



RINA AFFAIRS

JANUARY/FEBRUARY 2010

The Newsletter of the Royal Institution of the Naval Architects

CHIEF EXECUTIVE'S COLUMN



The Institution's 'mission statement' in 1860 was "to promote and facilitate the exchange of technical and scientific information, views and discussion". 150 years on, that statement remains equally valid. Providing the access to up-to-date technical information relevant to naval architecture and the maritime industry, essential to achieving and maintaining professional competence, will continue to be one of the most important functions of the Institution in 2010. Such access today is provided through the Institution's range of leading international publications, conferences, the Internet and local meetings.

The Institution can rightly be proud of its range of international journals and special supplements which cover the whole spectrum of the maritime industry. The Institution's publications are the acknowledged leaders in their fields and enjoy a well deserved reputation for the quality of that coverage and their presentation. The work of the editorial and production staff will ensure that this reputation is maintained in 2010.

The International Journal of Maritime Engineering and The International Journal of Small Craft Technology will continue to provide access to the results of research and development in the maritime industry. This year, the online issue will be published in the same format as the Institution's other journals, providing improved readability and access to archive for those who subscribe to these publications.

The 2010 Events programme continues to reflect the Institution's continuing commitment to organising international conferences and courses of the highest quality, for which the Institution also has a well deserved reputation. In continuation of the Institution's commitment to making its conferences as widely accessible as possible, in 2010 the Institution will be organising its first conference in Indonesia. As in previous years, a number of these conferences will be organised in partnership with other organisations.

The opportunity to meet with other maritime industry professionals at local meetings is one of the most important benefits for many members, and this year the Branches and Sections will continue to organise a wide range of technical meetings. Of course, these meetings do not just happen, and thanks must go to the members of Branch committees who willingly give of their time to organise such programmes. The Institution will continue its policy of forming Branches where there is the demand and support by members. 2010 will see the first meeting of the Institution's first Branch in India.

I am not sure whether the founding members of the Institution in 1860 would recognise the Institution in 2010. However, I am sure that they would approve of the significant contribution which the Institution has made to that development of the naval architecture profession and the global maritime industry over the intervening 150 years, and which it continues to make. They would surely be proud of the Institution they founded.

Chief Executive

2010 ANNUAL GENERAL MEETING

Notice is hereby given that in accordance with the By-laws, the 2010 Annual General Meeting of the Institution will be held at 10 Upper Belgrave Street, London, SW1X 8BQ, on Thur 29 April 2010 at 1100.

IN THIS ISSUE

2010 AGM

2010 Annual General Meeting of the Institution will be held at 10 Upper Belgrave Street, London, SW1X 8BQ, on Thur 29 April 2010 at 1100.

2010 Annual Dinner

The 2010 Annual Dinner of the Institution will once again be held at the Lancaster London hotel, on Thurs 29 April.

Corporate Partners

The Institution welcomes its first Corporate Partner members in Turkey and Gibraltar.

Branch News

The Shanghai Branch holds its inaugural technical meeting with a presentation "Facing the Challenge of IMO Ship Recycling Convention".

The Council has approved the formation of the Institution's first Branch in India.

All you ever wished to know about rivets and riveting!

Rivet quality steel was worked at bright red to faint yellow, with wrought iron heated and worked at white heat. This meant that the latter could travel longer thrown distances without becoming too cold to close. And more ...

Letters to the Editor

Letters to the Editor include requests for information on an electric generation barge, Edward Samuel Braine, Charles Campbell Brown, George Barrie and the Watling Works boatyard. Support for the Motorboat Museum is also requested. Can you help?

Sustainable Shipping Awards

The Institution is again supporting the Sustainable Shipping Awards, which will recognise the diversity and breadth of the work that is occurring to change and improve the environmental record of shipping.

Shanghai Branch

Inaugural Technical Meeting

With the establishment of the Shanghai Branch of the Institution, the first technical meeting was held on 1 December 2009 at the Lloyd's Register Asia Training Centre in Shanghai. The subject of the meeting was "Facing the Challenge of IMO Ship Recycling Convention", presented by Mr. Ben Y. W. Lau, MRINA, of Lloyd's Register Classification Society (China) Co., Ltd. The meeting was held on the evening of the first day of Marintec 2009, Shanghai, China, where the Institution was participating.

