



RINA AFFAIRS

SEPTEMBER/OCTOBER 2018

The Newsletter of the Royal Institution of Naval Architects

CHIEF EXECUTIVE'S COLUMN



2019 Annual Membership and Registration (where appropriate) Fees Renewal Notices will be forwarded next month by email, with posted copies only to members for whom no email address is held.

The recommended and preferred method of payment for members with access to a UK bank is by Direct Debit. Payment is taken when due on 1 January 2019, and no further action is required. This ensures that payment of membership fees is not overlooked, and avoids the need for me to write to members in June 2019, informing them that they are about to be removed from the Membership Roll and registration with the Engineering Council

for non-payment of fees, their journals having been stopped earlier. Direct Debit Mandate Forms are available from Headquarters. Members in China may pay directly into the Institution's Chinese bank account.

Membership fees may be paid online by all major credit cards. Payment can also be made by bank transfer or personal cheque drawn on a GBP, Euro, A\$, NZ\$, Can\$ or US\$ account, but members should remember that the bank will make a charge for transfer and ensure that the full amount due is transferred. Members experiencing administrative problems are asked to contact accounts@rina.org.uk as soon as possible after receiving the Notice.

All members are entitled to receive the printed and digital issues of *The Naval Architect* (+ *Warship Technology* + *Offshore Marine Technology* (digital only)). Members have the option to receive the digital version only, with a corresponding reduction in membership fee. The financial saving to both member and the Institution apart, many members find this to be the most convenient method of receiving and reading the journals, whether on a PC or tablet (using the RINA Publications App). Members receiving the digital issue have access to all archived issues. Members are requested to check their MyRINA page before paying their 2019 Membership Fee, to ensure they are receiving the correct journal version or to opt to receive the digital version only.

Members are also asked to review their standing order for journals and the Transactions (the *International Journal of Maritime Engineering*, the *International Journal of Small Craft Technology* and the *International Journal of Marine Design*). Members should also decide if they wish to subscribe to *Ship & Boat International* and *Shiprepair & Maintenance*. I would urge all members who do not already do so to consider taking these journals at little more than P&P cost only. They are first class journals and are widely acknowledged in the world maritime industry as leaders in their fields. More copies sent to members means larger circulations, which makes the journals more attractive to advertisers, which increases the Institution's income, which means lower Annual Fees! Details of the journals are on the website.

I would ask all members to check and update their personal details given on their MyRINA page. At any one time, up to 200 members' current addresses are not known, resulting in correspondence and journals being returned, and back numbers being forwarded when new addresses are notified. The additional administrative, postage and printing costs are not insignificant. A charge is also made for returning journals from outside the UK.

Chief Executive

IN THIS ISSUE

Member and Student News

The Institution congratulates those members, young and not so young, whose achievements have been recognised.

News from the Divisions and Branches

The activities of the Australian and New Zealand Divisions, and the London Branch are reported.

Letters to the Editor

In a full and mixed bag of Letters to the Editor, information is requested on Ship Patents, Sydney Alder, HMS Eagle, William F. Sim and Findlay & Co. Glasgow. Can you help?

Maritime Safety Group News

The Institution has been appointed as member of the Industry Lifeboat Group. Also, the "Safety Guidance for Members of the Royal Institution of Naval Architects" has been revised and reissued as the 3rd Edition.

Members wanted

In an open letter to all members, the Chief Executive asks them to encourage their colleagues in following their example in becoming members of the Institution.

Designatory letters

Do you proudly demonstrate your achievement of the highest standards of professional competence by the appropriate letters after your name?

Health Insurance

In an article by the HMCA Secretary, the advantages of health insurance are described.

NEW MEMBERS WANTED

An open letter to all members

Dear member,

As a member, you will be aware of the benefits and service which membership of the Royal Institution of Naval Architects provides. In particular, you will be aware that membership provides a professional qualification which is recognised throughout the global maritime industry as demonstrating the achievement of the highest standards of professional competence and integrity. You will also be aware that membership provides access to information on developments in all aspects of the maritime industry through the Institution's international conferences and publications which members receive free or at a reduced cost.

