



RINA AFFAIRS

SEPTEMBER 2009

The Newsletter of the Royal Institution of the Naval Architects

CHIEF EXECUTIVE'S COLUMN



I have occasionally suggested to members that there comes a time a member should think “not what can my Institution do for me, but what can I do for my Institution” – usually followed by some arm-twisting to persuade the member to join a committee, or give their time to the Institution in some other way. In fairness to members, that time is usually given quite willingly – or else members have a low threshold of pain!! Of course, without the contribution of such members, the Institution would not be the internationally respected organisation it is today, notwithstanding the work of the Secretariat that I paid tribute to in the July issue of RINA Affairs. However, I am sure there are many members asking themselves “what can I do to help the Institution?” – or at least I would like to think so!

First and foremost, I would ask and urge members to encourage others to follow their lead in becoming members of the Institution. Do you have engineering colleagues who are directly involved in the design, construction and maintenance of marine structures, regardless of whether they are naval architects, who are not members? Do you have colleagues who are not engineers but who are involved or interested in the design, construction and maintenance of marine structures? If so, please let me have their names and a contact email address, and I will do the rest.

Would your company benefit from a graduate training programme? An increasing number of companies are recognising that they must be able to offer a Graduate Training Programme if they are to attract the best graduates, and seeking the Institution's (free) assistance in producing a Programme which will lead to Corporate membership of the Institution. Contact me if you would like to discuss how to go about it – not as difficult or time consuming as you might think. Would your graduates, looking towards becoming Corporate members, benefit from the Graduate Member Workshop (held at their place of work) on the routes to Corporate membership and registration? If so, please ask.

Would your company benefit from being a Corporate Partner member of the Institution, and demonstrating to both employees and clients the company's commitment to high professional standards by its engineers? If so, let me know who to contact and again I will do the rest.

Would your company benefit from its employees attending the Institution's conferences or by promoting its product or services through the Institution's publications and conferences? If so, please help to persuade those colleagues who responsibility it is, if not yourself.

However, at the very least, I would ask and urge all members to promote the Institution – to bang the Institution's drum. It must be a professional institution worth belonging to, otherwise why else would you have you paid your 2009 Annual Membership Fees? You have, haven't you?

Chief Executive

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INSTITUTION NEWS

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Council agrees its nomination for the next President.

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Institution welcomes its first Corporate Partner member in South Africa.

Engineering Council Fees

The 2010 EC(UK) registrations fees will remain unchanged from 2009.

IMO Committee News

The IMO Committee reports on recent meetings of the Maritime Safety Committee (MSC86) and the Marine Environmental Protection Committee (MEPC59).

Safety Committee

The Safety Committee reports on matters discussed at its last meeting.

Changes to the Membership

Class Structure

Members are reminded that following the changes to the membership class structure, approved at the last AGM, have now been implemented.

Royal invitation for

Headquarters staff

Members of the Headquarters staff, were guests at a recent Buckingham Palace Garden Party.

NATIONAL & INTERNATIONAL NEWS

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.

Nomination for President

At its recent meeting, Council unanimously agreed that Mr Peter French FRINA should be nominated for election as the next President, at the 2010 AGM.

Peter French is the Chief Executive Officer of BMT Group Ltd, a member of the RINA Council and a member of the Executive Committee.

Royal invitation for Headquarters staff

Headquarters staff, Amber Williams, Phil Eltringham, Stephen Bell and Giuseppe Gigantesco were guests at a recent Buckingham Palace Garden Party.

Headquarters staff on their way to Buckingham Palace.



Changes to the Membership Class Structure

Members are reminded that following the changes to the membership class structure, approved at the last AGM, all Associate and Associate Members have been transferred to the class of Member (MRINA), Graduate Members have been transferred to the class of Associate Member (AMRINA), and Companions have been transferred to the new class of Associate (AssocRINA).

There will be no change in annual membership fee, other than any annual increases, for members affected by the changes. Such members who subsequently transfer to another membership class, ie Member or Fellow, will be liable for the annual membership fee appropriate to their new class of membership.

Safety

Committee News

The UK Maritime & Coastguard Agency (MCA) has revealed that a large percentage of tank vessels are found to operate with alternate loading conditions which are not included in the approved stability booklet and sufficient pre-departure checks to ensure compliance with statutory damage stability requirements are not being made. This is of particular concern with respect to small parcel tankers where even minor changes to a standard loading condition can have significant effects on residual stability following damage. As a result some regularly used loading conditions would in fact fail the requirements for survivability after application of the extent of damage specified by the regulations.

