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Institute of Seatransport

海運學會

SEAVIEW

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Our Mission

- to promote the exchange of professional knowledge within the Hong Kong shipping industries
- to recognize the contribution of professionals within the seatransport community in Hong Kong



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EDITORIAL TIDBITS

The Institute of Seatransport wishes all our readers a very prosperous and successful year of the Snake.

From this edition onward, Seaview is only published in e-format. We believe this new format is more environmentally friendly and easier for most of our readers to access.

In this edition, we cover a range of topics:

- Experts Anna Fomina, Partner; Adam Richardson, Partner; and Amanda Rathbone, Knowledge Counsel from the globally renowned HFW LLP, discuss claims for misdelivery and the impact of eBOLs.
- Dr Simon Yuen, Senior Lecturer of SPEED, PolyU provide insightful views about local talent.
- Mr Edward Cheng, Chief Representative (Hong Kong Region) of Oceanfavor Shipping (Shanghai) Ltd., gave us detailed preparations for visiting the Tan Kah Kee oceanographic research vessel
- Mr Y.K. Chan would like to share his view about the proposed Landbridge in Thailand.
- Captain C.T. Chu explains that brush fires in the USA and Australia can be quickly extinguished using the facilities onboard nearby ships.

We hope you enjoy reading these articles and would like to receive comments from you. We believe in the power of community and value your unique perspectives. That's why we warmly welcome articles from our readers. If you have a passionate topic, please don't hesitate to share it with us. You can send your articles to our mailbox, info@seatransport.org.

SEAVIEW 海運季刊

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First quarter 2025

New Executive Committee formed

The new term of the Executive Committee was formed following the Institute's Annual General Meeting (AGM) on 4 December 2024. The list of office bearers is available on the Institute's website and other social media.

Annual plan

The Institute had been busy in celebrating its 40th anniversary in 2024 with a rich programme; in 2025 it would resume its essential functions of providing training and educational programme and social events, such as a cocktail reception. We are proud to let you know that the Fire Department has recently appointed the Institute as the sole course provider for the 50 hours Preparation Course for Coxswain Grade 3 Examination for the employees of the Department; this demonstrates the recognition of public bodies of the role of the Institute as a training provider.

Your participation

As always, if you have any comments and suggestions for the Institute regarding the activities or any other matters, they are most welcome. Needless to say, watch out for the announcements on the latest activities and join us.

Update: 26 February 2025

The Maersk Katalin: have claims for misdelivery got too complicated and will electronic bills of lading make a difference?

Anna Fomina, Adam Richardson, Amanda Rathbone



Photo from VesselFinder.com

In November 2023, HFW wrote about the evolving legal risks for financiers in using bills of lading (BLs) as security ¹. The trend began when the Singapore High Court (SGHC) issued two judgments denying summary judgment in misdelivery claims brought against owners by trade finance banks as lawful BL holders ².

The English Court of Appeal then upheld a first instance decision in *The Sienna*³, dismissing the bank's claim against a carrier on the basis that misdelivery was not causative of the bank's loss because, if asked, the bank would have permitted discharge without production of the BL. This was a counterfactual scenario considered on the basis of available evidence.

In November 2024, the SGHC handed down the latest judgment in this line of cases, *The Maersk Katalin*,⁴ in which it applied English law. This has potentially turned the trajectory back in favour of financiers.

The Maersk Katalin

The dispute arose out of the collapse of Hin Leong Trading (Pte) Ltd (**Hin Leong**) in 2020. United Overseas Bank Ltd (**the Bank**) brought a claim as BL holder against Maersk Tankers Singapore Ltd (**Maersk**) for misdelivery of a cargo of gasoil sold to Hin Leong by Winson Oil Trading Pte Ltd (**Winson**). The cargo was discharged without the original BLs in February 2020, under letters of indemnity (**LOIs**) provided by Winson to Maersk. In March 2020, Hin Leong applied to the Bank for a letter of credit (**LC**) to finance its purchase of the cargo, which the Bank approved. Compliant documents were presented under the LC and the Bank approved payment. Soon afterwards, Hin Leong declared that it was insolvent. In the absence of any recovery from Hin Leong, the Bank (which now had possession of the original BLs under the LC) sought to enforce its security by claiming against Maersk for misdelivery. Maersk did not dispute that it had discharged the cargo without presentation of the BLs. However, it raised a number of defences, including a causation defence similar to the one that had succeeded in *The Sienna*. Maersk argued that the BLs were never seen as security by the Bank, which was content to

rely on Hin Leong's creditworthiness, so it would have consented to the discharge without BLs in any event, meaning it would still have suffered the loss.

