

LOCAL VESSELS ADVISORY COMMITTEE

Minutes of the 23rd Meeting

Date : 14 June 2017 (Wednesday)
Time : 2:30 p.m.
Place : Conference Room A, 24/F, Harbour Building

Present

Chairman: Mr S. F. WONG Deputy Director, Marine Department
("MD")

Members: Mr NG Kwok-wing, Eric Naval Architecture
Mr HUANG Li-fan Ship Survey Work
Mr SIU Ping-wing Seafarers' Associations
Mr WEN Tsz-kit, Bondy Launch & Excursion Vessels' Operations
Mr CHEUNG Kwok-wai Ferry Vessels' Operations
Mr YEUNG Sheung-chun Fishing Industry
Mr Mark John WILLIAMS Chief Inspector (Small Boat Division)
(Marine Regional Headquarters), Hong
Kong Police Force ("HKPF")

(On behalf of Mr LAW Ka-hong)

Mr H. B. CHAN General Manager/Operations, MD
Mr P. K. YEUNG General Manager/Local Vessels Safety,
MD

(Presentation of Paper No. 8/2017)

Secretary: Mr Anson M. C. SINN Executive Officer (Committee &
General), MD

In Attendance

Mr MOK Ka-hei Senior Inspector (Operations) (Marine
Regional Headquarters), HKPF
Mr Li Kit-hung Senior Instructor, Maritime Service
Training Institute

Mr Emil PUI	HK & Kowloon Motor Boats & Tug Boats Association Ltd.
Mr Freely CHENG	Deputy Director (Special Duties), MD
Mr W. H. HO	Assistant Director (Special Duties), MD
Mr F. L. CHEUK	Assistant Director/Planning & Services, MD
<i>(Presentation of Paper No. 11/2017)</i>	
Ms Polly HO	Chief Executive Officer (Special Task), MD
<i>(Present for Paper No. 12/2017)</i>	
Mr Zachary LEE	Senior Administrative Officer (Special Duties), MD
Mr Jerry TANG	Senior Surveyor of Ships/Local Vessels Safety, MD
Mr K. P. LEE	Marine Surveyor/Local Vessels Safety, MD
Mr Eric LEE	Senior Surveyor of Ships (Special Duties), MD
<i>(Presentation of Paper Nos. 9, 10 and 12/2017)</i>	
Mr Adrian CHAN	Senior Marine Officer/Planning & Development (1), MD
<i>(Presentation of Paper No. 11/2017)</i>	
Ms Amy WONG	Senior Statistician, MD
<i>(Presentation of Paper No. 11/2017)</i>	
Ms CHAN Ka-yan, Aki	Research Officer, Policy 21 Limited
<i>(Present for Paper No. 11/2017)</i>	
Mr MA Tak-yan, Duncan	Research Assistant, Policy 21 Limited
<i>(Present for Paper No. 11/2017)</i>	

Absent with Apologies

Mr SZETO Feut	Ship Building and Repairing Industry
Mr WONG Leung-wai	Marine Insurance Industry
Ir MAK Chiu-ki	Seafarers' Training
Mr CHAN Woon-lung	Cargo Vessels' Operations
Mr FONG Chi-fai	River Trade Cargo Operations
Mr Leon CHAN	Pleasure Boating Operations

Action

I. Opening Remarks

1. The Chairman informed the participants that a quorum was present¹ and the meeting would proceed.
2. The Chairman welcomed all to the meeting and told them the house rules of the Local Vessels Advisory Committee (“LVAC”):
 - (a) All participants are requested to turn their mobile phones to silent mode.
 - (b) LVAC meetings are not private sessions. If members of the industry can be accommodated in the venue to observe the meetings, they may make reservations with the Secretariat in advance and the Secretary will consult the Chairman separately.
 - (c) The Secretariat will not make written records of the oral comments made by observers in the meetings.
 - (d) Observers should have the Chairman’s signal of consent before speaking in the meeting. [Post-meeting note: Observers will not have the right to vote if and when there is a question coming or arising before an LVAC meeting.²]
 - (e) If the discussion items involve restricted or confidential documents, the Chairman can ask observers to withdraw from/leave the meeting pursuant to the “need-to-know” principle. The paper concerned and the discussion will be restricted to the staff members of MD and the members of the LVAC.