The opening address of the first technical meeting was given by Mr. Trevor Blakeley, Chief Executive, who offered his congratulations on the establishment of the Institution's first Branch in China. He particularly thanked Ms Ruth Jago for her efforts in forming the Branch. The Chairman of the Shanghai Branch, Mr. XinFa Yang, FRINA, of the China Association of the National Shipbuilding Industry, thanked the Chief Executive and the participants for their great support.

Chief Executive, Trevor Blakeley, with some members of the Shanghai Branch Committee. L-R: Ben Lau; Trevor Blakeley; Yang XinFa; Clive Knowles

The evening was well attended with over 60 participants from across the industry, including builders, designers, operators, owners, class societies, academics, etc. On completion of the presentation, there was a wide range of questions and answers, comments, ideas, and the meeting was highly praised by all. Comments received

include "splendid start to the Shanghai Branch", "presentation was excellent and very much appreciated by those who attended". As a token of appreciation, the Chief Executive presented the Certificate of Appreciation and the book "Legendary Classic Yachts" to Mr. Lau.

*Ben Y. W. Lau
Hon Secretary*



New South Wales Section

Andrew Dovell of Dovell Naval Architects gave a presentation on The Design Development of the 60ft Sailing Yacht Plastiki to a joint meeting with the IMarEST attended by 31 on 2 September in the Harricks Auditorium at Engineers Australia, Chatswood.

Jonathan Toomey, of Sydney City Marine led a tour of the new facilities of Sydney City Marine under the western side of the Anzac Bridge, Rozelle Bay, and which was attended by 31 members and friends of RINA, IMarEST, the Company of Master Mariners

of Australia and the Nautical Institute on 23 September.

An expert panel provided the focus for a joint meeting with the IMarEST attended by 36 on 7 September in the Harricks Auditorium at Engineers Australia, Chatswood. Each of the experts made a presentation on, The Design and Operation of Harbour Ferries and then the meeting was opened to discussion and questions from the floor.

Phil Helmore

Genova Branch

Technical Meeting

Following the presentation of the 2009 RINA-d'Amico Student Naval Architect Award at the University of Genova, the Genova Branch held its last Technical Meeting of the year, at which Dott. Alcide Ezio Rosina of PREMUDA SpA gave a presentation on "The Present Crisis Of Fleet Replacement / Refitting: Situation And Prospectives". Over 90 members and guests attended the presentation.

Pakistan Joint Branch

Technical Meeting

At a recent Technical Meeting of the Pakistan Joint Branch, Mr M. Sharique A. Siddiqui, Director PICT, gave a presentation: "Pakistan International Container Terminal, Its capacity, equipment, systems & Operation". The meeting was well attended, and the presentation was followed by a lively question/answer.

22nd Annual Dinner

The 22nd Annual Dinner of the Pakistan Joint Branch was held on 26th November 2009 at the Defence Beach View Club, Karachi. The dinner was well attended and enjoyed by members, guests and their families.

R. Siddiqui

THOUGHT FOR THE DAY

One ship sails East, another West
On the self same winds that blow,
It's the set of the sails and
not the gales
that determine the way they go.
Like the winds of the sea are the
ways of time,
As we journey along through life,
It's the set of the soul that
determines the goal,
And not the calm or strife.

The Winds of Fate
By Ella Wheeler Wilcox

Malaysian Joint Branch

2009 AGM and Annual Dinner

The Malaysian Joint Branch held its 2009 Annual General Meeting, followed by the Joint Branch Annual Dinner.

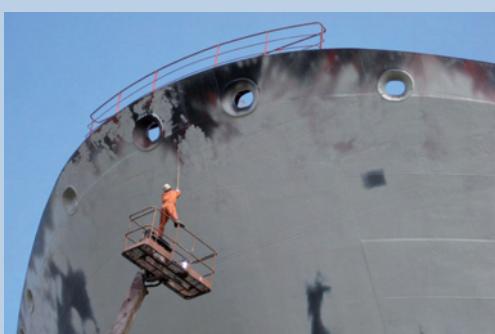
Malaysian Joint Branch Committee
2009/2010



COATINGS AND SAFETY (OR THE LACK OF IT!)

An article on the development of coatings in the maritime industry will feature in the 150 Years Commemorative Book, to be published later this year. However, these photos will not appear in the article!!.

"I should be able to make it!!"



"At least, the ladder is protected!"



