



RINA AFFAIRS

MAY/JUNE 2016

The Newsletter of the Royal Institution of Naval Architects

CHIEF EXECUTIVE'S COLUMN



In his Report to members at the 2016 Annual General Meeting, the President described the activities and achievements in what has been a successful and eventful year for the Institution, and looked forward to the next twelve months.

He took as the theme for his Report the contribution which all members can make to the continuing success of the Institution and to maintaining the standing and respect which it enjoys. Such contribution might come from encouraging their colleagues to follow their lead in becoming members, or persuading their companies to sponsor awards and conference places for students, or serving on Branch and Section Committees, or acting as

Professional Review Interviewers, or alerting their company to the value of their engineers attending the Institution's conferences, or refereeing papers for the Transactions and conferences. Members who require any support or further information about how they can contribute in these or other ways should not hesitate to contact me.

The President also thanked those members who make an invaluable contribution to the Institution through their membership of the Board of Trustees, the Council and the standing committees. He recognised the time and expertise which they willingly give. However, the collective expertise of the Institution goes well beyond that of the members of committees, and I would urge all members to record their own expertise in their personal page at www.rina.org.uk/MyRINA so that it can be drawn upon when required by the committees. I would also ask members to use the page to record changes in their personal details. Their Membership Record will be automatically updated, reducing the load on the Membership Department staff, who hopefully will be fully employed electing new members recruited by members!

This was the President's final Report to the members as he comes to the end of his two years in office as the 31st President of the Institution and hands over the President's Badge of Office to Tom Boardley as the 32nd President. He spoke of the sense of honour he had felt on becoming the President and reflected on some of the memorable moments he had experienced during the past two years, of which the greatest had been the opportunity to meet with members of the Institution and of the maritime community. Such meetings had left him in no doubt as to the respect and standing which this Institution enjoys in all sectors of this global industry. He was sure that Tom Boardley would enjoy both the support of members of the Institution and his time as the President.

Chief Executive

IN THIS ISSUE

2016 AGM

The 2016 AGM was held at the Institution's Headquarters. The President presented his Report to the members.

2015 Medals and Prizes

Medals and Prizes for the best papers published in the 2015 Transaction were announced and presented at the AGM. The Institution congratulates all those who received the awards.

2016 Annual Dinner

The President welcomed 330+ members and guests to the 2016 Annual Dinner, held at the Lancaster London Hotel. The Principal speakers were Kitack Lim, Secretary General of the IMO, and the Rev Andrew Wright, Secretary General of the Mission to Seafarers.

2015 Maritime Safety Award

The RINA - LR Maritime Safety Award for 2015 was presented at the Annual Dinner to Barry Deakin for his lifetime contribution to improving safety, and jointly to the Hovercraft Manufacturers' Association and Griffon Hoverworks for their work in creating a dedicated Code of Practice for small hovercraft.

2015 Maritime Innovation Award

The RINA - QinetiQ Maritime Innovation Award was presented at the Annual Dinner to Magma Structures for designing and constructing the world's tallest, carbon composite, free-standing masts for a private superyacht.

Letters to the Editor

Letters to the Editor include requests for information about Henry M Glass, Shipbuilder and Lt Cdr Leonard B. Moffatt MINA RNR RD, lecturer on Ship Construction, Stability and Navigation at Leith Nautical College.

The President's address to the 2016 AGM

When I addressed you as the President for the first time last year, I described both the trepidation and sense of honour I was feeling. As I speak to you for the second time, I can report that the feeling of trepidation may be less, but the sense of honour at being the President of this fine Institution with its rich history is certainly no less. Indeed, as I have had the opportunity to learn more about the Institution, the honour of being even a small part of that history is even greater today.

It is with great pleasure that I again welcome you to the Institution's Headquarters, and present my second report as the 31st President of the Institution and Chairman of its Board of Trustees. As is customary, my report will reflect on the Institution's achievements over the past year, and will look forward to what changes and activities members can expect over the next 12 months.

Membership was again up over the previous year, and is again standing at its highest in the Institution's history. The growth continues to come mainly from countries other than the UK, demonstrating that the Institution does indeed reflect the international maritime industry. Seen in the context of the challenges which the maritime industry and therefore members in that industry continue to face, this increase is all the more commendable. Once again, the increase in the number of Associate Members and Student Members – those at the start of their careers – was particularly pleasing, reflecting as it does the continuing priority which the Council and Board give to encouraging the younger members of the profession to be involved with the Institution.

However, I am sure you would agree that the Institution cannot be complacent over these increases in membership. The Institution cannot take it for granted that those individuals who are today involved in the design, construction or maintenance of marine vessels and structures will become members of the Institution. The Institution must constantly show the value of membership and that it does indeed demonstrate an international recognition of

the achievement, or intention to achieve, the highest standards of professional competence – and that RINA membership will benefit a member's career.

