

# COMMITTEE ON BOATING AND YACHTING

## *Minutes of Meeting held on 22 September 2005 at 1430 hours in the Marine Department Headquarters Conference Room (A)*

### Present

Mr. K M NG	Marine Department	Chairman
Mr. Roger EASTHAM	Royal Hong Kong Yacht Club	Member
Mr. Karl C KWOK	} Hong Kong Sailing Federation	Member
Mr. Keith MOWSER		Member
Mr. Ken TRICE		Member
Mr. Cowen CHIU		
Ms. Joanne CHOW	Leisure and Cultural Services Department	Member
Mr. F L CHEUK	} Marine Department	Member
Miss Fiona YEUNG		Secretary

### In Attendance

Mr. M Y CHAN	Marine Department
Mr. K W CHAN	Marine Department

### Absent

Mr. K. Y. SHIN	Civil Engineering & Development Department	Member
Ms. Shirley CHOW	Home Affairs Department	Member

**The Chairman** welcomed all present.

## **I. CONFIRMATION OF THE MINUTES OF THE LAST MEETING**

2. **Mr. F L CHEUK** proposed and members agreed to add “which has no person on board” after “an open deck vessel” in the 1<sup>st</sup> bullet point, paragraph 5 of page 2.

## **II. MATTER ARISING FROM THE PREVIOUS MEETING**

### *Progress Report on New Ordinances*

3. **Mr. F. L. CHEUK** briefed that the Merchant Shipping (Local Vessels and

Miscellaneous Amendments) Bill 2005 was discussed in the Bill Committee of Legislative Council recently. The next meeting of the Bill Committee would be convened on 12 October 2005 and the Amendment Bill would probably be enacted in November 2005. After that, the drafting work of the remaining 5 subsidiary legislation of the LVO would be resumed. It was estimated that the whole set of LVO would be completed in early 2006.

### **III. NEW BUSINESS**

#### *Amendments on Code of Practice for Class IV Class*

4. **Mr. M Y CHAN** stated that Code of Practice for Class IV Vessels (COP) had been amended in mid August 2005 and a batch of documents had been circulated to members. Although the consulted version of COP was released in November 2004, there were some International requirements (e.g. Marpol Annex concerning air pollution) and technical requirements changed lately. Therefore, further amendments had been made. **Mr. Keith MOWSER** asked what COP influenced the pleasure vessel users. Mr. Chan explained that generally COP was the safety guidelines for the public. Equivalent safety standards would also be accepted at the discretion of Director of Marine. If members had further enquiries, please feel free to contact Mr. Chan at 2852 4430.

#### *Closure of Hong Kong Coast Radio Station*

5. **Mr. K W CHAN** advised that due to business decision, PCCW had decided to close down the Hong Kong Coast Radio Station (CRS) on 1 September 2006. The local vessels which made use of the service of the CRS through single side band radio would be affected in the following three areas:
- Radio-telephony services between ship and shore
  - Broadcast of weather report of South China Sea
  - Monitor of the calling / distress frequencies

Mr. Chan suggested three measures to tackle the above-mentioned implications:

1. Installation of Emergency Position Indicating Radio Beacon (EPIRB)

In case of distress, the master could trigger the EPIRB, of which distress signal could be received & responded by Marine Rescue Coordination Centres (MRCC).

2. Installation of Satellite Phone

In case of distress, calls could be made directly to MRCC for help.

3. Using Services of Guangdong Coast Radio Station (GDCRS)

The GDCRS was monitoring distress frequencies, any distress calls would be relayed to MRCC for rescue action.

6. **Mr. Roger EASTHAM** said that when buying an EPIRB from overseas manufacturer for a new pleasure craft, the MMSI number of the vessel could not be encoded into the EPIRB. It is because the Office of Telecommunications Authority (OFTA) would not assign the MMSI number before the vessels was delivered in Hong Kong. After licensing the vessel with Marine Department and obtaining a MMSI no., the owner of the vessel had to send the EPIRB back to the manufacturer for encoding. In short, the registration was rather clumsy. **Mr. K W CHAN** responded that he would try to arrange a meeting among Marine Department, yacht clubs and OFTA to see if the procedures could be simplified.

**IV. A.O.B.**

*Recognition of PV Operator Courses*

7. **Mr. Keith MOWSER** queried the recognition and monitoring of overseas pleasure vessel operator courses, e.g. RYA Course, by Marine Department and would like to express his dissatisfaction about this issue via COMBAY meeting. **The Chairman** noted the points raised by Mr. Mowser. Since the attendants from the Marine Department were not familiar with the background, the issue would be forwarded to Seafarer's Certification Section (SCS) for a response.

(Post meeting note: SCS responded that there was no evidence to suggest that RYA courses were improperly conducted. SCS would further discuss with HKSF on this issue in the near future.)

*Speed Restricted Zone*

8. **Mr. Ken TRICE** expressed that there was a need to establish an all-the-time speed restricted zone in Hebe Haven. He would prepare a paper for presenting such need and send to the Marine Department for consideration. **The Chairman** responded that the issue had been discussed at COMBAY in previous year. He would task the Marine Officer responsible for the district to review the case.
9. **Mr. Cowen CHIU** added that many wakeboard players and LCSD training course students had breached the rule of speed limit in Stanley recently. **The Chairman** replied that he would task patrol officers to keep a close watch on the area.

**V. DATE OF NEXT MEETING**

10. Members would be informed of the date of next meeting in due course.
11. There was being no other business, the meeting closed at 1530 hours.