



RINA AFFAIRS

MAY 2013

The Newsletter of the Royal Institution of the Naval Architects

CHIEF EXECUTIVE'S COLUMN



In his third Report to members at the 2013 AGM, the President spoke of how he had again had the opportunity to meet with both members of the Institution and others in the global maritime industry, and how he continued to be impressed by the standing and respect which the Institution enjoys throughout the international maritime industry. He repeated his view that whilst the Institution should always be proud of its roots, that there is no doubt that today the Institution was truly an international organisation, and that internationalism was reflected in its increasing membership and all its activities.

The President went on to give a positive and upbeat report on the Institution's activities over the past 12 months, whilst recognising both the impact on the Institution which the industry's continued downturn in activity had had during the year, and the challenges which the Institution would continue to face over the next 12 months if it was to maintain and even increase the service which it provided to its members, the naval architecture profession and the industry. One welcome challenge which the Institution would face was the move to its new Headquarters. The full text of his Report is published in this issue of RINA Affairs and on the website.

The Institution's Medals and Prizes were also presented at the Annual General Meeting, and I am sure members will join with me in congratulating those whose achievements were recognised by their award.

At the Special General Meeting, members supported the Council's recommendation that a Board of Trustees be appointed as the governing body of the Institution.

At the Annual Dinner, the President again spoke of the opportunity he had had to meet with members of the Institution and others in the maritime industry over the past twelve months, and how he had never failed to be impressed by the standing in which the Institution was held throughout the maritime industry. He felt that the truly global nature of the industry was represented by a truly international organisation, and this was reflected in its membership and its activities.

The presentation at the Annual Dinner of the RINA – Lloyd's Register Maritime Safety Award to Professor Chengi Kuo, and the William Froude Medal to Fred Harris were well received. Details of the presentations are reported in this issue of RINA Affairs.

2012 was indeed another challenging year for the Institution and its members, which I believe makes both their achievements all the more commendable. I look forward to reporting on similar achievement during the next 12 months' time.

Chief Executive.

IN THIS ISSUE

2013 AGM

In his address to the members, the President reports on the many achievements of the Institution over the past 12 months, and of the challenges facing it over the forthcoming year.

2013 SGM

The Resolution to appoint a Board of Trustees as the Governing Body of the Institution was adopted.

2013 Annual Dinner

Over 450 members and guests enjoyed the Institution's Annual Dinner, held at the London Lancaster Hotel.

Medals and Awards

The achievements of members are recognised by the award of Medals and Prizes for papers published in the Transactions, and Student Naval Architect Awards.

Letters to the Editor

Letters to the Editor compliment the Institution on the introduction of its publications App and its Group on LinkedIn.

RINA Headquarters

As the Institution prepares to move to its new Headquarters in Northumberland Street, the Chief Executive looks back on its Headquarters from 1860 to 2013.

2013 Maritime Safety Award

Nominations are invited for the 2013 RINA – Lloyd's Register Maritime Safety Award

The Headquarters of the Royal Institution of Naval Architects

1860 – 2013

Adelphi Terrace: 1860 – 1928

Following its formation in 1860, the Institution settled in rooms at Adelphi Terrace, first at No. 7, then at No. 9 and finally at No 5. The proximity of Adelphi Terrace to the Royal Society of Arts where John Scott Russell, a founder member of the Institution of Naval Architects, had been Secretary, and where for many years meetings of the Institution were held, made the choice of the Institution's first headquarters very convenient.



Adam Street: 1928 - 1938

With the reconstruction of Adelphi Terrace after the 1914-1918 war, in 1928 the Institution moved its Headquarters to the south corner of Adam Street nearby.



Upper Belgrave Street: 1938 - 2013

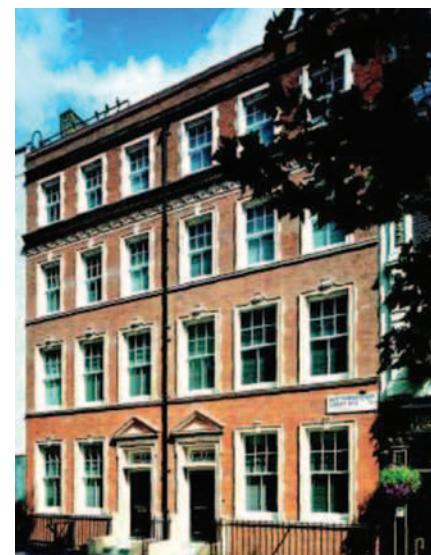
In 1938, the Institution moved to 10 Upper Belgrave Street, and in 1955, the Headquarters were extended to include a Lecture Hall, the building of which was greatly facilitated by the generosity of the late Viscount Weir of Eastwood, an Honorary Vice-President of the Institution, after which the hall was named. The wood paneled Denny Library was named after Sir Archibald Denny, an Honorary Vice-President of the Institution.



