



RINA AFFAIRS

JANUARY/FEBRUARY 2021

The Newsletter of the Royal Institution of Naval Architects

CHIEF EXECUTIVE'S COLUMN



Welcome to my first Chief Executive column of 2021 and a belated Happy New Year to all our members celebrating the Chinese New Year.

Whilst I continue to look forward to meeting you all in person I have managed to support many of our global programmes and initiatives, including but not limited to attending standing committee and division, section and branch technical meetings, international conferences and talking with members in all sectors of the industry. I enjoy listening and directing the operation accordingly.

I would like to acknowledge the hard work and dedication provided by our division/section/branch chairpersons, hon. secretaries and treasurers and members for delivering a full events programme and I would like to thank them for their leadership, energy and drive making our meetings enjoyable and available to everyone.

Like many of us the black swan events over the last year have led to uncertainty and enact change and the Institution recognises the challenges faced by the maritime industry, of which I am sure members will be only too aware. Notwithstanding such challenges, the Institution has maintained its standing in the international maritime industry which is unmatched by any professional society serving the professional needs of those involved in the design, construction and maintenance of marine vessels and structures.

We embrace innovation disrupters that challenge the status quo, and my vision is to embrace RINA digital transformation and provide step change through our RINA digital roadmap which will provide easier access for communication and engagement for everyone, after all its your RINA and we want you to feel part of our global community.

Digital tools will improve communication and the facilitate new ways to onboard potential members and support continual professional development and accreditation, enhance our events programme and support our operation efficiency.

We maintain our support for over 70 universities and many companies across all sectors of the maritime industry bolstering community networking and leading discussion within marine science regarding environmental, safety and innovative design, maintenance and operations of ships and vehicles and promoting the outstanding quality of work for everyone to enjoy and be proud of.

The Naval Architect celebrates its 50th anniversary in April 2021 and we look forward to issuing this special edition and showcase the Institution's range of technical magazines with a global circulation in over 100 countries.

We encourage all members to reach out and connect with your local RINA community and please participate as we look forward to hearing your voice and discussing exciting news and lectures tackling the latest hot topics delivered by leaders in our community.

RINA really is phenomenal and as the CEO I am proud to have inherited such a rich tapestry of engineering prowess and history and work with the thought leaders of today and tomorrow.

I make no apology for beating the drum for the Institution, and I invite all members to do the same in whatever way they can. Membership is something to be proud of.

From all at RINA HQ stay safe and we look forward to working with you as we progress into 2021+.

Finally, on your behalf, I would like to thank the other members of the Headquarters team for the contribution they have made to the success of the Institution over the past year.

Chris Boyd, *Chief Executive*

IN THIS ISSUE

2021 Membership and Registration Fees

Members should now have received their fees renewal notice for 2021.

News from the Branches and Sections

Presentations given at many of the RINA Branches and Sections around the world can be viewed on the RINA YouTube channel.

2021 Events Programme

RINA's 2021 events programme contains a range conferences and courses.

ISWG-GHG 7, MSC 102 and MEPC 75

IMO Committee members were in attendance of these virtual sessions.

Members are requested to join the CPD Assessment Panel

Training and guidance on the review of Reports will be provided to members of the CPD Assessment Panel.

Letters to the Editor

Naval architect and traditional boat builder is seeking advice on how to price their preliminary schooner design for a prospective builder and also any tips or insight on setting up their own business. Can you help?

RINA-Greek Shipping Co-operation Committee

The RINA-Greek Shipping Co-operation Committee Student Naval Architect Award was held online via NTUA Athens in February.

RINA IMO Committee establishes new annual award

The annual award has been established in memory of long-standing IMO Committee member Petros Contraros.

2021 Membership and Registration Fees

2021 Annual Membership and Engineering Council (where appropriate) Renewal Notices have been issued by email, with postal copies only going to members for whom no email address is held.

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

All members are entitled to receive the printed and digital issues of *The Naval Architect*, *Warship Technology* and *Offshore Marine Technology*. Members have the option to receive the digital version only, with a corresponding reduction in membership fee. Many members find this to be the most convenient method of receiving and reading magazines either via the RINA Publications App or simply opening it up on the PC, with a financial saving to both the member and the Institution.