¹ Under Section 4(5) of the Merchant Shipping (Local Vessels) Ordinance (Cap. 548), not less than half the members of the Local Vessels Advisory Committee shall form a quorum at any meeting of the Committee.

² See paragraph 8 of the minutes of the 1st meeting of the LVAC held on 8 December 2006 (http://www.mardep.gov.hk/en/aboutus/pdf/lvac_m061208.pdf)

II. Confirmation of Minutes of Last Meeting

- Secretary
3. The minutes (bilingual version) of the 22nd meeting held on 20 March 2017 were circulated to members via e-mail on 29 May and 7 June 2017. The minutes were confirmed without amendment.
 4. [Post-meeting note: The minutes of the 22nd meeting was uploaded to the website of MD on 27 June 2017.^{3]}

III. Matters Arising

- SSoS(SD),
MD
5. Mr Eric LEE (SSoS(SD), MD) said that Form MD 617 titled “Application for Alteration of Local Vessels”⁴ was reviewed by MD. The present application form contained two pages in a simple format for shipowners to fill in updated information on safety equipment and key installations on their own. Meanwhile, the form titled “Records of Safety Equipment and Key Installations”⁵ was in four pages with a lot of information required and MD considered inappropriate to copy all the items to Form MD 617. MD would amend Form MD 617 with reference to the most frequently changed particulars stated on Form MD 511 titled “Notification of Change of Particulars in Certificate of Ownership/Operating Licence”⁶.
 6. Mr CHEUNG Kwok-wai suggested that MD might consider introducing electronic forms to facilitate the industry in submitting applications.
 7. The Chairman responded that enhancing the use of IT was one of the aspects of MD’s systemic reform. For instance, MD was setting up an electronic submission channel to facilitate submission of plans and other survey information by competent surveyors for approval⁷.
 8. The Chairman said that MD had discussed the issue of

³ http://www.mardep.gov.hk/en/aboutus/pdf/lvac_m170320.pdf

⁴ <http://www.mardep.gov.hk/en/forms/pdf/md617.pdf>

⁵ See Annex II of LVAC Paper No. 2/2017 (http://www.mardep.gov.hk/en/aboutus/pdf/lvacp2_17.pdf)

⁶ <http://www.mardep.gov.hk/en/forms/pdf/md511.pdf>

⁷ See paragraph 3.23 and 3.43 of the Final Report of the Steering Committee on Systemic Reform of the Marine Department (<http://www.mardep.gov.hk/en/publication/pdf/steeringcom.pdf>)

“minimum manning crew number” with the industry for a period of time. The meaning of words such as “operation” and “underway” should be clarified and legal advice of the Department of Justice would be sought if necessary.

IV. New Discussion Items

GM/LVS,
MD

(i) LVAC Paper No. 8/2017 –
Amendment of the Codes of Practice - Safety Standards for
Class I to III Vessels

9. Mr P. K. YEUNG (GM/LVS, MD) reported on LVAC Paper No. 8/2017, which set out MD’s proposed amendments to the Code of Practice – Safety Standards for Class I Vessels, the Code of Practice – Safety Standards for Class II Vessels and the Code of Practice – Safety Standards for Class III Vessels (hereafter collectively referred as “CoPs”), and sought members’ comments.
10. The Chairman said that the CoPs were the “Holy Book” for the industry. In future, MD would review and update the CoPs annually instead of frequently correcting the textual errors in the CoPs for ease of reference by the industry and MD.
11. Mr HUANG Li-fan enquired whether the “sheltered waters” mentioned in paragraph 1.5.2, which was to be added to Chapter IV of the Code of Practice – Safety Standards for Class I Vessels as set out Annex I to the Paper, referred to all waters in Hong Kong.
12. Mr WEN Tsz-kit, Bondy enquired whether the update of Remark *6 in Table 7-3 of Annex I meant the existing and updated procedures for insulation resistance test inspection coexisted and were both applicable. Mr Jerry TANG (SS/LVS, MD) replied in the affirmative. The Chairman earnestly requested Mr YEUNG Sheung-chun to relay the arrangements of the procedures for insulation resistance test inspection to the fishing industry.
13. [Post-meeting notes: The Secretariat replied to members by email on 16 June 2017 that “sheltered waters” was defined

as in 13.1(4) under the General Principles in the Technical Regulations for the Statutory Surveys of Sea-going Ships engaged in Domestic Voyages promulgated by the Maritime Safety Administration of the People's Republic of China, which read "sheltered waters refers to the sea areas between islands and the shore and between islands with a distance of less than 10 n miles (10 nautical miles) in between, which forms a comparatively good sheltered condition with a little wave." Therefore, MD considered that the requirements for sheltered waters were applicable to vessels operating within the aforementioned areas in Hong Kong waters. The email invited members to submit comments on the above explanation, if any. If MD did not receive any comments in two weeks, LVAC Paper No. 8/2017 would be deemed to be endorsed by members.