I am therefore writing to ask for your support in encouraging your colleagues to follow your lead in becoming a member of the Royal Institution of Naval Architects and enjoying the benefits of membership of the world's leading professional institution for those involved in the design, construction and maintenance of marine vessels and structures at all levels. I would be grateful if you would let me know (by email to hq@rina.org.uk) the name, position and email address of any of your colleagues who you would wish to introduce as a member. Such potential members could include those at any stage in their career, whether newly graduated or more senior and experienced.

Chief Executive

PRESIDENT'S INVITATION LECTURE 2018

29 November 2018, London, UK – Register Now

"The Navigator Aurora - The World's First Ethane Fuel Conversion"

Presented by
Mr Paul Flaherty
Director, Fleet & Technical Operations
Navigator Gas

Sponsored by: ABS

The annual President's Invitation Lecture is a major event in the Institution's calendar, which aims to present important and topical maritime themes and issues by leading individuals in their sector of the maritime industry. The 2018 President's Invitation Lecture will be presented by Paul Flaherty, Director, Fleet & Technical Operations, Navigator Gas who operates the world's largest fleet of liquefied gas carriers. In his Lecture, Paul Flaherty will describe the technical and commercial challenges which the design, conversion planning, implementation, commissioning and operation of the world's first ethane fuel conversion presented.

Tickets for the Lecture and dinner are £87 (excl VAT) per head. Corporate tables of either 8 or 10 may also be reserved, subject to availability.

The President will welcome guests for the drinks reception in the Reading and Writing room from 7pm. The Lecture will take place in the Gladstone Library at 7:30pm, which will then be followed by dinner.

To book tickets, please contact **Catherine Staunton-Lambert** at clambert@rina.org.uk or Tel: **+44 (0)20 7235 4622**

MEMBERS IN THE NEWS

Members elected to the Royal Academy of Engineering

Dr Raouf Kattan FRINA Managing Director, Safinah Ltd, and Alasdair Stirling FRINA, Director Engineering Services, Naval Marine, Babcock International Group, have been elected Fellows of the Royal Academy of Engineering.

Dr Kattan signs the RAEng Register following his election



There Is Nothing More Important Than Your Health

Jane Blackmore, HMCA Secretary

Health problems are always with us. They are an inescapable part of life. Who among us has not had the experience of visiting a hospital either as a patient or to see relatives or friends?

Before the Second World War medicine was very unsophisticated and no one had access to treatment as a right. The less well-off had to negotiate with the hospital almoner and charitable funds were available to subsidise the poor.

Seventy years ago our country saw the creation of the National Health Service and the abolition of means-testing with access to health care as a right. This was a wonderful step forward and one which should never be reversed. The assumption was that demand for the NHS would eventually settle down, but of course it didn't. Expectations of health care are higher and with the immense improvements in scientific knowledge and techniques, much more can be achieved in the 21st century and demand has risen to meet this.

The Sticking Plaster

The provision for the nation's health has become a bottomless pit which no government of any political shade is going to be able to fill from taxation alone. Inevitably services will remain sufficient but spartan. What strikes you when visiting a public ward is the busy atmosphere, the

inevitable coughs and groans, curtains drawn around beds, noisy visitors, the emergency in the night and the hustle and bustle and lack of privacy. The lifting of restricted visiting and the mixing of ages and sometimes sexes in wards (despite government pledges to end the practice) has done nothing to lessen this and give the peace and tranquillity you need when feeling below par.

A personal experience within my own family highlighted for me the problems faced today. A relative had symptoms which led his G.P. to diagnose a possible heart problem. So 'just in case' he gave him some pills and told him to rest quietly in bed whilst a consultant's appointment was arranged. This, it emerged, was likely to be several weeks away. You can imagine the anxiety of such a wait for his wife and the disruption to his job.

Naturally he asked how he could speed up the process and was told he could see the same consultant virtually immediately by 'going private'. He did so and in less than a week he not only saw the consultant but had undergone tests which revealed a minor problem. He was back at work the following Monday!

Peace of Mind

It is well worth examining what private medical care could mean for you and your loved ones in practical terms.

Firstly, it gives prompt access to a hospital so you avoid waiting months or even years in discomfort and pain.