Members receiving the digital issue have access to all archived issues. Members are requested to check their My RINA page on the Institution's website before paying their 2021 Membership fee, to ensure that they are receiving the correct magazine version or to opt to receive the digital version only.

Members are also asked to review their standing order for magazines and the Transactions (the *International Journal of Maritime Engineering*).

I strongly urge members who have not already subscribed, to consider *Ship & Boat International* and *Shiprepair & Maintenance*. They are first class magazines and are widely acknowledged within the world of our maritime industry as leaders in their field. The more copies sent to members means larger circulations, which increases the Institution's income and will in turn be invested into your RINA. Details of the magazines are held on the website.

I would ask all members to check and update their personal data given on their My RINA page or by email to membership@rina.org.uk. This ensures that you receive your benefits and will assist in publications not being sent to the incorrect address, which increases administrative costs with regards to postage and printing.

Council Elections 2021

Nominations have now closed for regional corporate and non-corporate members as per table 1. Mi-Voice Electoral Management Services will conduct the 2021 election on the Institution's behalf.

Following the change to the By Laws in 2019, members of Council are nominated from and elected by members in each Region. The number of seats on Council allocated to each Region is in proportion to the number of Corporate and Non-Corporate members in the Region.

Table 1 Corporate & Non-Corporate council vacancies 2021

Region	Corporate Vacancies	Non-Corporate Vacancies
UK	0	4
Europe	1	1
ME + Africa	0	1
Asia	0	2
Pacific	2	1
Americas	0	1
Total	4	9

THOUGHT FOR THE MONTH

"Ambition is the path to success. Persistence is the vehicle you arrive in."

Bill Bradley

New Members Wanted

Dear Member

Online meetings and conferences have enabled us to reach out and maintain our communication during the past year, which has been a fantastic tool, but we have missed the face-to-face meetings.

I am writing to ask for your support in encouraging your colleagues and students, where applicable, to follow your lead in becoming a member of the Royal Institution of Naval Architects. They will enjoy the benefits of membership and being part of the world's leading professional institution for those involved in the design, construction and maintenance of marine vessels.

I would be grateful if you could forward the name, position and email address of any colleagues who you wish to introduce as a member.

Please send your email to: hq@rina.org.uk

NEWS FROM THE BRANCHES & SECTIONS

New South Wales Section

Rob Gehling, Secretary of the Australian Division and Vice President of the Pacific Region of RINA gave a presentation on *Are Naval Architects More than Just Designers?* as a webinar using RINA's Zoom software platform with the Deputy Chair of the

NSW Section, Phil Helmore, as MC on 2 December. This presentation attracted 33 participating on the evening, including the new Chief Executive of RINA, Chris Boyd, from south Wales in the UK.

Phil Helmore

North West Branch

The *Design of an Offshore Wind Farm* presented by Rupert Berryman lecture was presented on the 28 January 2021 and this seminar tackled the following aspects from designing an offshore wind farm:

- Energy payback
- General Design
- Construction
- Installation vessels
- Previous builds.

London Branch

Jan 20 – In this presentation, Rodrigo Perez Fernandez, PhD MSc CEng CMarEng FRINA MSNAME MCOIN MIMarEst Marine Business Unit Area Manager, Naval Shipbuilding, SENER, Madrid, Spain presented a seminar on *'The conquest of the sea: Naval Architects and Marine Engineers behind the success'*

Southern Joint Branch

Jan 20 – In his presentation *'Sandwich Plate Systems'*, Ian Nash, SPS Technology, discussed how the structural maintenance on vessels is growing, both in terms of demand and complexity – this requires a new, innovative approach, and an overhaul of decades-old approaches to vessel crack repair, to unlock cost, time, environmental and safety benefits.