MCA has submitted the case to the IMO recommending a number of solutions including stronger enforcement of existing regulations and the fitting of an approved damage stability computer on all tank vessels. RINA has agreed to support the case made by MCA at IMO through MSC 83/25/14.

The RINA Safety Committee aims to act as a catalyst involving all stakeholders concerned with the safety of small fishing vessels to identify improvements whether from considerations of design, training, procedure or management. To this end it is proposed to convene a forum of experts in the Autumn to further appreciate the difficulties of regulation and to obtain recommendations for ways in which RINA might contribute to improving small fishing vessel safety.

A final version (V5) of the RINA handbook Guidance for Members on Ship Safety will shortly be published (posted on the RINA website) incorporating all inputs received to date. The document will be subject to biennial review by the Safety Committee.

IMO Committee News

Members of the IMO Committee attended meetings of the Maritime Safety Committee (MSC86) and the Marine Environmental Protection Committee (MEPC59). The main points of interest were:

Goal Based Standards:

The MSC agreed with the proposal made within the RINA Paper MSC86/5/14. RINA recommended that the complex verification process be a self assessment by the Classification Society followed by an IMO audit of experts. RINA offered to propose experts in the structural design of ships. The cost of auditing and fees to be paid will be further discussed at MSC87. It was agreed by MSC86 to postpone approval of the draft SOLAS amendments and the draft International goal-based ship construction standards for bulk carriers and oil tankers to MSC 87.

Definition of the term 'Bulk Carrier'

The MSC adopted resolution MSC.277 (85) on the clarification of the term 'bulk carrier' and guidance for application of regulations in SOLAS to ships which occasionally carry dry cargoes in bulk and are not determined as bulk carriers in accordance with regulation XII/1.1 and chapter II-1 and instructed the FSI Sub-Committee to include the above resolution in their guidance for port State control (PSC) officers.

Formal Safety Assessment

The MSC, having considered FSA studies on cruise ships and RoPax ships, which were carried out within the research project SAFEDOR, agreed that these studies, together with the FSA study on crude oil tankers should be referred to an HEAP and FSA Experts Group for review. The Committee invited Member Governments and international organizations to nominate experts. It was agreed that they would meet at IMO on the 2nd to 6th November 2009 to start the assessment within the terms of reference set by MSC.

GHG Emissions from Ships and the Recycling of Ships

MEPC59 addressed the issues of GHG emissions from ships and the recycling of ships.

Full details of MSC86 and MEPC59 are available on the RINA website at www.rina.org.uk/MSC and www.rina.org.uk/MEPC

Damage Stability Regulations for Ro-Ro Passenger Ships

Following the 51st meeting of the Stability, Load line and Fishing Vessel Committee (SLF51), a correspondence group was formed to:

1. examine the impact of the damage stability requirements of the SOLAS 2009 amendments on ro-ro passenger ships, in comparison with the SOLAS 1990 regulations in association with the Stockholm Agreement
2. define criteria to be used for the evaluation of the two approaches and determine whether the level of safety between them is generally equivalent;
3. assess existing and new studies on the subject as well as design experience;
4. if it is found that safety levels are not generally equivalent, identify possible rectification measures; and
5. submit a report to SLF 52 under the agenda item "Damage stability regulations for ro-ro passenger ships".

The IMO Committee is represented on the correspondence group by Professor D Vassalos FRINA and Dr M Woodward. Details of the work of the correspondence group are posted on the RINA website at www.rina.org.uk/SLF

2009 CONFERENCE AND TRAINING PROGRAMME

**ICCAS: International Conference
On Computer
Applications In Shipbuilding**
1-3 Sep, Shanghai, China

**International Symposium on Ship
Design & Technology**
1-2 Sep, Osaka, Japan

Icsot: Ice Class Ships
28-29 Sept, Busan, Korea

Workboat Propulsion Seminar
6 Oct, Abu Dhabi, UAE

**Fundamentals Of Contract & Change
Management
For Ship Construction, Repair & Design**
14 - 16 Oct, London, UK

**Design And Operation
Of Bulk Carriers**
26-27 Oct, Athens, Greece

President's Invitation Lecture & Dinner
11 Nov, London, UK

**ACV And Surface Effect
Craft Conference**
17-18 Nov, London, UK

Historic Ships
19- 20 Nov, London, UK

**International Conference
On Ship And
Offshore Technology**
10-11 Dec, Kharagpur, India

Institution welcomes first Corporate Partner in South Africa

The Institution welcomes Petro Tech Inspections SA as its first Corporate Partner Member in South Africa, joining those other companies and organisations which have chosen to demonstrate their commitment to high standards of professional competence by its employees by becoming a Corporate Partner member of the Institution.