The SGHC held that the legal burden of proof was on the Bank to show that Maersk's breach was the effective cause of loss. However, Maersk had the evidential burden of showing that the Bank would have given authorisation to discharge the cargo without BLs if asked (i.e. the counterfactual scenario). On this point, the SGHC was clear that it started with the "baseline inference" that banks take security for a reason and will not part with it without commercial reasons for doing so. Maersk failed to meet that evidential burden and so the causation defence failed. Unlike in *The Sienna*, which the SGHC said had involved detailed evidence of what UniCredit would have done if asked whether the cargo could be discharged without BLs, the SGHC found that Maersk had effectively asked the SGHC to assess "in a contextual and factual vacuum" the Bank's likely response to a request for discharge without BLs.

As part of the causation defence, the SGHC considered whether it could be inferred that the Bank had consented to the discharge

without BLs because it issued the LC after discharge has taken place. The SGHC was not persuaded on a balance of probabilities that the Bank knew at the time it issued the LC that the cargo had already been discharged and delivered into Hin Leong's possession. However, it added that "[i]f presented with the same material, persons more experienced in the operational aspects of international sales may have inferred that the Cargo had already been discharged (or at least, been put on notice of that possibility)..." This demonstrates the intricate evidential questions with which the Courts are now grappling when considering causation defences in misdelivery claims.

The Bank succeeded in its claim against Maersk, but the fact that misdelivery claims now involve such complex counterfactual arguments explains why summary judgments in such claims may become harder to obtain. This complexity and, as in *The Sienna*, the risk of being left without a remedy against the carrier for delivery without BLs, undermine the security offered to financiers by original BLs. Whilst the outcome of *The Maersk Katalin* will be welcomed by financiers, we can expect that similar claims will continue to be contested vigorously.

The impact of electronic BLs

How might the wider adoption of electronic BLs impact this security? As we have previously highlighted, with the increased use of electronic BLs, owners may be reluctant to accept requests to discharge against an LOI because they will be able to tell who is the lawful holder of an electronic BL, for example a bank. In such cases, owners would be prudent to seek the bank's consent to discharge the cargo to the third party and, if this consent is refused (e.g. if the bank intends to keep the cargo as security), this could lead to a stalemate. Such a stalemate would be costly to both owners (who would not be able to trade their vessel) and financiers (who may face exposure to claims for demurrage, storage costs and owners' lien over the cargo). The banks may therefore have to accept that their security over the cargo by virtue of being BL holder has limited value as they would be under pressure to consent to the discharge.

LOIs as they are currently used allow for discharge of the cargo whilst mitigating the uncertainty of who holds the BL at the time of the discharge, or of the actual physical location of the original BL. The adoption of electronic BLs is likely to

remove this uncertainty because owners, financiers and other interested parties will know the status of the cargo and identity of the BL holder. It is anticipated that this will drastically reduce the industry's reliance on LOIs and, by extension, claims for misdelivery.

When transitioning from paper to electronic BLs, one point to bear in mind is that many charterparties include a contractual obligation on the carrier to deliver without original BLs in return for indemnities, as was the case in *The Maersk Katalin*. As owners and charterers would want to avoid exposure under LOIs in the context of electronic BLs, at the same time as avoiding a breach of their duties under the charterparties, we may see amendments to these charterparty provisions.

Conclusion

Misdelivery claims have become more challenging to pursue and require complex factual inquiries into causation of loss. We may see the courts addressing these challenges in future judgments but in the meantime, financiers would be prudent to consider alternative or additional types of security. This would also serve them well in the long run as the rate of adoption of electronic bills of lading gradually increases.

Disclaimer: Holman Fenwick Willan Singapore LLP is licensed to operate as a foreign law practice in Singapore. Where advice on Singapore law is required, we will refer the matter to and work with licensed Singapore law practices where necessary.

