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THE ROYAL INSTITUTION OF NAVAL ARCHITECTS

Chief Executive: Trevor Blakeley CEng FRINA FIMarEST FIMechE



Sec/Council/8Feb2017

10 February 2017

The President and Members of Council

Ladies and Gentlemen,

Council Meeting – 8 February 2017

The draft Minutes of the Council meeting held on 8 February 2017 are enclosed.

Yours sincerely

A handwritten signature in black ink, appearing to read 'T. Blakeley'.

Trevor Blakeley
Chief Executive

Enclosure:

Minutes of Council meeting held on 8 Feb 2017

THE ROYAL INSTITUTION OF NAVAL ARCHITECTS

Minutes of Council Meeting held on 8 February 2017

Present:

T Boardley
J Frier
P French
J De Rose
S Rusling
R Pudduck
D Viner
T Allan
N Pattison
R Birmingham
S Watts
D Aldwinckle
F Spencer
R Smart
D J Andrews
H Karanassos
R Spink
Y Williams
G Smyth
A King (Telelink)
R Gehling (Telelink)
P Coley (Telelink)
A Sheno (Telelink)
B Rosenblatt (Telelink)
D Spinney (Telelink)
T Blakeley (Chief Executive)

MINUTES OF THE MEETING HELD 18 OCT 2016

1. The minutes of the meeting held on 18 Oct 2016 were approved.

ACTIONS ARISING FROM PREVIOUS MEETINGS

2. Action 6/16 (Para 13): Chief Executive to write to members of the Small Craft and High Speed Vessels Committee, briefing them on the changes to the Technical Committees structure.

Complete

3. Action 7/16 (Para 14): Chief Executive to write to members of the Institution, briefing them of the changes to the Technical Committees structure.

Complete

4. Action 8/16 (Para 15): Chief Executive to write to members, inviting expressions of interest in becoming members of the Maritime Environment Committee and Maritime Innovation Committee.

Complete

5. Action 9/16 (Para 16): Chief Executive to take such action as required to implement the Recommendations of the Report.

Complete

REPORT BY CHAIRMAN OF TRUSTEES

6. The Chairman reported that the Board of Trustees last met on 18 Oct 2016, and that members had received a copy of the minutes. There were no queries on the minutes of the meeting.

7. It was agreed that the Council should have sight of the Risk Register for information. The Chief Executive stated that the Risk Register would be enclosed with the minutes of the next Board meeting and on any change.

2017 COUNCIL ELECTIONS

8. Council noted the nominations for election to Council.

2016 MEDALS + PRIZES

9. Council noted the Publications Committee's award of medals and prizes.

AGREEMENT OF COOPERATION

10. The Agreement of Cooperation with the Ecuadorian Institution of Naval Architects was approved.

UPDATE ON TECHNICAL COMMITTEE WORKING GROUP REPORT

11. The Chief Executive reported that all recommendations had been implemented, and the necessary changes to the website in support of the recommendations made. The Maritime Environment Committee would hold its first meeting on 9 Feb 2017.

12. It was agreed that the effect of the changes to the Technical Committees would be reviewed in two years.

BY CHAIRMEN OF STANDING COMMITTEES

IMO Committee

13. The Chairman presented his report. The Chairman's Annual Report is enclosed.

Maritime Safety Committee

14. The Chairman presented her report. The Chairman's Annual Report is enclosed.

15. Additionally the Chairman reported that she had met with Graham Wilson (Cranfield University) to discuss the Advanced Safety Techniques Workshop proposed by the Committee. The Chief Executive reported that he had agreed in principle with Graham Wilson to hold a joint RINA – Cranfield University conference on the *Management of Safety & Risk in the Maritime Industry* in early 2018.

Professional Affairs Committee

16. The Chairman presented his report. The Chairman's Report is enclosed.

Disciplinary Committee

17. The Chairman reported that no allegations of professional misconduct had been received or were currently being considered.

Membership Committee

18. The Chairman reported that the Committee had met once since the last Council meeting, at which it had conducted its routine business of considering applications for membership and registration.

FREQUENCY OF COUNCIL MEETINGS

19. Following discussion, it was agreed that Council would continue to meet four times a year. It was also agreed that members of Council would receive the minutes of all Committee meetings, except those of the Membership Committee which might contain personal data regarding applications.

R CURRY

20. Tribute was paid to the long service which the Bob Curry had given to the Institution through his membership of Council and Committees. The Chief Executive stated that this contribution would be acknowledged by his Obituary in the Annual Report, and that his contribution to the small craft sector had been acknowledged by the award of the Small Craft Medal.