14. [Post-meeting notes: As at the deadline (i.e. 29 June 2017), the Secretariat noted that Mr HUANG Li-fan raised no objection to the above explanation. As other members raised no further comments, LVAC Paper No. 8/2017 was endorsed.]

SSoS(SD), (ii)
MD

LVAC Paper No. 9/2017 –
Miscellaneous Amendments to the Merchant Shipping
(Local Vessels) (Safety and Survey) Regulation (Cap. 548G)

15. Mr Eric LEE (SSoS(SD), MD) reported on LVAC Paper No. 9/2017, which proposed making miscellaneous amendments to the Merchant Shipping (Local Vessels) (Safety and Survey) Regulation (Cap. 548G), and sought members' comments.
16. Mr Eric LEE (SSoS(SD), MD) elaborated on the details of the amendments, which included:
 - (a) Plans shall be approved before issue of certificates, etc.;
 - (b) Number of lifebuoys on Class II vessels that operate within river trade limits;
 - (c) Requirements for inflatable liferafts on Class II vessels that operate within river trade limits;

- (d) Fire protection and provision of fire-fighting apparatus;
- (e) New schedule setting out the requirements for the provision of fire-fighting apparatus on oil carriers that operate within the waters of Hong Kong; and
- (f) Amendments to the requirements with regard to the load line certificate and freeboard assignment certificate for special purpose vessels.

17. The Chairman summarized the above proposed amendments as:

- (a) Editorial errors to be corrected; or
- (b) Certain administrative measures implemented by MD to be enumerated in the subsidiary legislation, whereby vesting MD with legal power; or
- (c) Some overly cumbersome provisions to be deleted to allow more flexibility for MD and the industry to enhance efficiency of plan approval by MD.

18. As members raised no further comments, LVAC Paper No. 9/2017 was endorsed.

SSoS(SD), (iii)
MD

LVAC Paper No. 10/2017 –
Audit Survey of Local Vessels Surveyed by Authorized
Surveyors

19. Mr Eric LEE (SSoS(SD), MD) reported on LVAC Paper 10/2017, which sought members' views on the revised procedures for audit survey of local vessels surveyed by authorized surveyors (ASs).

20. Mr NG Kwok-wing, Eric would like MD to concretely explain the arrangement mentioned in paragraph 5(a) of the LVAC Paper. Mr Eric LEE (SSoS(SD), MD) responded that for an AS whose performance was up to standard, the number of vessels selected for audit survey would be less than 10% of the total number of vessels he/she surveyed. For an AS whose performance needed improvement, the

number of vessels selected for audit survey would be 10% of the total number of vessels he/she surveyed.

21. Mr WEN Tsz-kit, Bondy recapped the comments he made in a sub-committee. He said that under the current procedures for audit survey, there was often a time gap between the completion of survey by an AS and the receipt of audit survey notification by the vessel owner or agent. At the time the notification was received, the vessel might have work commitments and arrangement for audit survey could not be made shortly. Mr WEN Tsz-kit, Bondy suggested that MD could, on receipt of Notices of Engagement, select vessels for audit surveys so that it could notify the vessel owners or agents concerned immediately after receiving the selected vessels' Declarations of Survey.
22. Mr Eric LEE (SSoS(SD), MD) replied that MD's current practice was to notify the ASs and vessel owners concerned that the vessels were selected for audit survey after receiving the Declarations of Survey submitted by the ASs. MD would review the current audit procedures to further shorten the time gap. Besides, ASs were advised to submit the Declaration of Survey to MD as soon as possible after the completion of survey of a vessel.
23. The Chairman summarized the above comments and said internal discussion on the administrative arrangement of audit survey of vessels would be held. In case adjustments to LVAC Paper No. 10/2017 were necessary, the paper would be circulated to members for their written comments (if any) to be made within two weeks.
24. [Post-meeting note: The Secretariat sent LVAC Paper No. 10/2017 (updated version) to members via e-mail on 29 June 2017 for their reference. MD noted members' suggestions and would report the progress to members in the next meeting. Since members raised no comment before the deadline (i.e. 12 July 2017), LVAC Paper No. 10/2017 (updated version) was endorsed.]