Genova Branch

2009 RINA - d'Amico Student Naval Architect Award

The 2009 RINA - d'Amico Student Naval Architect Award was presented to Francesco Morelli whose project entitled "Recent developments of scantling rules for Bulk Carriers structural assessment," was adjudged to have been the best presented final-year project on the Naval Architecture and Marine Technology course at the University of Genoa.

The Award certificate and cheque were presented by Chief Executive, Trevor Blakeley, and Ing. Lucio Bonaso, Director, d'Amico Dry, at a Technical Meeting of the Genova Branch.

Francesco Morelli receives his Certificate from Mr Trevor Blakeley



Francesco Morelli presents his final-year project at a meeting

RINA-BV Student Naval Architect Award

The 2009 RINA-Bureau Veritas Student Naval Architect Award for the best final-year project on the Naval Architecture and Offshore course at the Ecole Nationale Supérieure de Techniques Avancées was presented jointly to Blandine Vicard and

Marie Nicod.

The Awards were presented by Institution Chief Executive, Trevor Blakeley, and Christelle Francois of Bureau Veritas at the ENSTA Graduation Ceremony.

2010 ANNUAL DINNER

29 April 2010, London

The 2010 Annual Dinner of the Institution will once again be held at the Lancaster London Hotel, when the principal speakers will be Mr David Moorhouse, Chairman of Lloyd's Register, and the Revd Bill Christianson, past Secretary General of the Mission to Seafarers.

Corporate tables are available, along with private function suites for pre-dinner and after-dinner receptions. Individuals will also be most welcome at the dinner. For further details, contact Sally Charity at scharity@rina.org.uk or 020 7235 4622.

2009 RINA – BVT Student Naval Architect Award

The 2009 RINA – BVT Student Naval Architect Award has been presented to Rory Graham whose project "Physical model testing of a tidal stream turbine" was adjudged to have been the best

final-year project at University College London.

The Award was presented by Professor Paul Wrobel FRINA, Chairman of the Membership Committee.

Rory Graham receives his Award from Professor Paul Wrobel



RINA-MMHE Student Naval Architect Award

The 2009 RINA – Malaysia Marine & Heavy Engineering Student Naval Architect Award was presented to Yong Jun Xiang whose project "Inboard Propulsion System of a Small Water Transport Vehicle" was adjudged to have been the best final-year project on the BEng (Mechanical – Marine Technology) Course at the Universiti Teknologi Malaysia.

The Award was presented to Yong Jun Xiang at the 2009 Malaysian Joint Branch Annual Dinner by the Director General Marine Department Malaysia.



2010 CONFERENCE AND TRAINING PROGRAMME

SHIP DESIGN & OPERATION FOR ENVIRONMENTAL SUSTAINABILITY

10-11 Mar, London, UK
[www.rina.org.uk/
 environmentalsustainability](http://www.rina.org.uk/environmentalsustainability)

HIGH PERFORMANCE MARINE VESSELS

9-10 Apr, Shanghai, China
[http://www.rina.org.uk/
 HPMV2010](http://www.rina.org.uk/HPMV2010)

FUNDAMENTALS OF CONTRACT & CHANGE MANAGEMENT FOR SHIP CONSTRUCTION, REPAIR & DESIGN

14-16 Apr, London, UK
[www.rina.org.uk/
 fundamentalsapril2010](http://www.rina.org.uk/fundamentalsapril2010)

MARINE RENEWABLE & OFFSHORE WIND ENERGY

21-22 Apr, London, UK
[http://www.rina.org.uk/
 renewable2010](http://www.rina.org.uk/renewable2010)

BASIC DRY DOCK TRAINING COURSE

11-14 May, London, UK
[http://www.rina.org.uk/
 drydock2010](http://www.rina.org.uk/drydock2010)

Institution signs Agreement of Cooperation with Turkish Naval Architects

The Institution has signed an Agreement of Cooperation with the Turkish Chamber of Naval Architects and Marine Engineers, aimed at furthering links and joint activities between the two organisations.

The Agreements were exchanged at a ceremony during the Annual Dinner of the Turkish Chamber of Naval Architects and Marine Engineers in Istanbul, at which the Chief Executive was a guest. The principal guest at the Dinner, the Minister for Shipping, thanked the Institution for its efforts to develop closer links with naval architects and the maritime industry in Turkey.

The Turkish Chamber of Naval Architects and Marine Engineers has become a member of both the IMO Naval Architecture Group and the Confederation of European Maritime Technological Societies.