DATE OF NEXT MEETING

21. The next meeting will be held at 11:00 on 19 April 2017

ACTIONS ARISING OR OUTSTANDING FROM THE MEETING

22. Action 01/17 (Para 7): The Chief Executive to enclose Risk Register with the minutes of the Board meetings.

23. Action 02/17 (Para 12): Council to review the effect of the changes to the Technical Committees in Feb 2019.

ENCLOSURES:

1. IMO Committee – Chairman's Annual Report
2. Maritime Safety Committee – Chairman's Annual Report
3. Professional Affairs Committee – Chairman's Report
4. Maritime Innovation Committee– Chairman's Report

IMO Committee – Chairman’s Annual Report

The Institution continued to make a substantial and important contribution to the work of the UN International Maritime Organisation (IMO), in its capacity as an NGO. The IMO Committee continued to liaise with the Institution’s Naval Architectural Group. In 2016, members of the IMO Committee represented the Institution at IMO Committees, Sub-Committees and working groups, and participated in many inter-sessional activities as listed below. Members of the committee participate in 13 Correspondence Groups.

The Committee has met three times this year and added four new members. The Committee also rationalised the lists of members and experts into two lists, for simplicity. It is the intention of the committee to amalgamate the second list into the online Technical Register for ease of use.

The following are the IMO committees and sub-committees which members of the Committee attended during 2015. All reports can be found on the website for further details:-

Ship Design and Construction (SDC) 3

The following matters were addressed by the sub-committee:-

- Amendments to SOLAS II-1 SDS regulations 6 and 8.1.
- Computerised stability support for the master in case of flooding for existing passenger ships.
- Guidelines on safe return to port for passenger ships
- Finalisation of Second generation intact stability criteria
- Amendments to part B of the 2008 IS Code on towing, lifting and anchor handling operations
- Amendments to SOLAS and FSS Code to make evacuation analysis mandatory for new passenger ships and review of the recommendations analysis for new and existing passenger ships.
- Amendments to SOLAS II-1 and associated guidelines on damage control drills for passenger ships.
- Revision of section 3 of the guidelines for damage control plans and information to the master (MSC.1/circ.1245) for passenger ships
- classification of offshore industry vessels and a review of the need for a non-mandatory code for offshore construction support vessels
- Amendments to the 2011 ESP Code.
- Mandatory instrument and/or provisions addressing safety standards for the carriage of more than 12 industrial personnel on board vessels engaged in international voyages
- Guidelines for use of FRP in ship structures.

The sub-committee agreed to set up working and drafting groups at the next meeting on:-

1. Intact Stability
2. SDS
3. Fire Protection
4. Safe mooring operations.
5. Carriage of more than 12 industrial personnel.

The Institution will be represented in these groups.

The following correspondence groups were agreed:-

1. Intact Stability

2. SDS
3. Fire Protection
4. Safe mooring operations

The correspondence group on Subdivision and Damage Stability covers a number of these subjects and the Institution is a member of it. The other CG's referred to above are also being covered by the Institution.

Ship systems and equipment (SSE) 3

The following matters were addressed by the sub-committee:-

- Safety objectives and functional requirements of the Guidelines on alternative design and arrangements for SOLAS chapters II-1 and III
- Making the provisions of MSC.1/Circ.1206/Rev.1 mandatory
- Review the MODU Code, LSA Code
- Development of life safety performance criteria for alternative design and arrangements for fire safety
- Clarification of the requirements in SOLAS chapter II-2 for fire integrity of windows on passenger ships carrying not more than 36 passengers and special purpose ships with more than 60 (but no more than 240) persons on board
- Measures for onboard lifting appliances and winches
- Amendments to the Guidelines for vessels with dynamic positioning
- Revision of requirements for escape route signs and equipment location markings in SOLAS and related instruments
- Revised SOLAS regulations II-1/13 and II-1/13-1 and other related regulations for new ships.

The sub-committee agreed to set up working and drafting groups at the next meeting on:-

1. Fire Protection
2. Life saving appliances
3. On board lifting appliances
4. Review the MODU Code, LSA Code and MSC.1/circ 1206
5. Dynamic positioning systems

The following correspondence groups were agreed:-

1. Life saving appliances
2. On board lifting appliances
3. Dynamic positioning systems
4. Anti-crushing protection to WT doors

The Institution is a member of another CG on Fire Protection (see SDC above) covering some of the items above. The other CG's referred to above are also being covered by the Institution.

Marine Environmental Protection Committee (MEPC) 69/70

There were two MEPC meetings this year, attended by members of the Committee.

