



RINA AFFAIRS

JULY/AUGUST 2012

The Newsletter of the Royal Institution of the Naval Architects

CHIEF EXECUTIVE'S COLUMN



I frequently, and rightly, pay tribute to those members who give willingly and freely of their time to serve on the Institution's branch and standing committees. Such tribute is equally deserved by the staff at RINA Headquarters, without whose work the Institution would not function. But when I describe the range of activities of the Institution, both to members and others I meet when visiting Branches or industry, there is invariably surprise when I mention how few staff there are at Headquarters, compared with other organisations.

Members will be aware that for its size, the Institution is a major publisher of nine titles, covering the whole spectrum of the maritime industry, but how many will be aware that

advertising sales, editorial and production are done in-house, with only the printing and distribution outsourced. Group Sales Director John Payten and his sales team of Rosemary Little, Aftab Perwaiz and Dan Payne are responsible producing an annual advertising revenue of £1.6M+. Technical Director Mark Staunton-Lambert's editorial team of Nick Savvides, Martin Conway, Sam Fisk, Nicola Stuart, David Foxwell and Clive Woodbridge travel widely to produce the copy for the Institution's journals which are distributed in over 100 countries, and enjoy an outstanding reputation for their quality and independence. Also reporting to Mark is the production team of Sandy Defraigne who brings together the editorial and advertising in the 30+ issues published each year, in printed and online formats, as well as a variety of conference and promotional material, and Stephen Bell who provides the point of contact between the Institution and its 2800+ advertisers as well as being responsible for putting the journals online.

Members who have attended RINA conferences will appreciate the work done by Mark Staunton-Lambert's conference team of Christopher Leroy and Laura Whelan who organise the 16+ conferences and courses held worldwide each year. Also reporting to Mark are the marketing team of Josie Pearlson and Billy Allen, who are responsible for the subscription sales of journals as well as the 1650+ items sent out each year from the RINA Bookshop.

Administration & Finance Director Ian Blackwood and his team of Karen Cox and Karen Foster (deputising for Anita Adeji-Twum while on maternity leave) are responsible for all financial matters, including the 23,000+ invoices and membership fee notices sent out from headquarters each year, with a corresponding number of payments.

Professional Affairs Director Giuseppe Gigantesco and his team of Lisa Staples and Yuen Yee Pang are the point of contact with all members, handling all applications for election and transfer, links with schools, universities and companies, as well as providing support for the Institution's standing committees.

Graeme Mitchell ensures that the Institution's IT systems provide the service without which the Institution could not function, including the website and the thousands of emails which the Institution receives each year – not including the many thousands which do not make it past the spam filter.

Members who have attended the Annual Dinners will appreciate the work of Executive Officer, Sally Charity who, in addition to running the Chief Executive's office (and the Chief Executive!), single handedly organises the entire Dinner, as well as being the point of contact with Divisions and Branches. Working for Sally in Reception is Louisa Uyi Abiori who greets most callers to Headquarters and ensures the thousands items of correspondence which the Institution posts each year are dispatched.

I am very grateful for the support I receive from the staff at RINA Headquarters, and I hope that members are too.

Chief Executive

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Institution appoints PR Agency

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Maritime students and their tutors from all over the world to come together at the 2nd International Mermaid Congress will be hosted by Plymouth University in September 2012.

3rd UK Marine Technology Postgraduate 2012 Conference

60 delegates gathered at University of Strathclyde, Glasgow, on 7th and 8th June for the 3rd UK Marine Technology Postgraduate 2012 Conference.

Student Awards

RINA Student Awards recognising achievement in 2012 have been presented to students at Southampton Solent University, IIT Kharagpur and the 3rd UK Marine Technology Postgraduate 2012 Conference.

Young Member's Success

Natalie Desty Assoc(RINA) has been appointed as one of 30 young manufacturing stars as part of the Make It In Great Britain campaign.

The Roles and Responsibilities of a Professional Institution

The historic role of engineering professional institutions such as the Royal Institution of Naval Architects has been to promote and facilitate the exchange of technical and scientific information, views and discussion, and through this to influence and contribute towards furthering the knowledge and standards within their particular discipline of engineering.

