



RINA AFFAIRS

JULY/AUGUST 2009

The Newsletter of the Royal Institution of the Naval Architects

CHIEF EXECUTIVE'S COLUMN



I frequently, and rightly, pay tribute to those members who give willingly and freely of their time to serve on the Institution's branch and standing committees, without whose efforts the Institution would not enjoy the international standing which it does. Such tribute is equally deserved by the staff at RINA Headquarters, without whose work the Institution would not function and whose efforts also contribute to that standing. But when I describe the range of activities of the Institution, both to visitors to Headquarters or to members and others I meet when visiting Branches or industry, there is usually surprise and sometimes disbelief that when I mention just how many, or rather, few staff there are at Headquarters, compared with other organisations.

Members will be aware that for its size, the Institution is a major publisher of nine titles, covering the whole spectrum of the maritime industry, but how many will be aware that only the printing is not done in-house by the advertising sales, editorial and production team. Group Sales Director John Payten and his sales team of Donna McGrath, Rosemary Little and Dan Payne are responsible producing an annual advertising revenue of £1.6M+. Technical Director Mark Staunton-Lambert's editorial team of Nick Savvidis, Angela Velasco, Sam Fisk, David Foxwell and Clive Woodbridge travel widely to produce the copy for the Institution's journals which are distributed in over 100 countries, and enjoy an outstanding reputation for their quality and independence. Also reporting to Mark Staunton-Lambert is the production team of Sandy Defraine and Nicola Stuart who bring together the editorial and advertising in the 30+ issues published each year, in printed and online formats, as well as a variety of conference and promotional material, whilst Stephen Bell provides the point of contact between the Institution and its 2800+ advertisers.

Members who have attended RINA conferences will appreciate the work done by Mark Staunton-Lambert's conference team of Philip Eltringham and Amber Williams who organise the 16+ conferences held world-wide each year. Also reporting to Mark are the marketing team of Adelaide Proctor and Josie Pearson, who are responsible for the subscription sales of journals as well as the 1650+ items sent out each year from the RINA Bookshop.

Administration & Finance Director Amit Kisto and his team of Karen Cox and Anita Adeji-Twum are responsible for all financial matters, including the 23,000+ invoices and membership fee notices sent out from headquarters each year, with a corresponding number of payments.

Professional Affairs Director Giuseppe Gigantesco and his team of Lisa Staples and Yuen Yee Pang are the point of contact with all members, handling all applications for election and transfer, links with schools, universities and companies, as well as providing support for the Institution's standing committees.

Graeme Mitchell ensures that the Institution's IT systems provide the service without which the Institution could not function, including the website and the 1.1 million emails which the Institution receives each year, not counting the 4.8 million spam emails.

Members who have attended the Annual Dinners will appreciate the work of Executive Officer, Sally Thomas who, in addition to running the Chief Executive's office (and the Chief Executive!), single handedly organises the entire Dinner, as well as being the point of contact with Divisions and Branches and the many organisations which hire the Headquarters facilities. Working for Sally in Reception is Louisa Uyi Eyamba who greets most callers to Headquarters and ensures the many items of correspondence which the Institution posts each year are dispatched.

I am very grateful for the support I receive from the staff at RINA Headquarters, and I hope that members are too.

Chief Executive

IN THIS ISSUE

1860 - 2010

Over the past 150 years, there have been a number of milestones in the development of naval architecture and the maritime industry which, although perhaps not recognized at the time, were to have a significant and far reaching impact on the design, construction and operation of ships and marine structures. Ian Buxton suggests some of these milestones.

Division & Branch News

NZ Division elects new President

Contributions by members to shipbuilding, yacht research and maritime safety are recognized by Institution and international awards.

Reports from Branch meetings in Australia, UAE, Pakistan and Hong Kong.

National & International News

Institution signs Agreement of Co-operation with Society of Naval Architects of Serbia.

Defence and security technology company, QinetiQ, is introducing schoolchildren to ship design by organising the inaugural QinetiQ Schools Powerboat Challenge, supported by The Royal Institution of Naval Architects.

The UK's Engineering Council has recently produced new "Guidance on Sustainability for the Engineering Profession.

1860 - 2010

Commemorating 150 years of serving the naval architecture profession and the maritime industry

The history of the Institution over the past 150 years is reflected in the development of the naval architecture profession and the global maritime industry over that period. Arguably, this period saw the most dramatic and significant changes to the design and construction of ships, when it became more of a science than an art. That development has been recorded in the 5000+ papers published in the Transactions and more recently, in the conference proceedings. Through its publications, conferences and many other activities, the Institution can rightly and proudly claim to have contributed to that development.