I believe that this is an area where all members can and indeed have a responsibility to contribute. If you have engineering colleagues who are directly involved in the design, construction and maintenance of marine vessels and structures, or if you have colleagues who are not engineers, but who are involved or interested in the maritime industry, and if any of them are not yet members of RINA, then either encourage them to apply for membership or contact the Chief Executive who will do the rest in his usual persuasive manner.

As I referred to earlier, over the past year the Institution has continued to encourage the involvement of the younger members of the naval architecture profession in its activities. This is achieved through student membership at an increasing number of universities world-wide and through the prizes and awards which recognise the achievements of the students. Many of these awards are co-sponsored by companies, serving to demonstrate the valuable link which the Institution provides between universities and industry. These awards are presented to first year, third year and final year students, reflecting the continuous engagement which the Institution has with the universities.

Once again, and thanks to the generosity of some companies, students have been able to attend the Institution's conferences – but demand always outstrips the number of sponsorships. If your company would be interested in sponsoring a student to a conference, at a very modest cost, again, please contact the Chief Executive. It is another opportunity for members to give something back to their Institution and profession.

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 has been apparent to me when I have had the opportunity to visit the Branches

and Sections. In fact, while President I have had the honour to be able to meet RINA members at local Branch or Section Meetings as well as related events in Rosyth, Glasgow, Newcastle, London, Plymouth, Southampton, Perth, Adelaide, Melbourne, Sydney, Auckland, Dubai & Abu Dhabi. As I witnessed in these locations, all the Institution's Branches and Sections have had full programmes of technical meetings and other activities during the year, and 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 the time which they willingly give, such activities would not take place. It is due in no small part to their efforts that the Institution enjoys its international standing.

However, because of the pressures of work and the quick passing of time, there is always a demand for members prepared and able to contribute their time as members of committees. Again, it is an opportunity to give something back.

But of course many members also make their contribution in other ways – for example by refereeing papers for conferences and publications, acting as Professional Review Interviewers for those members seeking registration, promoting the Institution and encouraging membership wherever they are, or simply by maintaining their membership – and paying their membership fees on time! These are all opportunities for members to give something back to their Institution and their profession – nothing is more valued and appreciated than members' time and enthusiasm.

As it was 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 twelve months – an aim which it has successfully achieved through its publications and its conferences.

All the Institution's journals have continued to enjoy their well-deserved

reputations as the leading technical journals in their fields, appreciated for the quality and scope of their 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. A new initiative this year has been the introduction of *Shiprepair eNews* as a regular email newsletter providing regular, up to date news, views and information on what's happening in the repair, maintenance and conversion sector. *Shiprepair eNews* will complement the more in depth reporting of the Institution's magazine *Shiprepair & Conversion Technology*. The concept will be extended to the other Institution journals as well.

However, maintaining the journals commercial and editorial success does not come easily and the Institution is very grateful for the work of the advertising, editorial and production staff in achieving that success.

The journals continue to be available in both printed and electronic format, with members able to choose whether to receive both or just the electronic version. The latter results in a significant saving in postage and printing costs, allowing a reduction in membership fee to be offered, as well as making a contribution to saving the rain forest. I would urge members to consider this option, but I would also reassure them that the Institution will continue to give members the choice of digital or printed editions.

The Institution has maintained its reputation for the quality of its international conferences. In the past 12 months, it has organised or co-organised a record number of conferences and courses in Australia, China, Germany, India, Indonesia, Italy, New Zealand, The Netherlands, South Korea and the UK. As always, the Institution's conferences have sought to reflect technical developments in the maritime industry.

This year, two one-day workshops aimed at developing the communication skills of engineers have been successfully introduced. The Effective Communications Workshop covers the fundamental communications skills required by all engineers, whilst the Effective Presentation and Networking Workshop covers the skills needed by engineers who are required to give presentations, both oral and written, and network at all levels.

The Institution's conferences continue to attract papers of the highest quality, but the pressures of work, in many cases resulting from increased activity with reduced numbers, does impact on the number of delegates attending conferences. I would urge those of you in a position to do so to promote the value to their companies of their engineers hearing and discussing the latest developments in the maritime industry, as well as the invaluable networking opportunity which conferences present.

The Institution is grateful for the efforts of both the Institution's conference staff and those members who referee the papers and chair the conference sessions.

The Institution has continued to encourage high academic and professional 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 a few moments ago. At the Institution's Annual Dinner this evening, I will be announcing the winners of the Institution's Maritime Safety Award, which has now been running since 1999, and the Maritime Innovation Award, now in its third year.

These two Awards are perhaps all the more valued since they reflect the recognition of the industry as well as the Institution, of these achievements. The Institution is grateful to Lloyd's Register and QinetiQ for their continuing support of the awards.

As I said, it will give me great pleasure to present this year's Awards at the Annual Dinner this evening but I would invite you – even now – as members of the global maritime industry, to be giving thought to, and forwarding your nominations for next years' Awards.