In this lecture it is examined how the combination of these factors

suggests an overhaul is required in the maritime industry's approach to vessel crack repair. While repair techniques have remained static for many years, structural composites such as SPS Technology's Sandwich Plate System (SPS), which has a 20-year track record in the industry, offer a cost competitive alternative that's fast, non-disruptive and delivers improved strength, compared to conventional steel structures.

THOUGHTS FOR THE MONTH

"Engineering problems are under-defined, there are many solutions, good, bad and indifferent. The art is to arrive at a good solution. This is a creative activity, involving imagination, intuition and deliberate choice"

*Sir Ove Nyquist Arup,
(1895 - 1988)*

Western Joint Branch

Jan 21 – *'Superyachts current and future challenge'* by Alex Meredith Hardy Lateral Naval Architects

The superyacht industry has seen significant growth over the last two decades and has established itself as a booming sub-sector of the wider maritime industry.

When it comes to the design and engineering of these impressive projects, Lateral Naval Architects (a part of BMT) have established themselves as leading

players in the market. Many of the challenges faced on these projects are similar to those of the wider industry, but some are particular to yachting, such as confidentiality, comfort, large project teams including exterior and interior designers. This lecture presents and discusses these challenges in more detail.

The superyacht industry is also subject

to the same rules and regulations. The challenges of IMO 2050 are as relevant to yachts as the rest of the industry. However, considering some of the stakeholders, it could also present opportunities. The lecture discusses Lateral's "Futurology" framework and focuses on some of its recent yacht projects with special attention given to optimisation and alternative fuels.

2021 EVENTS PROGRAMME

PLEASE NOTE

Due to the rapidly changing nature of events, conference dates and format may be subject to alteration

BIOFOULING 2021

Dates to be announced
www.rina.org.uk/Biofouling_2020.html

DRY DOCK COURSE

2-5 March 2021,
 Online
www.rina.org.uk/Dry_Dock_Training.html

MARITIME INNOVATION/ EMERGING TECHNOLOGIES

17-18 March 2021,
 Online Conference
www.rina.org.uk/Maritime_innovation_2021.html

SHIP'S LIFE-CYCLE CONFERENCE

31 March-1 April 2021,
 Online Conference
www.rina.org.uk/Ships_life-cycle_2021.html

CYBER SECURITY TRAINING COURSE

12-16 April 2021
 Online
www.rina.org.uk/Cyber_Security_Training_course.html

WARSHIP 2021

2-3 June 2021,
 Online
www.rina.org.uk/WARSHIP_2021_Future_Technologies_In_Naval_Submarines.html

WIND PROPULSION 2021

September 2021,
 London, UK
www.rina.org.uk/Wind_Propulsion_2021.html

CONTRACT MANAGEMENT FOR SHIP CONSTRUCTION, REPAIR & DESIGN

20-22 October 2021,
 London, UK

WATERJET PROPULSION 2021

October 2020,
 London,
 UK

POWER & PROPULSION ALTERNATIVES FOR SHIPS

October 2021,
 Online Conference

THE ROAD TO MARITIME AUTONOMY

November 2021,
 Online Forum
www.oneseaecosystem.net/

PROTECTING MARINE ENVIRONMENT THROUGH DESIGN, CONSTRUCTION AND OPERATION

November 2021,
 London, UK



USE OF THE RINA CREST

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

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

PUBLICATION NEWS

Digital RINA

It is the policy of the Institution to make full and effective use of available IT and digital media to inform and engage with members of the Institution and the wider maritime community and beyond. It achieves this through its publications – Technical magazines, Transactions, Conference Proceedings, eNewsletters, YouTube, and Social Media.

Social Media

The Institution's social media accounts on LinkedIn, Facebook, Twitter, and Instagram provide the opportunity to update members and others on the Institution's activities, and for members to engage with the Institution and other members of the maritime community.

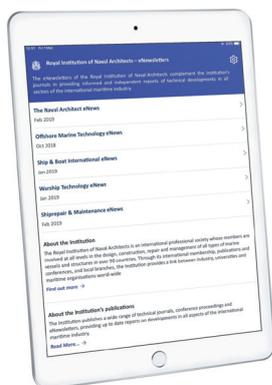
Technical Magazines

The technical magazines – *The Naval Architect*, *Ship & Boat International* etc – are published online and may also be viewed through the RINA Publications App which may be downloaded from the Google Play Store and Apple Store.