2010 will provide an opportune moment to look back at both the achievements of the Institution and the maritime industry over the past 150 years. But it is also important to look forward to those changes which the naval architecture and the maritime industry might experience in the future, since it is those changes which the Institution must reflect if it is to continue to meet the professional needs of its members, and implicitly the naval architecture profession and the international maritime industry.

It is also intended to invite leading figures in various sectors of the maritime industry to give their personal views on the changes which their sectors have and are likely to experience, to be published in a commemorative book (suggestions for such individuals would be welcomed).

However, I am sure many members have their own views on the most significant changes which the naval architecture profession and the maritime industry have experienced over the life of the Institution, and the likely changes it will experience. I would therefore like to invite any member to submit a short article, also to

RISK MANAGEMENT IN THE SURVEYING OF SMALL CRAFT

A seminar on risk management in the surveying of small craft was organised by the Small Craft Surveyors Forum*, in conjunction with Seawork 2009 in Southampton.

The seminar commenced with a written scenario where a client had requested a boat to be surveyed and gave the condition of the boat, including its situation. Delegates were invited to give their thoughts on the risks present for the surveyor. These ranged from access to the boatyard and the vessel, to the safety of the vessel where it lay. Was it secure or liable to fall over with the additional weight of the surveyor boarding? The cabin had been closed for some time, so it was considered that it should be well ventilated before entering. This scenario was revisited later in the seminar after speakers and the original findings were reconsidered, with some interesting changes and additions in light of the speakers' information.

The first speaker was Dr. Marcus Jones, Chief Executive of IMarEST, who spoke on Risk Based Approach to Surveying. He explained that risk can be considered as the probability of loss, the likelihood that a hazard will cause a specific harm, or the combination of the probability of an event and its consequences. An interesting benchmark used by the oil industry is that acceptable risk must be better for an individual than the risk of being struck by lightning.

The next speaker was David Ralph, Principal Surveyor in the

Vessel Policy Branch, Maritime and Coastguard Agency, who explained how the Codes of Practice for Small Commercial Vessel address risk, by using area of operation categories, by the uses the vessel are used for including lifting, towing, carrying cargo and carrying people.

The final speaker was surveyor Geoff Waddington 'Risk Assessment from a Surveyors point of view'. He started by explaining that most small boat surveyors are sole traders, which leaves them to look after their own risks. He explained the advantages of them carrying their own written surveying risk assessment with them, together with their insurance policy, to avoid difficulties when visiting some of the better managed boat yards. He gave advice based on practical experience.

A more detailed report of the seminar can be found at www.rina.org.uk/TechnicalForum/News/CommercialSmallCraft

*The Small Craft Surveyors Forum comprises those organisations whose members include small craft marine surveyors - the Royal Institution of Naval Architects; Institute of Marine Engineering, Science and Technology; International Institute of Marine Surveying; Society of Consulting Marine Engineers and Ship Surveyors; The Nautical Institute and Yacht Designers and Surveyors Association.

Further details of the Forum can be found at www.rina.org.uk/TechnicalForum/News/CommercialSmallCraft

be published in the 2010 book, describing what they consider to be one of most significant changes, small or large, over the past 150 years, and/or what developments in the naval architecture profession and the industry they see for the future. Submissions, of 500 words or less, should be forwarded to me at hq@rina.org.uk.

Chief Executive

Milestones in naval architecture 1860 - 2010

Over the past 150 years, there have been a number of milestones in the development of naval architecture and the maritime industry which, although perhaps not recognized at the time, were to have a significant and far reaching impact on the design, construction and operation of ships and marine structures.

The following changes have been suggested by Ian Buxton:

- **Bulk manufacture of cheap mild steel replacing wrought iron from about 1880**—previously steel was only available in small quantities of inconsistent quality at high price. Allowed stronger boilers with higher steam pressures as well as lighter stronger hulls.
- **The steam turbine from 1894 (Parsons)** which in only a dozen years (Mauretania) allowed much higher powers and speeds in both warships and passenger vessels.
- **Welding** - initially by gas then electric arc from about 1910. Although used at first for repairs and awkward structures, paved the way in the 1930s for lighter, larger, smoother, oiltight hulls, leading on to large prefabricated hull modules.
- **The seagoing diesel engine from about 1910**, offering much lower fuel consumption (hence greater payload) and smaller engine room crews.
- **Electric light from 1880s**, which did away with dangerous guttering oil lamps in machinery spaces and permitted more spacious accommodation with less need for natural light for passengers and crew.
- **Anti-fouling coatings for iron (and later steel) hulls from 1860s**, which reduced added resistance and speed loss,
- and permitted longer periods between drydockings.
- **Model testing and associated resistance calculations from 1870s (WFroude)** giving greater confidence in predictions of power and speed, as well as exploration of alternative hull forms.
- **International agreements like Load Line Conventions** which not only made for safer ships but also 'level playing fields' internationally.
- **Carriage of liquids in bulk from 1880s**, superseding awkward, expensive, leaky containers like barrels and cases, paving the way for ever larger tankers, including specialised types.
- **Steel hatch covers from 1930s**, resulting in more efficient cargo access and safer ships.
- **Standardisation of container dimensions in 1965**, allowing full intermodal transport and rapid replacement of break-bulk cargo vessels by ever larger container ships.
- **Computer aided design from 1960s** initially for more complex calculations, but eventually providing effective integration of design and production.
- **Progressive development of specialised vessels from 1880s** to partly replace general purpose vessels: tankers, refrigerated ships, ore carriers, roll-on/roll-off ships, chemical tankers, bulk carriers, container ships, liquefied gas carriers.
- **Fibre reinforced plastics from 1960s** offering cheaper leisure craft for mass markets, as well as special properties, e.g. anti-magnetic.
- **Light alloys and multi-hulls from 1970s**, permitting high-speed commercial craft.
- **From 1860s establishment of professional institutions, classification societies and widespread use of the English language in technical literature** permitting worldwide dissemination of knowledge and standards.

I am sure that members will have their own ideas of other significant developments which had far reaching effect, and would welcome hearing from them, by email to hq@rina.org.uk or letter to me. The results will be included in the Commemorative Book

Chief Executive

HEADQUARTERS FACILITIES

The Headquarters of The Royal Institution of Naval Architects at 10 Upper Belgrave Street, London, offer a high quality, low cost venue for conferences, meetings, examinations and exhibitions for any number up to 80, within 5 minutes walking distance of Victoria tube, rail and bus station. AV facilities are available and catering can be provided. Members enjoy a 10% discount on booking rates

The Weir Lecture Hall will seat up to 80, and can be set out in conference, classroom or seminar style



Weir Lecture Hall

The Denny Library will accommodate up to 50 in lecture room style, or seat 30 at the conference table.



Denny Library

The Members' Room will sit up to 30 in lecture room style, or seat 14 at the table



Members' Room

For further information or to book the Headquarters' facilities, contact Sally Thomas, Tel: +44 (0)20 7235 4622; Email: sthomas@rina.org.uk

NZ Division elects new President

Ian MacLeod FRINA has been elected President of the New Zealand Division of the Institution.

UAE Branch

Technical Meeting

A record 52 members attended a UAE Branch technical meeting at which Mrs. Catrine Vestereng of Det Norske Veritas AS gave a presentation on “Structural Failure of MSC Napoli – the Incident & Cause”

Currently Head of Section, DNV Ships in Operation, in DNV’s Oslo Office, Catrine was a member of the investigation committee from DNV that looked in to the MSC Napoli disaster. Her presentation looked in detail at the accident and the causes which lead to the disaster, and also covered refloating operations.

Mrs Catrine Vestereng presents “Structural Failure of MSC Napoli – the Incident & Cause”



New South Wales Section

The NSW Section held its eleventh AGM on the evening of 4 March, following the March technical presentation and the Australian Division AGM in the Harricks Auditorium at Engineers Australia, Chatswood, attended by 12 with Graham Taylor in the chair.

Nigel Gee, marine consultant and past President of RINA, gave a presentation on Experiences of the First Innovator-in-residence at Curtin University of Technology to a joint meeting with the IMarEST attended by 22 on 24 February in the Harricks Auditorium at Engineers Australia, Chatswood.

Jim Phillips of CSL Australia, gave a presentation on Design and Construction of Project Magnet: the Spencer Gulf Trans-shipment Facility to a joint meeting with the IMarEST attended by 29 on 4 March in the Harricks Auditorium at Engineers Australia, Chatswood.

Lachlan Torrance, Head of Composite Structures at Reichel Pugh Yacht Design

(RPYD) in San Diego, USA, gave a presentation on Engineering Design in Composite Yacht Structures to a joint meeting with the IMarEST attended by 36 on 11 March in Room 101 in the School of Mechanical and Manufacturing Engineering at the University of New South Wales. Lachlan established a new attendance record for a presentation at UNSW, the previous highest having been for Tom Lamb’s presentation on Design for Production on 26 August 2004.

George Spiliotis, Senior Principal Surveyor and Area Manager Australia and New Zealand for Germanischer Lloyd, gave a presentation on Classification of Naval Submarines to a joint meeting with the IMarEST attended by 21 on 1 April in the Harricks Auditorium at Engineers Australia, Chatswood.