Sr Stat,
MD and
SMO/P&D
(1), MD

(iv) LVAC Paper No. 11/2017 –
Assessment of Typhoon Shelter Space Requirements

25. Ms Amy WONG (Sr Stat, MD) and Mr Adrian CHAN (SMO/P&D(1), MD) presented LVAC Paper No. 11/2017 to members (see *Appendix* for the PowerPoint slides). The paper briefed members on the results of the draft report on the “Assessment of Typhoon Shelter Space Requirements 2015-2030”, the findings of a Review on Berthing and Sheltered Space for Local Vessels in Hong Kong (“the Review”), and the measures recommended for enhancing the utilization of existing sheltered space.
26. In response to an enquiry of Mr WEN Tsz-kit, Bondy, the Secretariat e-mailed the PowerPoint slides (see *Appendix*) to members for reference after the meeting on the same day. The Chinese version of the draft report on the “Assessment of Typhoon Shelter Space Requirements 2015-2030” would be provided for members’ information upon completion of translation. [Post-meeting note: The Secretariat distributed the Chinese translation of the draft report via e-mail on 4 August 2017.]
27. Ms Amy WONG (Sr Stat, MD) briefly stated the findings of the Assessment of Typhoon Shelter Space Requirements as follows:
 - (a) There would be a surplus supply of over 80 hectares of sheltered space for Classes I to III and Mainland visiting vessels throughout the period from 2014 to 2030;
 - (b) The projected shortfall of sheltered space for Class IV vessels would increase significantly from 8.6 hectares in 2014 to 75.5 hectares in 2030; and
 - (c) As typhoon shelters and sheltered anchorages were open to all classes of local vessels on a first-come-first-served basis, it was projected that the overall supply of sheltered space in Hong Kong could adequately meet the demand from local vessels up to 2030.
28. Ms Amy WONG (Sr Stat, MD) summarized the findings of the Review as follows:

- (a) There would be increasing competition among different classes of local vessels for typhoon shelter space, particularly due to the large demand from Class IV vessels;
 - (b) During normal weather, there was and would continue to be sufficient berthing space for local vessels;
 - (c) The single mooring method currently adopted in Pak Sha Wan Sheltered Anchorage (“PSWSA”), Sai Kung had resulted in comparatively low berthing capacity;
 - (d) Hei Ling Chau Typhoon Shelter (“HLCTS”) and Yim Tin Tsai Typhoon Shelter were located in remote areas and lack of transportation support. As a result, utilization of the two typhoon shelters was low; and
 - (e) It would be neither practicable nor cost-effective to plan for the provision of sheltered space based on short-term changes in regional demands.
29. Mr Adrian CHAN (SMO/P&D(1), MD) briefed members on the following recommended measures:
- (a) Enhancing the utilization of typhoon shelters;
 - (b) Increasing berthing capacity in PSWSA;
 - (c) Designation of a non-pleasure vessel mooring area within Kwun Tong Typhoon Shelter; and
 - (d) Expansion of the three private mooring areas in Tso Wo Hang, Tai Mei Tuk and Shuen Wan Hoi respectively.
30. Regarding the low utilization of HLCTS, Mr CHEUNG Kwok-wai remarked that:
- (a) As the water was rather shallow at certain spots of HLCTS, MD should consider carrying out dredging operations to facilitate the berthing of vessels with deeper draught;
 - (b) Quite a number of large works barges were currently berthed near the entrance to HLCTS, obstructing the free access of other vessels and deterring vessel operators

from entering the typhoon shelter. He suggested that MD should consider enhancing the utilization of HLCTS by improving berthing of works barges;

- (c) MD should take into account the surge in short-term demand (e.g. fishing moratorium) when projecting the demand for typhoon shelter space;
- (d) MD should further split Class I passenger carrying vessels into ferries and other vessels (e.g. launches and kaitos) for the purpose of classification for the projection. Ferries had a minimum length of 40 metres and a large carrying capacity. He added that the Transport Department had requested ferry companies to expand their fleets to meet the service demand arising from the expected increase in population of Lamma Island and Cheung Chau, but permission for laying private moorings for the ferries might not be granted; and
- (e) In view of the East Lantau Metropolis development, he would like to ask MD whether HLCTS would be relocated.