Footnotes

1. *Brave new world? Changing risk profiles in trade and trade finance* – HFW
2. [2022] SGHCR 6 and [2022] SGHC 242
3. [2023] EWCA Civ 471
4. [2024] SGHC 282

You can view the original article, <https://www.hfw.com/insights/the-maersk-katalin-haveclaims-for-misdelivery-got-too-complicated-and-will-electronic-bills-of-lading-make-a-difference/>, including footnotes and references on HFW's website

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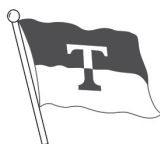
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Hong Kong Talent Network— Gathering high-end logistics and maritime professionals

Simon Yuen

As an international financial center and a supply chain logistics hub in the Asia-Pacific region, Hong Kong's logistics and freight and maritime industries have always been an important pillar of Hong Kong's economy. However, as the global economy changes and competition intensifies, how to attract high-end talents has become one of the key factors in promoting the development of Hong Kong's logistics and freight industry. The author discusses how to attract high-end logistics and freight logistics talents to develop in Hong Kong and puts forward relevant business strategies and suggestions to maintain profitability and create business opportunities.



Attracting high-end talent starts with a deep understanding of their needs and expectations. High-end talents focus on career development, salary and benefits, working environment and quality of life.

Therefore, the government and enterprises should provide more competitive salary packages, complete welfare systems, and create a good working environment and living conditions. High-end talents often want to continue to grow and improve at work. To attract them, companies should provide professional training and development opportunities, including joint training programs with international subsidiaries, professional certifications, and cross-border exchanges. This can not only improve employees' professional capabilities but also stimulate their work enthusiasm and innovation potential, build creative logistics solutions for Hong Kong, and build their own careers in Hong Kong.

Corporate culture and values are one of the key factors in attracting high-end talents. High-end talents want to work in a dynamic, open and collaborative work environment. We should build a positive corporate culture that encourages innovation and teamwork and integrate values into hiring and performance reviews. Of course, cooperation with universities and institutions of higher learning is one of the effective ways to

attract high-end talents. We can establish links with universities and research institutions to conduct collaborative research projects, provide internship and employment opportunities, and attract outstanding graduates into the logistics and freight industry. At the same time, we can also cooperate with colleges and universities to organise relevant professional courses, internships and training programs, etc., to enhance the overall professional qualifications and level of talent in the industry.

To attract companies to hire high-end talents from the mainland and overseas, it is crucial to formulate attractive tax policies and simplify work visa applications. Hong Kong should formulate convenient tax policies, flexibly handle their salary tax and profits tax arrangements, and reduce the living costs and burdens of high-end talents when they first come to Hong Kong. Simplify the visa process and provide convenient and flexible visa application procedures to attract high-end international talents to come and work in Hong Kong in the short time period.

In particular, the logistics, maritime and freight industry are international businesses that operate across borders. International cooperation and exchanges are indispensable for attracting high-

end talents. Hong Kong can cooperate with the Greater Bay Area government and international logistics professional organizations, such as the Chartered Institute of Logistics and Transport in Hong Kong (CILTHK), International Air Transport Association (IATA), The Baltic and International Maritime Council (BIMCO) etc., to carry out joint research projects, international conferences, and exchange visits, recruitment and training activities to attract high-end international talents to come to Hong Kong to work and exchange experiences.

With the strong support and cooperation of the SAR government and enterprises, Hong Kong has achieved initial results in attracting high-end talents, with many successful examples. For example, the Hong Kong government has launched programs such as the "Hong Kong Science and Technology Parks" and the "Innovation and Technology Fund" to attract many high-end talents and scholars in the fields of science and technology and innovation to work and research in Hong Kong. The industry also holds large-scale international logistics and freight exhibitions, such as the IATA World Cargo Symposium 2024, held for the first time in Hong Kong in March this year, to promote international exchanges and cooperation.

In addition to this, Hong Kong's logistics, maritime and freight industry has collaborated with universities on many collaborative research projects. For example, the Hong Kong Polytechnic University (PolyU) has collaborated with industry to carry out a series of studies and projects, attracting the participation of many professionals and researchers at home and abroad. This kind of collaborative research project not only provides the exchange of professional knowledge and experience but also provides development and employment opportunities for high-end talents.