Professional institutions today have a wider and more proactive part to play in promoting the individual and corporate standards of professional competence and conduct that industry requires and society demands.

In this paper, Chief Executive Trevor Blakeley examines the pivotal role a modern professional institution plays in the education, professional development and employment of engineers of all disciplines. He also examines the responsibility which a professional institution has to its members, academia, industry, society and the profession.

The paper can be read at:

www.rina.org.uk/hres/Paper%20-%20Role%20%20Responsibilities%20of%20a%20Professional%20Institution.pdf

Education and professional development of maritime engineers

In an interview published in the journal *Fairplay*, the Chief Executive of the Royal Institution of Naval Architects describes the part which the Institution, universities and industry must play in the education and professional development of engineers in the maritime industry. He concludes that the key to commercial success is commercial success is professional competence, and it is the role of the Institution to encourage and assist naval architects to both achieve and maintain the highest standards of professional competence.

2012 President's Invitation Lecture

21 November 2012 – One Whitehall Place, London

The 2012 Presidents Invitation Lecture will be presented by Eduardo Autran, Executive Manager of Supply and Logistics, Petróleo Brasileiro S.A. – PETROBRAS.

The annual President's Invitation Lecture is 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 2012 President's Invitation Lecture will be presented by Eduardo Autran, Executive Manager of Supply and Logistics of PETROBRAS one of the world's leading companies in the offshore sector.

Tickets for the Lecture and dinner which follows are £80 (including VAT) and may be obtained from Laura Whelan at lwhelan@rina.org.uk or 020 7235 4622. Details of the Lecture are at www.rina.org.uk/Events/2012PresidentsInvitationLecture

Institution appoints PR Agency

The Institution has appointed JLA Media Ltd to assist with its press relations, especially in those countries and regions where the Institution does not at present have a strong presence.

JLA Media Ltd is a privately-owned consultancy, serving the maritime, offshore and other related industry sectors worldwide.

RINA introduces RSS news feed

RINA has introduced an RSS news feed, containing selected topical items from the RINA technical journals. You can subscribe to the feed directly from http://www.rina.org.uk/c2/rss/rina_rss_news.xml or from the RINA website home page at www.rina.org.uk, and receive updates on the feed, either on the web or by email.

Subscribing to the RINA News RSS feed will put a link on your browser Favourites, which will take you to a summary of the items on the RSS feed – tile and one-line description – with links to each item. You can then read any item that might be of interest to you. This summary is automatically updates as new items are added to the RSS feed.

You can also opt to have an email sent to your RSS Mailbox whenever a new item is added to the feed (in Outlook, go to Accounts>Tools>RSS feeds).

Subscribing to the RSS feed will remove the need to visit the website to see if there have been any changes.

RSS allows users to avoid manually inspecting all of the websites they are interested in, and instead subscribe to websites such that all new content is pushed onto their browsers when it becomes available.

UAE Branch

Mr Mohd Shahrin bin Osman of Det Norske Veritas (DNV) gave a presentation on “LNG as alternative to conventional ship fuel”. This is a widely discussed topic in the maritime sector, and the presentation was followed by a very interactive Q&A session.

Ashik Subahani, RINA UAE Branch
Chairman presents a memento to Mohd Shahrin bin Osman.



MISSING JOURNALS

All the Institution's journals are distributed by an agency, directly from the printers in accordance with mailing lists provided by Headquarters. This enables a significant reduction in distribution costs, compared with direct postage from Headquarters. Journals may pass through more than one distributor, before being handed to the national postal service for the final stage of the journal's journey to members.

Unfortunately, but perhaps inevitably with over 300,000 copies of journals sent out each year, some will not be received. Sometimes this will be because the member has not informed the Institution of a change of address, in which case the journal will eventually be delivered back to Headquarters, incurring an additional postage cost. In other cases, it may be due to a failure at some stage of the distribution process. When it is confirmed that the address was correct, the distribution agency will track back the path of the journal, up to the point at which it was handed over to the national postal service. Experience has shown that over 90% of missing journals are lost during this final stage of a journal's journey. Causes of non-delivery range from theft to vicious dog/frightened postman! Unfortunately, the Institution is not able to track journals when in the hands of the national postal service, and this must be done by the member.

