, were awarded for being the two largest gross tonnage ships to join the Hong Kong Shipping Register in 2004. Captain Willy Chan (right) of Wah Kwong, receives the award from Mr Raymond Fan, former Deputy Secretary of the Economic Development and Labour Bureau.



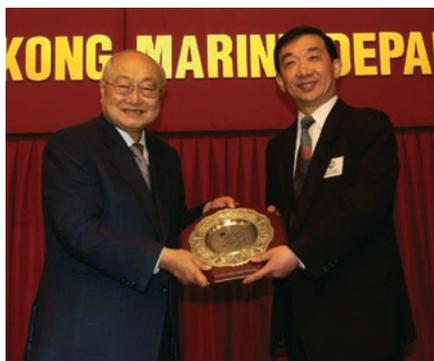
▲ M.S. Tanker Shipping's Grand Mountain was the vessel that crossed the 24 million gross tonnage mark of the Hong Kong Shipping Register on June 9, 2004. Mr Li Hua (right) of Sinotrans Shipping receives the award from former Deputy Secretary of the Economic Development and Labour Bureau Raymond Fan.



◀ Wah Kwong Ship Management (Hong Kong)'s m.t. Starlight Venture earned an award for crossing the 25 million gross tonnage mark on Nov. 9, 2004. Mr. Frank Tsao (left), chairman of the Hong Kong Shipowners Association, gives away the award to Captain Willy Chang.

NYK Stolt Shipholding Inc's Stolt Azami was the vessel that crossed the 26 million gross tonnage mark on Jan. 21, 2005. Hong Kong Shipowners Association chairman Frank Tsao (left) presents the award to Mr Leonard C. Hale. ▶





Glory Ocean Shipping Co.'s m.v. *Jasmine Ace* was awarded for chalking the 1,001st Ship Mark on Dec. 10, 2004, marking a new era for the Hong Kong Shipping Register. Mr. Frank Tsao, chairman of the Hong Kong Shipowners Association, presents the award to the President Mr J.W. Park.



Hebei Ocean Shipping Co. was awarded for being "The Company with the largest dedicated fleet on the Hong Kong Shipping Register". Hebei Ocean has placed its entire fleet of 25 ships with a total accumulated gross tonnage of close to 1.7 million on the Hong Kong Shipping Register. Mr Tsui Shung-yiu (left), Director of Marine, gives away the award to CEO Mr Gao Yanming.

▲ Super Harmony Shipping Co.'s m.v. *JJ Yokohama* was the ship that crossed the 1,000th Ship Mark on Dec. 10, 2004. Mr Cao Yong (right), the Director, receives the award from Mr. Frank Tsao, chairman of the Hong Kong Shipowners Association.



◀ COSCO (Hong Kong) Group, which has an accumulated gross tonnage of close to 2.3 million on the Hong Kong Register, was bestowed the award for "The Company with the most gross tonnage on the Hong Kong Shipping Register". Director of Marine Tsui Shung-yiu (right) presents the award to the President Mr Liu Guoyang.



Quality control of HK Shipping Register's ships

Today, the Hong Kong Shipping Register has a fleet of over 800 quality ocean-going ships. Thanks to a pre-registry quality control (PRQC) inspection exercise conducted prior to a ship's registration, the register can maintain its reputation as a quality shipping register.

Started in mid-2003, this monitoring procedure has been found to be effective in deterring old or substandard ships from joining the register.

"This can be reflected by the average age of our ships, which has dropped from 12.08 in 2003 to 11.01 in 2004," said Marine Department Senior Surveyor/Security & Quality Assurance Cheung Sik-woon.

For ships already registered on the registry, they are subject to Flag State Quality Control (FSQC) inspection that uses similar ship information as the PRQC system to ensure the continuous upkeep of the quality of ships.

In order to keep an effective monitoring system of the ships' quality, the Cargo Ship Safety Section, the International Safety Management (ISM) Section and the Security & Quality Assurance Section of the Shipping Division share this responsibility.

When a ship's condition is found to be deteriorating by a FSQC inspection, the management company is asked to take improvement measures.