Attracting high-end talents is vital for the long-term development of Hong Kong's logistics, maritime, and freight industries. With an in-depth understanding of their needs and expectations, we provide professional training and development opportunities and establish a good corporate culture and values.

By cooperating with higher education institutions, formulating convenient tax and visa policies, strengthening international cooperation and exchanges, and providing entrepreneurship and innovation support, Hong Kong can attract more high-end talents to promote the sustainable development of the logistics and freight industry in GBA and Asia Pacific.

廈門大學海洋科學綜合考察船「嘉庚」號於 2024 年 8 月 16 日首度訪港，停靠在尖沙咀海港城海運大廈碼頭 5 天。

「嘉庚」號訪港適逢熱烈祝賀中華人民共和國成立 75 周年，紀念著名愛國僑領陳嘉庚先生誕辰 150 周年，意義非凡！我們海德航運服務（上海）有限公司很榮幸能參與這項盛事。我們除了是「嘉庚」號在香港的港務代理，也是其中一個協辦機構，更獲邀請作為嘉賓出席訪港當天的歡迎儀式。



集友陳嘉庚教育基金圖片

如此盛大的活動，前期的準備工作實在不少，大大小小的會議每週都有，有線上的，也有線下的。印象非常深刻的一次會議，是父親節當日，我和活動主辦、聯辦機構各方，包括集友陳嘉庚教育基金、香港海員工會、以及專程從廈門赴港的廈門大學科考船運行管理中心等代表，從早上 9 點在香港海員工會的辦公室一直開會到下

午 4 點。我們詳細討論了多項議題，包括船舶進出手續、展覽館展示內容、宣傳活動安排、登船參觀流程、惡劣天氣時應變計劃、志願者培訓等等。大家全情投入，為每一項工作的細節深入討論，希望讓整個活動順利進行。

「嘉庚」號外形設計非常吸引，深藍色的船身也很搶眼靚麗，在會議上我們稱為「嘉庚藍」。「嘉庚」號抵港當天早上，在領港員引領和友聯拖輪的守護下，慢慢駛入碼頭，我們團隊和主辦機構代表拉著橫額歡迎「嘉庚」號的到來，心情很興奮，很激動，終於見到「她」了。事前我們擔心八月時值颱風季節，當日天公造美，在「嘉庚爺爺庇佑」下，連日雨天終現彩雲，靠泊和歡迎儀式都很順利，我們為此也拍到了很多漂亮的照片。

「嘉庚」號抵港當天下午舉行的歡迎儀式嘉賓雲集，我遇見不少老朋友，期間和幾位朋友閒聊時，我興高采烈地提到船靠碼頭後，我是第一位上船做準備工作的。沒想到其中一位朋友竟然說：「那不好意思，我比你還稍早一點」，我聽後一臉茫然。舷梯放下後我明明是第一位上船的，心想怎麼可能有人比我還早？然而這位朋友正是香港領港會的主席，沒想到他竟

然親自登船為「嘉庚」號引領，真心佩服。

為紀念陳嘉庚先生誕辰 150 周年，「嘉庚」號本次航次有別於以往，她一路沿著陳嘉庚先生昔日生活過的地方航行，首站新加坡、次站馬來西亞，回航廈門專門停泊香港，也是停泊時間最長的一站，她乘載著廈門大學「海絲學堂」本科生實習航次第一航段及第二航段的實習學生和海洋科學家，除了在海洋開展科考項目外，更充當自願者為每站登船參觀者充當導賞員。停泊香港航段的船上學生大部分來自馬來西亞，另外有少數是來自中國和印尼，他們很有禮貌，有熱情，充滿活力，笑容燦爛，大部分學生也都能說流利的普通話和英語，當充導賞員為參觀者介紹和互動全無語言障礙。他們在 3 天對外開放日期間，用通俗易懂的語言，生動有趣地介紹了船上海洋探測設備、駕駛艙、工作甲板和遮蔽甲板區、主實驗室和電子實驗室等，得到不少參觀者的讚賞。