The 2015 President's Invitation Lecture was given by Mr. Peter Keller, Executive Vice President of TOTE Inc. who presented a review of TOTE's all-encompassing LNG programme. The continuing ability of the Institution to attract such leading members of the industry to present this Lecture is, I believe, a further indication of the Institution's standing. The Institution is most grateful to ABS for their continuing support of this event.

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.

As I announced at the start of my Report, I present it as both the elected President of the Institution and as the appointed Chairman of the Board of Trustees, providing a link between those two bodies.

The Board of Trustees is now in its third year as the Institution's governing body, and during that time has completed its review of the Institution's policy with regard to such key matters as its investments and risk management. As a smaller body of 12 members of Council, it is better able to focus on governance matters, and ensuring the proper management of the Institution in accordance with the requirements of the UK Charities Commission. The Institution's status as a registered charity provides significant benefits, particularly financial.

The formation of the Board has allowed the Council to concentrate on the professional, technical and learned society affairs which are at the heart of the Institution. In that respect, the Council of today is fulfilling the role of the Council in 1860. That role of Council is principally exercised through the Institution's standing committees – the Membership, Professional Affairs, Disciplinary and Publications Committee – and the Technical Committees, which include the IMO, Safety, Small Craft and High Speed Vessels Committees. I would like to take this opportunity to pay tribute to the work of all the members of all the Institution's standing committees, as well as those on our Council and Board of Trustees.

The Technical Committees provide the means by which the Institution makes its collective expertise available to such forums as the International Maritime Organisation, where the Institution continues to make a significant contribution which is recognised and valued by both the members and Secretariat of the IMO. During the year, the Council has formed a Working Group to review the structure and responsibilities of the Technical Committees, to ensure that they reflect the developments in the profession and the maritime industry since they were formed. The Working Group will complete its work this year.

I hope you will agree that this report on the Institution's activities over the past twelve months is very encouraging and describes an Institution which continues to go from strength to strength. I said at the beginning of my report that I would also look to the

future, at least over the next 12 months. In short, it is expected to be more of the same with regard to its membership and activities, always seeking to respond to the changing needs and priorities of its members, the profession and the maritime industry. It will undoubtedly be a challenging year, as it will be for the maritime industry.

To those feelings of trepidation and sense of honour I referred to earlier, I must now add a note of sadness as I come to the end of my term of office as the President, although it has some three months still to go. It has been a most enjoyable two years, during which time there have been some memorable moments, starting with the surprise with which I greeted the news from the Chief Executive when he informed me that I had been nominated for election as President, and did I want the job. Another memorable moment was being taken to lunch by the Chief Executive at his local pub, which he informed me – with some satisfaction, I thought – was older

than my country. Chairing my first Board and Council meetings also provided me with memorable moments, and at this time I would like to express my sincere thanks to my fellow Board and Council members for the support they have given me. I must also thank you, the members, for electing me and giving me the opportunity to give something back to the Institution.

But perhaps the most memorable moments have come when I have met with members, both of the Institution and of the maritime community. In meeting them I have been left with no doubt as to the respect and standing which this Institution enjoys in all sectors of this global industry. It has left me proud and honoured to be a member of the Royal Institution of Naval Architects, as I have been for almost 35 years.

In completing my Report, I would like to pay special tribute to our Chief Executive, Mr. Trevor Blakeley. I cannot stress how well a job he does. RINA is a well-oiled machine,

and Trevor gets the credit for much of that. I earlier discussed our growing membership as well as our growing international presence. None of that would be possible without Trevor's dedication, willingness to travel and his laser like focus on what is best for our Institution and our members. He does all of that with our headquarters' operations never missing a beat while still giving support to our Branches and Sections around the globe. From a personal perspective I can assure you that my job as President and Chairman of the Board would have been significantly more burdensome without his tireless efforts.

Lastly, I would like to wish my successor as the 32nd President, Tom Boardley, who will succeed me on 1 July, the same pleasure I have enjoyed as the 31st President. I leave you in his good hands and I am sure you will give him the same support you have given me.

*Bruce S. Rosenblatt FRINA
President*

RINA - Lloyd's Register Maritime Safety Award

The safety of the seafarer and protection of the maritime environment begins with good design, followed by sound construction and efficient operation. Naval architects and engineers involved in the design, construction and operation of maritime vessels and structures can make a significant contribution to safety and the Royal Institution of Naval Architects, with the support of Lloyd's Register, wishes to recognise the 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 annually to an individual, company or organisation that in the opinion of the Institution and Lloyd's Register, is judged to have made an outstanding contribution to the improvement of maritime safety or the protection of the maritime environment. Such contribution may have been made by a specific activity or over a period of time. Individuals may not nominate themselves. Nominations are now invited for the 2016 Maritime Safety Award.