Copies of missing journals, where available, are posted from Headquarters at significant cost. It is therefore important that missing journals are reported to publications@rina.org.uk as soon as possible, allowing for normal delays in delivery. It will not usually be possible to provide more than two back issues of any journal. When reporting the non-delivery of a journal, it would be helpful to confirm the correct correspondence address.

Whilst it is recognised that many members prefer to read from the printed journals, members are reminded that all journals are also available online.

New South Wales Section

Jonathan Crossen of Akzo Nobel (International Paint) gave a presentation on Marine Fouling Control Technologies to a joint meeting with the IMarEST attended by 20 on 6 June in the Harricks Auditorium at Engineers Australia, Chatswood. The webcast of Jonathan's presentation is available at www.mediavisionz.com/ea/2012/easyd/120606-easyd/index.htm.

Josh Sayed, Thordon Manager for Jacmor Engineering, gave a presentation on Thordon Bearings to a joint meeting with the IMarEST attended by 18 on 4 July in the Harricks Auditorium at Engineers Australia, Chatswood. The webcast of Josh's presentation is available at www.mediavisionz.com/ea/2012/easyd/120704-easyd/index.htm.

John Jeremy of the Royal Institution of Naval Architects gave a presentation on The Age of the Armoured Battleship to a joint meeting with the IMarEST attended by 13 on 1 August in the Harricks Auditorium at Engineers Australia, Chatswood. The webcast of John's presentation is available at www.mediavisionz.com/ea/2012/easyd/120801-easyd/index.htm.

Phil Helmore

3rd UK Marine Technology Postgraduate 2012 Conference

60 delegates gathered at University of Strathclyde, Glasgow, on 7th and 8th June for the 3rd UK Marine Technology Postgraduate 2012 Conference. The conference consisted of two days of single session presentation, given by 28 research students and early career researchers from eight UK marine technology research institutes. These included students not only from the original four Naval Architecture departments at the Universities of Strathclyde, Newcastle, Southampton, and University College London, but also students from Plymouth, Cranfield and Queen's University Belfast.

The conference was kindly sponsored by Lloyd's Register, and the Keynote speech on "Post Fossil Fuel Economy 2050" was given by Dr Fai Cheng,

Head of Strategic Research Group at Lloyd's Register. This was preceded by a University Welcome by Head of the Naval Architecture and Marine Engineering Department, Professor Atilla Incecik. Following the Keynote speech, the first day continued with sessions on Marine Structures, Maritime Technology and Fluid-Structure Interactions. Each session was co-chaired by an academic and an industrial delegate. The day ended with a conference dinner held on the University campus, which enabled students, academic and industrial delegates alike to build networks for the future. The second day saw sessions on the subjects of Hydrodynamics, Navigation and Manoeuvring, Bio-Inspired Technology and Fluid Dynamics.

Agreement between AMC and AUT

The Australian Maritime College (AMC) and the Australian University of Technology (AUT) have signed the joint venture agreement under which AUT will partner with AMC to deliver a BE(Hons) in Maritime Engineering with majors in naval architecture, marine and offshore systems engineering, and in ocean engineering. For the foreseeable future AUT students will transfer to AMC after the end of Year 2, but AUT will lead programme related industry linkages in New Zealand and will also collaborate with AMC in research and postgraduate studies.

Ian MacLeod FRINA, President of the New Zealand Division will be joining the AUT industry advisory panel, and will provide an avenue for input from RINA and local industry.

BAE Systems Schools Challenge

BAE Systems ran its School Engineering Challenge in the Portsmouth area with support from the Southern Joint Branch for the second year. Young naval architects, marine and mechanical engineers from the company provided technical assistance and direction to six teams of school pupils and apprentices from a range of local school, all undertaking engineering qualifications on day release at Fareham College.

The teams built their craft over a period of four weeks, with their final results tested at a torpedo manufacturing facility. The Southern Joint Branch Shield for the Best Overall Performance

was presented by John Charlesworth. Prizes were also awarded for the Best Supporting Work & Best Performing Ship.

As part of the competition the participants were treated to both a tour of a working Naval shipyard, as well as a morning spent at BAE's Broad Oak facility where the manufacture & maintenance of torpedoes is undertaken.