Matters considered by the committee included:

- BWM
- Air pollution

- Energy Efficiency
- Fuel oil availability and quality
- Further Technical and Operational Measures for Enhancing Energy Efficiency of International Shipping
- Reduction of GHG Emissions from Ships
- Inadequacy of Reception Facilities
- The Pollution Prevention and Response (PPR) sub-committee are developing a measuring protocol for “black carbon” and more robust bunker delivery notes that clearly show regulations.
- The proposal for the Hong Kong Convention (Recycling) to come into force early was discussed.
- The carrying of HFO in Arctic waters will be considered at future meetings.

The matters being discussed in the relevant correspondence groups are being monitored and commented upon by the Institution’s representatives.

Maritime Safety Committee (MSC) 96/97

There were two MSC meetings this year, attended by members of the Committee. Matters considered by the committee included:

- Measures to enhance maritime security
- Goal base new ship construction standards
- Passenger ship safety
- Mandatory instrument addressing safety standards for the carriage of more than 12 industrial personnel
- Formal safety assessment
- General cargo ship safety
- Amendments to mandatory instruments
- Ships operating in polar waters
- Implementation of sulphur limits in fuel (0.5%) in 2020
- Lowering the flash point of fuels
- The value of ‘R’ (This relates to stability and tonnage particularly with respect to passenger numbers). Currently there is no agreement as to where the value needs to be set. The matter will be further debated.

The matters being discussed in the relevant correspondence groups are being monitored and commented upon by the Institution’s representatives.

Implementation of IMO Instruments (III) 2

This sub-committee is a central point for discussing matters related to all sub-committees and as such needs to be monitored by the Institution.

The Institution attended this sub-committee in order to follow the Casualty Statistics and investigations aspects. Currently, the recorded investigations do not reveal any naval architectural problems –they appear to be operational matters. However RINA have an expert on the correspondence groups set up under this sub-committee.

Port State Control activities are also monitored for the same reason. A programme for ascertaining deficiencies in passenger ship operations – HAVEP - is being implemented but is not sufficiently developed to ascertain causes of deficiencies.

There are many naval architectural matters which will be discussed in the forthcoming IMO committee's and Sub-Committee's in 2017. The Institution will continue to be well represented.

Maritime Safety Committee – Chairman’s Annual Report

The Committee met four times in 2016. Having established a list of work topics in 2015, i.e. Fishing Vessel Safety, Large Container Ships, Analysis of Inclining experiments and lifeboats, the first three topics were discussed within the committee forum and the latter in the Lifeboat Sub Committee. There were two further topics included in the list, Passenger Ship Safety and the Advanced Safety Techniques Workshop. The former was included to ensure that any issues raised in IMO, or any other forum which required consideration within the committee could be included. The Advanced Safety Techniques workshop was deferred for a year and a working group is due to be formed in January 2017 to plan the event.

The development of the aforementioned list of work enabled the other Technical Committees and Council to be able to clearly see what issues the Safety Committee was working on and therefore allow input or collaboration where appropriate.

In addition, Committee members provided support to MAIB in a “Recommendations Meeting” and the MCA through FISG meetings.

Some considerable time was spent discussing the *Hoegh Osaka* incident. The underlying theme of the cause of the accident was that there was complacency or lack of awareness in respect of the importance of stability and the potential consequences to the vessel. This could be a result of lack of training or commercial pressures (real or perceived on the operational staff). Irrespective of the reasons why this is the case and recognising that accidents like this do not occur often, every opportunity should be used to improve the knowledge and understanding of the importance of stability both in car carriers and all other vessel types, particularly by the operational staff.

Fishing Vessels

Members of the Committee continued to work with appropriate third parties to help improve the safety of fishing vessels, particularly those between 12m and 15m in length. An example of the support that is given is that a member of the committee has been working with “Seafish” to develop the Stability Awareness Course. The Committee will also continue to lobby the relevant authorities to make a satisfactory stability assessment a prerequisite for grant funding for modifications of fishing vessels.

Large Containerships

A number of issues relating to large container ships were discussed, including the calculation of windage for anchoring requirements, and the correlated topics of whether anchor requirements were sufficient for combating engine failure in bad weather and the effect of larger spacing between containers and the associated structural impact of the increased entrapped water between containers.

Analysis of Inclining Experiments

The Committee monitored a number of activities which are being undertaken to establish the level of the inaccuracies associated with the traditional methods of analysing the results of inclining experiments. The Committee will continue to monitor progress and help keep the debate alive.

Hoegh Osaka

A presentation was made to the Committee by MAIB based on the investigations and subsequent MAIB report into the loss of stability and subsequent capsizing of the *Hoegh Osaka*.

The vessel was a car carrier which for operational reasons had a change to its routine trading pattern, neither the shore based operations staff or the ship’s crew considered the impact of this

change. Although a stability calculation was attempted immediately the vessel had sailed, it had incorrect assumptions, which would have led to an inaccurate stability calculation had time permitted the calculations to have been completed. In the event, before the calculation was completed the vessel developed a severe list and subsequently capsized in Southampton water.