Nominations of up to **750 words** should describe the nominee's contribution to:

- safety of life or protection of the marine environment, through novel or improved design, construction or operational procedures of ships or maritime structures
- the advancement of maritime safety through management, regulation, legislation or development of standards, codes of practice or guidance
- research, learned papers or publications in the field of maritime safety
- education, teaching or training in maritime safety issues



Lloyd's
Register

The closing date for nominations is 31 December 2016. The Award will be announced at the Institution's 2017 Annual Dinner.

Nominations may be made by any member of the global maritime community and should be forwarded online at www.rina.org.uk/MaritimeSafetyAward or by email to MaritimeSafetyAward@rina.org.uk

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

2016 Annual Dinner

The President welcomed over 300 members and guests to the 2016 Annual Dinner of the Institution which was again held at the Lancaster London Hotel. The principal



Guests at the 2016 Annual Dinner

speakers were Kitack Lim, Secretary General of the International Maritime Organisation, and the Revd Andrew Wright, Secretary General of the Mission to Seafarers.

Kitack Lim

Kitack Lim spoke of the challenges which IMO faced, and his vision of how it would respond to them. He also paid tribute to the work of the International Maritime Organisation. The President expressed the Institution's gratitude that the Secretary General had been able to attend the Dinner, coming so soon after taking up office and at a busy time in his schedule.

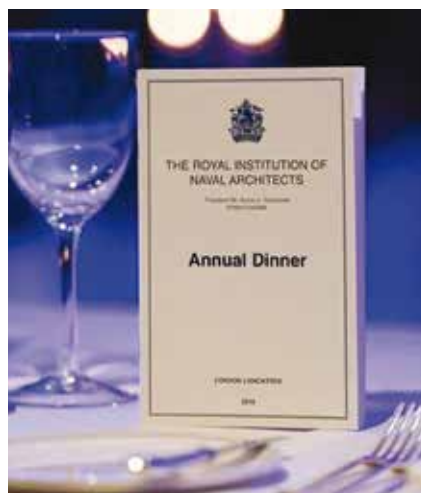
Kitack Lim – Secretary General of the International Maritime Organisation



The President

In his last Annual Dinner speech, the President welcomed members and guests. He thanked those companies who had taken tables at the Dinner for their support. He also thanked the Chairmen and Secretaries of Sections and Branches, and of the Institution's standing committees for their support of the Institution over the past 12 months, saying that it was due in no small part to their efforts that the Institution enjoys its international standing. He went on to describe the Institution's achievements over the past year and what he expected over the next 12 months.

The President then reflected on the memorable moments of his time as the President, of which the most



memorable moments had come when he had met with members, both of the Institution and of the maritime community. In meeting them, he been left in no doubt as to the respect and standing which this Institution enjoys in all sectors of this global industry. It has left him proud and honoured to be a member of the Royal Institution of Naval Architects.

Revd Andrew Wright

In his own inimitable style, the Revd Andrew Wright entertained the guests in his speech, with a number of stories and



Revd Andrew Wright – Secretary General of the Mission to Seafarers

reminiscences which would not feature in any of his sermons. He also reminded guests of the import and vital work done by the Mission to Seafarers. The guests showed their appreciation of its work by donating £400 to the Mission.

Photos taken at the Annual Dinner may be viewed and downloaded at www.dropbox.com/sh/2sxuy345gttr21b/AADgLtrXLt-gxMhAnPkTlzSWa?oref=e&n=45650858

RINA – QinetiQ Maritime Innovation Award

Magma Structures

At the Dinner, the President announced that the Institution's Maritime Innovation Award, presented in conjunction with QinetiQ, had been awarded to Magma Structures.

This annual Award recognises outstanding scientific or technological research in the areas of hydrodynamics, propulsion, structures and material, and which offers the potential to make significant improvements in the design, construction and operation of marine vessels and structures.

In 2015 Magma Structures built and delivered the world's tallest, carbon composite, free-standing masts for a private superyacht. The three masts are in excess of 90m and represent a step change in the design and manufacture of light-weight, highly technical free-standing structures. These masts are much larger than anything currently in build, including the current generation

of wind turbine blades, and with much higher bending loads. Despite their height, each cantilevered freestanding mast weighs around 50 tonnes and together the three masts support a sail area greater than a standard sized football pitch. They are able to rotate, adding to the complexity of design, and are fully automated in terms of sail deployment, sail setting and sail reefing. Each rig is embedded with hundreds of fibre optic sensors to give real-time, comprehensive load data on all aspects of the rig as well as safety warnings, historical data, condition monitoring and information to optimise sailing performance. This data is invaluable in verifying the design concepts of the rigs and giving load case data to minimize the maintenance requirements.