The scheme had the aim of promoting engineering as a career within the local area, and this seems to have been achieved. Feedback from the students was great, and a lot of interest in the application process for apprenticeships and engineering degrees was expressed.



Winners of the SJB Shield for the Best Overall Performance.

THOUGHT 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

International Mermaid Conference

The 1st International Mermaid Congress was held in Turkey, this event was attended by more than 500 Maritime students and their tutors, from 67 institutions in 32 different countries. The second Mermaid Congress will be hosted by Plymouth University in September 2012.

The Mermaid Congress will again invite Maritime students and their tutors from all over the world to come together for an event which will embrace a programme of educational activities as well as a parallel cultural festival. Educational component of the Congress will include three main strands: Maritime Operations, Maritime Business and Naval Architecture/Engineering. Students from around the world, representing potential future leaders in these sectors will be taking part – and returning as ambassadors to their home countries.

Once the participating students have arrived in the UK, all their costs will be covered. It is hoped that major companies and institutions will want to support the development of these young people as they enter the relevant professions.

Further information about the 2nd Mermaid International Congress can be obtained from Dr Andrew Eccleston, at: andrew.eccleston@plymouth.ac.uk mob: +44 (0)7774 179976, who would welcome offers of financial support.

INDUSTRY NEWS

Future Ship Safety Symposium

The International Maritime Organisation (IMO) is organising a Symposium on Future Ship Safety from 10 to 11 June 2013, immediately prior to the Maritime Safety Committee's 92nd session.

The Future Ship Safety Symposium aims to bring together widespread expertise and provide an opportunity to look ahead to the ships of the future, built to meet clear goals whilst working within a safe operating envelope and taking into account the human element in all operations. The ships of the future must provide a sustainable response to the needs of society, industry and global trade and be operated within a regulatory framework

which encourages a safety culture beyond mere compliance.

The Symposium will discuss all of these issues from the standpoint of designers, operators, regulators and academia and will provide the forum for a look over the horizon at the shape of things to come.

To assist in the planning and organisation of the event, a small Steering Group is to be established composed of representatives of classification societies, Member State, the shipping industry, shipbuilders, designers, operators and academia. The Institution has been invited to nominate a representative, and had nominated Dr David Aldwinckle FRINA.

EXPERT WITNESS

Members who act as an Expert Witness will wish to know that the Civil Justice Council issued the revised Guidance for the Instruction of Experts to give Evidence in Civil Claims.

This revised Guidance was produced in light of the Jackson Review findings and the decision in *Factortame (No 8)* (2003) QB 381. The purpose of this guidance is to assist Expert Witnesses, those instructing Experts and litigants in understanding best practice with regard to compliance with Part 35 of the Civil Procedure Rules.

This new version of the Guidance will replace the existing Civil Justice Council Protocol. The Revised Guidance is available at:

<http://www.judiciary.gov.uk/about-the-judiciary/advisory-bodies/cjc/working-parties/guidance-instruction-experts-give-evidence-civil-claims-2012>

All Experts must demonstrate to instructing solicitors that they comply with and have a full understanding of Part 35 of the CPR, Practice Direction 35, the revised Guidance and the practice direction on pre-action-conduct. The Bond Solon Online Civil Procedure Rules Certificate will enable you to do this. Go to <http://www.bondsolon.com/cpr-web-based-training/> for details on the Civil Procedure Rules Certificate.

RINA-BAE Systems & RINA-BMF Awards

Five final-year Yacht Engineering students in total presented their final-year projects to three judges, Trevor Blakeley, Chief Executive of The Royal Institution of Naval Architects, Ben Collet, Production Manager, Discovery Yachts, and Diana Roberts, a local Naval Architect and Marine consultant. Each presentation was superb in both content and presentation, and all gave the audience and judges a very hard job of picking two winners.

The winner of the RINA-BAE Systems Student Naval Architect Award was Alastair Henderson (B. Eng Yacht & Powercraft Design) for his Design Of An Inshore Lifeboat for the West Coast of Scotland. The RINA-BMF Student Naval Architect Award

Chief Executive and the Student Naval Architect Award winners.

was presented to Tom Wright (B.Eng Yacht Production & Surveying), for his project Updating The Manufacturing Process for A 15m Patrol Vessel.