31. Mr F. L. CHEUK (AD/PAS, MD) responded that MD would arrange for survey of water depth in the vicinity of the entrance to HLCTS, and dredging would be conducted on a need basis at spots where the water was shallow. As for enhancing the utilization of typhoon shelters, MD currently did not allow vessels of any kind to lay private moorings in typhoon shelters but the Department proposed to set up new private mooring areas in typhoon shelters with low utilization rate so that shipowners might apply for permission to lay private moorings for their vessels. The advantage of the measure was that the vessels would have a fixed berth. There would be no need for them to compete with other vessels for typhoon shelter space, and they would be separated from the works barges. If re-provisioning of the typhoon shelter was required due to factors such as reclamation development, MD could make appropriate re-provisioning arrangements.

32. Mr Freely CHENG (DD(SD), MD) added that the consultation on the East Lantau Metropolis had just finished. Whether reclamation within HLCTS would be required as a result of the East Lantau Metropolis development was an unknown at the moment, and would only be known quite a number of years later. The situation would be more accurately reflected in MD's next assessment of typhoon shelter space requirements. Nonetheless, MD adopted a positive attitude and hoped to make efficient use of existing typhoon shelter space through temporary administrative measures. If reclamation within the typhoon shelter was required due to planned development, there would be re-provisioning arrangements.
33. Mr H. B. CHAN (GM/Ops, MD) said that regarding the surge in short-term demand (e.g. the typhoon season), MD maintained frequent communication with Mainland fisheries management authorities and sent letters to them to request their assistance in urging Mainland fishing vessels to make an early return to their homeports for refuge before the arrival of a typhoon.
34. Ms Amy WONG (Sr Stat, MD) said that the assessment had considered the factor of fishing moratorium, and the sheltered space requirements during the implementation of a fishing moratorium had been assessed. According to the findings of a survey, the number of fishing vessels taking refuge in Hong Kong during the implementation of a fishing moratorium was less than that during the passage of a typhoon, and thus generated less demand for sheltered space.
35. Mr WEN Tsz-kit, Bondy, said that the utilization rate of some typhoon shelters (such as Kwun Tong and Aberdeen) was only 70-odd percent. He hoped that MD would be proactive in managing the berthing of vessels in typhoon shelters to prevent inefficient use of typhoon shelter space as a result of random berthing. Mr YEUNG Sheung-chun concurred and pointed out that the sea was relatively rough in Aberdeen West Typhoon Shelter and the sheltering effect was insignificant. He suggested that the typhoon shelter should be expanded as and when necessary.

36. The Chairman responded that MD managed marine traffic and regularly issued advisory letters to pleasure vessels which had been berthed in typhoon shelters for prolonged periods. It would also step up inspection before the typhoon season. He hoped that Mr WEN Tsz-kit, Bondy (representing Hong Kong & Kowloon Motor Boats & Tug Boats Association), would take on the facilitator's role and urged the industry to co-operate in making good use of typhoon shelters during the typhoon season.
37. In response to the enquiry of Mr YEUNG Sheung-chun about the time of consultation, Mr F. L. CHEUK (AD/PAS, MD) said that the consultation would be launched in the following month at the earliest.
38. The Chairman concluded that the paper was by nature a report and MD would consult various stakeholders on the implementation of the improvement measures recommended by the Review.
39. Members noted LVAC Paper No. 11/2017.

SSoS(SD), (v)
MD

LVAC Paper No. 12/2017 –
Authorization of Surveyors and Performance
Management/Discipline of Authorized Surveyors

40. Mr Eric LEE (SSoS(SD), MD) reported on LVAC Paper No. 12/2017, which informed members of the revised procedures/guidelines governing the authorization of persons as surveyors and the performance management/disciplinary procedures of ASs.
41. Mr Eric LEE (SSoS(SD), MD) explained that MD consulted ASs and the Sub-committee on Survey Work of Local Vessels in early 2017. Their views were as follows:
 - (a) Some members indicated that it was not necessary to shorten the authorization period (i.e. revision from three years to two years):

They opined that the new performance management/disciplinary system would provide adequate measures to monitor the performance of ASs.