Simon Robards of the NSW Maritime Authority gave a presentation on Resistance Prediction for High-speed Transom-stern Craft to a joint meeting with the IMarEST attended by 20 on 6 May in the Harricks Auditorium at Engineers Australia, Chatswood. Simon has recently graduated with a Master of Engineering degree for his research on the resistance of high-speed transom-stern craft.

Phil Helmore

Pakistan Joint Branch

Technical meeting

At a recent technical meeting, Mr. Ahmed Pervaiz Muftakhir, Senior Technical Manager of Universal Navigation Private Limited, gave a presentation on “Insurance & Maritime Industry”. In his presentation, he described the historical development of contemporary general insurance practice, the concept of risk, and the working of ordinary human mind. He gave a brief introduction to the working of the insurance industry, underwriting, re-insurance arrangements, loss reserving, loss adjustments practices and claim management in the Industry.

Members of the Pakistan Joint Branch

He also described the marine world market where marine insurance is applied with some statistical data and its analysis to emphasize the importance of the subject, the need for and concepts of international treaties and their enactments into national laws the legal frame work and the branches of laws applicable to the maritime industry, the concepts of jurisdictions on ships, liabilities and liens over ships and cargoes and its implications on the insurance industry, the legal liabilities of the vessel owners in casualty conditions, the liabilities of ship owners and carriers under contractual conditions.

He concluded his presentation with a broad view of the current practices of charter parties, Bills of Lading, documentary credit, ship financing, mortgage facilities and marine insurance covers available in the market.



Hong Kong Joint Branch

Member receives Long Service Certificate

Mr. Cowan was presented with his 45 Years Service Certificate by the Branch Chairman, Dr S Y Tsui. The presentation was made at a Joint Branch Committee meeting, by dinner with the Committee.



Mr Cowan and members of the HK Joint Branch Committee

SOME THOUGHTS FOR THE DAY

The behaviour of some children suggests that their parents embarked on the sea of matrimony without a paddle.

Unknown

Anyone can hold the helm when the sea is calm.

Publius Syrus

God moves in a mysterious way, His wonders to perform. He plants his footsteps in the sea, and rides upon the storm.

William Cowper

Members are invited to forward their suggestions for Thoughts for the Day – with a maritime flavour – to the Chief Executive

“NAVAL WAR HORSES”

“Naval War Horses” is a documentary on Naval submarines which can be viewed on Web TV on by logging on to www.video.marinebiztv.com

Web TV has a rich collection of information (Archive Programs), which may be accessed with the username: **biztv** and password: **aries**

2009 CEMT Award presented to senior member of the Institution

The Confederation of European Maritime Technology Societies (CEMT) is a grouping of the national professional societies from the UK, Netherlands, Italy, France, Germany, Denmark, Greece, Portugal and Spain, who are involved in education and professional development of naval architects and marine engineers, and in facilitating the exchange of information in the field of maritime technology. Collectively, CEMT represents over 30,000 naval architects and marine engineers, who are involved in all sectors of the maritime industry – design, construction, maintenance and operations – in universities, industry and maritime organisations.

The annual CEMT Award is presented to an organization or individual who the Council of CEMT considers has made a significant and outstanding contribution to the European Maritime Industry.

Presentation to Alan Gavin FRINA

Such an individual is Alan Gavin, who retired in Jun as Marine Director of Lloyd's



Alan Gavin receive the 2008 CEMT Award

Alan was involved in most aspects of a classification society's work – surveying, marine services, construction services, class approval and research & development – in increasingly more senior appointments. He also contributed his considerable experience of classification and maritime safety to such organizations as the International Association of Classification Societies, the Chamber of Shipping, the US National Research Council, UK Foresight and Maritime London. During his time at Lloyd's Register, he presented a large number of papers at many international symposiums, shipbuilder and shipowner seminars, as well as lecturing to LR staff and graduate trainees.

Throughout his long career at Lloyd's Register, Alan Gavin made a significant contribution to the improvement of both European and international marine safety. Council considered him to be a worthy recipient of the CEMT Award.

The Award was presented on behalf of the Chairman of the CEMT Council, Mr Trevor Blakeley, by David Morehouse, Chairman of Lloyd's Register.

Philippine Graduate Members' success in Ship Design Competition

Graduate Members Erick De Guzman and Raymund Puso were members of the team which entered the first "Ship Design" competition to be organized by the Flag Officer in Command, Philippine Navy. Competing against top companies in the Philippines, they gained 1st place in the category for the design of a Multi-Purpose Vessel, 1st place in the Offshore Patrol Vessel category and 2nd place in the Fast Craft Ferry.