The other worthy finalists were Mattia Di Francisco who designed A 60' Modern-Classical Sloop With An Investigation Into Wood Technology, Martin Serrault for his Design Of A Modern Classic Sailing Yacht and Kevin Brin, for his Design and examination of the the Production method of an 82' Sailing Catamaran Intended As A Media Application.

Finalists and Judges.



Young Member's Success

Natalie Desty Assoc(RINA), Recruitment Manager at Matchtech and Social Secretary of the Southern Joint Branch, has been appointed as one of 30 young manufacturing stars as part of the Make It In Great Britain campaign.

The Make it in Great Britain '30 Under 30' come from all walks of manufacturing and were selected by a panel of expert judges.

Natalie will now go on to act as an ambassador for the Make it in Great Britain campaign, which aims to challenge outdated opinions and transform the image of modern manufacturing. She will have a special role in engaging with other young people, to ensure that the next generation is aware of the great jobs and careers in the industry.

To find out more about Make it in Great Britain, visit <http://makeitingreatbritain.bis.gov.uk/>

I would welcome news of similar initiatives in other members' countries.

Chief Executive

RINA – MTPC Award

The RINA MTPC Award for the best paper presented at the 2012 Marine Technology Postgraduate Conferences was presented to Maryam Harotunian, Newcastle University, for her paper "Mission-Based Optimum System Selection for Unmanned Underwater Bio-Inspired Vehicles". Other commended papers were "Viscous Effects on Added Resistance in Waves" by Björn Windén, University of Southampton, and "Application of Smoothed Particle Hydrodynamics Method for Multi-Phase Flow" by Fanfan Sun, University of Southampton.

RINA Student Naval Architect Award

The RINA Student Naval Architect Award for the best B.Tech Project at IIT Kharagpur has been awarded to Taskar Bhushan Uday for his project "Roll Stabilisation Using Passive Anti Rolling Tank".

Appointments

Professor Paul Wrobel FRINA has been appointed a Fellow of the Royal Academy of Engineering.

Graham Wilson MRINA, Inspector of Marine Accidents at the UK Marine Accident Investigation Branch and member of the Safety Committee, has been appointed as the Institution's nominated member on the Lloyd's Register Technical Committee.

Why are chined hull boats ignored in the history of vessel construction?

Sir: It is with great personal interest that I write to you regarding my curiosity into why the evolution of waterborne vessels with hard chine hulls has seemingly been omitted from marine architecture literature.

The advent of tools such as saws, axes etc. would surely provide the means to produce planks and ribs from which 'sides' could be raised and the exclusion of water derived. It would appear that the logical development of such a construction would be to include the addition of planks in order to raise the sides further for added protection to the riders and cargo, thus in turn leading to ribs which would have given support to the planked sides, finally concluding in lapstrake construction.

It appears that there is a significant design gap in the history of marine architecture between the primitive vessel invention and the rounded and multi-chined vessels of today. I would sincerely appreciate some clarification as to why it appears that chined boats have been ignored in the history of marine vessel construction or directed to the appropriate literature.

John R D Beazley
powerecon@dslexreme.com

Measured Mile or Measured Time? Charles Sibbick

Due to changes in ship speeds, old sea trial methods employed by many shipyards or indeed owners after conversion, are now somewhat outdated in their approach to the measured mile distance. Although ITTC, IMO, ISO etc have greatly contributed to more modern approaches, the time factor was left out and only mentioned by MARIN.

Based on that and other data, I have tried to present an approach that would better illustrate the importance of trial duration as opposed to the standard nautical mile distance which is alas still employed by many Yards.

I hope it will help readers to see this exercise from their point of view and contribute further to the case. It has been thus kept down to absolute brevity and I am glad to provide the first or any other of the references should anyone ask for it.