Work Experience Placements for Junior Members

RINA is occasionally contacted by schools and students who are keen to find suitable work experience placements within the industry. The placements usually span a two-week period and take place in May/June. The students are typically aged 14-16 and they are at the stage where they need to start considering their future career options and related further education.

The main aims of the work experience programme are to help students prepare for the transition from school to work and to learn more about the skills needed for different jobs, in order that they might make a more informed decision about their choice of career.

The Institution is looking to compile a list of companies or organisations within the Maritime Industry, who would be happy to take on a student for a two-week placement. We would very be pleased to hear from any company, large or small, from all sectors of the industry and from all regions, who would be prepared to add their name to the list.

The 'employer' is asked to provide a valuable learning opportunity for the student and would not be expected to make any financial contribution.

If you would like to add your business to the list, or would like further information, please contact Sally Charity, Executive Officer, at scharity@rina.org.uk.

2009 Annual Membership Fees

Members are reminded that their 2010 Membership and EC(UK) Registration fees (if appropriate) were due on 1 Jan 2010. Members who have not yet done so are requested to forward their payment as soon as possible, using one of the payment methods shown on the Notice. Where there is no change to the amount shown on the Notice, payment may be made online.

Members who have any queries about their Membership or Registration fees, or who have not yet received their 2009 Annual Fees Notice are requested to contact the Accounts Department at accounts@rina.org.uk or by telephone at +44 (0)20 7235 4622.

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 Charity, Tel: +44 (0)20 7235 4622; Email: scharity@rina.org.uk

New member for IMO Naval Architecture Group

IIMS joins IMO NA Group

The International Institute of Marine Surveyors has become a member of the IMO Naval Architecture Group.

Letter to IMO Secretary General

The following letter was sent to the Secretary General of the IMO, last year:

“Dear Secretary General,

As you may be aware, it is now 8 years since the Royal Institution of Naval Architects was awarded Non-Governmental Organisation Consultative Status. I hope you would agree that during that time, the Institution has made a positive contribution to the work of the IMO, through its participation in committee,

sub-committee and working groups, as well as submitting papers on important topics. I feel, with some pride, that the Institution ‘punches well above its weight’ as an NGO. The Institution is grateful that it has been given this opportunity to contribute towards improving safety at sea and of the maritime environment, and I felt it may be of interest to you to receive an update on how it is pursuing its role as an NGO.

The Institution considers that it holds its Consultative Status on behalf of the international naval architecture profession. It therefore formed an ‘IMO Naval Architectural Group’ of those professional institutions and societies which represent the global naval architecture profession, and wish their views to be represented at the IMO. Through this informal grouping, the Institution informs these organisations of naval architectural related matters being

considered by the IMO, and represent the consensus view. The Group has expanded and now consists of member societies from Chile, China, Greece, Hong Kong, India, Iran, Italy, Japan, Netherlands, Philippines, Poland, Portugal, Singapore, Spain, UK and USA, who have recently been joined by societies from Turkey and Serbia.

The Institution believes that its NGO Consultative Status has and will continue to provide an opportunity for the international naval architecture profession to make a positive contribution to the work of the IMO. The Institution would like to reassure you of its continuing commitment to that end.

Yours sincerely,

*Trevor Blakeley
Chief Executive”*

IMO Committee News

Expert Group to assess FSA studies

At MSC 86 in June 2009, the IMO Committee decided to refer the four various ship type SAFEDOR FSA Studies to the IMO FSA Expert Group. The ship types are as follows:

- FSA for LNG Carriers: MSC83/21/1 and MSC83/INF.3;
- FSA for Container ships: MSC83/21/2 and MSC83/INF.8;
- FSA for Cruise ships: MSC85/17/1 and MSC85/INF.2;
- FSA for RoPax: MSC85/17/2 and MSC85/INF.3.

These eight IMO documents are posted on the RINA web-site at www.rina.org.uk/article384.html (MSC 83 FSA) and www.rina.org.uk/article614.html (MSC 85 FSA).

The original IMO FSA document, ‘Guidance for Formal Safety Assessment (FSA) in the IMO Rule Making Process’

was created by IMO in the late 90s under the Chairmanship of James Peachey, then with the MCA. The Expert Group, which was formed recently, has been asked to assess these FSA Studies in accordance with the Guidance on FSA and the latest Guidance on the use of HEAP and FSA dated 16th October 2006. IMO approved the Guidance on use of Human Element Analysing Process (HEAP) in 2002.