Magma Structures developed, tested, designed and built the masts using advanced composite manufacturing processes. The masts took three-and-a-half years to engineer and build and were stepped onto the private Sailing Superyacht 'A' in the autumn of 2015. Over 70 people worked on the build of the rigs, including an in-house team of naval architects, design engineers, mechanical engineers, FEA specialists and composite experts together with a workforce skilled in composite manufacturing.

The rigs are amongst the most technically challenging free-standing carbon composite structures to have been manufactured due to their size, design load requirements and the marine environment in which they will be used. The skills developed and experience gained from building these rigs are already having a direct impact on innovative composite projects being developed in other sectors including marine and maritime, defence, oil and gas, bridges and buildings, where the

Magma Structures Composite Masts stepped on Superyacht 'A'



Clive Johnson and members of the Magma team receive the Maritime Innovation Award.

benefits of manufacturing in composites can be significant.

The Maritime Innovation Award was presented by Sarah Kennedy, Managing Director of QinetiQ Maritime, to Clive Johnson of Magma Structures.

RINA – LR Maritime Safety Award

The Institution's Maritime Safety Award, presented in conjunction with Lloyd's Register to either an individual or an organisation, recognises a significant contribution to the improvement of safety at sea. The President announced that two Awards had been made in 2015, recognising both the joint achievement of a company and an organisation, and that of an individual.

Hovercraft Manufacturers Association and Griffon Hoverworks

The Maritime Safety Award was awarded jointly to Griffon Hoverworks and the Hovercraft Manufacturers' Association for their work in creating a dedicated Code of Practice and a regulatory process for the construction and certification of small hovercraft.

Prior to the introduction of the Hovercraft Code, existing standards were developed for large vessels operating internationally. Small hovercraft could not really meet these standards and, as such, the hovercraft sector in the UK has been restricted to craft operating mainly in the pleasure and military sectors.

This Code now legally permits the commercial use of small hovercraft where their unique operating abilities will be of great benefit. The development of the Code will drive forward safety standards

on small hovercraft and promote their technological development. Although a UK Code, other countries have already expressed interest in using the standards for their own domestic market.

Without direct benefit, the Hovercraft Manufacturers Association and Griffon Hoverworks have shared their detailed technical knowledge and experience for the good of the wider industry. Their work, which will lead to the improvement of safety in hovercraft, makes them worthy recipients of the Maritime Safety Award.

The Award was presented by Tom Boardley, Executive Vice President and Global Head of Corporate and External Affairs at Lloyd's Register, to Mark Downer from Griffon Hoverworks



Mark Downer and Russ Pullen receive the Maritime Safety Award

and Russ Pullen from the Hovercraft Manufacturers' Association.

Barry Deakin

The President announced that the second Maritime Safety Award was presented to Barry Deakin in recognition of his lifelong contribution to improving maritime safety.

For nearly four decades, Barry Deakin has carried out research into small craft of all types.

His work in comparing the level of safety afforded by the monohull and multihull stability criteria of the IMO Code of Safety for High-Speed Craft led to a new stability criterion relating the incidence of capsize to the size of the waves in relation to the vessel.

His work into the development and presentation of simplified loading guidance for fishing vessels has the potential to have a significant impact on the high fatality rate amongst UK fishermen.

Following a series of casualties in the early 80s Barry Deakin led much of the extensive research into stability requirements for sailing vessels. This work led directly to the Small Commercial Vessel Code of Safety for Sailing Vessels.

Following the loss of the 'Marchioness' in 1989, Barry led research into the behaviour of small motor vessels when involved in collision with a larger vessel.

His work is notable because it encompasses both original theoretical research and the identification of measures that will enable the results to be put into practice. By working in a pragmatic way with key stakeholders he has ensured that his work has made a lasting and significant contribution to the safety of small craft. His published papers have



Barry Deakin receives the Maritime Safety Award

been recognised on numerous occasions by the award of the Institution's Medal for papers of distinction.

Barry Deakin received the Award from Tom Boardley, Executive Vice President

and Global Head of Corporate and External Affairs at Lloyd's Register,

In congratulating those receiving the Awards, the President stated that individuals and organisations are nominated by members of the global maritime industry, and there was, of course, no finer recognition than that of one's peers.

Annual Dinner Photos

Photos taken at the Annual Dinner may be viewed and downloaded at www.dropbox.com/sh/2sxuy345gttr21b/AADgLtrXLt-gxMhAnPkTlzSWa?oref=e&n=45650858

2017 Annual Dinner

The 2017 Annual Dinner will be held on 26 April at the Lancaster London Hotel.