P Leontis FRINA CEng
contact@intership.gr

Measured Mile or Measured Time

(www.rina.org.uk/p/1/MEASURED%20MILE%20OR%20MEASURED%20TIME.pdf)

Sea Trials Conditions Comparison

www.rina.org.uk/p/1/SEA%20TRIALS%20CONDITIONS%20COMPARISON.pdf

Sea Trials Measurement + Marin

([www.rina.org.uk/p/1/SEA%20TRIALS\(MILE%20MEASUREMENTMARIN\).pdf](http://www.rina.org.uk/p/1/SEA%20TRIALS(MILE%20MEASUREMENTMARIN).pdf))

We saw the letter in RINA Affairs requesting information on Mr Charles Sibbick.

We would like to inform you that Charles Sibbick continued building and especially designing a large amount of yachts AFTER 1903. Some strange rumour has spread that there was no more production after 1903 because of financial difficulties. If you look a little bit into your relatives firm you can see he has operated under several company names from 1888 and a new one in December 1894 etc, so it is not strange that he continued after 1903 as Charles Sibbick Yacht designer and builder.

There was also a rumour that a fire stopped the business in 1903 which was totally incorrect. As the fire was in 1899 we had to put up a newspaper clip on our "Charles Sibbick Interest Association (Naval Architect)" Facebook page to prove the correct date. The rumour then stopped.

We do not know where the rumours are coming from except there was a book written in the 1970's by a John Lewis which included extremely misleading information. Obviously some took that as fact and have since publicised, unfortunately, wrong dates and facts.

We can assure you that Mr Sibbick designed a lot of yachts for Europe and the latest that we know about is a German "Rennklasse" sailboat from 1909 of which a drawing exists.

Also in the British Register you can see that he designed and built an open Motorboat for an Irish nobleman. That was also in 1909 plus a lot of French and German designs between 1903 and 1909.

Strangely enough Charles Sibbick appears to be more popular in the United States of America and in Europe than in Britain where there is hardly any information or interest on him or his work.

We hope this can help you a little bit. We have a huge amount of information that we do not want to publicise because we do not want our hard work published for gaining money as we are a non-profit organisation.

We write articles about Charles Sibbick for various magazines, free of charge, just to honour the work of this marvellous man.

To round off this letter, we just want to say that it was very sad that the "part order book" (not the real ledger) was publicised on the internet because without this publishing it could have been worth several thousand pounds on auction firms who specialise in antique documents such as this. Several original Sibbick items have already been sold by auction.

Inge & Trudi Brynildsen.
Charles Sibbick Interest Association (Naval Architect).
c.sibbick.assoc@hotmail.com

TSS *Earnslaw*

Sir: 18 October 2012 will be the centenary of the maiden voyage of the steamer *Earnslaw* which was designed and constructed specifically to meet the needs of settlers, run-holders, prospectors and miners in the country surrounding Lake Wakatipu in the South Island of New Zealand.

The keel was laid in McGregor's yard in July 1911, framing and plating were bolted as a trial assembly following which the components were dismantled and transported by rail to Kingston, a distance of more than 230 miles where temporary ways were installed. The hull and decks were assembled (approximately 80,000 rivets used) and launched in February 1912. The hull was then towed to Queenstown where engines and boilers were installed and fit-out completed. On Friday, 18 October 1912, *Earnslaw* made her maiden voyage, an event that will be re-enacted at Queenstown on Thursday, 18 October 2012 to celebrate the centenary.

Maurice Davis

Mr Davis has written a short article about the TSS *Earnslaw* which can be downloaded from <http://www.rina.org.uk/p/1/TSS%20Earnslaw.pdf>



TSS *Earnslaw*.

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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HEADQUARTERS FACILITIES

The Headquarters of The Royal Institution of Naval Architects at 10 Upper Belgrave Street, London, offer a high-quality, low-cost venue for conferences, meetings, examinations and exhibitions for any number up to 80, within 5 minutes walking distance of Victoria tube, rail and bus station. AV facilities are available and catering can be provided. Members enjoy a 10% discount on booking rates.

The Weir Lecture Hall will seat up to 80, and can be set out in conference, classroom or seminar style.



Weir Lecture Hall

The Denny Library will accommodate up to 50 in lecture room style, or seat 30 at the conference table.



Denny Library

The Members' Room will sit up to 30 in lecture room style, or seat 14 at the table.



Members' Room

For further information or to book the Headquarters' facilities, contact Sally Charity, Tel: +44 (0)20 7235 4622; Email: scharity@rina.org.uk