Patrick Ogang, Raymund and Erick De Guzman, with their trophies.



Student Member successes at Solent University

Students on the Yacht & Powercraft Design and at Southampton Solent University competed for the RINA-BVT Surface Ships and RINA- British Marine Federation Student Naval Architect Awards to the best presented final year projects.

Three students from each course presented their projects to staff, students and judges Trevor Blakeley (Chief Executive of RINA), Anne Marie Renard (Bill Dixon) and James Hall (Sunseeker).

The 2009 RINA-BVT Surface Ships Student Naval Architect Award for the best final year project on the Yacht & Powercraft Design Course won by Thomas Jullien for his project "A New 'One Design' Yacht for the Tour de France la Voile". Other finalists were Valerio Dell' Anna and Romain Ingouf.

The 2009 RINA-British Marine Federation Ships Student Naval Architect Award for the best final year project on the Yacht Production & Surveying Course was won by David Briggs with his project "Conversion of a Clipper 60 Race Yacht to a Family Cruising Vessel for Charter or Private Use". Other finalists were Stephen Edwards and Terry Hayward.



Finalists and judges for the 2009 RINA-BVT Student Naval Architect Award

David Briggs receives his Award



Thomas Jullien receives his Award



RINA – PT Pal DPS Student Naval Architect Award

The RINA-PT Pal Student Naval Architect Award at the Institut Teknologi Sepuluh Nopember (ITS) has been awarded jointly to Lys Indahyo Mulyono, Dhimas Widhi Handani and Andy Wibowo. The Awards were presented at a meeting of the Indonesia (Surabaya) Branch.

RINA-BVT Student Naval Architect Awards

Glasgow/ Strathclyde Universities

The 2009 RINA-BVT Student Naval Architect Award for the best individual project at the Department of Naval Architecture and Marine Engineering, Glasgow/Strathclyde Universities, has been awarded to Philip Beveridge for his project Design, Build, Test & Analysis of a Model SES with Partitioned Cushion Arrangement. Other finalists were Federico Oddone, Keith Lonsdale and Charlotte Banks.

The project presentations were judged by Dr Marshall Meek, Mr David Harley (RINA Scottish Branch), Mr George Porteous (BVT Surface Fleet) and Mr David Smith (Dept of NA&ME).



L-R Charlotte Banks, Philip Beveridge, Federico Oddone & Keith Lonsdale

Southampton University

The 2009 RINA-BVT Student Naval Architect Award for the best individual project at the Ship Science Department at Southampton University was presented to Thomas Lloyd for his project 'Prediction of starting torque of a vertical axis marine current turbine'. Other finalists were Marten Kennedy, Charlotte Rigg, Benjamin Smith and Taddeo Haigh.

The project presentations were judged by Diana Roberts (President, Southern Joint Branch), Reece Bowen (BVT) and Chief Executive, Trevor Blakeley.



Thomas Lloyd receives his award from
Chief Executive, Trevor Blakeley

RINA – Oceanic Student Naval Architect Award

The 2009 RINA-Student Naval Architect Award was presented to Mark Courish, whose final year project entitled 'Ship Design for a 144M Arctic

Product Tanker' was considered to be the best final year project at the Marine Institute, Memorial University of Newfoundland.

UK Naval Engineering Science and Technology (UKNEST) Forum

Annual Report 2008

2008 has continued to see further consolidation across the UK Naval Defence Industry that included the creation of BVT Surface Fleet that brought together the warship building and through life support operations of BAE Systems and VT Group including the FSL Joint Venture. In addition,

Babcock International Group PLC acquired Weir Strachan & Henshaw.

Whilst 2008 saw Government commitment to build the new Aircraft Carriers, it was followed by an announcement that several Naval programmes would be delayed as a result of near-term budget pressures.

However, both the Carrier programme and the preliminary studies for the next generation of submarines continue to gather pace and offer significant business opportunities in the Sector.

The full Annual Report 2008 is available to view on the UKNEST website at www.uknest.org.

Sustainability

The UK's Engineering Council has recently produced new "Guidance on Sustainability for the Engineering Profession. The guidelines describe engineers' leadership role in sustainability, and list the following six simple principles:

- Contribute to building a sustainable society, present and future
- Apply professional and responsible judgement and take a leadership
- Do more than just comply with regulations
- Use resources efficiently and effectively
- Seek multiple views to solve sustainability challenges
- Marriage risk to minimise adverse

impact to people or the environment.

Further details maybe found at www.engc.org.uk/sustainability.