Technical Newsletters

The Technical magazines each have their own eNewsletters – *The Naval Architect eNews*, *Ship & Boat International eNews*, etc – publishing significant articles contained in the current issue and material which did not make it to the magazines.

The eNewsletters may be viewed online or through the RINA eNewsletter App, which may be downloaded from the Google Play Store and the Apple Store. Members and subscribers are advised through the eNewsletters and by App notification when a new issue is available for reading.



RINA eNews

RINA eNews is the Institution's regular email newsletter to members, reporting on the activities of members and the Institution. Occasional Special Issues of RINA News focus on Publications and Events.

Events News

Full details of the Events programme may be viewed online www.rina.org.uk/events_programme, or through the RINA Events App, which may be downloaded from the Apple Store and the Google Play Store.



Conference Proceedings

Delegates to RINA conferences may access the papers presented at the conference online, together with the associated Powerpoint presentation, through the Institution's Dropbox account. Selected presentations are published on the Institution's YouTube Channel.

YouTube

Over 40 videos of presentations at conferences, Section and Branch meetings may be viewed on the RINA YouTube Channel. More are being added on a regular basis and you can also subscribe to the YouTube Channel.

Transactions

The reports of scientific and technical research are published in the IJME. Members have online access to all papers published in the Transactions – IJME.

Publication in the IJME (4 issues per year) will also enable such papers to be published more quickly after submission and reviewing. Such papers will also benefit from the higher impact factor of the IJME.

We welcome papers from all sectors of the maritime industry.

RINA Affairs

Reports on the Institution's and members' activities and is the Institution's bi-monthly House Magazine. RINA Affairs may be read as a pdf file or online or on the RINA Affairs App, which may be downloaded from the Google Play Store and the Apple Store.

TECHNICAL COMMITTEE NEWS

IMO Committee members attend ISWG-GHG 7, MSC 102 and MEPC 75

The short-term GHG measures discussion has been the most critical issue for this session of MEPC and ISWG-GHG 7 as a significant body of work and associated legal text amendments needs to be finalised in time for MEPC 76 in June 2021 to allow entry into force of the measures on 1 Jan 2023. The measures will cover most existing ships.

In the run up to ISWG-GHG 7 and MEPC 75, RINA participated in numerous virtual discussion meetings with member states and ICS. MEPC 75 initiated or continued a total of three correspondence groups – carbon intensity guidelines associated with the short-term GHG measures, which has an extremely compressed timescale to develop a significant amount of guidance with far reaching implications: an air pollution CG looking at amongst others revision of the minimum power requirements, and finally a CG on EEDI phase 4 review. RINA are participating in all three and the Chair is grateful to Kirsi Tikka for stepping in to assist with the coordination of responses to the carbon intensity CG.

SDC and SSE will not meet in 2021, however, the LSA CG will continue to work and RINA has continued to contribute to that CG.

The Chair and Prof Dominic Hudson are also involved in an ad-hoc working group hosted by BIMCO with the participation of some IACS members dealing with issues around deriving and verifying reference speeds (the speed achieved at 75% MCR at summer load line and even keel) for existing ships that will be subject to the EEXI (estimated to be around 30,000 ships) and for which calculation and verification will need to be accomplished by the end of 2023.

The Committee has continued with outreach activities, including mentoring a third-year UCL student on an LSA project and holding discussions with the Nautical Institute on safe minimum powering of ships and engine power limitations.

The group on safety of car carriers is currently searching for a new chair, however, a major car carrier owner has expressed interest in participating.