The IMO Expert Group met at the beginning of November 2009. It considered these reports and is preparing an Intersessional Correspondence Group (ISCG) Report under the Chairmanship of Mr. Koichi Yoshida of Japan. Its main remit is to consider whether the methodology was applied satisfactory which may lead to recommendations on possible improvements to the Guidance Documents. The final report of the Experts will be submitted in time for IMO MSC 87 in May 2010.

The Institution is represented on the Expert Group by Mr James Peachey FRINA. Any RINA member who wishes to make comments on the above eight Ship Type FSA Reports should forward them to [Giuseppe Gigantesco](mailto:ggiggantesco@rina.org.uk) at ggiggantesco@rina.org.uk.

LIBRARY ADDITIONS

Recent additions to the Library include the proceedings of the International Conference on safety and Operation in Canals and Waterways.

HSV Committee News

High Speed Craft Crash Analysis and Safety

The High Speed Vessels Committee was represented at a stakeholders' workshop at Southampton University, to consider the feasibility of submitting a research grant proposal to the UK Engineering & Physical Sciences Research Council (EPSRC) to examine the fundamental issues surrounding High Speed Craft (HSC) crashes.

The overall aim of the project being to enhance HSC safety by reducing the risk of injury and fatalities. The programme will be focused on helping designers and

manufacturers make HSC safer. The proposed work will be interdisciplinary due to accidents having three main factors, namely: the Human; the Vehicle; and the Environment.

Background

- Accidents in the marine sector involving HSC accidents have often resulted in severe injuries and fatalities.
- Investigation reports indicate that the severity of the injuries sustained in a crash are undoubtedly heightened by the poor ergonomic design of the HSC.
- It can therefore be assumed that the

injuries to the bodies were caused by the unrestrained occupants hitting the structure of the boat and its equipment.

- It has been recognised within the automotive industry that good safety and ergonomic design can reduce the severity of the injuries sustained, and in some instances, may eliminate injuries.
- This safety engineering and design issue is now generally recognised, as being the responsibility of the designer/ manufacturer.
- This design philosophy should be adopted by the marine industry to reduce the risk of injury and fatalities.

Institution's first conference in India

Over 80 delegates attended the International Conference on Ship & Offshore Technology India 2009, organised jointly by the Royal Institution of Naval Architects and the Indian Institute of Technology Kharagpur. It is intended that this will be a bi-annual event. The conference was opened by the Chief Executive, Mr Trevor Blakeley.

Copies of the proceedings (on CDROM) may be obtained from the RINA Bookshop.

ICSOT India 2009



Delegates at ICSOT India 2009



Small Craft Committee News

The EU Recreational Craft Directive

At a recent meeting of the Small Craft Committee, a presentation on the EU Recreational Craft Directive(94/25/EC as amended 2003/44/EC) was given by Nigel Saw, CEN Consultant.

View the presentation (pdf file, 610Kb) at www.rina.org.uk/TechnicalForum/News/RecreationalCraft

First Corporate Partners in Turkey and Gibralter

The Institution welcomes the Turkish Classification Society, Turk Loydu and the Gibralter shipyard, Gibdock as its newest Corporate Partner members.

ALL YOU EVER WISHED TO KNOW ABOUT RIVETS AND RIVETING!