The Committee discussed the findings of the report and identified a number of areas where safety improvements could be initiated. Fundamentally the incident was caused by a lack of appreciation of the importance of stability, both by the shore based operation and the ship's crew, the committee will endeavour to raise awareness of the importance of stability and the risk of complacency in this area.

A report was circulated to Council on the incident, based on the subsequent MAIB report.

Lifeboats including the wider Life Saving Appliances:

Following the initial meeting held in 2015, there was a further three meetings of the Lifeboat Sub Committee in 2016. The aim of the meetings was complete the development of the table outlining issues of concern which had previously been documented and then establish how to improve safety and identify the priorities. However it was recognised that opportunities to support both the IMO Committee and MCA where there were common areas of interests in this subject area would provide a more efficient and effective route to improve safety.

The MCA presented some of their current work streams which included UK static test set out in MSC 1803 (which has been superseded by MGN 560) and the suitability of the IMO Dynamic overload tests requirements (IMO MSC1/Circ.1206). Also the parallel study into Marine Evacuation Systems was discussed. The presence of the MCA representatives at the meeting has allowed for collection of further evidence to support their current work.

The final meeting of the year was focussed on supporting the work of the IMO committee relating to the development of functional requirements for SOLAS Chapter III, specifically those relating to "time for boarding", and the associated definitions. Additionally, it was considered that in defining functional requirements for Alternative Design and Arrangements (ADAs) there will be a gap with the more traditional regulations.

Professional Affairs Committee – Chairman’s Report

The Chairman reported that there had one meeting since the last Council. There were no new members, and the membership (13 + 4 ex officio) was being reviewed.

Academic Accreditations

The PAC approved accreditation of Southampton Solent University’s BEng in *Yacht and Powercraft Design* and BEng in *Yacht Design and Production* . Other requests for accreditation being progressed include:

- University of Malta’s BEng in Mechanical Engineering
- A number of BEng, MEng and MSc courses at UCL
- BEng and MEng in Naval Architecture at Glasgow Strathclyde University

IPD Accreditations

The BAE Systems (Maritime – Submarines) Graduate Development Framework has been accredited for a period of three years.

CPD Endorsements

Applications to accredit 4 courses run by ASRAnet Ltd in Glasgow and a course on “Safety and Environmental Management Training” run by Atkins as part of their SSMO course.

Reviews of Members’ CPD

The PAC continues to selectively call for and assess reports of CPD achievement of the previous 12 months from members who are EC registrants. The fourth tranche of CPD Reports is under consideration at present.

The responses are variable both in terms of the number of members who submit records and the quality and quantity of CPD achieved. A PAC sub-committee is carrying out reviews of the submissions with a view to encouraging members to demonstrate that they are undertaking CPD rather than being judgemental about the type or quantity of CPD that is undertaken. The PAC is also developing a general communication reporting on the results of reviews to date.

A member of the PAC attended an Engineering Council CPD meeting at which the experience of other PEIs of developing CPD activity amongst their members was presented. A number of important points were raised which will be discussed and considered at the forthcoming PAC.

Internal Audit

The annual Internal Audit was carried out. No non compliances were noted, and 4 recommendations were made, which have been accepted by the PAC and concluded satisfactorily with zero non-compliances and 4 recommendations.

Maritime Innovation Committee

On behalf of the Chairman, the Chief Executive reported that the overall response from members to join the Committee was excellent with over 60 individuals putting their names forward. Following a review of the potential applicants, 24 individuals from across the complete maritime sector were

invited to become members of the Maritime Innovation Committee. The first meeting of the Committee was held on 26 January 2017, and was attended by 21 members.

Following a short introduction, all the members gave a brief outline of their background and how they could contribute to the Committee. The Chief Executive then provided an update of the Technical Committee Working Group Report and explained the changes made to the Institution's website to reflect these recommendations.

The Terms of Reference were discussed at some length and agreed in principle with some suggested changes for consideration at the next meeting.

In order to encourage contributions from newer members of the Institution it was agreed that if Committee members were mentoring younger members of staff they could be invited to attend the meeting alongside the Committee member. However it was stated that this was only with the approval of the Chairman and they were not attending in place of the nominated Committee member.

The Committee then had an open and wide ranging discussion about how it should operate and possible scopes of activities. The Chairman will pull together all the points made during the meeting into a discussion document for the next meeting. It was agreed that all members would reflect on the discussions and provide the Chairman with any suggestions and views for consideration for inclusion in the document.

It was also agreed that there was need to have the next few meetings in short order and the next meeting will be on Wednesday 22 March.

Maritime Innovation Committee – Chairman's Report

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