我和船上很多的船員和學生天天都碰面，雖然他們的名字我大部分叫不出來，但大家每天打成一片，這種其樂融融的氛圍十分難得。記得其中一天我經過船上的飯堂，船長見到我還邀請我一起晚膳。另外有一次船上有一位印尼籍女學生身體不適，我立即趕到現場，帶同兩位女生送她到醫院接

受治療，事後大家連聲道謝。我也完全不覺得這幾天是在工作，感覺很親切。

在「嘉庚」號到港的前一天，我去現場作最後檢查和準備。常說努力是有回報的，「嘉庚」號訪港前後 6 天時間我都來碼頭幫忙，其中一天無綫電視派記者到現場採訪，我有幸遇見著名新聞主播黎在山小姐，還和她合照，實在羨煞旁人！

主辦機構集友陳嘉庚教育基金在活動的最後一天安排了「嘉庚」號船上的科學家、老師和學生到香港理工大學物流及航運學系進行交流，我們得到熱情的接待，大家有很好的互動，都很開心。

「嘉庚」號離港當晚，我和主辦單位的代表在船上逗留至解纜的最後一刻。我們和船長、師生們聊天，拍照，道別後。我們去到甲板還是拿著手機這裡拍拍，那裡拍拍，實在捨不得離開。

參觀過「嘉庚」號和二樓「紀念陳嘉庚先生誕辰 150 周年專題展覽」的朋友，都跟我說這次活動搞得非常成功，有很好的體驗，我聽到後心裡為整個團隊的努力而感到欣慰。說實話，在參與這個活動之前，我對陳嘉庚先生的瞭解知之甚少。自從參與了這次活動，我對陳嘉庚先生瞭解加深了很多。

他，是廈門大學的校主，「嘉庚」號就是以此紀念他而命名的；他，被毛澤東譽為「華僑旗幟 民族光輝」；他，一生愛國愛鄉、傾資興學，創建的學校多達 118 間；他，開辦私立水產學校及航海學校，積極推動中國航海發展和培養航海人才，更開創了海洋科學研究等眾多卓越事蹟……實在令人敬佩！我也很高興透過這次活動，可以讓更多人認識陳嘉庚先生。我們一齊弘揚「嘉庚精神」。

十月初，我在上海和同事們分享「嘉庚」號整個活動的點點滴滴，我準備了接近 200 頁的簡報，最後以 3 個英文字“Honourable, Remarkable, Unforgettable”作總結，正正代表了我內心的感受。而事實上，參與這次活動，肯定是我從事船務代理工作 33 年來其中一個很珍貴的回憶。

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注：本篇節選自《香港航運界聯誼會 2024 年度年刊》，並徵得作者同意。

A wise choice? Re: "Locals want SEC bills, Land Bridge axed"

Y.K. Chan 陳潤鈞

Why do we need the proposed Chumphon-Ranong Land Bridge? A faster or cheaper alternative to the existing all-water Malacca Strait Route for Asian shipments to Europe, the Mid East, South Asia, Africa, and vice versa, perhaps?



Drawing from Pattaya Mail

Let's take a look at the comparative merit of the Land Bridge vis-a-vis the Malacca Strait Route from the users' perspective by comparing the transit time and probable costing between Shanghai and Colombo (Sri Lanka) and similarly, Hong Kong-Colombo based on container vessels with a typical average cruising speed of 20 nautical miles (nm) per hour.

Their pros and cons would reflect those of other Asia-Europe/Mideast routings.

The all-water nautical distance Shanghai-Colombo via Malacca is 3,804nm against the combined nautical distances of Shanghai-Chumphon and Ranong-Colombo of 3,278nm. The proposed Land Bridge scheme indeed helps save 526nm -- or a sailing time of 26 hours.

Similarly, the all-water nautical distance Hong Kong-Colombo is 3027nm; whereas Hong Kong-Chumphon and Ranong-Colombo combined is 2630nm, with a Land Bridge saving of 397nm and 20 hours.

In short, the Land Bridge would cut about one day off the Malacca Route sailing time on these East-West routes. Nevertheless, the Land Bridge scheme would normally take one day to discharge containers in Chumphon Port, a half-day to load-rail-discharge Chumphon-Ranong and on average 3.5 days to await reloading onto the next connecting vessel westbound -- based on standard weekly sailing frequency. Crossing the Land Bridge would thus take an average of five days -- not to mention additional vessel port expenses and container terminal charges at both ends, plus rail freight Chumphon-Ranong and container costs, to name but a few. The Land Bridge service may cost more and take four days longer.