Engineering Council UK Registration Fees 2010

The 2010 EC(UK) registrations fees will remain unchanged from 2009. These are:

Annual Registration Fees (for all registrants):	EngTech - 15 GBP
	Reduced Annual Registration Fees (for registrants suffering financial hardship):
CEng - 29 GBP	CEng - 12 GBP
IEng - 24 GBP	IEng - 11 GBP
EngTech - 14 GBP	EngTech - 8 GBP
Registration Entry Fees:	The Engineering Council UK annual fee for members registered through RINA will be collected with the 2010 Annual Membership Fee.
CEng - 46 GBP	
IEng - 36 GBP	

Letters to the Editor

Titles

Sir: Small point to note in future regarding RN Officers' titles, vide Vice Admiral Wildish & the loss of HMS *Prince of Wales*, (Aug RINA News). The suffix "Royal Navy" (retired or otherwise) is only appended to Captains RN and below, (with any qualifications in between); and never to officers of flag rank, as appeared in the eNewsletter. I hope the Chief Executive will confirm this.

I (and many others) particularly detest the frequently used description in journals of "UK Royal Navy", when our service has been around for about 1200 years. Read the Anglo-Saxon Chronicle for evidence. More recently, many other countries have deferred with titles such as Royal Netherlands, Royal Canadian and Royal Thai Navies. One of Prince Charles' frequent expressions, when one of our students at Greenwich long ago, was "YUK". I feel the same way whenever I read "UK Royal Navy". Bob Barnes (Lt Cdr, MRINA, RN)

I stand duly chastised and reprimanded.

Chief Executive

HM Naval Base, Durban, 1941

Sir: In the papers of a relative, HC James, naval architect, there is hand drawing of a naval scene with sidebars of workshop and surveying on a foolscap sheet. The two figures in the sidebars are giving the 'V' sign and there is a V on the centre drawing. The caption reads:

"ALL FULL AHEAD TO VICTORY - WITH THE COMPLIMENTS OF THE SCE'S DEPT H.M. NAVAL BASE, DURBAN. 1944"

About 50 handwritten names are on the side margins and around the caption.

As this item was kept until his death, then the death of his wife and more recently (2009) a nephew, do you know whether it may have some significance somewhere and should be conserved? I would be most grateful for any

RINA AFFAIRS

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 continued

information that you might be able to supply or to where this query should be directed for further information.

Information on the history of the SCE's Department, HM Naval Base, Durban, 1944 in particular, would be welcomed. What was SCE?

Dr Doreen Bowdery
Doreen.Bowdery@anu.edu.au

Survey Reports

Sir: I have a collection of survey reports, from about 1963 to 2009, almost exclusively on fibreglass boats. I was one of the pioneers in the 1950s and later one of the first to specialise in surveying fibreglass. The earliest reports therefore cover some of the first fibreglass boats built in the 1950s. Perhaps fittingly my last has been the fifty year old Nohoh project, claimed to be the very first production sailing cruiser built in Britain.

These reports not only show the development of fibreglass boats, (with some choice failures too, 100 A1 notwithstanding!) but also the difficulties and need to develop new surveying methods. Some of the techniques and equipment, were developed by me.

I believe these reports, which cover almost the entire history of fibreglass boats, would be valuable for research and the record. I would like to present them to any organisation which can use and/or preserve them. They are at present in storage in Ireland but will soon be moved to Lymington where I have no space. The recycle dump beckons.

There must be many others with a stock of old surveys reports, as well as builder's records. The industry is changing so fast. Soon future surveyors, let alone many present ones, will have little idea of how fibreglass boats used to be built, knowledge essential to explain what happens to them later. There needs to be some place where this information can be stored before it is lost forever.