Shortening the authorization period might affect the commitment of ASs to the survey work. Having considered the views of the Sub-committee members, MD remained that the authorization period should be revised to two years in order to enable a more frequent review of the all-round suitability of the persons to be authorized as surveyors. This arrangement was conducive to maintain quality survey services and maritime safety.

- (b) Some members requested MD to enhance the transparency of the disciplinary procedures:

When formulating the proposed revised procedures/guidelines, MD had consulted the Department of Justice to ensure procedural fairness. For example, the accused AS would be given the opportunity to attend the disciplinary board meeting to contest the evidence produced and to present his own case before the disciplinary board, and to make representations on the disciplinary board's findings and recommendations. The AS would also be briefed on disciplinary board meeting procedures and his/her rights during the disciplinary proceedings.

- (c) Some members urged MD to review the continuous professional development ("CPD") requirement for authorization of surveyors:

Currently, an applicant for authorization of surveyor was required to complete 30 hours of CPD activities within 12 months preceding the application. MD considered the current requirement appropriate and the ASs did not raise any comments on the requirement.

- 42. The Chairman said that both LVAC Paper No. 12/2017 and No. 10/2017 were targeted at ASs with a view to ensuring the quality of survey services provided by ASs and maritime safety. In respect of the Register of Fishing Vessel of the People's Republic of China and classification societies, as the former was a state organ and the latter worked in accordance with international standard, the quality of the survey services they provided was already assured.

43. Members raised no comment and noted LVAC Paper No. 12/2017.

(vi) Any Other Business

DD, MD

Risk Assessment on Fast Speed Locally-licensed Passenger Carrying Vessels

44. The Chairman said that the purpose of the measure of “Type Rating Certification for Fast Speed Vessels” mentioned at the 13th meeting of LVAC on 16 April 2013 was to equip the coxswains of local fast speed passenger carrying vessels with the Type Rating Certificate for the type of vessel they operated. At that time, MD announced in advance that the Department would invite an international classification society to carry out a study to advise the definition of “fast speed vessels” in regard to vessels operating within Hong Kong waters⁸.
45. The Chairman continued that the consultancy submitted a report on the risk assessment on local passenger carrying vessels plying at fast speed in November 2015. In the light of factors like the maximum speed, passenger capacity and length of local vessels, the consultancy suggested that “fast speed vessel” vessels should be defined as a vessel with a maximum speed of 20 knots or above (≥ 20 knots). The consultancy suggested working on three aspects, namely mode of operation, standards of seafarers and equipment provision. It was suggested that operation manuals be provided on board for coxswains’ and chief engineers’ reference, and a local safety management system be implemented. With respect to the requirement of crew members’ quality, crew members should undergo simulator training and take part in assessments or examinations. Moreover, fast speed vessels should be installed with radar reflectors and automatic identification systems.

⁸ See paragraph IV.(i)(g) of the 13th minutes of the LVAC on 16 April 2013 (http://www.mardep.gov.hk/en/aboutus/pdf/lvac_m130416.pdf)

46. The Chairman sought members' comments on the suggestions of the consultancy.
47. Mr CHEUNG Kwok-wai commented that in view of the severe shortage of manpower in the industry and the fact that crew members were aged over 60 on average, and most with relatively low academic qualifications, there would be practical difficulty in requiring all crew members to take an assessment or examination. Similarly, front-line crew members might resist or could not sufficiently understand safety standards like safety management system. He deemed that if MD implemented the proposed suggestions, a grace period of several to ten years should be in place for the industry to gradually adapt to the changes.
48. The Chairman responded that MD noted the concern of shipping companies about the existing Type Rating Assessment for "high speed vessels". MD had yet to develop a system of assessment and examination for "fast speed vessels", and would consult the industry in due course. Regarding safety management, the public had fairly high expectation for safety of passenger carrying vessels, and MD considered that the industry had to keep up with the times. It was incumbent upon MD to ensure navigational safety. Instead of requiring the industry to write voyage reports as for ocean-going vessels, MD had a preliminary concept that a list would be provided for coxswains to review each salient point on their own initiative before setting sail. Knowing that aged coxswains might be illiterate, MD would further discuss the issue with the industry.

V. Adjournment of Meeting

49. There being no other business, the meeting was adjourned at 5 p.m. The date of next meeting would be announced in due course.

CONFIRMED the minutes 29th day of September 2017.

Committee Unit
Marine Department
Ref. : L/M (53) to HQ/COM 425/1(20)