Mr James Wells, has provided the following information about rivets and riveting

- In the late 1950s Lloyd's still used to allow "up to 10% of the frames below the waterline to be riveted". Welding still wasn't entirely trusted and some shipping companies still insisted on the 10% rivets below the waterline.
- Rivet quality steel was worked at bright red to faint yellow with Wrought Iron (WI) heated and worked at white heat. This meant that the latter could travel longer thrown distances without becoming too cold to close.
- Although the traditional method of heating rivets was the blacksmiths style forge there was an electrical method based on a welding plant system. This certainly produced less slag on the heated rivet.
- The rivets having been inserted and closed while hot would certainly pull the plates together as they cooled but the seams were rarely watertight. After riveting, the seams would be finally closed by the caulkers, which I always thought the hardest and most soul destroying job of all.
- There was also a very large hydraulic apparatus called "Iron man" that resembled a giant "G" clamp and was used to close larger rivets but due to the large size could only be used where the rivet seam was reasonably accessible. I cannot now recall whether this was cold or hot riveting but in the more inaccessible areas, hand riveting reigned supreme.
- The various records frequently mention the reluctance of the British shipyard workers to use more mechanised means of riveting, such as pneumatic riveting hammers. What seems to be almost completely unknown is that regular use of such pneumatic tools leads to a permanent deadening of feeling in the hands and forearms.
- Until the development of more modern methods it was also usual for the insurance inspection team to drill a hole in a selected hull plate to check for wastage, the hole was then filled by riveting.
- Riveting hammers being in short supply, I had to make both mine in the forging shop. I still possess both and my issue riveting tongs. Even the riveting hammer itself had a status of its own by being completely differently shaped from that of the Shipwright. A tea break group of riveters would place their hammers prominently in view as a "riveters only" area and shipwrights did the same.
- Wrought iron was supplied in two main grades, these being "best treble" and "best treble-treble". The best treble-treble, used for rivets, was folded and forge welded some six times to almost pure iron with less than 10% slag inclusion. The slag inclusion, similar to wood grain ran only down the length of a WI bar or rod, so the bar was far stronger across the "grain" making it very suitable for rivets. The long slag inclusions were known as "rokés".
- WI rivets were more malleable than steel rivets and in the event of collision were likely to 'give' more than the stronger steel rivets which tended to shear in similar circumstances. The ability to be heated and worked at higher temperatures was also an advantage over steel rivets.
- When riveting hull plates in place, the hot rivet would be inserted in the relevant hole from inside the hull by the riveters mate, held in place by the "Holder On" with aid of a heavy hammer and closed from the outside by the riveter. I am firmly of the opinion that it is impossible for anybody to be riveted inside a compartment despite regular stories to this affect.
- A TV report about the rivets in the plates from the "Titanic" made considerable mention of the slag inclusion in these rivets. As WI is very much an unknown quantity in modern times being long out of production, this could cause the wrong conclusion to be drawn.
- If the rivets examined were indeed traditional shipyard, malleable WI rivets, of the type widely used before WW1, perhaps this simple fact may have helped the "Titanic" to stay afloat longer than it may have done with steel rivets.

Denny Tank

Grant received for restoration

The Scottish Maritime Museum has recently received a grant of £249,000 capital funding for urgently needed restoration and repairs to the Denny Tank in Dumbarton.

Built in 1882 the Denny Tank was the first commercial ship model testing tank built in the world and it retains many original features today - a water tank as long as a football pitch, clay moulding

beds for casting wax model ship hulls and the original Victorian machinery used for shaping models.

The Tank has been restored to working condition by the Scottish Maritime Museum and is still used for testing ship designs.

The Denny Tank is the last surviving part of the shipyard of William Denny and Brothers. The yard operated from 1844 to 1963 building every type of vessel from sailing ships to modern liners.



Denny Tank

Inquiry into the sinking of HMAS *Sydney*

Contribution of members and the Institution recognised

The Australian Chief Defence Scientist (CDS) Achievement Award for Outstanding Contribution to Defence Outcomes has been presented to the HMAS *Sydney II* Team from the Defence Science and Technology Organisation for their outstanding contribution to the Chief of the Australian Defence Force's Commission of Inquiry into the sinking of HMAS *Sydney II*. The awards Committee considered that the contribution of the Team, which included RINA members, was outstanding, and critical in terms of understanding the battle and the

circumstances surrounding the sinking of the ship.

The contribution of the Australian Division of the Royal Institution of Naval Architects to the Inquiry has also been acknowledged by the Chief of the Defence Force's Commendation, which stated that "The excellent technical and analytical skills demonstrated by the Defence Science and Technology Organisation and the Australian Division of the Royal Institution of Naval Architects in support of the Chief of Defence Force's Commission of Inquiry into the loss of HMAS *Sydney II* in 1941 provided the Inquiry with the ability to report with as much certainty as possible on the loss of HMAS *Sydney II* and why there were no survivors."

World Ship Trust

2009 to 2010 Historic Ship Photography Competition

The aim of the World Ship Trust is to advance the education and enjoyment of the public through the preservation and display of historic ships and essential artefacts.

Entries are invited for the 2009 to 2010 Historic Ship Photography Competition. Details of the competition can be found on the World Ship Trust website at <http://www.worldshiptrust.org/Photos08-09.htm>. The closing date of the competition will be 31st January 2010.

Institution to support Sustainable Shipping Awards

The Institution is again supporting the Sustainable Shipping Awards, which will recognise the diversity and breadth of the work that is occurring to change and improve the environmental record of shipping. The 2010 Awards will not only recognise technology, but also design, operation, initiatives, collaborations and projects.