Hugo du Plessis
fibreglassboats@fsmail.net

CORPORATE PARTNERS

Does your company or organisation, be it large or small:

- help and encourage its naval architects to achieve professional recognition through membership of RINA in the appropriate class of membership
- assist its naval architects to achieve the standards of professional development and responsible experience required for Corporate membership of RINA
- require and assist its naval architects to continue their professional development.

If so, your company or organisation may be eligible to become a Corporate Partner member of the Royal Institution of Naval Architects and enjoy the following benefits:

- The right to show this "corporate professional qualification", including the RINA Corporate Partner logo, on company literature, thereby providing an internationally recognised demonstration of the professional quality of the company's employees and its commitment to maintaining that quality
- Advice on the development on Company Professional Development Programmes and free accreditation of Programmes
- A discount on RINA international conferences and training courses attended by all employees of the company or organisation, giving them the opportunity to network with other professionals in the global maritime industry
- Use of the Institution's headquarters facilities at preferential rates, including the meeting rooms, lecture theatre, conference facilities and library
- Complementary copies of the Institution's leading technical

journals, and a discount on the purchase of other RINA publications

- Listing on the Corporate Partners page of the Institution's website with a link to the company's website
- Listing in the Maritime Services Directory
- 'Welcome' advertisement in journal of choice. Other PR and promotional opportunities through RINA conferences and publications
- Opportunity to present technical papers at RINA conferences or publish them in technical journals
- Discount on exhibition stands and sponsorship at RINA conferences
- Access to local branch meetings, providing an opportunity to meet with professionals in the local maritime industry
- Complementary invitations to the Annual Dinner and President's Invitation Lecture.

In addition to these benefits, Corporate Partner membership of the Royal Institution of Naval Architects will enhance the reputation and image of a company with its customers and the industry generally. Also, both prospective and existing employees will value more highly an employer who is committed to the high professional standards and personal development demonstrated by Corporate Partner membership, thereby benefiting both recruitment and retention.

Further information on becoming a Corporate Partner may be obtained from the RINA website at www.rina.org/corporatepartners, including a list of those companies who have already become Corporate Partners, or from the Chief Executive at hq@rina.org.uk or tel: +44 (0)20 72354622.

Discussion invited on IJSCT papers

The following papers to be published in the International Journal of Small Craft Technology are now available for discussion:

- **IJSCT 77: *United Kingdom Regulation Of Yachts***

D W Ralph, Maritime and Coastguard Agency, UK

The UK leads the world in the regulation of large yachts. British yachts form the majority of the world fleet, bearing in mind that this includes yachts of the wider Red Ensign Group. Historically, yachts have been built for private use but are increasingly being used, remotely from the UK, in the charter market. Vessels operating “commercially” must comply with appropriate Flag State legislation and, if of sufficient size, must also comply with and be certificated under the provisions of appropriate International Conventions.

- **IJSCT 86: *Effect Of Water Depth On Motions In Beam Seas For A Typical Landing Craft***

A Rolls, M Renilson and G Macfarlane, Australian Maritime College, Australia;

S Cannon, Defence Science and Technology Organisation, Australia

A set of model experiments have been conducted at the Australian Maritime College to investigate the effect of water depth on the motions of a typical landing craft in beam seas. Tests were conducted at different wave heights in two water depths: deep, corresponding to a depth to draught ratio of 9.0; and shallow, corresponding to a depth to draught ratio of 1.5. The influence of non-linearity on model motion, particularly in roll, was determined, as was the effect of water depth. It was shown that the motions in shallow water were significantly different to those in deep water.

- **IJSCT 87: *An Investigation Into A Method For Determining The Stability Of Small Craft Without Reference To Hydrostatic Data***

A J Murphy and R W Birmingham, Newcastle University, UK

The assessment of the stability of small craft can be difficult in the absence of hydrostatic data when it is not possible to use the normal inclining experiment. This paper provides a thorough numerical and experimental investigation in to a stability assessment method, previously proposed as a possible alternative to the inclining experiment (Birmingham, 1995; 2000). The method uses the relationship between changes in the natural roll period of vessels given changes in roll mass moment of inertia. The numerical investigation indicates that the method will be sensitive to small experimental errors although not necessarily impossible. However, the conclusions of the experimental implementation of the proposed method were that it does not ultimately provide a sufficiently accurate stability assessment as to be practically viable. Nevertheless, the work provides a comprehensive follow-up to the earlier published proposition and provides further insight in the dynamics of a rolling vessel under experimental conditions with fastidious attention to experimental accuracy.