NEWS

International Journal of Maritime Engineering

Following on from the Chief Executive's comments in the last *RINA Affairs* regarding the Institution's recent agreement with the University of Buckingham Press, it is worth bringing the membership up to date with changes in the editorial arrangements for the *International Journal of Maritime Engineering* (IJME). This is the primary organ for the Institution in performing its task as a learned society (and the leading international body in the field of naval architecture and maritime engineering). The four quarterly Parts of IJME, and any supplementary issues are then annually incorporated in the Transactions of the RINA, itself first published in 1860. The remit for the *IJME* is to publish articles and discussions on the latest technical and scientific research and practice associated with the design and construction of marine vessels and offshore structures.

The scope and international contributors to IJME articles continues to expand and it has therefore been decided that the task of the Editor, in these days of rapid reviewing and publishing journal articles, is no longer being adequately supported by a traditional Editorial Board. It is seen that a new editorial arrangement, possibly supported by a more strategic "Editorial Advisory Board", would be to have an Editor-in-Chief supported by five Associate Editors, each of which would be the authority and lead on assessing submitted papers in one of five broad fields. These fields (based on a survey of recent papers submitted to the Editor) would be:

1. Vessel Control, Autonomous craft and autonomous shipping.
2. Hydrodynamics and CFD applications.
3. Ship and offshore structural design and materials.
4. The Design of Ship (and Offshore Structures) and Construction issues.

5. Safety matters, Environmental issues and wider maritime matters of engineering relevance.

The Editor-in-Chief would initially survey each submission and, if deemed to be on an appropriate subject for IJME, allocate that submission to the relevant Associate Editor. Each Associate Editor would then (using the support of the RINA Secretariat/UBP) choose suitably qualified and experienced reviewers for the paper, who would be sent the submission, the Associate Editor will then assess the reviewers' comments and seek and verify the authors' response and appropriate corrections by, if necessary, redrafting the submission. Once the Associate Editor is content the paper is of an adequate standard to be published in the *IJME*, the paper will be forwarded to the Editor-in-Chief, who will have the final editorial responsibility on behalf of

the Institution in accepting the paper for publication in the *IJME* (in the quarterly Part A, appropriately on-line and in the annual bound Transactions).

The Editor-in-Chief will not only rely on each Associate Editor as the expert in their field while encouraging novel and scientifically justified expositions. One of the abiding features of the RINA Transactions and *IJME* is the published written discussions (often by experts recommended by the authors, who will

also provide their written response to issues raised in the discussion). This feature in the *IJME* has reduced in recent years but the Institution is keen to revive this particularly distinct feature as it both encourages the membership's involvement in current developments and enhances the status of *IJME* papers, in comparison with competing journals. It is also hoped that the Associate Editors will themselves be encouraged to support a greater level of discussion, which is consistent with the

Institution seeking to raise the profile and standing of the journal.

Several of the Associate Editors have already agreed to serve and it is hoped all five will be operating soon, at which point they will be identified to the membership. The current Editor of *IJME* is Professor David Andrews, FEng, FRINA, a former Vice President and recent recipient of the William Froude Medal, who will become Editor-in-Chief on the appointment of the Associate Editors.

Members requested to join the CPD Assessment Panel

Members will be aware that the Institution's Code of Professional Conduct requires them to only undertake work for which they are competent. Such competence will be achieved and maintained by Continuing Professional Development (CPD). It is recognised that the activities which contribute to such CPD will vary for individual members, depending on their employment. Guidance on the types of activity which may contribute are contained in the Institution's Guidance on Continuing Professional Development.

It is a requirement that members maintain a record of the CPD activity they have undertaken, and that such records be submitted when requested by the Institution. Selected Members will be required to forward a Report of CPD Activity, for the previous 12-month period, as advised by the Secretariat. Information on the format of such Reports will also be provided. The Reports will be assessed by the CPD Assessment Panel, which reports

to the Professional Affairs Committee. Following the review of CPD Activity Reports, members will be provided with feedback from the CPD Assessment Panel. The Institution does not set minimum hours or points, recognising that the CPD requirement and therefore activity will differ for each member. However, the feedback will comment on such factors as the overall balance of CPD activity and advise on where greater focus might be appropriate.

Training and guidance on the review of Reports will be provided to members of the CPD Assessment Panel, and each member of the Panel will be asked to review and comment on six to eight Reports per year.