Northumberland Street: 2013 –

In 2013, the Institution will move to 8-9 Northumberland Street, not far from both Adelphi Terrace and Adam Street. Maintaining the links with its previous Headquarters, two of the meeting rooms

have been named the Denny Room and the Scott Russell Room.



THOUGHTS FOR THE MONTH

He who loves practice without theory is like the sailor who boards ship without a rudder and compass and never knows where he may cast.

Leonardo da Vinci

If my ship sails from sight, it doesn't mean my journey ends, it simply means the river bends.

Enoch Powell

For a politician to complain about the press is like a ship's captain complaining about the sea

Enoch Powell

2013 Annual Dinner

Over 450 members and guests attended the Institution's 2013 Annual Dinner at the Lancaster London Hotel. Speakers at the Dinner were Dr Kevin Fewster, Director of the National Maritime Museum at Greenwich, and the Revd Andrew Wright, Secretary General of the Mission to Seafarers.

During the Dinner, the President announced the award of the William Froude Medal to Frederick J. Harris, in recognition of his conspicuous

contribution to naval architecture and shipbuilding. The President noted that this was the first time the William Froude Medal had been presented to a person from North America. The Medal was presented by Dr Peter Usher FRINA, Past President of the Institution and himself a William Froude Medalist.

The President also announced the award of the Royal Institution of Naval Architects – Lloyd's Register Maritime Safety Award to Professor Chengi

Kuo FRINA, in recognition of his exemplary technological contribution to the improvement of safety in the maritime environment, in a career spanning over 40 years. The Award was presented by Tom Boardley, Maritime Director of Lloyd's Register.

During the Dinner, over £650 was donated to the Institution's charity, the Mission to Seafarers.

Photos taken at the Annual Dinner may be viewed and downloaded at www.dropbox.com/sh/zphivk5f12z9hkh/M8m_l41JK6

2013 Annual General Meeting

The 2013 Annual General Meeting was held at the Institution's Headquarters on 24 April 2013. The meeting was chaired by Mr Peter French, President of the Institution.

Resolutions

The following Resolutions were passed at the Annual General Meeting:

Resolution 1 – To re-elect Mr P French as President

Resolution 2 - To re-elect Mr A Marsh as Treasurer

Resolution 3 – To elect haysmacintyre as the Institution's auditors for 2013

Elections to Council

The following members were elected to Council in 2013:

Vice Presidents
D J Andrews

Fellows
J K Paik
M R Palomares
D Vassalos
W Everard
M d'Amico
IKAP Utama

K Tikka
A Blyth

Members
P Gualeni
A Pattison
B Lau
I D Grant
Hadji Christou
R Hindley

Associates
N Desty

Associate Members
A D King

Photographs taken at the 2013 AGM may be viewed and downloaded at www.dropbox.com/sh/u5edblvxsc2z4p0/TRTaV-793d

The President opens the 2013 AGM



Treasurer's Report to the AGM

The following report was made at the AGM by the Treasurer:

The summarised Statement of Financial Affairs for the year ending 30 September 2012 is included with the Annual Report of Council, published on line. The full version of the Statement of Financial Affairs is available from the Chief Executive.

This year has been another successful year financially for your Institution despite the continuing problems with the world's economies. As an International organisation we benefit, or some times suffer, from the vagaries of International markets requiring some skill in navigation! Last year we received a growth in revenue from a highly successful ICCAS conference which drove income from events. This year, despite the forecast reduction in event revenue, and the continuing reduced level of Global activity impacting our revenue streams, the Operating Surplus was £68K – a good achievement. The Surplus combined with an increase in the value of our investments of around 11%

has resulted in the Institutions funds (Net Asset Value) rising by £280K to just under £3m. Throughout the period cash has been maintained at approximately the £1m mark with good control of debtors.

Income in 2011/12 was £2.3m compared to £2.5m in the prior year. Expenditure in 2011/12 was £2.2m compared to £2.4m in 2010/11. This resulted in an operating surplus of £68K in 2011/12 compared with a surplus of £131K in the prior year. The Total value of the Institutions funds at 30 September 2012 was £2.94m, compared with £2.66m at 30 September 2011. Whilst membership fee income increased by £37K over the period, this increase did not match the increase in membership mainly due to the additional members coming from countries which have reduced fee rates. This represents an investment in the future as the economies of such countries as China or India continue to grow. As mentioned last year the state of the maritime industry is reflected in a lower than usual take up of the retired rate of fees and more resignations generally.