Naval Architects have a key role to play in sustainability of resources in the maritime environment. This is an area in which the Institution is giving increased emphasis, through its publications and conference. Marine Renewable Energy will be a forthcoming feature of Ship and Boat International, and will also be the subject of a conference in 2010.

I would be interested to hear the views of members on the role and responsibilities of naval architects with regard to sustainability.

Chief Executive

THE JOURNAL OF NAVAL ENGINEERING

The JNE and its predecessor "Papers on Engineering Subjects" has been produced for naval engineers since 1920 with many of the articles being written by serving engineers and with no particular policy being applied for academic standards of originality. Nominally published twice a year, in June and December, the editorial function is now being performed by BMT Defence Services with the UK MoD retaining a supervisory role.

The JNE online at www.jneweb.com contains articles and papers on general sea experience covering all naval engineering fields, together with details of conferences of interest to the naval maritime community.

UNIVERSITY NEWS

Bangladesh University of Engineering Technology

"NAME Festival 2009"

RINA Student Members in the Naval Architecture and Marine Engineering Student's Association (NAMESA) of the Bangladesh University of Engineering Technology were active in organizing a two day long "NAME Festival 2009". The Festival included a reunion attended by many distinguished professionals who were former students of the department. The reunion was followed by an excellent Cultural Show performed by the students of the Naval Architecture and Marine Engineering Department and a Grand Dinner.

The Festival also included a Seminar on "The Role of Naval Architect on Developing an Efficient Inland Waterway Transportation System", attended by many distinguished guests and employers related to Ship Building Industry were present in the Seminar.

Institution gives support to UK Schools Powerboat Challenge

Defence and security technology company, QinetiQ, is introducing schoolchildren to ship design by organising the inaugural QinetiQ Schools Powerboat Challenge, supported by The Royal Institution of Naval Architects.

The event is designed to give pupils valuable experience in receiving a design brief, solving problems and producing a working model boat that they can then showcase at a regional level. Pupils, between 13 and 16, from up to 12 local Gosport schools will work in teams of five to design and build radio-controlled model powerboats and these will then be raced in QinetiQ's Ocean Basin in Gosport.

Significant interest has already been received and entry packs containing standard propulsion components and all the design brief information for the team of pupils to get started will shortly be distributed. Naval Architects from QinetiQ will also be visiting each of the schools to provide some direction and get the pupils thinking about what designs would be suitable by asking pertinent questions and supporting them through the build process.

Building a model powerboat is not a simple task. The pupils will be challenged with balancing criteria such as size, speed, weight and motor cooling

– while at the same time making it safe to operate and with a stylish livery. In this sense, the pupils will all become Naval Architects throughout this process.

On the day of the race the pupils will have to present their boats to a team of QinetiQ scientists, engineers and mathematicians and this will add a valuable presentation and learning element to their experience. Pupils are required to compile a log book or presentation of their work to show how they undertook the design and build process.

Prizes will be awarded for the fastest boat and the best engineered design and then the winning teams will be invited back to QinetiQ for a guided tour around the world-class and historic facilities. This will provide a unique insight into ship and submarine design, unseen by the general public, and enable them to put the knowledge they gained from building their model into the context of real business. The winning teams will be awarded with a year's Junior Membership to RINA.

Funded by a UK Royal Society education grant of £1000, the event is being organised by Andy King a Naval Architect at QinetiQ and a Science Technology Engineering & a Maths (STEM) Ambassador. The grant enables QinetiQ to provide a standard propulsion pack to each school and this includes a motor, battery, speed controller and propeller. This gives each team the same amount of available power and leaves them to think about hull design, installation of components, testing and racing.

This competition really demonstrates how science, engineering and mathematics can lead to exciting and diverse careers – particularly in marine engineering and naval architecture. For more information about the competition, please email ADKing1@QinetiQ.com.

Encouraging tomorrow's naval architects is an important objective of the Institution. I would be interested to hear of similar events in other countries, which the Institution might also support.

Chief Executive

Institution signs Agreement of Co-operation with Society of Naval Architects of Serbia

The Institution has signed an agreement of Co-operation with the Society of Naval Architects of Serbia. The Agreement, which will provide for closer links between the two organisations, exchange of publications etc, was signed on behalf of the Institution by the Chief Executive at a meeting of the Society of Naval Architects of Serbia in Belgrade, at which the Chief Executive gave a paper on 'The Challenges Facing the Maritime Industry', followed

by a presentation the role and activities of the Institution. Many of its members have applied to become members of the Institution.

Whilst in Belgrade, the Chief Executive also visited the Department of Naval Architecture at the University of Belgrade, where he gave a presentation on the Institution to staff and students. He discussed future links between the Institution and the University, including accreditation of the

BSc and MSc diploma courses in Naval Architecture.