RINA-QinetiQ Maritime Innovation Award

Innovation is key to success in all sectors of the maritime industry and such innovation will stem from the development of research carried out by engineers and scientists in universities and industry, pushing forward the boundaries of design, construction and operation of marine vessels and structures

QinetiQ Maritime Innovation Award seeks to encourage such innovation by recognising outstanding scientific or technological research in the areas of hydrodynamics, propulsion, structures and material which has the potential to make a significant improvement in the design, construction and operation of marine vessels and structures

The Award is made annually to either an individual or an organisation, in any country. Nominations for the Award may be made by any member of the global maritime community, and are judged by a panel of members of the Institution and QinetiQ. The award will be announced at the Institution's Annual Dinner 26 April 2017

Nominations are now invited for the 2016 Maritime Innovation Award. Individuals may not nominate themselves, although employees may nominate their company or organisation



QinetiQ

Nominations may be up to 750 words and should describe the research and its potential contribution to improving the design, construction and operation of maritime vessels and structures

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

or by email to: maritimeinnovationaward@rina.org.uk

Nominations should arrive at RINA Headquarters by 31 December 2016

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

2016 Annual General Meeting

The 2016 AGM was held on 20 April at the Institution's Headquarters.

Resolutions adopted at the 2016 AGM

The following Resolutions were adopted at the 2016 Annual General Meeting:

Resolution 1: To elect Mr T Boardley FRINA as President.

Resolution 2: To re-appoint haysmacintyre as the Institution's auditors.

2016 Elections to Council

The number of vacancies being equal or less than the number of nominations, the following members are therefore deemed to have been elected as members of Council:

Vice-Presidents

D J Andrews
R Birmingham
N Pattison
D Aldwinkle

Fellows

A G Blyth
H A Karanassos

Members

A D King
P Gualeni
A Pattison
R Spink

Associate Members

N Desty

Medals and Prizes

Institution Medal of Distinction

The Institution's Medal for papers of distinction, published in the 2015 Transactions, was awarded to:

M G Moarbitto & M E Pawkov for their paper *Experiments with stepped planing*

hulls for special operations craft.

H Supomo, D Manfaat and A Zubaydi for their paper *Flexure strength analysis of laminated bamboo slats (Bambusa Arundinacea) for constructing small fishing boat shell.*

Jeom Paik Prize

The Jeom Paik Prize for the best paper on the subject of structures published by an author under the age of 30 in the 2015 Transactions was awarded to A Cubells for his paper *Photogrammetry measurements of initial imperfections for the ultimate strength assessment of plates.*

Samuel Baxter Prize

The Samuel Baxter Prize for the best paper on the subject of safety published by an author under the age of 30 in the 2015 Transactions was awarded to A M Bishop

for his paper *Energy use of fishing vessels in Tasmania.*

W H C Nicholas Prize

The W H C Nicholas Prize for the best paper on a design related subject published by an author under the age of 30 in the 2015 Transactions was awarded to V Rumawas for his paper *A content analysis of human factors in ship design.*

Ian Telfer Prize

The Ian Telfer Prize for the best paper on a design related subject published by an author under the age of 30 in the 2015 Transactions was awarded to Z Q Leong for his paper *RANS-based CFD prediction of the hydrodynamic coefficients of DARPA SUBOFF geometry in straight-line and rotating arm manoeuvres.*



A Cubells receives his Prize from the President



V Rumawas receives his Prize from the President



A M Bishop receives his Prize from the President



D Manley receives his Prize from the President

David Goodrich Prize

The David Goodrich Prize for the best paper presented at the 2015 Warships Conference was awarded to David Manley for his paper *The loss of HMS Sheffield: a Technical Reassessment*.

Small Craft Group Medal

The 2015 Small Craft Medal was awarded to Donald L Blount, in recognition of his significant

contribution over many years to improving the design of small high speed craft, particularly planing and naval craft.

2017 Annual General Meeting

The 2017 AGM will be held on 26 April at the Institution's Headquarters.

Linkedin

The RINA group on the online professional networking site LinkedIn provides a forum for members of the group to seek or provide technical information, or to discuss matters of professional interest. The group has a no advertising policy.

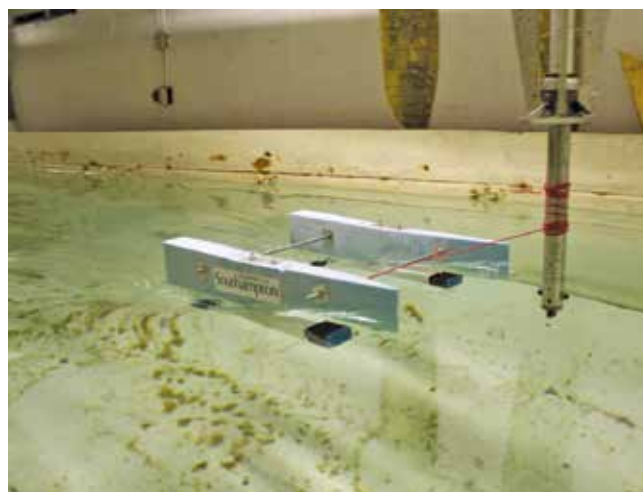
To join the LinkedIn group, go to www.linkedin.com/groups?mostPopular=&gid=3077992 or follow the link from the RINA website home page at www.rina.org.uk

Southampton Hydro Team - Update

The Southampton Hydro Team is a University of Southampton student-led project aimed at designing, building and racing an electrically powered boat in Switzerland. The Team will be competing with the best universities in the world during the Hydrocontest 2016.