- **IJSCT 88: *Numerical Investigation Into The Effect Of Launch Skid Angle On The Behaviour Of Free-Fall Lifeboat In Regular Waves***

M M Karim, K S Iqbal and M R H Khondoker, Bangladesh University of Engineering and Technology, Bangladesh; **S M H Rahman**, American Bureau of Shipping, USA

This paper presents numerical investigation into the effect of launch skid angle on the behaviour of the skid-launching free-fall lifeboat (FFLB) in regular waves. The boat has been treated as a rigid body when the

differential equations of motion for the four falling phases, i.e., sliding phase, rotation phase, free-fall phase and water entry phase of the lifeboat were solved in the time domain. The behaviour of the lifeboat has been studied for different angles of launch skid, i.e., $\Theta = 30^\circ, 40^\circ$ and 60° . The initial falling height of the boat is fixed to 1.75m. The regular wave with amplitude of 0.5m and period of 2.0 sec. is considered in this study. From the mathematical simulation, horizontal and vertical excursions and the rotation of the axis of the boat have been obtained at different time along with its horizontal and vertical velocities. Accelerations and forces at normal and axial directions have also been computed. In each case, the behaviour of FFLB in wave is compared with that in still water.

IJSCT papers for discussion can be downloaded from www.rina.org.uk/ijsc_t_discussion.html. These PDF files can be saved and viewed on screen but cannot be edited or printed out.

Written comments on these papers may be forwarded using the Online Comment form or by email to ijsc_t@rina.org.uk, with the title of the paper as the Subject, and quoting the name and affiliation which will be printed with the comment. Illustrations may be forwarded as an attachment. Accepted discussion will be published in subsequent issues of the IJSCT.

VISITORS TO HEADQUARTERS

Long distance visitors to Headquarters included Ian Dunford from the NZ Division, accompanied by his wife, daughter and grand daughter – surely the first time No 10 Upper Belgrave Street has seen three generations of the same family at the same time.

Young Engineers Set Sail In Plymouth

Institution Supports Smallpeice Naval Architecture Course

From 27th to 30th July, 40 aspiring young engineers enjoyed a unique learning experience at University of Plymouth. The group of 15 to 17 year-old students spent four days discovering what's involved in the creation and maintenance of many different types of ships including aircraft carriers, yachts, submarines and commercial ships.

Sponsored by Babcock International Group, students designed and built their own Remotely Operated Vehicle (ROV) – a device frequently used by naval architects in the construction and inspection of offshore structures – and then raced

around a specially constructed underwater obstacle course. Students also discovered the principles of hydrodynamics and different methods of propulsion. They also visited Devonport Royal Dockyard, one of the largest marine engineering complexes in Europe.

Throughout the four days students developed life skills such as teamwork, communication, problem solving and time management. They also had the opportunity to find out about relevant career opportunities and training routes in Naval Architecture. Social activities included a film evening, a boat trip and

a formal dinner at the National Marine Aquarium.

Dr Andrew Cave, Chief Executive of The Smallpeice Trust commented: "Over the four days, these students were able to get a valuable insight into the design and construction of all types of vessels. Their enthusiasm for engineering, science and technology was remarkable, and it is clear that they are all extremely talented and have exciting careers prospects ahead of them."

Roger Hardy, Managing Director Submarines of Babcock International Group, added: "Babcock are extremely pleased to be able to work with The Smallpeice Trust, undertaking the vital work of promoting engineering as a leading career choice for young people."

The Smallpeice Naval Architecture Course is supported by the Institution who provide all the students with copies of RINA journals and one year's membership as a Junior Member. The Institution also supports marine Technology courses at Strathclyde and Southampton Universities.