The New Year to end September 2013 has opened promisingly. The sale of the outstanding lease at 10 Upper Belgrave Street and the purchase of the freehold at 8-9 Northumberland Street will have a major positive impact on our accounts and also resolves the long-term future of RINA's premises. Whilst the international maritime market remains fragile it is a testament to the Institution's reputation for organising conferences that we have been asked to organise ICCAS 2013 in Korea. I hope this will yield a similar benefit to our finances as in the previous year!

Finally, I should add that it remains Council's policy to maintain reserves at the level of three month's forward operating cost. This equates to around £600K – we are operating well within that. I am also pleased to report that the Institution's Auditors, haysmacintyre, have confirmed their opinion that the accounts give a true and fair view of the state of the charity's affairs and that they have been properly prepared in accordance with UK GAAP and the requirements of the Charities Act 1993 and Royal Charter.

RINA - Lloyd's Register Maritime Safety Award

The Institution believes that the safety of both the seafarer and the maritime environment begins with good design, followed by sound construction and efficient operation. Whilst naval architects and other engineers involved in the design, construction and operation of maritime vessels and structures do not have a patent on such issues, nonetheless their work can make a significant contribution.

The Institution also believes that it has a role to play in recognising achievement of engineers' in improving safety at sea and the protection of the maritime environment. Such recognition serves to raise awareness and promote further improvements.

The Maritime Safety Award is presented by the Institution, in association with Lloyd's Register, to an individual, company or organisation which has made a significant technological contribution to improving maritime safety or the protection of the maritime environment. Such contribution can have been made either by a specific activity or over a period of time. Nominations may be made by any member of the global maritime community, and are judged by a panel of members of the Institution and Lloyd's Register. The Award will be announced at the Institution's Annual Dinner.

Nominations are now invited for the 2013 Maritime Safety Award. Individuals may not nominate themselves, although employees may nominate their company or organisation.



Lloyd's Register

Nominations may be up to 750 words and should describe the technological contribution which the individual, company or organisation has made in the field of design, construction and operation of maritime vessels and structures.

Nominations may be forwarded online at www.rina.org.uk/MaritimeSafetyAward

or by email to MaritimeSafetyAward@rina.org.uk

Nominations should arrive at RINA Headquarters by 31 Dec 2013

Queries about the Award should be forwarded to the Chief Executive at hq@rina.org.uk

2013 SGM

Two Resolutions were presented at the Special General Meeting held at the Institution's Headquarters on 24 April 2013

Resolution 1: “To make such amendments to the By Laws and Regulations as are necessary to appoint a Board of Trustees as the governing body of the Institution.”

The Chief Executive gave the following report to the SGM:

There had been a significant increase in both the scale and scope of the Institution's activities since its foundation, reflecting the changes to the naval architecture profession, the maritime industry and the nature of the Institution's membership. The impact of this had been to change the fundamental role of the Council from one of managing the Institution to one of directing its management. The complexity of the modern Institution's affairs had prompted the delegation of Council's authority to the lowest sensible level, wherever permitted by the Charter and By Laws, whilst having in place the means by which to satisfy itself collectively that such authority is being properly exercised. However, as its governing body, the Council remained responsible and accountable to its members for the proper management of the Institution.

Since 1964, the Institution has been registered as a charity in accordance with the UK Charities Act, by virtue of its educational role. Such registration provides significant financial advantages for an organisation based in the UK, albeit an international organisation in respect of its membership and activities. The governance of a charity is vested in its Trustees. Members of Council are therefore ipso facto, the Trustees, and are legally responsible to the UK Charity Commission for the proper management of the Institution as charity, in accordance with the Charity Commission's requirements and guidelines. It is a requirement of the Charity Commission that all charities regularly review their

governance structure to ensure that the organisation and composition of Trustees remains effective, and meets the needs of the charity.

Whilst confident that the Institution is being properly managed, Council is also aware that a governing body of the current size of the Council at 40+ is not conducive to either the efficient management of any organisation, or the ability to respond quickly and effectively to changing requirements. The Council recognises that not all members of Council will have the time or opportunity to achieve and maintain the skills and knowledge required of a Trustee, particularly with regard to financial management. Council therefore considers that the creation of a smaller Board of Trustees as the governing body of the Institution would provide more effective management of the Institution today, as well as complying with the Charity Act.

