



RINA AFFAIRS

JUNE 2009

The Newsletter of the Royal Institution of the Naval Architects

CHIEF EXECUTIVE'S COLUMN



Although the founding members may not have recognised the term, the Institution's 'mission statement' in 1860 was "to promote and facilitate the exchange of technical and scientific information, views and discussion". That statement remains equally valid in 2009, and providing the access to that up-to-date technical information relevant to naval architecture and the maritime industry, essential to achieving and maintaining professional competence, remains one of the most important functions of the Institution. For many members, such access to information is the primary benefit of membership and essential to their continuing professional development

What has changed today is the volume of information which is available to those who are involved in the design, construction and maintenance of marine vessels and structures, and the means by which it is made available to those who search for it. To properly meet its 'mission statement' today, the Institution must provide information that is both credible and readily available to those who seek it. Today, such information is provided through the Institution's range of leading international publications, conferences, the Internet and local meetings.

The credibility of the information provided in the institution's journals and conference proceedings is, I believe, accepted and valued throughout the global maritime industry. Whilst information provided, for example, in company press releases provides a source of information, members and readers of the Institution's journals are reassured to know that all editorial in the Institution's journals is written under the by-line of the Institution's editorial staff or their contributors, often as a result of country or company visits by them. Editorial in support of advertising is not a feature of the Institution's journals! Similarly papers published in the Transactions or presented at conferences are always subjected to independent peer review. This may require a longer lead time for the Institution's conferences, compared with its commercial competitors, but is reflected in the quality of its conferences.

Whilst the demand for greater and more instant access to information has led to its journals, conference proceedings and Transactions being presented in electronic format, whether online or on CD-ROM, the Institution considers that this format is complementary to the printed format – there is a time and place for both, and for the foreseeable future, the Institution will continue to provide either or both where it is appropriate. For example, delegates to conferences will continue to receive the proceedings in printed format, rather than CD-ROM – at least until laptops have a battery life of more than 8 hours!

The publication of this and future issues of RINA Affairs online, employing the technology used for the journals will allow the development of the Institution's newsletter (complemented by its email newsletter - RINA News), not only in its presentation, but also in its content. But as with all the Institution's activities, it is for the members to judge, and I would welcome any and all feedback on this and all the Institution's publications.

Chief Executive

IN THIS ISSUE

2009 AGM

Resolutions, elections to Council, award of prizes and medals and the President's Address at the 2009 Annual General Meeting on 30 April are reported in full on page 2.

2009 SGM

Changes to the membership structure were approved at the 2009 Special General Meeting on 30 April are described on page 3

2009 Annual Dinner

The speeches and awards at the Institution's 2009 Annual Dinner, held again at the Royal Lancaster Hotel and enjoyed by members, companies and their guests, are reported on page 7.

International and National News

Applications are now open for travelling Fellowships from the Winston Churchill Memorial Trust for 2010. Each year the Trust awards some 100 Travelling Fellowships to UK Citizens to travel overseas to undertake study projects related to their profession, trade or particular interest.

The Secretary-General of the International Maritime Organisation invites nominations for candidates for the International Maritime Prize for 2009. - details on page 12

People in the News

Senior members of the Institution in the UK and Australia are honoured for their achievements – details on page 14

The Institution highest professional honour – the William Froude Medal – has been awarded to a distinguished Scottish Shipbuilder, known and respected by many members of the industry – details also on page 14

2009 Annual General Meeting

Elections to Council and awards of prizes and medals are announced at the 2009 AGM, which was followed by the presidents address.



The President opens the 2009 AGM at RINA Headquarters

The 2009 Annual General Meeting and a Special General Meeting were held at the Institution's Headquarters on 30 Apr 2009.

Resolutions

The following Resolutions were passed at the Annual General Meeting:

Resolution 1 - To re-elect Mr S Payne as President

Resolution 2 - To re-elect Mr A Marsh as Treasurer

Resolution 3 - To elect haysmacintyre as the Institution's auditors for 2009

Elections to Council

The following members were elected/re-elected to Council in 2009:

Vice-Presidents

D J Andrews+
D Aldwinckle

Fellows

R Birmingham
N P Pattison
IKAP Utama+
M d'Amico+

W Everard+
J Jeremy+
Members
P Gueleni+
R Buchan+

Graduate Members

R Spink

Institution medals and prizes

The following medals and prizes were presented at the AGM:

Institution Medal of Distinction

(for papers published in the 2008 Transactions)

R A Cartwright, P A Wilson, A F Molland and , D J Taunton for their paper *A Low Wash Design for a River Patrol Craft with Minimal Environmental Impact*.

I H G Parry for his paper *Development of a New Generation of Inland Waterways Maintenance Craft for the British Waterways Narrow Beam Canal System*.

Wakeham Prize

(Best general paper by an author under the age of 30)

S W Boyd for his paper *Co-Cured Structural Steel-Composite Joints for Deck to Superstructure Connections*.

W H C Nicholas Prize

(best paper on a design related topic by an author under the age of 30)

D Lafforgue for his paper *The Hydrodynamic and Dynamic Motion Analysis of a Damaged Ship*.