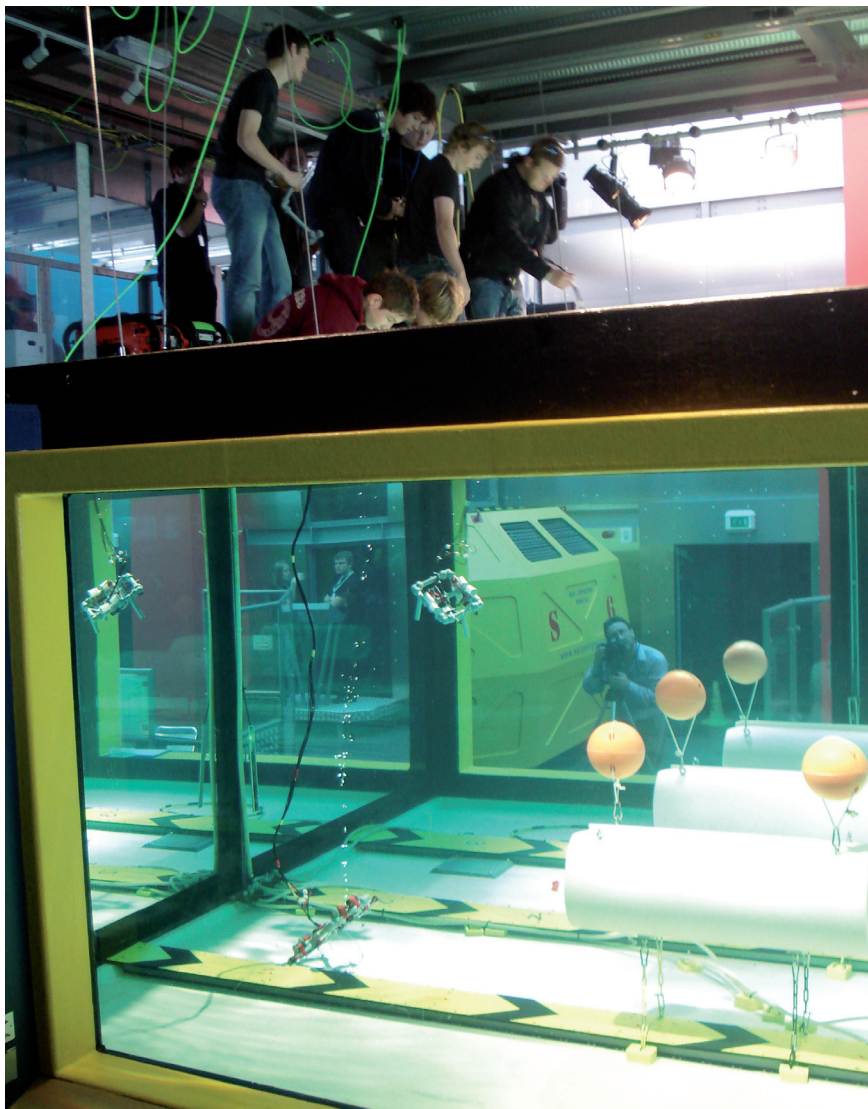
About the course

The Naval Architecture course is run by the independent educational charity, The Smallpeice Trust, as part of an ongoing programme of residential courses to help young people aged 13 to 18 learn and develop skills in engineering, design, technology and manufacturing. Through running over 32 residential courses and STEM enrichment sessions, The Trust has reached out to around 16,000 students across the UK in the past year.

The new course timetable for 2010 will be launched in September. Places are allocated on a first come, first served basis. To find out more, visit www.smallpeicetrust.org.uk, or telephone The Smallpeice Trust on 01926 333200.

I would welcome news of any similar courses held in other countries which members are aware of.

Chief Executive



Students test their ROVs.

Commission of Inquiry into the loss of HMAS *Sydney (II)* publishes final report

“RINA’s assistance was invaluable”

Greg Combet, Minister for Defence Personnel, Materiel and Science, today commended the Defence Science and Technology Organisation for its work in support of the Commission of Inquiry into the loss of Her Majesty’s Australian Ship *Sydney*.

Mr Combet praised the efforts of the Defence Science and Technology Organisation (DSTO) and the Royal Institution of Naval Architects (RINA) whose reconstructive work was crucial in uncovering the circumstances surrounding the loss of the ship.

“Through the Commission of Inquiry’s report we now have a better understanding of the circumstances which resulted in Australia’s greatest naval tragedy, the loss of HMAS *Sydney* and all 645 crew members,” Mr Combet said. “The expertise of DSTO and RINA was invaluable in assisting the Commission’s determination of what happened to the *Sydney*”

A key piece of evidence placed before the Commission was a computer-generated simulation produced by DSTO to depict the final hours of the ship. The simulation, based on extensive scientific

computer models, an exhaustive analyses of video imagery and photographs of the wreck site, as well as historical documents and photographs, illustrated the extent of the torpedo and shell damage sustained by the vessel.