What commercial entity on earth would opt to pay more?

Many politically motivated but financially unfeasible projects exist, especially in developing countries. After being commissioned, they are invariably plagued by continuous operating losses and are labelled as 'long-term' investments, implying that only God knows when investors will see their money again.

Even without mentioning inevitable damages to some of Thailand's best countryside, how would Thai voters and future generations look at this financial blackhole caused by construction and the billions needed for upkeep -- as a means to jump-start the slow economy? Surely, there are other less expensive ways to do so.

On the other hand, Kunming, Chengdu, Wuhan, Xian, and most Chinese inland cities are always crazy about a north-south route that promptly rails their cargo to/from more ASEAN terminals and the Andaman Sea. Does this deserve a higher policy priority instead?

這就是洛省山火 (LA WILD FIRE) 所面對的，但似乎又無人理會的問題。



A home burns as the Camp Fire rages through Paradise, Calif. (Noah Berger / Associated Press)

新聞中，清楚可見，有飛機或直升機投下水彈及滅火劑，而火場離太平洋很近，尤其是 PALISADES 災區，估計不足 1- 200 米。

從事船上操作的船員都知道船上有 ISC (International Shore Connection 國際對岸接頭)，所謂接頭，是一個很簡單的水喉接頭，把二條大小相差不太大的水管，用上螺絲的方法，連在一起（十幾二十分鐘用簡單板手），作用是，當船隻（一般在靠岸時）船上因動力問題，或其他原因未能保證滅火用水時，可以由岸上滅火水管路，用軟滅火水管（正如我們電視新聞中見），接駁到船上的滅火管路，令船上滅火水管路注滿水，有效滅火。

看到這裡，有些人或會問，上述可以反向而行嗎？即由船上滅火泵 (FIRE PUMP) 抽水經 ISC，注入岸上滅火水管系統？這不正是洛城所急需的嗎？答案是絕對可以。水管應該沒有止回閥 NON RETURN VALUE 設置的，有的話，也可以處理好。船上的滅火泵，同其他壓倉 (BALLAST) 水泵，通用 (GS) 泵等相連。如在油船，更加有貨 (油) 泵，大小應合乎法定要求及滿足裝卸貨 (油) 及注入，排出壓倉水要求為準。最小的貨船，也應有泵足以維持二條滅火管的要求 (每條最少 25 吨水 / 小時，這是所有數字只用來幫助讀者對本文的理解，法定數字以 (a) 項為準)，如果用 240,000 吨的超級油輪為例，每小時可以泵出 / 入 10,000 吨，一天 240,000 吨，可以淹沒相當於 1 公里 x 1 公里 x 0.24 米的大片土地。

順便一提，ISC 由 (a) 規定，所有 500 吨 (天星小輪 350 吨) 以上的船必須配備，就算沒有，必要時一般船上也可自己制造，不是什麼高科技。

所以，在火場附近，只要有一艘船泊岸，就有一個可支持二條 (最少) 滅火喉的水泵，且水源無限，除非太平洋乾了。

如果沿岸沒有泊岸點，則可以考慮下面的方法，先固定船，這裡所列舉的

例子，沒有一個是由筆者發明的，也說不上是發現，發覺吧。

(i) 沖灘，BEACHING, 這合於泥沙海床，不太斜，沖灘後用繩纜固定船頭，再用軟滅火管經 ISC 接到岸上滅火，管路上的任何一個水栓 (Hydrant) 上，本港叫水龍頭，則水會走通，所有滅火管路，抵達每一水栓，沖灘本身有重浮再用的含意，並非把船報廢。