Members who would be interested in joining the CPD Assessment Panel, or would like further information should contact the Chief Executive at hq@rina.org.uk

CONFEDERATION OF EUROPEAN MARITIME TECHNOLOGY SOCIETIES

The Confederation of European Maritime Technology Societies (CEMT) is an independent confederation of professional institutions (those involved in education and professional development) and learned societies (those facilitating the exchange of information) in the field of maritime technology. It was founded as the West European Confederation of Marine Technology Societies (WEMT) in 1971, and reformed as CEMT in 2003, to embrace all maritime professional societies in Europe.

Through its member Societies, CEMT is able to call upon the knowledge, skills and experience of over 35,000 professional naval architects, marine engineers and others in the field of maritime technology. It is therefore uniquely placed to contribute to the success of the European maritime industry.

The Institution is a member of CEMT and is represented by Trevor Blakeley FRINA, who is also Chairman of the CEMT Council. Information about CEMT is available on its website at www.CEMT.eu

Working as a maritime engineer in Europe

In addition to national restrictions on working in a country of Europe, some countries and companies may require a maritime engineer to register or be qualified as a professional engineer in order to carry out some roles.

General guidance on the academic and professional requirements for working in the maritime industries of Europe are given at www.cemt.eu/ProfessionalEngineersInEurope.html

Detailed requirements should be sought from individual member societies of CEMT.

Confederation of European Maritime Technology Societies Award

The CEMT Award is presented annually in recognition of the outstanding contribution to the success of the European maritime industry made by an individual, company or organisations.

Such contribution may be academic, technological, political or economic, and may have been made over a period of time or by the introduction of a product or service. Details of the Award and previous

recipients are at https://www.cemt.eu/cemt_awards.html

Nominations may be made by any member of the member societies of CEMT. Companies or organisations should have a European origin or have significant operations in Europe. Members of the Institution are invited to submit nominations for the 2021 Award. Nominations should be forwarded to the Chairman at cemt@rina.org.uk, to arrive by 15 March 2021.

CEMT on LinkedIn

The CEMT LinkedIn account provides an online opportunity for members of the European maritime industry

and community to raise and discuss professional matters of common interest on all topics, including design, construction, operation and regulation of maritime vessels and structure.

International Conference on Post Graduate Research & Development

The first announcement for the International Maritime Conference on Postgraduate Research in Maritime Technology (PostGradMarTec 2021) has been published on the CEMT website at:

<https://www.cemt.eu/PostGradMarTec2021.html>

LETTERS TO THE EDITOR

Dear Chief Executive,

I am naval architect and traditional boat-builder from Finland with some years of experience behind me working for other people and since already quite a while I have been considering of setting up my own business.

Few years ago, when still in process of finalising my degree in naval architecture, I did a preliminary design of 65ft. wooden schooner aimed for carrying cargo, that could act as a vessel for sustainable coastal transportation initiatives on relatively low-tech environments.

Now, after few lucky coincidences, I am finding myself in discussion with a prospective builder about developing the design further and selling the plans to them.

They are interested in building two of these vessels and hoping to begin with the construction of at least the first one already during 2021.

This obviously presents me with a great opportunity to get started with my planned boat design & building business and now I would need to quickly come up with a realistic price tag for my schooner design.

I have never needed to price my own work before and hence would be very grateful to hear from any established professionals who could point me to right direction with the 'industry standard' pricing and terms & conditions usually applied on this kind of contracts between designer and the builder/client.

I am not planning on selling away my rights to the design completely, but more looking on coming up with a reasonable 'design fee' for completing the plans of the vessel, and, on top of that, including a 'royalty fee' into the contract in case the concept proves successful and there will be more vessels of the same design build later on (this is what the customer is hoping for).

Besides the advice on this, I would be very thankful for any tips or insight on setting up my own business too.

The market I'll be aiming for is the general marine design/naval architecture with yachts & smaller workboats (with possibly building & repairing of wooden boats as a side business).