The Award categories will be Marine



Environmental Protection, Clean Air, Environmental Awareness, Sustainable Shipping Operator, Environmental

Technology and Green Initiative, and will be judged by an internationally recognised panel drawn from the shipping and wider environmental community. The Awards will be presented at the Cumberland Hotel, London on 24 June 2010.

Further details of the Sustainable Shipping Awards can be found at www.sustainableshipping.com/events

Watling Works Boatyard

Sir: I am researching the Watling Works boatyard that was in operation 1860s - 1925 in Stony Stratford, Bucks. I understand that [Arthur] Edward Hayes, the third owner of the company was a member of the Institute of Naval Architects in March 1920. I believe he died in December 1920.

I wonder if you have an archive and records of past members, and if you have an archivist, or anyone who could shed any light for me on this member of your organisation. I would also be grateful for any information about the boatyard.

Alison Leighton
alisonleighton@waitrose.com

Arthur Edward Hayes was elected an Associate-Member in 1911, and as a Member in 1920, at which time he was recorded as "Chief of the Watling Works, Stoney Stratford, Bucks". He died in 1921. Any member with information about Arthur Edward Hayes, his family or the Watling Works boatyard is requested to contact Ms Leighton, who is a student at Greenwich University.

Chief Executive

Electric Generation Barge

Sir: Part of the recent Middle East TV broadcasts commemorating the five years since the Far East tsunami, has been some brief footage about an "an electric generation barge" which had been swept ashore and was still firmly stranded ashore.

Can any member provide further details about the design and construction of this vessel?

James Wells
Saudi Arabia
terakunene@yahoo.co.uk

Edward Samuel Braine

Sir: I am a genealogist and am conducting genealogical research on Edward Samuel Braine, whom I believe was involved in shipbuilding in the UK during the latter part of the 19th Century. It is my understanding that he worked for the Thames Ironworks in London, England and was one of the designers of the Blake Class Cruiser HMS *Blenheim* that was launched on 5 July, 1890. I am not sure how to verify this information and immediately thought of your organisation.

Edward Samuel Braine was a mechanical engineer from England who emigrated to Nova Scotia in the mid-1890's. He brought over a steam locomotive from England and was instrumental in creating the Milton and Liverpool railway lines and worked for Sillicker Car works in Halifax. I would be grateful for any information your members might have.

Douglas Cochrane C.D.,
B.A Master Seaman (Ret'd)
Genealogical Association of
Nova Scotia
dcochrane@arrow.com

George Barrie MRINA CBE

Sir: I would be grateful for information any member might have on my late grandfather, George Barrie CBE, who was a member of the Institution and died in 1958.

He was managing director of the former shipyard Barclay Curle and Company in Whiteinch, Glasgow, probably around the 1940's to early 1950's.

Cameron Barrie
cameronbarrie@ricsonline.org

The Motorboat Museum

Sir; It is good to see that the Royal Institution of Naval Architects has highlighted the campaign to save an important piece of marine heritage - the clipper ship "City of Adelaide" (Nov RINA Affairs). The publicity from organisations such as RINA has undoubtedly helped bring the interested parties and funding groups together for an important meeting which was held recently in Newcastle. Historic ship enthusiasts will await the outcome with interest.

Perhaps equally important, but not attracting much publicity is the closure on 4th December 2009 of the National Motorboat Museum (recently renamed as The Motorboat Museum), details of which are at www.motorboatmuseum.org.uk/

It has been reported that the Museum's building is to be reclaimed by the landlord, Basildon District Council, to be turned into a green-themed visitor centre and local-history exhibition for which a government grant of £950,000 is being made.

After 23 years in operation, the Motorboat Museum had 38 boats, mainly restored or maintained in original condition, virtually all of which have played an important part in the development of the modern motorboat. There were also 60 period outboard engines (almost a definitive collection) plus 20 inboard engines.

I spent a day at the museum in 2007 and the collection is fabulous and speaks for itself. It is, of course, a national treasure and should be kept together and available for public view.

I hope that members will lend their support to any group that submits a suitable plan to maintain the motorboat collection. It is very sad that much of the large ethnic and working boat collection maintained by the Exeter Maritime Museum between 1969 until it closed in 1997 is still locked away in a warehouse somewhere - a whole generation of young people have now missed the opportunity to enjoy a visit to the Museum.

Stuart Roy