(ii) 拋雙錨做成地中海錨法，MEDITERRANEAN MOOR, 同 (i) 相反，船尾向岸出纜固定。

(iii) 如影視所見，軍船航行中補給，二船平行，但現時是船岸平行，所不同者，距離相當遠，但船在靜止狀態。

(iv) 船錨泊定，把輸水管浮或半沉或全沉，向岸上泵水，等等方法，可自由配合，變更。

(v) 讀者如有興趣可以試下問 AI 有沒有其它方法，筆者也想知道。

這樣，看看附近有多少船，就有多少滅火泵站，附近意思是半天航程 120 海浬之內，當然先把岸上可以利用的泊位先利用。

至於海水能否用於滅火，不是一個簡單的是或否答案；在船上滅火只有海

水，海水除了對電器等少數不能用淡水善後的東西不宜外，同淡水無分別。至於對土壤的傷害，估計也是短暫的，上述未有核實，純粹我的主觀，但在洛城火災中，清楚見到空投水彈，這些水彈真的是杯水車薪，同用船泵救火有天淵之別，

順便一提，香港的消防船，據知也有上述的功能，抽海水再經 ISC 注入岸上滅火管路。又據云，洛城有三個滅火儲水池，2 個各 1,000,000 加侖，約 3800 噸水，另一為 100,000,000 加侖，約 380,000 噸，多干涸了，這對船的泵力來說，可以說是大巫見小巫，船上滅火喉的要求，最小 25 噸 / 小時 x2 條喉，即 50 噸 / 小時，或 1200 噸一天，至於超級油輪的抽及排水更加達 240,000 噸一天，輕易地把最大的儲水池（據云也抽干了去維修）注滿。

重要的是，上述方案可以用在河上及湖泊的船隻，他們全是浮動的巨型滅火泵，善用，多船一齊更可聯用。

(a) SOLAS (International Convention for the Safety of Life at Sea)
Chapter II-2, Reg 19, Internation Shore Connection.

(b) 其實 ISC 只不過是一件把船岸水管接在一起的一個鐵制法蘭接頭。美其名為 ISC，作用是可以快速把岸船水

管接合，應該十來廿分鐘，因時間對滅火很重要，但對洛城這種燒幾日的火，有更多的時間把船岸供水系統做好，也可把水引入儲水地或塔之類的設施。

如果沒有 ISC，用焊接制造也不過是最多半日的工作。

[海運隨筆之補遺]

利用船上的抽水泵，把海水或河水或湖泊水，直接或間接地輸入岸上的消防管路，必要时也可加裝管路接駁。

這個想法。最早在好多年前，看見悉尼的所謂叢林火 Bush Fire¹，又看到悉尼本身其实是沿海城市，不缺海水，亦有河流，而觸發的。當時把這個看法，發給了一位悉尼的朋友，後來他對我說根本不知道我說什麼。對於那些對船，特別是油船一無所知的人而言。這確是比較難去想像的。

再在 2021 年 1 月 8 号，在看到悉尼再次受 Bush Fire 所摧殘時。把這個想法發給了

1. hongkong@austrade.gov.au, 澳洲政府駐香港的貿易辦

2. info@fire.nsw.gov.au, New south Wales 的消防處及

3. consular.hongkong@dfat.gov.au 澳洲駐香港領事

很遺憾，三個電郵沒有一個回覆。

整個概念，再說一遍，其實是很簡單，就是把海水河水或而湖水，經過船泵把水灌入岸上的或城市的消防管系。或者灌入臨時建造的輸水管，或者天然或人工的儲水庫。

把這個概念往深探一層的話。可以適合於任何船隻只要浮在水上的，就有水源，加上船上多裝有水泵。問題只是大小而已。就算沒有管路，以現代的工藝要臨時鋪設水管，甚至掘渠道，利用地勢，建臨時水庫或儲水池，應該是不難及可以很快的完成的。再深入考慮一下。所有近岸的工廠，電廠，基本上都有抽取附近水源作為冷卻水之用。有現成的管路及泵。只要把這些水連接上岸上的消防滅火系統就可以有用之不盡的水源。

至於油輪上的管路及煉油廠的管路其實是可以經過快速清洗後作為水管代用的。筆者八十年代曾在油輪上工作，貨泵起碼要打到壓力 100 磅每平方吋，大約是 7 公斤每平方 cm。應該是很大的泵壓，這也是一般油輪租船合同的要求。

¹. 2019-2020 Sydney bush fire; June 2019- May 2020, Burnt area 243000 km², Death direct 34, 445 indirect estimated due smoke inhaled, Structure destroyed 9352, Damage 69-150 billion USD



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