Secondly, since most treatments and operations are not emergencies, you can choose the time you go into hospital so that family matters and work situations can be organised at your convenience.

Finally, they know that there will be the privacy of a separate room, visiting to suit the patient and family and total convenience for patient and family alike.

The Royal Institution of Naval Architects has negotiated discounted rates for medical plans with HMCA. The medical plans are only available to membership groups and HMCA can arrange up to a 40% discount off the underwriter's standard rates. This is a comprehensive plan which provides generous cash benefits for surgery and other charges.

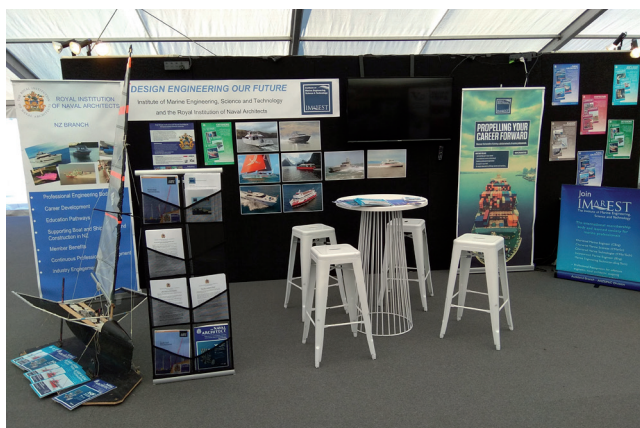
For further information and quotations contact HMCA by telephone on 01423 799949 or visit the exclusive Royal Institution of Naval Architects website at: <https://www.hmca.co.uk/rina>



NEWS FROM THE DIVISIONS, BRANCHES AND SECTIONS

New Zealand division

Members of the New Zealand Division manned the Institution's stand at the New Zealand Boat Show in Auckland. There was a good level of interest from school leavers, seeking advice on career paths into the industry. The stand was also a useful focal point at times for local industry with chats, catch-ups etc. Visitors to the stand included a few new possible members and existing members transferring from overseas.



RINA stand at the Australian Boat Show

London Branch

At a Technical Meeting of the London Branch, held at ABS last month, Justin Jones, MIMechE Consultant at Petrofac, gave a presentation "Floating Infrastructure for Floating Windfarms".

Commercial scale floating windfarms will require extensive electrical infrastructure to connect the offshore wind turbines to the onshore grid. This will include a requirement for floating substations, to which the array cables from the floating turbines and the high voltage export cables to the shore will be connected. So far, only a few small scale floating substations in the tens of megawatts have been produced, but this will need to increase to around 500MW to support the size of windfarm that has been postulated.

As with floating turbines, the floater motion is important for the operation of the electrical equipment.

Justin's presentation included a review of the operating requirements of the electrical equipment, along with the hull options for floating substations and the resulting motions. The issues with dynamic cables, bend stiffeners and marine growth was also considered.

At a Technical Meeting earlier this

month, Andrew Matters, QE Class Support Integration Manager, Support Delegated Design Authority, BAE Systems Surface Ships Ltd. gave a presentation on "Queen Elizabeth" Class Aircraft Carriers – Flagships for the Future". The meeting was held on board HQS Wellington.

The projection of air power from the sea is a vital military capability and the two new Queen Elizabeth class aircraft carriers represent an important centrepiece to the UK's Naval inventory. The ships enable the perpetuation of the UK's Carrier Strike capability, replacing the Invincible class. This talk examines the requirement for Aircraft Carriers in general and explains the contractual construction of the Aircraft Carrier Alliance formed to build the ships. In his presentation, Andrew explained the ship design will be explained, and reported made on the progress of the shipbuilding programme. The challenges of supporting the ships once they enter service were also outlined.

At a Technical meeting held at Lloyd's Register, Darren Andrews, Project Engineer at Shell, gave a presentation "LNG as a Marine Fuel".

According to a GHG study by the International Maritime Organization

(Third IMO GHG Study 2014), maritime transport emits around 1,000 million tonnes of CO₂ annually and is responsible for about 2.5% of global greenhouse gas emissions. As such, with the increased focus on reducing GHG emissions globally, the shipping industry is now starting to develop initiatives to reduce emissions from ships. One such approach involves the adoption of LNG as a marine fuel – a viable solution for shipowners and operators.