“While some World War II vessels survived single torpedo hits or damage from larger calibre shells, the *Sydney* endured sustained attack at close range,” Mr Combet said. “I hope the publishing of this report ends the controversy that has surrounded the loss of the HMAS *Sydney*. “The relatives of the crew can take some comfort from the comprehensive and dedicated work undertaken to determine the final hours of the tragedy”.

A copy of the report can be found: <http://www.defence.gov.au/sydneyii/finalreport>

Background

On 19 November 1941 HMAS *Sydney*, under the command of CAPT Joseph Burnett RAN, was returning from having escorted HMAS *Zealandia* to a location near the Sunda Strait. When about 200 kilometres from the coast of Western

Australia, en route to Fremantle, *Sydney* sighted a vessel and diverted from her course to investigate. The vessel was the raider *Kormoran* which was disguised as MV *Straat Malakka*. *Sydney* and *Kormoran* engaged in battle, and both sank.

Of the 645 officers and crew on board *Sydney*, no one survived. Of the 395 officers and crew and four Chinese laundrymen on board *Kormoran*, 318 survived. The rescued *Kormoran* survivors were interrogated but, there being no Australian survivors to confirm or deny the Germans’ account of the engagement, some people were unable to accept their version of the engagement. Controversy arose and has continued. At issue were the location of the battle, why *Sydney* had been sunk by *Kormoran*, and why there were no survivors from *Sydney*.

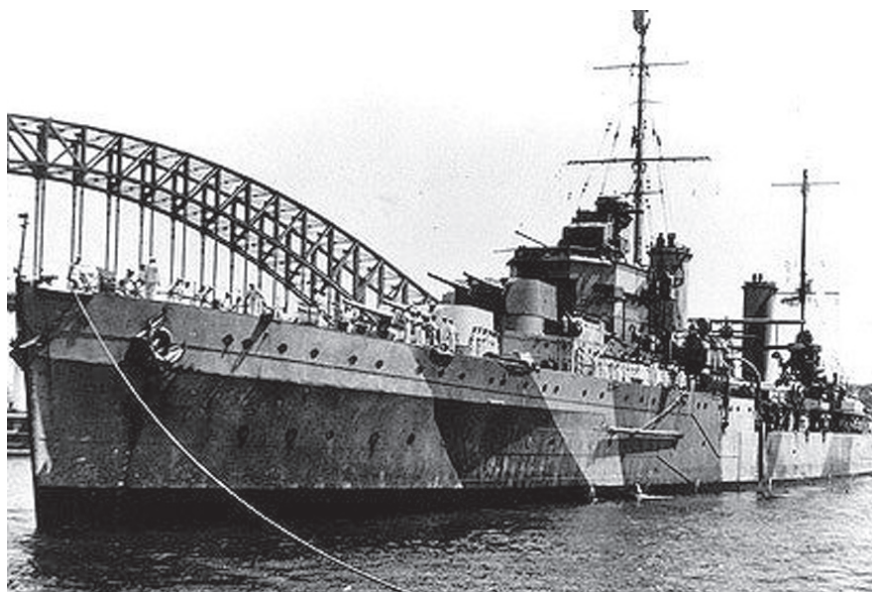
Location of the wrecks in March 2008 led to the uncovering of much new evidence, which meant that rational answers could now be given to many of the questions raised in the controversy.

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. Details were published in the July issue of RINA Affairs.

Further information, including the general design brief and suggested plan of action for the pupils are available on the RINA website at www.rina.org.uk/GraduatesandStudents Further details, including rules of the competition for teachers can be obtained from Andy King at adking1@QinetiQ.com

HMAS *Sydney*.



THE NATIONAL MARITIME MUSEUM

The UK's National Maritime Museum, Royal Observatory and Queen's House make a wonderful day out for nearly two million people a year. But after the visitors have gone home, the Museum's Members also have access to a packed social schedule of gallery openings, private views, lectures, film screenings and musical



evenings in the classical surroundings of the Greenwich World Heritage Site. For Members of the National Maritime Museum, the dynamic events programme gives fascinating insights into the history of Britain and the chance to learn more about its distinctive sea-faring heritage.