Council seeks the agreement of members to the principle of appointing a Board of Trustees as the Governing Body and recommends that the Resolution to allow the necessary amendments to the By Laws be adopted. Subject to the Resolution being adopted, application will then be made to the Privy Council for an Order in Council to make the necessary changes to the By Laws.

The Resolution was passed.

Resolution 2: “To make such amendments to the By Laws and Regulations as are necessary to change the title of the senior executive of the Institution from “Secretary” to “Chief Executive.”

The Chief Executive gave the following report to the SGM

The second Resolution is to replace the title of the senior executive of the Institution from Secretary to Chief Executive is a long overdue administrative change which will take advantage of the major review of the

By Laws.

The By Laws currently state that “the person so appointed shall be known as the Secretary or described by such other title or designation as the Council shall from time to time determine.” Therefore, the Council does not need the authority of the members to change the title of the Secretary. However, it does require the agreement of the members to make any change to the By Laws. Should the Resolution to make the necessary changes to the By Laws not be adopted, then the Chief Executive would continue to use that title and the mismatch between practice and the By Laws would continue.

The change to the title of the senior executive of the Institution was made by Council about 12 years ago, and has been used consistently since. The title “Secretary” is a traditional one, reflecting a time when the Institution was managed by the Council, assisted by the Secretary. Today, as I am sure you will appreciate, a successful professional institution must also be a successful business if it is to provide the service to its members, the profession and society which is expected of it. This has also been reflected in changes to the management structure of the Institution with, for example, the delegation by the Council of much of its authority to the Executive Committee, more akin to the Board of Directors of a plc, with a Chairman, Chief Executive and non executive directors. Most professional institutions have made such a change in the title of their senior executive.

It was considered by Council that the title of Chief Executive was more appropriate to the position, and more recognised with industry. However, since the change of title did not require a change to the By Laws, which would have been a major exercise, given the frequency with which the words occur, Council decided to live with the mismatch. However, opportunity was taken of the extensive changes which the introduction of a Board of Trustees would require to finally remove this mismatch.

President's Address

The President gave the following Address to the AGM.

It is again with great pleasure that I present my report as the 30th President of this great Institution.

As is traditional, my report will reflect on the Institution's achievements over the past year, and look forward to what changes and activities members can expect over the next 12 months.

In the past year as President, I have again had the opportunity to meet with both members of the Institution and others in the global maritime industry and I continue to be impressed by the standing and respect which the Institution enjoys throughout the international maritime industry. Whilst the Institution should always be proud of its roots, there is no doubt that today the Institution is truly an international organisation, and that internationalism is reflected in its membership and all its activities.

Membership increased over the past year by 2.5% and as in previous years, that increase has come entirely from countries other than the UK, demonstrating that the Institution does indeed reflect the international maritime industry. The difficulties which the global maritime industry, and therefore members of the Institution in the industry, continue to experience has again led to an increase in the number of members relinquishing their membership, albeit reluctantly. The net increase again in Corporate members, that is Members and Fellows, over the past twelve months is therefore all the more welcome. The increase in Associate Members – those seeking to gain the professional competence and experience to become Corporate members – is also particularly welcome and reflects the continuing priority which the Council gives to encouraging the younger members of the profession to be involved with the Institution. I am pleased to report that the number of members who died this year was less than last year!

But the Institution cannot be complacent over these increases in membership. Whilst it may seem inappropriate for a professional institution, the Institution

must continually sell the benefits of membership, and this is of course an area to which all members may contribute. Do you perhaps 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 contact the Chief Executive who will do the rest.

As I mentioned, over the past year, the Institution has maintained its priority of encouraging the involvement of the younger members of the naval architecture profession in its activities. This is achieved this through student membership, sponsored places at the Institution's conferences, and the prizes and awards which recognise the achievement of students and graduates. These awards are co-sponsored by local industry, serving to demonstrate the valuable link which the Institution provides between universities and industry.

The number of students attending the Institution's conferences increased over the past year, but demand always outstrips the number available and more places are always sought. If your company would be interested in sponsoring a place, at a very modest cost, again, please contact the Chief Executive.

The Institution now has links with over 60 universities worldwide, through the membership of staff and students, the accreditation of academic courses and the awards I have previously mentioned.

For many members, one of the greatest benefits of membership is the opportunity to meet other maritime professionals at local Branch or Section meetings. This year, a new Branch was formed in Myanmar. All the Institution's Branches and Sections have had active programmes of technical meetings and other activities. I would like to take this opportunity on behalf of the Institution to thank those members who give willingly and freely of their time to serve on the Division Councils, and Branch and Section Committees. Without their

efforts and contribution such activities would not take place.