As the Hong Kong Shipping Register has grown tremendously, the Marine Department delegated the statutory survey and certification functions to nine classification societies designated as Recognized Organizations.

In order to ensure that these Recognized Organizations discharge their statutory survey functions properly, the FSQC inspection also acts as a checking measure.

For ships that do not undergo FSQC inspection, the Security and Quality Assurance Section carries out continuous checks and analysis of Port State Control inspection records to see if the quality of any Hong Kong registered ship is deteriorating, and remedial measures are taken.

In more serious cases, the faultfinding analysis could lead to a further FSQC inspection and audit of the vessel and follow-up action to ensure that they are in compliance with the international convention standards.

So, through continuous dialogue and communication with shipowners and ship managers as well as concerted effort by both sides, the Marine Department believes that Hong Kong can foster its reputation as a quality ship register and will attract more quality ships to join the registry.



IMO Insider Events

◆ Voluntary IMO Member State Audit Scheme

The Scheme is supposed to help Member States to identify areas where more resources should be used to strengthen the capacity for more effective implementation of IMO instruments. Work has been done to develop the draft framework for Member State Audit, the draft procedures for Member State Audit and the draft Audit Agreement. Two pilot audit projects were successfully completed by two groups of Administrations (Group 1: Cyprus, the Marshall Islands and UK; Group 2: France, the Islamic Republic of Iran and Singapore) in late 2004. Taking into account the two pilot audit groups' recommendations, the audit framework, procedures and agreement will be finalized in 2005. If considered appropriate, Hong Kong, China may join the voluntary scheme as soon as it is in place!

◆ Goal-based new ship construction standards

This subject, approved by the IMO in 2003 as a new work program item, aims to set safety standards goals for which a ship's design and construction should be based on – a new approach in formulation of ship safety regulations. It is proposed to first focus the goal-based standards on design and construction of hull structures to fill the blank of the safety regime related to ship structure under SOLAS. At the moment safety aspects related to hull structure is only taken care of by classification societies' rules. A working group was set up at MSC 79 in December 2004 to deal with this issue. This is a long-term project that will last for a number of years.

◆ Passenger ship safety

Modern passenger ships are now designed for bigger and bigger passenger capacity with some designs having in excess of 5000 persons on board. However, the existing safety regulations, originally formulated for much smaller vessels that operated with far less passengers, may not be appropriate for application to these large passenger ships. So, a working group was established by MSC73 in 2000 to study large passenger ships' safety. The study is based on the principle that future large passenger ships should

be designed for improved survivability and the philosophy that "a ship is its own best lifeboat". It is a very complicated project and will take a few more years to complete. MSC79 in December 2004 decided that there had been indeed a need to review all regulations governing passenger ship safety, not just "large" passenger ships. Now we would expect a new set of safety regulations for passenger ships in a few years time!

◆ Measures to prevent lifeboat accidents

The shipping industry is greatly concerned by accidents caused by lifeboat drills because such accidents, involving either fatality or serious injury to seafarers, continue to happen. This has long been a problem without an appropriate solution. Although the IMO has amended the relevant regulations to reduce the risk during lifeboat drills, enhance maintenance requirements for lifeboat and its associated gears, improvements to lifeboat design, particularly the on-load release gears, and appropriate training to seafarers, are issues need to be further addressed in order to reduce frequency of such accident. The Marine Department contributes actively to the IMO efforts and hopes that significant progress can be made in solving the issue in the near future!

◆ Tokyo MOU to launch operational control campaign

As part of its port state control of ships, the Tokyo MOU will emulate the action taken by the Paris MOU to launch a concentrated inspection campaign (CIC) on operational control in September this year.

The three months campaign will target various aspects of operational control provisions of SOLAS and MARPOL of all types of vessels. During the campaign, port state authorities will focus their inspections on operational control of fire protection and life-saving appliances, GMDSS, safety of navigation and pollution prevention aspects as well as closely examine the crew's ability to carry out their operations properly.