David Goodrich Prize

(best paper presented at the annual Warships conference):

Simon D Binns for his paper *Meeting The Current Challenge Of Designing High Capability SSKs*.

Samuel Baxter Prize

(best paper on a safety related topic by an author under the age of 30)

R Pawling for his paper *Integrating Personnel Movement Simulation Into Preliminary Ship Design*.

Small Craft Group Medal

The 2008 Small Craft Group Medal was awarded to Andrew Cloughton, for his significant and continuing contribution to yacht research.

Treasurer's Report to the AGM

The following report was made at the AGM by the Chief Executive on behalf of the Treasurer:

"The summarised Statement of Financial Affairs for the year ending 30 September 2008 is published with the Annual Report of Council, forwarded with the April issue of RINA Affairs. The full version of the Accounts is available from the Chief Executive and online.

Income in 2007/8 was £2.94m, compared to £2.56m in 2006/7, whilst expenditure in

2007/8 was £2.79m compared with £2.52m in 2006/7. These figures once again reflect an increase across the board in the Institution's activities.

There was an operating surplus of £151k in 2007/8, compared with £39k in 2006/7. Of this figure, £90k related to activities in 2006/7, leaving an operating surplus on 2007/8 activities of £61k. This comfortably exceeded the budgeted surplus of £32k, and was mainly due to an increase in advertising and conference revenue before the impact of the recession was felt. It will go some way to cushioning the expected downturn in the Institution's income during this financial year, caused by the recession, although at this stage, it is difficult to quantify what that will be. The Institution will continue to monitor the position and take corrective action if required.

However, the crisis in the world financial market did have a significant adverse impact on the Institution's investments. The total value of the Institution's funds investments at 30 Sep 2008 was £2.5m compared with £2.9m at 30 Sep 2007, reflecting the downturn in the market and reversing the increase seen over the previous two years. This downward trend has continued in 2008/09.

It remains Council's policy to maintain reserves at their current level in real terms in order to cover foreseeable future operating requirements.

The auditors expressed their satisfaction in the manner in which the Institution's Accounts were presented. The Council has therefore approved the Annual Accounts as presented to you. "

Special General Meeting

The following Resolution was passed at the 2009 Special General Meeting:

Resolution: "To make such changes to the By-Laws as may be necessary to introduce changes to the membership structure, as published in RINA Affairs."

Details of the changes to the membership structure are published on page 10

President's Address

The following address was made by the President, Mr Stephen Payne, at the 2009 AGM.

When I addressed you at this time last year, I confessed to a feeling of trepidation, but also of a deep sense of the honour and privilege which had been bestowed upon me by my election as the 28th President of this great Institution. At the end of my second year as President, I can report that whilst the feeling of trepidation may be less, the sense of honour and privilege I feel has not diminished. May I therefore thank you for providing me with the opportunity to enjoy a further year as your President, and to take the Institution into the year

"Membership over the past year saw a modest yet welcome increase in the 96 countries in which the Institution is now represented"

in which celebrates the 150th anniversary of its founding in 1860. I am sure none of you can be unaware of that momentous event, given the number of times the Chief Executive has made reference to it in RINA Affairs.

On looking back at the report of the Institution's activities and achievements which I made to you at the last AGM, I find that I could well describe the achievements and activities over the past twelve months as simply more of the same. Increasing the internationalism of the Institution, reflected in its membership and all its activities, encouraging the younger members of the naval architecture profession to

become more involved with the activities of the Institution and developing closer links with industry have continued to be the main priorities of the Institution. At the same time, the Institution has continued to improve the way in which it promotes and facilitates the exchange of information and discussion - as it has done since it was founded in 1860 - through its international publications, conferences and today, increasingly through the website.

Membership over the past year saw a modest yet welcome increase in the 96 countries in which the Institution is now represented, and is once again at its highest at any time in the Institution's history. A new Section was formed last year for members in South Australia and the Northern Territories, now giving every member in the Australian Division access to a local branch. For many members world-wide, the opportunity to meet with other maritime professionals at local Branch meetings represents one of the greatest benefits of membership, and I am pleased to report that the Branches, Joint Branches and Sections have had a very active programme of technical meetings and other activities. Once again, 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 Branch and Section Committees. Without their efforts such activities would not take place. I would also like to extend the same thanks to those members who serve on the Institution's standing committees or contribute in other ways, and without whose contribution the Institution would not enjoy the standing which it has in the global maritime industry. As for new Branches in the next twelve months, the Chief Executive tells me to watch this space.

Over the past twelve months, the Institution organised a record number of international conferences and training courses. Conferences were held in the UK, Italy, France, Singapore, Australia, New Zealand and China. As an example making its events more available to the members, the popular and successful Basic Docking course which had previously been only held in London

“Over the past twelve months, the Institution’s leading international technical journals were again distributed in over 100 countries”

was held for the first time in Australia and Singapore. During the next twelve months, the Institution will hold an even greater number of events, in the UK, Italy, Singapore, China, and Korea and for the first time, conferences in Belgium, Greece, the UAE and India.