But of course many members also make their contribution in other ways, for example by refereeing papers for conferences and publications, promoting the Institution and encouraging membership wherever they are, or simply by maintaining their membership. One member who has contributed in all these ways has probably travelled the greatest distance to be with us today. Noel Riley has been President of the Australian Division, Chairman, I think, and member of the New South Wales Section Committee, as well as occasionally pointing out to the Chief Executive where he or the Institution might do better! It is a pleasure to welcome Noel here this morning with his family, and it is my pleasure on behalf of the Council to present Noel with his Certificate of 50 years' membership of the Institution – a half century which I hope he is proud of.

As in 1860, "promoting and facilitating the exchange of technical and scientific information ... thereby to improve the design of ships" has continued to be the aim of the Institution over the past 12 months, which it has successfully achieved through its publications and its conferences.

All the Institution's journals have all continued to enjoy their well deserved reputation as the leading technical journals in their fields, appreciated for the quality and scope of the content in the 100 and more countries in which they are distributed. This reputation has helped to maintain the attraction of the Institution's journals to advertisers. As you will be aware, advertising in the journals and increasingly online provides a significant proportion of the Institution's income. Whilst I believe the Institution has maintained its market share, this has not been an easy task for the Institution's advertising sales staff in a market where advertising budgets are under pressure in an industry which is still looking to recover in many sectors. The Institution is also grateful for the work of the editorial and production staff in maintaining the high quality of the journals.

A question sometimes asked is the need for the Institution to publish information in a world where Google has all the answers. That may be true, but which of the two million answers which Google will give is correct and credible? - both qualities which the Institution's journals possess.

The journals were again published in printed and digital formats, which now includes formats for iPads and other touchpads as well as the PC. Printing and distribution of the printed journals is a major cost, and this year the Institution gave members the option of only receiving the digital versions and benefiting from the savings made by a reduced membership fee.

The Institution continues to enjoy a well deserved reputation for the quality of its international conferences. In the past 12 months, the Institution organised a comprehensive programme of 20 conferences and courses, organised or co-organised in Australia, China, Korea, Indonesia and Singapore, as well as the UK. As always, the Institution's conference have reflected developments in the maritime industry, with marine renewable energy and the environment increasingly featuring in its conference topics. The Institution is grateful for the efforts of both the Institution's conference staff and those members who referee the papers.

The Institution has continued to encourage high standards by recognising the achievement of both those young and not so young members of the profession and industry. It was a great pleasure to present the Institution's medals and prizes this morning. At the Institution's Annual Dinner this evening, I will be announcing the winner of the Institution's Maritime Safety Award. Sponsored by Lloyd's Register, this award invites members of the global maritime industry to nominate individuals or organisations which have made a significant technological contribution to improving safety at sea or the protection of the maritime environment. The Award is perhaps all the more valued since it reflects the recognition of the industry as well as the Institution of that achievement. It will give me great pleasure to present the Award this evening to Professor Chengi Kuo, whose

contribution to maritime safety over many years will be well known to many of you. I would invite you, as members of the global maritime industry, to forward your nominations for the next years' Maritime Safety Award.

The President's Invitation Lecture was presented by Eduardo Autran, the Executive Manager of Supply and Logistics of Petrobras, who described the challenges faced by both Petrobras and the Brazilian maritime industry – an event which again filled the venue at One Whitehall Place. The continuing ability of the Institution to attract such leading members of the global maritime industry to present the Lecture is a clear indication of the Institution's standing throughout the industry. We are grateful to ABS for their continuing support of the event.

And nowhere is the Institution's international standing more evident than in its activities at the International Maritime Organisation where, thanks to the efforts of the IMO Committee, it continues to be one of the most active NGOs, in terms of both attendance and contribution.

I would like to take this opportunity to also pay tribute to the work of the members of all the Institution's standing committees, its Executive Committee, its Professional Affairs Committee, its Small Craft Committee, its High Speed Vessels Committee, and its Membership Committee where much of the Institution's work is done. I would also pay tribute to the work of the Disciplinary Committee, except that, I am pleased to report, its services have not been required this year!

The Institution's links and standing with industry were maintained through its Corporate Partner members, the sponsorship of awards and activities and the many visits to companies made by the Chief Executive.

I have given what I hope you will agree has been a positive and upbeat report on the Institution's activities over the past twelve months. I said at the beginning of my report that I would also look to the future, at least over the next twelve months. In short, it will be more of the same with regard to its membership and activities. However, the major event this year will be the move of the Institution to its new Headquarters at 8-9 Northumberland Street – only its fourth Headquarters in its 150 + years' history.