The Society of Naval Architects has also become a member of the IMO Naval Architecture Group and the Confederation of European Maritime Technology Societies.

Chief Executive, Trevor Blakeley joins members of the Society of Naval Architects of Serbia at their traditional post meeting drink.



PUBLICATIONS

Online Books, Computers, Software, CDs etc

If the book you want is not stocked in the RINA bookshop, try one of the Institution's Affiliate Programme partners.

W H Smith

Blackwells

Amazon

Barnes & Noble

The Institution receives a commission on all books and other purchases made in these online bookshops if they are accessed through their link on the RINA Website. To access these links, go to www.rina.org.uk/Books.

Sustainable Shipping Awards

The Green Shipping Initiative of the Year Award at the first Sustainable Shipping Awards ceremony in London was presented to "Green Ship of the Future" – a Danish Joint Industry project, aiming at developing and demonstrating technologies and methods for the reduction of air emissions from ships.

The Award was presented by William J. Sember, (President and Chief Operating Officer, Europe Division, ABS), to Hans Otto Kristensen FRINA (Danish Technical University).

The Awards not only recognised technology, but also design, operation, initiatives, collaborations and projects. Other Award categories were Marine Environmental Protection, Clean Air, Environmental Awareness, Sustainable Shipping Operator and Environmental Technology.

More about the Sustainable Shipping Awards, which are supported by the Institution, at www.sustainableshipping.com

Hans Otto Kristensen receives the Green Shipping Initiative of the Year Award



**RINA
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The Institution is not, as a body, responsible for opinions expressed in RINA Affairs unless expressly stated that these are Council's views.

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Letters to the Editor

Naval Architect as Chief Executive of LR

Sir: It is not before time, after 248 years, the Lloyd's Register of Shipping should have appointed a professional naval architect as Chief Executive (RINA Affairs May 2009). But from February 1950 WJ Ferguson, a something INA (as it then was) Member of Council was Chief Executive of the Society-and, from mid-1954 was the Secretary as well (see Shipbuilding & Shipping Record July 1 1954).

However this does not detract from Mr Sadler's "First", Mr Ferguson joined as an engineer surveyor.

David Aicken

W C S Wigley

Sir: Further to the letter (RINA Affairs May 2009) asking for the full given name of W.C.S. Wigley, a key figure in the development of theoretical hydrodynamics in the early 20th Century, Wilfred Cecil Spry Wigley was the external examiner of my PhD Thesis in 1956.

Dr Neil Hodben FRINA

Kapunda

Sir: I have been researching the history of a ship, the *Kapunda*, which came to a sorry end when she sank after a collision way back in 1887. I have lots of details of the ship but have become interested recently in the designer. The ship was built on the Clyde at Dumbarton by Archibald McMillan's yard in 1875. There was a Charles Henry Johnson, b.1853, a naval architect, working in Dumbarton around that time and I believe he may have been the designer. Charles Johnson was a draughtsman who later graduated to becoming a ship's architect. I wonder if you might have any records (publications) to confirm when C.H. Johnson graduated as a naval architect (likely to be between years 1870-78)? His father, Edward, was a ship modeller which I think refers to the large wax models they used to make and test, and I believe may have been one of the first to use the Denny tank in Dumbarton.

McMillans closed in the early 1930s during the Great Depression and it is likely that Dennys up the McMillan stock and hired their staff. In 1938 a J.R. McEwan made the half model of the *Kapunda* on the 50th anniversary of her sinking. I wondered if McEwan might have been an apprentice naval architect and made this as a graduation test perhaps. Again I wondered if you might have any record of such a person in your records, or any other information which might be of interest.

In 1950, a Captain A.E. Johnson donated a model of the ship, *Kapunda*, to the museum in Queensferry. The museum was founded in 1951 by Dr John Mason, the local school master. He was very interested in the sea and wrote amongst other things 'The Story of the Water Passage at Queensferry' which was published in Dumbarton by Dennys; also 'The History of the Trinity House of Leith' which refers in its latter pages to models of three ships in the Convening room at Trinity House made and donated by the late Captain John E. Johnson. I don't know if this man was related to my elusive Captain A.E. Johnson of Edinburgh.

Trevor Whittley
trevor_whittley@yahoo.co.uk

The membership records show that Charles Henry Johnson was elected a Member of the Institution (MINA) in 1881, but his name no longer appears in the Annual Transactions after 1899. There is no explanation for why he allowed his membership to lapse.