Best regards,
Ville Linder

Answers can be sent to: hq@rina.org.uk

RINA AFFAIRS

The Institution is not, as a body, responsible for opinions expressed in RINA Affairs unless expressly stated that these are the Council's views.

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The Chief Executive

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Nicola Stuart

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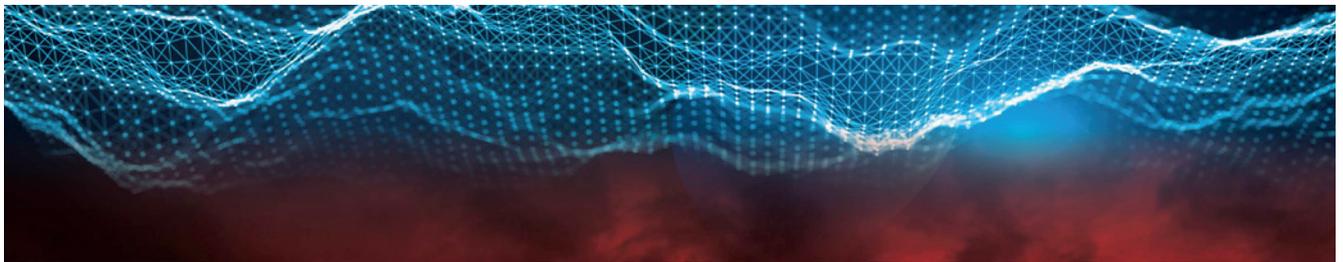
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CYBER SECURITY TRAINING COURSE

12-16 April 2021, Online



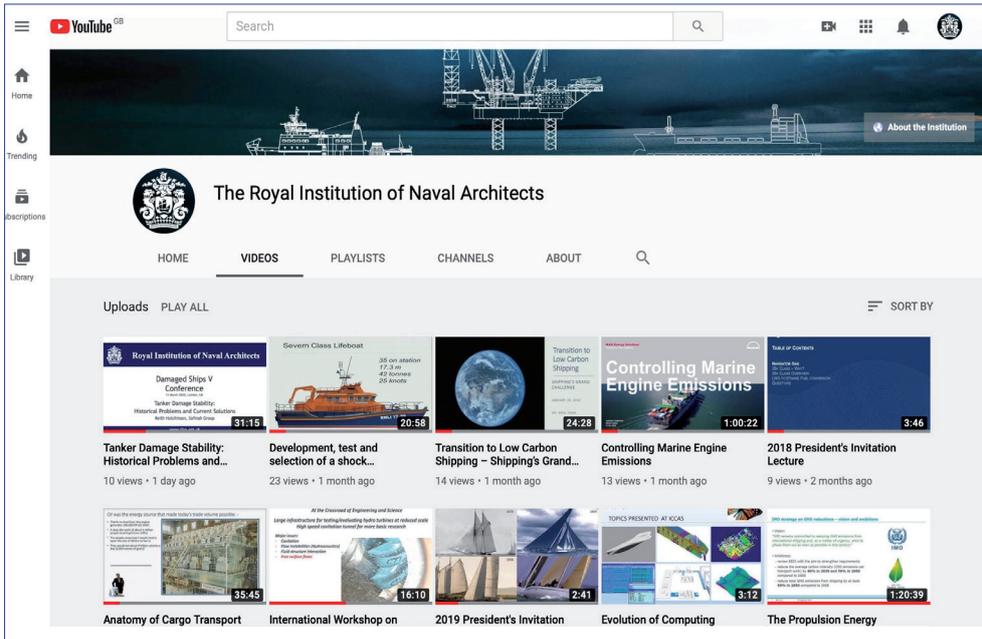
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YouTube Channel

Featuring:

- Conferences
- Presentations
- Lectures
- Interviews

View at:
bit.ly/2WYnuec

www.rina.org.uk

Dear Chief Executive,

I have recently released a couple of new books which your members may be interested in reading.

