



Invite for Branch Meeting & Technical Paper Presentation

- Date/ Time** - **Tuesday, 31 October 2017, 6.30 PM to 9:00 PM.**
- Venue** - **Al Ain Ballroom (Mezzanine Floor), Royal Rose Hotel, Abu Dhabi**

Agenda

6.30 PM – 7.00 PM	Networking/ High Tea
7.00 PM – 7.50 PM	<p>Paper Presentation 1: Naval Ship Design – Risky Business?</p> <p>Prof. Michael Fan BEng(Hons) CEng FIES FIMarEST FRINA Head of Engineering, Abu Dhabi Ship Building PJSC</p> <p>Synopsis:</p> <p>This paper will trace the learning curve of the methodology known as Risk Based Design (Design for Safety).</p> <p>It starts by providing a brief description of the current prevailing safety system (prescriptive Rules Based), before developing the case for the emerging safety system, which revolves around inter-related principles like Design for Safety (DFS), Risk Based Design (RBD), and Life Cycle Risk Management (LCRM).</p> <p>It will provide real implementation examples at both local and whole ship levels of what is now regarded as an established methodology in the commercial world (in particular in the cruise liner business). The cruise liner example was selected because it has been designed using the RBD methodology, and we believe that as a ship type it is comparable in features and complexity to naval platforms; it is a knowledge-intensive and safety-critical ship – i.e. exactly the same as a naval platform.</p> <p>The paper will conclude with highlighting the challenges that lie ahead, and the opportunities awaiting those willing to rise to those challenges.</p> <p>Presenter Profile:</p> <p>Michael Fan is a naval architect with 28 years' experience in the marine sector. He was a lecturer in Naval Architecture at the University of Strathclyde for nine years, before holding positions as Technical Authority for the Type 45 Destroyer, and the Queen Elizabeth Class Aircraft Carrier programmes for the UK's Royal Navy. He has held the position of Head of Naval Architecture for Babcock and BAE Systems, before joining ADSB as Head of Engineering in 2017. He holds a 1st Class BEng(Hons) in Naval Architecture, is a Chartered Engineer, and a Fellow of the Royal Institution of Naval Architects (RINA), the Institute of Marine Engineering, Science & Technology (IMarEST), and the Institution of Engineers & Shipbuilders (IES). Since January 2016, he also holds the post of Visiting Professor in Naval Architecture at the University of Strathclyde.</p>





7.50 PM – 8.20 PM



Paper Presentation 2: Wind Farm Market Updates and Challenges on Operating Middle East Specified Jack-up Barges at North Sea

Ashik Subahani, CEng, FRINA, FSNAME, MIIMS
Managing Director, Great Waters Maritime LLC Dubai

Synopsis:

The Oil Industry ventured offshore over 70 years ago and has developed specialist vessel types to permit continuous work activity in increasingly harsh environments. The Gorilla-class of Jack-Up was cutting edge technology in 1980's – 300ft operating water depth. Now Jack-Ups are designed for 500ft water depth. Offshore Wind Farms have been driving the demand for specialist vessels to install and maintain infrastructure offshore and the offshore wind industry can benefit from looking at the historical development of the oil and gas solutions in the offshore environment especially in North Sea. A myriad of vessels have been pressed into service; floating monohulls predominate with some Jack-Ups. Installing and accessing Wind Turbines at height is a technical challenge that none of the vessel types in use to date can perform without being affected by offshore environmental factors and creating significant safety risks and (Non productive time) NPT. Floating vessels experience relative motion to the Wind Tower causing NPT. The Jack-Up vessels in use suffer NPT when crane operations are limited by poor weather conditions. The paper will cover the challenges on using jack up barges at North Sea Environment emphasizing stringent criteria to be followed in comparison with Middle Eastern Standard and its economics. The presentation will also briefly discuss about the multi-purpose jack up barges which are considered to be the step change method to offshore wind industry.

Presenter Profile:

Ashik started his career in the design department of Corporate Shipyard, Calcutta, after graduating in Naval Architecture and Ship Building from Cochin University in 1994. Later in 1997, he joined Alan R Conroy & Partners, a distinguished marine and Oil & Gas consultant in Dubai. In 2005 he joined BCTQ consultants and became the General Manager, looking after their business in the Middle East Region. He became part of Great Waters Maritime, another UAE based maritime, offshore, oil and gas consultancy during 2012. Ashik has vast experience in design and project management of offshore structures, mobile offshore drilling units, jack-ups barges, crane vessels, FSOs, FPSOs, Tankers and various ship types. He is an authority in design of ships and jack-ups. He is a Panama accredited marine surveyor. Ashik is also a technical committee member of American Bureau of Shipping (ABS) Middle East and South East Asia.

8.20 PM – 9.00 PM

Networking / Dinner

RINA UAE Branch

THE ROYAL INSTITUTION OF NAVAL ARCHITECTS



Location Map for Royal Rose Hotel

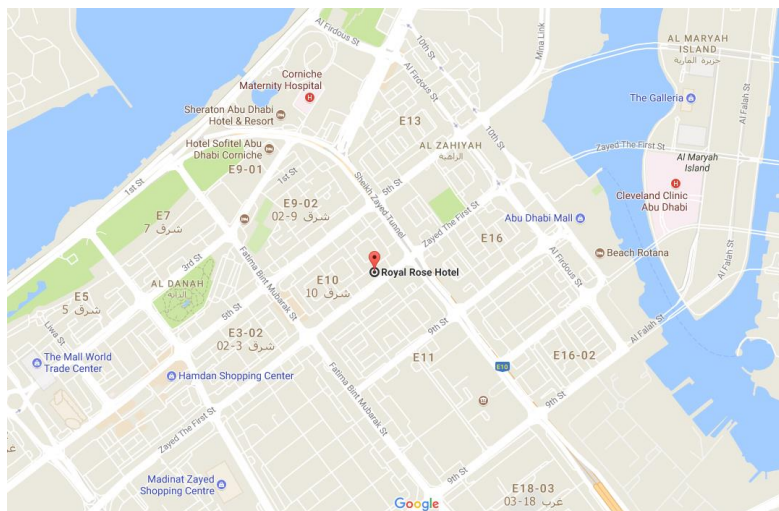
(Free Valet Parking for all Attendees)

GPS coordinates: 24 29' 36" N 54 22' 22" E

Address: 1025, Sheikh Zayed the 1st Street, (Electra Street, 7th Street - Al Markaziyah District - Abu Dhabi

Phone: 02 672 4000

Note: For attendees traveling by car from Dubai, we suggest you to take the **exit towards Saadiyat Island/Yas Island**. Follow the road towards Mina Link until you reach the central Abu Dhabi. It would take approximately **1 hour and 30 minutes'** drive from Bur Dubai so plan your travel accordingly.



Supported by:



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