The Team has tested concepts on the Boldrewood and Highfield towing tanks, and presented its findings at the Institution's Innovations in Small Craft Technology Conference.

The Team's Newsletter can be read at [www.rina.org.uk/hres/SouthamptonHydroTeamNewsletter%20\(3\).pdf](http://www.rina.org.uk/hres/SouthamptonHydroTeamNewsletter%20(3).pdf) and further details of the Southampton Hydro Team project can be found at www.southamptonhydroteam.co.uk/



Tank testing the boat

Letters to the Editor

Henry M Glass - Shipbuilder

Sir: I am researching Henry M. Glass born near Belfast in 1875. He was an apprentice draughtsman at Harland & Wolff. He then went to the adjoining yard of Workman, Clark. At the start of World War I he was a senior naval draughtsman at H & W and during the course of the war he returned to Workman, Clark where by 1917 he was General Manager with a workforce of 12,000 men. He was awarded an OBE in 1920 for his war efforts.

When Workman, Clark ceased trading in 1928 Henry (Harry) moved his family to Glasgow. This is where my trail of him goes cold. They then moved to London about 1934. He died

on 8 February 1947 at his home in Guildford, Surrey. Despite his seniority and awarding of an OBE for war services this man appears in very few records.

I would be grateful any information about Henry at any ship builders in Glasgow or London between 1928 and 1947.

Michael Traynor

traynormichael0@gmail.com

Lt Cdr Leonard B. Moffatt MINA RNR RD

Sir: I am trying to trace information about my former Instructor Commander who lectured on Ship Construction, Stability and Navigation at Leith Nautical College when I was a Student Cadet in 1953.

Lt Cdr Moffatt, who was resident in the Silverknowes area of Edinburgh, was a very well known water colour artists who painted many Merchant and Royal Navy ships including HMS *Magpie* under the command of HRH Prince Phillip. I have a small print of that painting given to me by HRH's Keeper of Arts and Private Secretary. I believe Lt Cdr Moffatt served as an Officer in the British India Steam Navigation Company before his Royal Naval service in WWII.

I would be grateful for any information which your members might be able to provide.

Gordon S. Milne.

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News from the Divisions, Sections and Branches

UAE Branch

At a recent Branch technical meeting, Mr Jagbir Singh Ghotra, Manager – Rigs, Drydocks World Dubai, presented at paper “Challenges in Rig Upgrade – A Shipyard Perspective”. The paper dealt with various challenges faced by the Shipyard in a Rig Integrity Assessment Program. Starting with Safety Risks associated with the upgrade, risks/challenges associated with various phases of the RIAP program were discussed.

At the same meeting, Mr Rahul Kanotra, CEng, Consultant Naval Architect, presented a paper “Overcoming Float-over Challenges”. As the oil industry is adjusting to recent unprecedented lows in oil prices, cost effective Floatover type installation is even more significant than it was in the past. However, with ever increasing sizes of topsides, limited availability of Floatover barges and harsher weather conditions Floatover technology has its own challenges, which need to be addressed and overcome. In the recent past industry players have come up with innovative solutions, and installation methods have been modified as per the requirements. In this presentation, the presenter talks about various methods used in industry to overcome floatover challenges. Technical details and



Chairman of the UAE Branch, Mr Ashik Subahani, and Mr Rahul Kanotra

constraints of Floatover analysis were also discussed in the presentation.

New South Wales Section

The NSW Section held its 18th AGM on the evening of 2 March, following the Australian Division AGM and the March technical presentation in the Harricks Auditorium at Engineers Australia, Chatswood, attended by ten with Alan Taylor in the chair.

Geoff Goodwin, Specialist Marine Propulsion and Failure Investigation, AADI Defence, gave a presentation on *Diesel Engine Development for Ocean-going Submarines* to a joint meeting with the IMarEST attended by 39 on 3 February in the Harricks Auditorium at Engineers Australia, Chatswood.

John Jeremy, of the Royal Institution of Naval Architects, gave a presentation on *The 21st Century Aircraft Carrier* to a joint meeting with the IMarEST attended by 45 on 2 March in the Harricks Auditorium at Engineers Australia, Chatswood.

Eric Clarke of MAN Diesel & Turbo Australia, gave a presentation on *MAN Diesel & Turbo's Approach to Emissions Reduction Technology* to a joint meeting with the IMarEST attended by 29 on

6 April in the Harricks Auditorium at Engineers Australia, Chatswood.

Bing Zheng Ho, a final-year naval architecture student at UNSW Australia, gave a presentation on *Design and Analysis of Composite-Metal Bonded Joints in Ships* to a joint meeting with the IMarEST attended by 26 on 4 May in the Harricks Auditorium at Engineers Australia, Chatswood.