The eBook version is available on Amazon.com or contact mikewallassociates@gmail.com

1. 'Hatch Covers – Operation, Testing and Maintenance' by Mike Wall. Published 2008 by Witherby Seamanship International. ISBN 13: 978 1 85609344 6
2. 'Report Writing for Marine Surveyors' by Mike Wall. Published February 2011 by Petrosport. ISBN: 978-0-9548097-7-5 Available from www.petrosport.com/books

3. 'Running a Successful Marine Survey Company' by Mike Wall. Published by Petrosport, published late January 2015. ISBN: 978-1-908663-20-7 Available from www.petrosport.com/books
4. 'Report Writing for Professional Marine Engineers' by Mike Wall. Published Nov 2014 by IMarEST. ISBN: 978-0-9565600-5-6
5. 'Marine Surveying and Consultancy – An Introduction' by Mike Wall, published Jan 2017 by the author. Cost US\$99 + P&P. ISBN: 9-78-616-429-228-4.
6. 'Marine Warranty Surveying – An Introduction' by Mike Wall, self-published Jan 2017 by the author. Cost US\$99 +

P&P ISBN: 978-616-429-215-4

7. 'Ship Superintendency – An Introduction' by Mike Wall, self-published January 2020. Cost US\$149 + P&P. ISBN: 978 616 565 752 5.
8. 'Lifting and Lifting Gear Aboard Ship' by Mike Wall, self-published December 2020. Cost US\$120 + P&P. ISBN: 978-616-577-283-9
9. 'Supercargo Operations – An Introduction' by Mike Wall, self-published January 2021. Cost US\$140. ISBN: 978-616-577-534-2.

Best regards, *Mike Wall*

Answers can be sent to: hq@rina.org.uk

AWARDS

RINA-Greek Shipping Co-operation Committee

The RINA-Greek Shipping Co-operation Committee Student Naval Architect Award was held online via NTUA Athens on the 18 February 2021.

This is the 19th year of the Award, and it continues to be most successful in providing a worthwhile link between the university, the Institution and industry. I would like to thank the Greek Shipping Co-operation

Committee on behalf of the staff of the University and the Institution for its support.

This year the following candidates were selected and we enjoyed the presentations:

1. Konstantinos Kalatzis: "Numerical Simulation of propeller open water characteristics using CFD".
2. Anastasios Kallieros: "Development of skeleton mechanism for the burning of methane-hydrogen mixtures exploiting

generated entropy".

3. Michael Preventas: "Effect of low cycle/high amplitude loads on the moment carrying capacity of metal structures using FEM".

The event was extremely well supported and the award was given to Anastasios Kallieros for his presentation on 'Numerical Simulation of propeller open water characteristics using CFD. Well done to everyone who participated.

In memory: RINA IMO Committee establishes annual award

IMO Committee award recommendation to students of Naval Architecture on any subject related to a ship structural topic

We are saddened by the news of our colleague Petros (Peter) Contraros passing away in February 2021.

Petros was born in December 1947. He studied in the UK, initially earning his HND in Naval Architecture at Southampton College of Technology and then a Post Diploma, on the same subject, at Sunderland Polytechnic.

Immediately after completion of his studies in 1974, he joined the American Bureau of Shipping (ABS) as a Surveyor, where he worked tirelessly for 31 years. One of the highlights of his career was the development of ABS Rules (SafeHull) for Oil Tankers and Bulk Carriers in the 90s, managing a group of outstanding engineers in New York, USA. A passionate researcher in marine structures and ship safety, he served as a member of various IACS and IMO working groups, whilst he was also a Founding Member of the Hellenic Engineers Society of Great Britain since 1995. He also offered his

consultancy services to institutions such as INTERCARGO, the American P&I Club, the Union of Greek Ship Owners and the Greek Chamber of Shipping.

He was member of RINA since 1976 and proudly served on the RINA IMO Committee, contributing actively to the Institution's efforts for the improvement of Safety of Life at Sea and the Protection of the Environment. He loved working and educating young students and fellow engineers. All those who had the pleasure of working with him admired his unprecedented in-depth knowledge and understanding of marine structures and related issues.

RINA, in appreciation of Petros' life-long contribution to the Institution, has decided to establish in memory an annual award to students of Naval Architecture involved in a marine structures related field.