Many of you will be aware that the Institution has occupied its present Headquarters at 10 Upper Belgrave Street since 1938, on a 100-year lease. On expiry of the lease in 25 years' time, the Institution would therefore either have to seek to renew the lease or move to another building.

Regular visitors to 10 Upper Belgrave Street will have noticed that Belgravia is now a very desirable residential area of London, where many properties are changing from office to residential use, with a significant increase in the value of those properties.

It was likely that on expiry of the lease, the owners of 10 Upper Belgrave Street would not have wished to renew the lease but develop the property for residential use. Even if that was not the case, the renewal of the lease would have been at a commercial rate for office property in Belgravia. That would certainly not be the £200 pa which the Institution has been paying since 1938, nor for such a long period without increase!! At today's rates, the lease would be unaffordable, given the Institution's current resources. The Institution is rich in tradition but regrettably much poorer in assets. Such lack of resources would have also precluded the purchase or lease of a suitable property in London, appropriate to the Institution's international standing and large enough for the Institution to carry on its current activities.

However, the demand for residential properties in Belgravia and subsequent increase in the value of properties such as 10 Upper Belgrave Street has worked in favour of the Institution. The Institution has negotiated with the owners of 10 Upper Belgrave Street the sale of the balance of the lease on 10 Upper Belgrave Street, giving them the earlier potential to redevelop the building for residential use. The purchase price was sufficient to enable the purchase of the freehold of a suitable property in London for the Institution's Headquarters, thereby assuring the future of the Institution and providing it with a significant bricks and mortar asset, as well as more up to date facilities for both its staff and its activities.

I am sure that many members will regret the move from this splendid building which has been the Institution's headquarters for more than the lifetime of most members. Some of the items

which the Institution has collected over its three Headquarters will move to 8-9 Northumberland Street, and the links with the past will be maintained by naming two of its meeting rooms after John Scott Russell, one of the founding members of the Institution and Archibald Denny, whose family donated the cost of fitting out the splendid Denny Library here at 10 Upper Belgrave Street.

Purchase of the new Headquarters was completed last month, and it is expected that the Secretariat will move to it in early

June. You having given me the honour of being re-elected as the Institution's President, I look forward to presenting my next report at the 2014 AGM to you at 8-9 Northumberland Street. However, I know the Chief Executive will welcome you to the new Headquarters at any time before then.

The successful move to its new Headquarters will not be the only challenge facing the Institution over the next 12 months if it is to maintain and even increase the service which it provides

to its members, the naval architecture profession and the industry. Nonetheless, I am confident that this will be achieved. I hope you agree with me.

RISK BASED APPROACH IN A MARITIME CULTURE".

Following the 2013 AGM, Alan Bain (UK MOD) and Paul James (Lloyd's Register) delivered a presentation on "Risk based approach in a maritime culture".

HPMV China 2013



Chief Executive and Mr Yang Xin-Fa

Chief Executive addresses HPMV China 2013



Over 140 delegates attended the High Performance Marine Vessels Conference, held in Shanghai and organised by the Institution and the Shanghai Association of Shipbuilding Industries. The Chief Executive, Mr Trevor Blakeley, chaired the conference and later presented Mr Yang Xin-Fa, Secretary General of the Shanghai Association of Shipbuilding Industries and Chairman of the Shanghai Branch of the Institution with his certificate of attendance.

RINA CREST

Members whose Latin is rusty (or non-existent) may be interested to learn that the inscription on the RINA crest "Salum Et Carinae Pignora Vitae" translates as "To the open sea and keel of a ship we pledge our lives"



"Salum Et Carinae Pignora Vitae"

Corporate Partners

Harris Pye is the latest company to demonstrate its commitment towards encouraging its engineers to achieve high standards of professional competence by becoming a Corporate Partner member of the Institution.

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.

LinkedIn Professional Network

- Fire Insulation
- Crane Vessels Stability Criteria
- Design of an engine room arrangement for a DP3 pipe lay vessel
- Concerns over corrosive wear risk in cross-head engines
- Longitudinal Elements Continuity
- New US EPA General Vessel Permit 2013
- Stability Criteria
- Calculation of Added Mass for Rectangular Barge
- Cathodic Protection

These are just some of the topics discussed recently on the Royal Institution of Naval Architect’s Group on the professional network LinkedIn. The Group has over 7,500 members and is continuing to increase by 250 new members each month. The Group provides a forum to provide or seek information. The Group has a policy of no product or recruitment advertising.