Phil Helmore

CEMT Council meeting

The Council of the Confederation of European Maritime Technology Societies met at Lelystaad in the Netherlands. Topics discussed included:

- Careers for young engineers - online profiles
- Routes to professional qualification
- Code of Professional Conduct
- CEMT Award 2016
- Agreement on Cooperation between member societies
- Work placements for students
- Report of recent meeting of Central Commission of the Rhine Working Party on Inland Water Transport

The Council is chaired by RINA Chief Executive, Mr Trevor Blakeley.

Following the meeting, the Council visited the sailing vessel *Batavia*.

Members of the CEMT Council



Chairman of the UAE Branch, Mr Ashik Subahani, and Mr Jagbir Singh Ghotra



Registration as Registered Professional Engineer Queensland (RPEQ)

Professional Engineers in Queensland engaged in a professional engineering service must be registered under the *Professional Engineers Act 2002* (QLD), unless they work under the direct supervision of an RPEQ.

Assessment

A successful assessment of qualifications and competencies under Part 2 of the *Professional Engineers Act 2002* (Qld) is required before lodging an application with the Board of Professional Engineers QLD for registration as a Registered Professional Engineer of Queensland (RPEQ). Applicants must apply for assessment under an approved assessment scheme.

The Royal Institution of Naval Architects is approved as an Assessment Entity, ie authorised to assess applications for registration as RPEQ.

Following successful assessment, the Royal Institution of Naval Architects will issue a *Letter of Assessment* to be sent by the applicant to the Board of Professional Engineers QLD.

Requirements

Applications for registration as RPEQ will be assessed against the academic and professional competence requirements for Chartered Membership of the Institution, ie Member of the Royal Institution of Naval Architects (MRINA) and Chartered Engineer (CEng) with the Engineering Council of the UK. Applicants are not required to be members of the Institution.

The required academic qualification is a 4-year degree at BEng level or its equivalent, accredited by a signatory to the Washington Accord, or approved following individual assessment by the Institution.

Applicants are required to have achieved defined standards of professional competence in the fields of design, engineering practice and management.

Applicants are required to be currently practising naval architecture or related engineering discipline at that level.

Application For Registration

Applicants for registration as RPEQ who are already Chartered members of the Institution are required to provide an updated Professional Review Report, detailing professional activities undertaken since gaining Chartered membership.

Non Chartered members of the Institution

Applicants for registration as RPEQ who are not Chartered members of the Institution will be required to submit a Professional Review Report, detailing their academic achievement and professional activities since graduation. They will also be required to undertake a Professional Review Interview.

Applicants are required to submit certified photocopies of their academic qualification. Applicants will be advised if individual assessment of academic qualifications is required, and information to be submitted.

Successful applicants will not be elected as members of the Institution or registered with the Engineering Council, unless requested with their application. Appropriate membership and registration fees will apply.

Application and more information

Queries and applications should be made to Membership@rina.org.uk

The Institution Library

The Institution Library

The Denny Room houses the Institution's collection of 3,000 books covering a wide range of topics in the design, construction and management of marine vessels and structures. The library catalogue may be viewed online at <https://cloud.collectorz.com/rina/books>

Books are not available on loan, but members are most welcome to visit the Denny Library at any time when not in use for meetings, conferences, etc. Please check with Sara Phillips at 020 7235 4622 or sphillips@rina.org.uk to check its availability.

The Denny Room

The Denny Room is the main public room at the Headquarters is the Denny Room, named after Sir Archibald Denny.

Archibald Denny was a member of the Denny family who had been involved in shipbuilding in Dumbarton from the early 19th century. William Denny & Sons of built over 1,500 ships at their Dumbarton yard between 1844 and 1963. They built all types of ships but were particularly well known as builders of fine cross-channel steamships and ferries. Always innovators they were responsible for a number of firsts, including *Rotomahana* (1878) – the first all steel merchant ship; *King Edward* (1901) – the first commercial turbine steamer; *Robert the Bruce* (1834) – the first all-welded vessel. Denny's was the first commercial yard to use a Ship Model Experiment Tank. In charge of technical developments at the shipyard, Archibald Denny was closely associated with Denny's international reputation for innovation and high quality ship design.

The Denny Room may be hired by members for meetings, conferences etc at a discounted rate. For details of availability and cost, contact Sara Phillips at sphillips@rina.org.uk

The Denny Room, housing the Institution's library



THOUGHT OF THE MONTH

The ideal engineer is a composite ... He is not a scientist, he is not a mathematician, he is not a sociologist or a writer; but he may use the knowledge and techniques of any or all of these disciplines in solving engineering problems.

N. W. Dougherty, 1955