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Two new marine pollution regulations gazetted

 In a move to prevent pollution to the marine environment by ships, two new Regulations - the Merchant Shipping (Prevention of Pollution by Sewage) Regulation (Sewage Regulation) and the Merchant Shipping (Prevention and Control of Pollution)(Fees) Regulation (Fees Regulation) - were gazetted on January 14 and tabled at the Legislative Council on January 19.

An Economic Development and Labour Bureau spokesperson said the Sewage Regulation seeks to give effect to the requirements of Annex IV to the International Convention for the Prevention of Pollution from Ships (MARPOL)73/78 while the Fees Regulation is made to charge fees in relation to the survey and certification services provided by government surveyors under the Sewage Regulation.

“MARPOL Annex IV requires certain ships engaged in international voyages to be surveyed and have on board an

International Sewage Pollution Prevention (ISPP) Certificate issued by its flag Administration or organisation recognised by the Administration to ensure that they are equipped with necessary facilities on board,” the spokesperson said.

According to the Sewage Regulation, Hong Kong registered ocean-going ships and ocean-going ships not registered in the territory of 400 gross tonnage or above, or of less than 400 gross tonnage which are certified to carry more than 15 persons will be prohibited from discharging untreated sewage into Hong Kong waters.

In Hong Kong, the Marine Department is responsible for conducting surveys and issuing ISPP Certificates to compliant ships. The Fees Regulation will empower the Director of Marine to charge fees on a cost recovery basis from the ship operators for providing such services.

MD – China MSA meeting in Shenzhen



▲ The Marine Department and the China Maritime Safety Administration, led by Director of Marine Mr Tsui Shung-yiu and Executive Deputy Chief Mr Liu Gongchen respectively, held their regular meeting in Shenzhen on January 20 to discuss various maritime issues of mutual interest. The officials pose for photograph after the meeting.

Regular Visits to the HKSR Shipowners Outside Hong Kong



The MD officers pay visits to HKSR shipowners outside Hong Kong regularly to foster closer working relationship and to exchange views on enhancing our customer service.

Visit to Hebei Ocean Shipping Company Limited in December 2004

In December, 2004, Assistant Director/Shipping W.K. Lee and General Manager/Shipping Register and Seafarers P.C. So paid a courtesy visit to Hebei Ocean Shipping Company Limited (HOSCO) in Qinhuangdao and was received by the CEO Gao Yanming and his deputy Qi Weizhong.

During the visit aimed to strengthen the registry's relationship with HOSCO – the company with the largest dedicated fleet on the Hong Kong Shipping Register - and to obtain feedback on HKSR's services provided to them, Mr Gao praised the HKSR's efficiency and quality



▲ Assistant Director, Mr. W. K. Lee presents a souvenir to HOSCO's CEO, Mr Gao Yanming.

of ship registration related services.

Mr. Lee and Mr. So took the opportunity to visit the Hong Kong-registered 137,476 GT M.V. "Hebei Innovator" – a VLCC that had been converted into an ore carrier at a nearby yard. The vessel was classed by the China Classification Society.

Hong Kong delegation met the Taiwan Shipping Industry in the Lunar New Year

During the 2005 Lunar New Year period, the Advisory Committee for the Foreign Employment of the Mariners (Taiwan) organized a dinner party for the Hong Kong shipping industry to meet the Taiwan counterpart informally in Taipei on March 9. During the dinner party, the MD officers took the golden opportunity to exchange views with the representatives from the training institutes and the HKSR shipowners in Taiwan on the STCW 95 and the ship registration related matters.



▲ The group photo of Hong Kong delegation and representatives of the organizer from left: MD's Chief Assistant Registrar, Mr. Y. M. Cheng; Hong Kong Shipowners Association, Mr. Gilbert Feng; Hong Kong Seafarer Coordination Committee, Captain Y. C. Yu; MD's General Manager/Shipping Registry and Seafarers, Mr. P. C. So; Chairman of the Advisory Committee for Foreign Employment of the Mariners (Taiwan), Captain Yao Zhong Yi; Institute of Seatransport, Ms. Brenda Chak; MD's General Manager/Ship Safety Mr. K. L. Lee; and Secretary of the Advisory Committee, Mr Chen Chang Shun.