Why not join the Group and take part in these discussions or raise new topics for discussion? Access to the Group is through the home page at www.rina.org.uk

ENGINEERING UK 2013 – THE STATE OF ENGINEERING

Engineering UK 2013, the annual report into the state of engineering in the UK, is now published. This year’s report highlights the crucial role that engineering has to play in delivering growth for the UK and identifies some joined up action that Government, businesses, professional bodies and the third sector can take to seize the opportunities at a national level.

Electronic copies of the full report and the executive summary and recommendations can be found at: www.engineeringuk.com/report

Reader Survey

Readers of *Shiprepair & Conversion Technology* are invited to take part in the online reader survey at <https://www.surveymonkey.com/s/QJXL8Z>

Global Marine Trends 2030

A report based on two years of research into the future of the maritime industries has been published by Lloyd's Register.

What will 2030 look like for the marine industry as such forces as population change, shifts in economic activity, the demand and allocation of resources and the impact of the environment gather momentum and transform the world around us? Global

Marine Trends 2030 has been prepared by Lloyd's Register's Strategic Research Group, QinetiQ and the University of Strathclyde.

This research is published to encourage a broader understanding of global issues that affect the marine industry and their impact in the form of key drivers and scenarios.

The Report can be read at www.lr.org/sectors/marine/globalmarinetrends/index.aspx

Education in the Maritime industry

The Maritime Society of Denmark has conducted a survey on industry needs for maritime engineering education.

Their findings are reported in the report at www.rina.org.uk/p/1/Maritime%20Engineering%20Education.pdf

THOUGHTS FOR THE MONTH

It's not the towering sail, but the unseen wind that moves the ship
English Proverb

He that would learn to pray, let him go to sea.
English Proverb

Smooth seas do not make skillful sailors.
English Proverb

The ship that will not obey the helm will have to obey the rocks.
English Proverb

DIVISION AND BRANCH NEWS

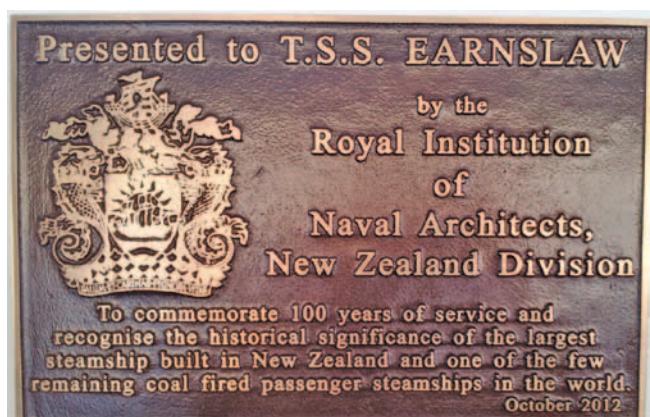
Visit to the NZ Division

During a recent visit to Queenstown in the NZ Division, the Chief Executive, Mr Trevor Blakeley, joined members on the TSS *Earnshaw*, which last year celebrated 100 years of service. The TSS *Earnshaw* is the largest steamship built in New Zealand and one of the few remaining coal fired passenger steamships in the world.

Chief Executive and members of the NZ Division



The Chief Executive views the commemorative plaque presented by the NZ Division.



TSS *Earnshaw* commemorative plaque.

RINA UAE Branch

The UAE Branch conducted a Technical Presentation on 11 February 2013 at the Sun Room of Dhow Palace Hotel, Bur Dubai- Dubai, when Mr. Abdul Gaffur Varikkodan, Lead Structural Engineer from ZADCO presented the topic "Effect of Artificial Islands on Existing Offshore Platforms - ZADCO Case Study".

This topic is highly relevant to the UAE maritime sector especially to the

Abu Dhabi Oil & Gas sector as many such islands are proposed in near future to facilitate operations of the existing offshore platforms. Mr. Gaffur's case study concluded that the artificial islands will increase the load on the structures and hence become more stressed than originally designed.

The presentation was attended by 38 members with an interesting technical interactive session at the end.



Members attending the UAE Branch meeting

LETTERS TO THE EDITOR

RINA Group on LinkedIn

Sir: My compliments on the great naval architecture topics discussed in the RINA Group on LinkedIn, including the current discussions on the inclining test and Stability Criteria. I believe that the RINA group is a lot more useful than the SNAME Group unless one is looking for a job or promoting a new product.

Bruce Johnson

The RINA Group on the professional network LinkedIn has over 7,500 members and is continuing to increase by 250 new members each month. The Group provides a forum to provide or seek information. The Group has a policy of no product or recruitment advertising.

Access to the Group is through <http://www.linkedin.com/groups?mostPopular=&gid=3077992> or the home page at www.rina.org.uk

Chief Executive

Collision Bulkheads

Sir: The matter of bulkheads has troubled me for years.