The LNG as a marine fuels presentation will map out Shell's approach to the LNG as a marine fuel industry. Outlining the core infrastructure strategy, some of the key underlying challenges in building a new fuels industry, the critical transfer technologies deployed within the fleet, and detail how Shell is ensuring safe, secure, and efficient operations in a novel space.

A THOUGHT FOR THE MONTH

A ship should not ride on a single anchor, nor life on a single hope.

Epictetus

Australian Division

The Australian Naval Architect is the newsletter of the Australian Division. It may be read by all members of the Institution at https://www.rina.org.uk/australian_naval_architect.html.

A THOUGHT FOR THE MONTH

I went down with the ship but I kept my mouth shut so I didn't drown like the rest of them.

Unknown

DESIGNATORY LETTERS

Members may signify their membership of the Institution by the letters FRINA, MRINA, AMRINA, AssocRINA and StudMRINA after their names. In doing so, they demonstrate that they have achieved or are working to achieve the high standards of professional competence demanded by the requirements for membership, and which are recognised as such by the international maritime industry. By doing so, they also demonstrate their commitment to maintaining those standards through their continuing professional development, and their acceptance of the Institution's Code of Conduct. Membership of the Institution does not come easily and is surely an achievement to be proud of.

However, when meeting members, I am surprised how many do not demonstrate their achievement by displaying the appropriate letters on their website, correspondence and business cards. This also serves to promote the Institution. I appreciate it may be company policy not to display designatory letters, but if not, may I therefore invite such members when next having stationary or business cards printed or updating their website to ensure that their membership of the Royal Institution of Naval Architects is proudly displayed.

Chief Executive

MARITIME SAFETY GROUP NEWS

Institution appointed as member of the Industry Lifeboat Group

The Industry Lifeboat Group (ILG) is a grouping of all the major ship owning and managing organisations, all the main seafarers' organisations, the insurers, in the form of the international representation of P&I Clubs, and a few sympathetic flag states. Membership of the ILG includes ICS, BIMCO, INTERCARGO, INTERTANKO, OCIMFF, INTERMANAGER, CLIA, ITF, IFSMA, Nautical Institute, Marshall Islands, Panama, Bahamas, UK MCA, UK MAIB

and the Institution.

The Institution is represented on the ILG by the Maritime Safety Committee.

"Safety Guidance for Members of the Royal Institution of Naval Architects"

"Safety Guidance for Members of the Royal Institution of Naval Architects" has been revised and reissued as the 3rd Edition by the Maritime Safety Committee.

The Guidance provides information and guidance to members on safety management and associated methods.

Initially published in 1993 as "Guidance for Members Concerning Safety Assurance", this 3rd edition reflects the latest developments in ship safety.

The Committee welcomes members' comments on the Guidance, which may be downloaded at www.rina.org.uk/safetyguidance.html

ADDITIONS TO THE LIBRARY

The Science of Sailing is a 10-Part Complete Guide to the physics of sailing and the naval architecture governing the Performance of Sailing Yachts.

Part 1 -The Attainable Speed Under Sail and Part 2 -The Origin and Nature of Fluid-Dynamic Lift and Drag, have been donated to the Denny library by the author, Pieter Van Oossanen.

Details of The Science Of Sailing and ordering details may be found at www.vanoossanenacademy.nl

LETTERS TO THE EDITOR

William F. Sim

Sir: I am researching the source of the Iron for the SS Great Britain & the Richard Cobden, and in the course of doing so, I am interested in the Life and Times of William F. Sim.

Sim was the managing owner of the iron sailing ship the Richard Cobden (1844-1870) designed by Thomas R. Guppy of Bristol. In a meeting, the 12th Session, 1st April 1871 of the Institution with a

presentation by John Grantham, Sim clearly knowledgeably stated that the Richard Cobden and the SS Great Britain's Iron hull plates were provided by the Coalbrookdale Iron Company in Shropshire.