The Museum has the most important collections in the world on the history of Britain and the sea. They include cartography and manuscripts, official public records, ship models and plans and scientific and navigational instruments. The Museum also holds the largest maritime historical reference library. Members have exclusive opportunities to get closer to the curators and collections which are not available to the ordinary visitor.

For some Members, the highlight is meeting up with new people. When they join, they become part of an exclusive community of museum supporters. Many Members have a background or career in naval, maritime or nautical fields but for others simply enjoy sipping a glass of wine in atmospheric surroundings before a lecture or exhibition viewing is the biggest pleasure. Some of our most popular events are with authors from around the world, who come to talk about their research and publications.

Many Members live locally but some travel from as far away as Cambridge or the Isle of Wight for an event. One came from Switzerland for a lecture on Gallipoli, given by Museum Director, Dr Kevin Fewster. This year we've welcomed astronomers, physicists, horologists and historians, all of whom have expressed their pleasure at the level of interest and debate that their talks have provoked.

At £40 for an individual Membership and £28 for concessions, many Members find the scheme excellent good for money. Giving Gift Membership is increasingly popular for birthdays, Christmas or a special anniversary. With a full events programme, free entry to our state-of-the-art planetarium, magazines, newsletters and membership discounts, it's a cost-effective way to gain a deeper understanding of maritime history and share your interest with like-minded individuals in the beautiful surroundings of Maritime Greenwich.

To find out how to join, check out the NMM website www.nmm.ac.uk/membership or call 0208 312 6678.

Anglo American plc appoints past President as Chairman

Sir John Parker FRINA, past President of the Institution, has been appointed Chairman of the Board of Anglo American plc.

New Student Naval Architect Award in New Zealand

The first RINA Student Naval Architect Award for the best final year project on the Bachelor of Applied Technology (Marine) at Unitec New Zealand was presented to Luke Kristensen for his project 'Design of the Multihull MIA'.

Ian MacLeod, President of the BZ Division, presents Luke with his Award.



RINA – Carnival Student Naval Architect Award

The 2009 RINA- Carnival Shipbuilding Corporation Student Naval Architect Award for the student gaining the highest marks on the 2nd Year Ship Design and Economics module of the MEng in Ship Science at Southampton University has been presented to Matthew Desmond.

The 2009 Award to the student who gained the highest marks on the 2nd Year Resistance & Propulsion module of the MEng in Ship Science was presented to Ruggero Basso.

London Branch

Forthcoming Event

“THE LOSS OF HMS PRINCE OF WALES”

A presentation by

Mr W Gazarke and Mr Kevin Denlay
Marine Forensic Society

At 1730 for 1800 on 17 Sep 2009,
at Lloyd's Register, 71 Fenchurch St,
London, EC3M 4BS

The presentation will cover the results of an exhaustive analysis of the loss of “HMS *Prince of Wales*”



HMAS Sydney.

combining the fruits of decades of research and analysis by. Bill Garzke and Bob Dulin, with the unexpected discoveries resulting from 2007 and 2008 diving expeditions organized by Kevin. Denlay to the battleship wreck site. The remarkably

complete private memoir of Vice Admiral D.B.H. Wildish, Royal Navy (Retired), who as a young Lieutenant was in charge of the affected engine room for the port outboard propeller shaft, helped to inform this analysis and study.

New South Wales Section

Technical meetings

Re O'Connor, Sales and Marketing Manager Marine for Wärtsilä Australia, gave a presentation on Boosting Energy Efficiency in Ships to a joint meeting with the IMarEST attended by 25 on 3 June in the Harricks Auditorium at Engineers Australia, Chatswood.

Rodney Humphrey, Head of Approval Centre Sydney for Det Norske Veritas, gave a presentation on MSC Napoli: DNV Findings and Conclusions to a joint meeting with the IMarEST attended by 34 on 1 July in the Harricks Auditorium at Engineers Australia, Chatswood.

Mori Flapan, Technical Adviser to the National Marine Safety Committee, gave a presentation on Revised Standards for Commercial Vessel Arrangement, Accommodation and Personal Safety to a joint meeting with the IMarEST attended by 21 on 5 August in the Harricks Auditorium at Engineers Australia, Chatswood.

Phil Helmore

Reports of Branch and Section activities are always welcome.

Chief Executive

THOUGHTS FOR THE MONTH

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.

Publilius 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

“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**