I wish to make the observations as outlined on the attached summary regarding "collision bulkheads". This has been made as concise as possible as if I am missing the obvious I will not take up any more of your time.

My question is "Why in modern times are collision bulkheads in the vertical plane?"

This has bothered me for decades, from early years as a Junior Engineer with

Royal mail Lines through to transatlantic yacht racing. I can see the logic in smaller vessels/yachts, however, the rational for commercial vessels has always alluded me.

Clarification by your members would be much appreciated.

Peter G Perkins
kilcarbry@eircom.net

The summary may be viewed at www.rina.org.uk/p/1/Colision%20Bulkheads.pdf

Education in the Maritime industry

The Maritime Society of Denmark has conducted a survey on industry needs for maritime engineering education. Their findings can be found at www.rina.org.uk/p/1/Maritime%20Engineering%20Education.pdf

RINA App

Sir: I would like to thank you for the RINA App and getting the digital version of RINA publications up and running. I must admit, in the past, I just skimmed through the RINA magazines before they ended up in the somewhere...(usually in the bin)...but now, this app is my latest companion and a good reference guide to be stored in my Iphone/Ipad.

Well done for embracing the new digital age!

SK Chua
Singapore

Medals and Prizes

At the 2013 Annual General Meeting, the President presented the following with medals and prizes for papers published in the 2012 Transactions:

Medal of Distinction

J K Paik, D K Kim, D H Park, H.B. Kim and M S Kim for their paper "A new methodology for assessing the safety of damaged ships"



J K Paik receives his Medal



D K Kim receives his Medal

Robbins, G Thomas, M R Renilson, G J Macfarlane and I W Dand for their paper "Subcritical wave wake interaction"

Ian Dand receives his Medal



Ian Telfer Prize (Paper by an author under the age of 30 on a subject related to the maritime environment)

J Lavroff, M R Davis, D S Holloway and G Thomas for their paper "Determination of wave slamming loads on high-speed catamarans by hydro-elastic segmented model experiments"

Ian Telfer Prize (Paper by an author under the age of 30 on a subject related to the maritime environment)

R J Young and S Weston for their paper "Reducing fuel usage and CO₂ emissions from tug boat fleets: sea trials and theoretical modelling"



S Weston receives the Ian Telfer Prize



R J Young receives the Ian Telfer Prize

THOUGHT FOR THE MONTH

Ships that pass in the night and speak to each other in passing;

Only a signal shown and a distant voice in the darkness;
So on the ocean of life we pass and speak one another,
Only a look and a voice; then darkness again and a silence.

Henry Wadsworth Longfellow, 1807-1882

RINA Small Craft Group Medal

At the 2013AGM, the 2012 Small Craft Group Medal was awarded to the Wolfson Unit, in recognition of its long standing service to the small craft industry. The Medal was received on behalf of the Wolfson Unit by Barry Deacon.



Members of the Wolfson Unit

Certificate of 50 Years' Service

At the 2013 Annual General Meeting, the President presented the Certificate of 50 Years' service to Noel Riley, Past President of the Australian Division.



Noel Riley receives his 50 Years' Certificate

RINA-BMT Fleet Technology Marine Student Naval Architect Award

On the 26 March 2013, eight teams from Memorial University presented their senior design projects to a review panel in competition for the annual RINA-BMT Fleet Technology Marine Student Naval Architect Award. Each of the projects represented the culmination of 3 months of effort by students in their final year of the Ocean and Naval Architectural Engineering Program.



The designs presented were based on a wide range of requirements and included a small double-ended passenger ferry, an innovative lifeboat, a wind turbine installation vessel, a heavy-lift ship, an offshore patrol vessel, an autonomous propelled spar vehicle, a deep water floating wind turbine platform, and a desalination vessel.

The designs were assessed by three panel members: Jason Mills of BMT Fleet Technology, Bruce Colbourne of Memorial University, and Trevor Butler of Lloyd's Register. Each project was assessed based on a technical report and a final presentation to an audience of students, faculty, and visitors from the ocean and naval architectural engineering community.

The diversity and quality of projects made the judges' decision difficult. The award was presented to the Flex-Lift Heavy Lift Drydock Vessel, a mobile heavy-lift drydock that can facilitate in situ maintenance of FPSOs without interrupting production. Congratulations to Darrin Hickey, Erika Brown, Kelsey Nolan and Mark Burry for this success, and to the entire class of 30 students for demonstrating excellent design thinking and technical skill in their projects.

Darrin Hickey, Erika Brown, Kelsey Nolan and Mark Burry receive the RINA-BMT Fleet Technology