Meeting discusses “Four Mini Certificates” needs in Mainland Waters

 In a move to ensure the personal safety of crew working on Hong Kong licensed vessels within Mainland Waters, Chinese authorities have requested the crew to obtain PRC Fishery Vessel Crew Certificate called “four mini certificates”.

Hong Kong fishermen have been given up to August 1, 2005 to become certified so that they can comply with the safety training requirements that apply within Mainland waters.

On December 9, 2004, a meeting was held in Hong Kong between Marine Department officials, HK Fishermen Associations representatives, Agricultural, Fishery and Conservative Department (AFCD) officers and a PRC delegation to discuss how crew working on Hong Kong licensed vessels within Mainland Waters can be trained and certified to hold the necessary “four mini certificates”.

Mr. Liu Zai-fei, Researcher of Bureau of Fishing Port Superintendence of Guangdong, headed the PRC

delegation comprising officials from the Fishery Administration General Brigade of Guangdong, Zhuhai, Shenzhen, Yangjiang and Jiangmen.

At the meeting, HK Fishermen Associations representatives explained their difficulty in obtaining the certificates due to the time and cost involved in undergoing the training in China, and requested that the course be shortened

and organized in the territory.

The PRC Administration officials turned down the proposal to hold training in Hong Kong as the cost of living and studying at training centres in the Mainland was much lower than in the territory. However, Marine Department officials said they would follow-up the request with the PRC authorities at a later stage.



▲ Marine Department officials, representatives of Guangdong Fishery Administration, HK Fishermen Association and Agricultural, Fishery and Conservative Department pose for group photo after meeting.



HK Shipping Register tops 27 million GT mark

 The Hong Kong Shipping Register crossed the 27 million GT mark setting another new record with the registration of the M.V. “Cape Breeze” on March 15, bringing the total number of vessels registered with the HKSR to 1,034.

The 91,188 GT bulk carrier was built by Santierul Naval Constanta S.A. Romania and is owned by Braveheart

Navigation S.A. The vessel, which has a length of 284m, breadth 46m and depth 24m, is represented by Wallem Shipmanagement Ltd and managed by Stamford Navigation Inc, Greece.

AFCD takes delivery of law enforcement patrol vessels

 The Nature Warden Office, situated up the Ramsar site near the Mai Po Marshes, recently took delivery of two new hovercraft "Mudsurfer 2" and "Mudsurfer 3" from an Australian Shipbuilder.

These 3.57 M x 2.03 M craft, each carrying a maximum of three persons, were commissioned by the Marine Department for the Agriculture, Fisheries & Conservation Department (AFCD).

The craft, which can travel over land, water, mudflat and swamp, has a maximum speed of 28 knots using a 70-HP petrol engine. The operation of these new craft will facilitate better conservation of the Mai Po Ramsar site.



◀ The Mudsurfer, built by an Australian shipbuilder, is able to patrol over almost any surface including areas inaccessible to conventional craft.

MD commends 18 who saved lives at sea



▲ On March 18, the Director of Marine Tsui Shung-yiu (fifth from the right) commended 18 people in recognition of their bravery when risking their lives to save others in Hong Kong waters last year. Commendations were received by six Star Ferry Company Ltd crew members, two civilians, a master from Oriental Overseas Container Line Ltd, a captain from Tai Chong Cheang Steamship Company (HK) Ltd and eight officers from the Hong Kong Police Force.

MD officers visit MPA Singapore

 On February 25, Mr W.K. Lee, Assistant Director/Shipping and Mr K.L. Lee, General Manager/Ship Safety visited the Maritime & Port Authority (MPA), Singapore to discuss port state control cooperation and exchanged views on flag state quality control of ships.

Both officials were received by the Deputy Director and Senior Assistant Directors of MPA.

Both sides agreed to share experiences and information as well as to exchange port state control officers to enhance cooperation.



▲ Mr K.L. Lee, General Manager/Ship Safety (left), Mr Mark Heah, deputy director of Maritime Port Administration of Singapore (centre), and Mr W.K. Lee, Assistant Director/Shipping pose for photo during visit to the Maritime & Port Authority (MPA).

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