In the literature & references, Grantham gets the sole recognition for the source of the iron and I am keen in a forth coming paper to give Sim the recognition he deserves. However I have unable to find much about

him, his dates and career. I presume he was a member of your Institution and in the paper he refers to repairing the Richard Cobden and probably works in the iron trade. Any additional information and sources would be particularly valuable. Similarly sources of information about the Richard Cobden would be most welcome.

Professor T Peters
timothy@ironlock.f2s.com

Ship or Boat?

Sir: I would be grateful if you could ask one of your members to share some of their knowledge with me. There has been a fairly light hearted discussion at the UKHO about the difference between a ship and a boat. We have had a few theories put forward, including:

- You can put a boat on a ship but not vice versa
- The term ship was originally used to describe a vessel with at least three masts with square rig sails
- A ship is any vessel that has more than one continuous deck above water

Whilst I am sure that this is a discussion which will run and run, I would be very interested the RINA view on what constitutes a ship.

Neil Salter
neil.salter@ukho.gov.uk

Sydney Alder

Sir: My great grandfather, Sydney Alder, was a member of this organisation in the late 1800s to the early 1900s. I was wondering if any of your members knew of him or any way in which I could go about finding out if you hold any information about him at all? I would be ever so interested to know what he did within his career.

Christine Jacobi
christiana@live.co.uk

By the Chief Executive: The Institution does not have a view, but members might.

Findlay & Co. Glasgow

Sir: My father, Joseph William, died back in 2012 and we (4th generation Swann's) now in the Phillipines are renewing efforts to trace our roots in the UK or possibly Scotland. RINA's help some years' ago was very helpful, and I would be grateful for further help from your members.

Recently, based on searches, the Findlay & Co. in Manila in 1906 is related to a company Findlay and Company of Kilmarnock, Scotland, and more importantly, Richardson, Findlay & Co. Glasgow, Scotland.

F I D Lay & Co. Manila, P. I. Engineers And Contractors Importers.

Further research has given a reference to Findlay & Co. in Manila doing business with the government and some entities. Findlay & Co. no longer exists in Manila but would any of your members have information about the company, including if it still exists, either independently or as part of another company.

Paul Stevenson P. Swann
psspawann@yahoo.com

Ship Patents

Sir: I have for sale a collection of over 2000 original printed British patents, 17th century to 1975, relating to shipbuilding, which may be of interest to your members. Details are on my website.

M.A. Stroh
patent@stroh.demon.co.uk
<http://www.abebooks.com/home/TANVIS/>

HMS Eagle

Sir: I am researching the last commission of the aircraft HMS Eagle as part of a higher degree. Could anyone lend me a copy of the book HMS Eagle by author Neil McCart?

James Wells
terakunene@yahoo.co.uk

“Pumpjet Propulsion – A Splendid British Achievement”

Sir: A long shot, but I would be grateful to hear from any member who has a copy of the paper “Pumpjet Propulsion – A Splendid British Achievement”, which was presented by given by PL Vosper and AJ Brown at a lecture to the RINA (Western Branch) in 1996.

M Renilson
martin@renilson-marine.com

STUDENT NEWS

ENSTA Bretagne

The 2018 RINA – Bureau Veritas Student Award for the best final year project by a student on the Naval and Offshore Engineering Programme Head at ENSTA Bretagne has been presented to Jérémy Labasse for his project *Analyse de l'écoulement et du comportement hydro-élastique d'une structure flexible à forte incidence*. (Analysis of the flow and the hydroelastic behaviour of a flexible foil at high angle of attack).

A THOUGHT FOR THE MONTH

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

English Proverb



USE OF THE RINA CREST

The Council has agreed that members may display the RINA crest on literature, website etc, under the following strict conditions:

- Members must request permission to use the crest, and state where it will be used.
- Only the version of the RINA crest provided by the Institution may be used. No variation or addition may be made to the crest.
- Members displaying the RINA crest are also required to display their membership of the Institution in text and by the use of the appropriate post-nominals.
- The RINA crest may only be displayed on a company website where the company is owned by the member or is a Corporate Partner member of the Institution.
- The RINA crest must not be used in a way as to state or imply the Institution's endorsement of a product or service provided by the member.

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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