IMO Committee News

Members of the IMO Committee represented the Institution at the recent meeting of the Maritime Safety Committee (MSC 86), when the following items were discussed

Item 5: Goal-based new ship construction standards

The GBS Working Group finalised the following:

- The draft SOLAS amendments to make GBS mandatory for bulk carriers and oil tankers of length 150 m and above.
- The draft GBS based new ship construction standards for bulk carriers and oil tankers and the associated draft MSC Resolution

(The information to be included in the Ship Construction File is still under development).

- The draft MSC Circular on Guidelines for information to be included in the Ship Construction File as required by GBS. An IMO Industry Group is working on the means for protection of the intellectual property of builders and designers. The results of this work will be discussed at MSC 87.
- The draft Guidelines for Verification of Conformity of the Recognized Organization Rules with the GBS new construction standards for bulk carriers and oil tankers and consider the resource implications for the verification process.

The GBS WG followed the directions of the MSC and considered a verification process of self-assessment by the Rule's developer and Auditing by the Organization (IMO). This

was proposed within various papers submitted by RINA, other delegations and NGOs. The RINA paper also offered, if needed by IMO, to nominate experts members of the Institution.

The fundamental concepts of the self-verification process were agreed as being:

- Rule developer is responsible for ensuring the Rules conform to GBS.
- Audit by the Organization (IMO) is based on sampling with no restriction on the elements to be checked.

The audit teams would comprise an odd

number of three or five experts and voting would be based on a simple majority. The time to carry out an audit would not be greater than three months. Verification of rule changes would take place on an annual basis.

Item 16: Role of the human element

Item 17: Formal safety assessment

Item 19: General cargo ship safety

Papers related to this meeting have been placed on the RINA web-site at www.rina.org.uk/IMO/MSC.

Small Craft Committee News

BMF Technical Reports

British Marine Federation Technical Report 94 (Jun 2009) may be viewed online at www.rina.org.uk/TechnicalForum/News/CommercialSmallCraft. The new look Technical Report includes manufacturing and environmental updates.

Event Report

Over 60 delegates from 13 countries attend the International Conference on Ship Manoeuvring in Shallow and Confined Water, held in Antwerp from 13-15 May.

The conference was organised jointly by the Royal Institution of Naval Architects, Flanders Hydraulics Research and the Maritime Technology Department of Ghent University, and was the Institution's first conference in Belgium. The 16 papers presented were focused on ship-bank interaction, but also

covered related topics, the most important of which was squat.

The papers are listed in the online Publications Database at www.rina.org.uk, and are available on CD-ROM, together with the associated MSPowerpoint presentations. For details, contact publications@rina.org.uk

2009 President's Invitation Lecture

11 Nov 2009 London

The 2009 President's Invitation Lecture will be presented by Martin Stockford, Managing Director of Clarksons Research, part of Clarksons – one of the world's leading provider of financial services and market intelligence. As such, Martin is ideally placed to give an authoritative view on the challenges facing the global shipping industry.

2009 CONFERENCE & TRAINING PROGRAMME

INTERNATIONAL CONFERENCE ON TECHNOLOGY & OPERATION OF OFFSHORE SUPPORT VESSELS
6-7 Aug 2009, Singapore

ICCAS: INTERNATIONAL CONFERENCE ON COMPUTER APPLICATIONS IN SHIPBUILDING
1-3 Sept 2009, Shanghai, China

BASIC DRY DOCK TRAINING COURSE
7-10 Sept 2009, Brisbane, Australia

INTERNATIONAL SYMPOSIUM ON SHIP DESIGN & CONSTRUCTION
1-2 Sept 2009, Osaka, Japan

ICSOT: ICE CLASS SHIPS
28-29 Sept 2009, Busan, Korea

WORKBOAT PROPULSION SEMINAR (MIDDLE EAST WORKBOATS)
6 Oct 2009, Abu Dhabi, UAE

FUNDAMENTALS OF CONTRACT & CHANGE MANAGEMENT FOR SHIP CONSTRUCTION, REPAIR & DESIGN
14 – 16 October 2009, London, UK

DESIGN AND OPERATION OF BULK CARRIERS
26-27 October 2009, Athens, Greece

PRESIDENTS INVITATION LECTURE AND DINNER
11 Nov 2009, London, UK

INTERNATIONAL ACV AND SURFACE EFFECT CRAFT CONFERENCE
17-18 Nov 2009, London, UK

HISTORIC SHIPS
19-20 Nov 2009, London, UK

INTERNATIONAL CONFERENCE ON SHIP AND OFFSHORE TECHNOLOGY
10-11 Dec 2009, Kharagpur, India

PACIFIC 2010 - INTERNATIONAL MARITIME CONFERENCE
27-29 Jan 2010, Sydney, Australia