Over the past twelve months, the Institution’s leading international technical journals were again distributed in over 100 countries, providing the access to up-to-date information that is vital to the success of both individuals and companies. During this time, online digital versions of the journals were introduced. This extension of the journals is considered to be essential if they are to remain competitive in the modern media era. It also provides further opportunity for advertising revenue.

The Annual Accounts again show the importance of the income which the Institution derives from its publications, and particularly its journals. The Institution is grateful for the work of the editorial staff in maintaining such high quality and to the advertising sales and production staff whose efforts ensure the commercial success of the journals.

The Institution has continued to develop its links with universities and colleges through the membership of students and staff, with such links now at more than 60 universities and colleges world-wide. The Institution continued to accredit academic courses that meet the Institution’s requirements for membership, which this year included applications from universities in the UK, India and Singapore, again reflecting the internationalism of the Institution.

That such organisations should seek endorsement of their courses by the Institution is yet another example of the standing which the Institution enjoys in the international maritime community.

The Institution continued to encourage the involvement of the younger members of the naval architecture profession in the Institution’s activities through student membership, sponsored places at RINA conferences and the prizes and awards which recognise their achievements and successes. This year, new RINA Student Naval Architect Awards were introduced in the UK, Malaysia and India, joining those already presented in the UK, Italy, Poland, France, Canada, Korea,

“Over the past twelve months, the Institution organised a record number of international conferences and training courses”

Indonesia, Australia, New Zealand, Myanmar, Singapore and China. These awards and conference places are mainly sponsored by local industry, and the Institution is grateful to all those companies whose sponsorship makes this possible. The Institution continually seeks to extend these and other awards, which provide a valuable link between industry and universities.

The Institution also again supported the Maritime Technology course, organised by the Universities of Southampton and Glasgow/Strathclyde on behalf of the Smallpeice Trust. This residential course for 14-16 year olds again resulted in a number becoming Junior Members.

The Institution also continued to give guidance and assistance to Graduate Members in achieving the necessary Initial Professional Development to become Corporate members of the Institution. A number of Graduate

Member Workshops were held during the year and the Institution assisted an increasing number of companies in producing Graduate Training Programmes which were subsequently accredited. It is reassuring that more companies are recognising both the necessity and value of being able to offer graduates such opportunity for career development.

For the second year, the Institution joined with the Boat International magazine and Camper Nicholson International in the World Superyacht Young Designer competition for both undergraduates and graduates, who were set the challenge of designing a superyacht of the future. Once again, the very high standard of entries for this competition bodes well for the future of this sector of the maritime industry. The Institution’s involvement with this Award is most appropriate for an institution which was founded to promote the art and science of ship design.

The Institution also recognised the achievements of the not so young members of the maritime industry in the awards and prizes which were announced earlier this morning. One award which I will formally announce at the Annual Dinner this evening, with both pleasure and sadness, is the award of the Froude Medal to the late Sir Robert Easton, Honorary Vice President and

“The Institution has continued to develop its links with universities and colleges through the membership of students and staff, with such links now at more than 60 universities and colleges world-wide”

Fellow of the Royal Institution of Naval Architects.

The 'William Froude Medal' is awarded from time to time to a person of any nationality who, in the opinion of the Council of the Institution, has made some conspicuous contribution to naval architecture and/or shipbuilding and whose services and personal achievements in this direction merit special consideration. The Medal may only be awarded to a person and not to an organisation or other corporate body. As such, it is the Institution's highest professional honour to an engineer.

The full citation for the award will be published in RINA Affairs, but I am sure many members will be aware of Bob's significant contribution to both Scottish and UK shipbuilding during his 42 year career which started as an apprentice at Fairfield Shipbuilding Company and ended as Chairman and Managing Director of Yarrow Shipbuilders Ltd.

This year saw an increase of 20 companies and organisations which have chosen to demonstrate their commitment to achieving and maintaining high professional standards in their employees by becoming Corporate Partner members of the Institution. The number now stands at over 80 companies and organisations, ranging from classification societies and shipyards to small design consultancies, from including shipping companies to equipment manufacturers, in 23 countries. This is yet another demonstration of both the internationalism and the standing of the Institution.

The Institution continued to work closely with other organisation which share the Institution's aims and objectives through its Agreements of Co-operation. It was a great pleasure to renew the Agreement with the Polish Society of Naval Architects and Marine Engineers, with whom the Institution shares a joint Branch in Poland. The Institution continues to play a leading role in the Confederation of European Maritime Technology Societies, of which the Chief Executive is the Chairman.

Whilst naval architects do not have a patent on safety, undoubtedly they and therefore the Institution have an important part to play in improving



"In the face of the undoubted difficult times which lay ahead, you may ask what the individual member can do to help"

safety at sea, as well as protecting the environment. Over the past 12 months, the Institution continued to make a positive contribution to the work of the International Maritime Organisation in its capacity as a Non-Governmental Organisation (NGO), representing the views of the professional societies which are members of the IMO Naval Architecture Group. I spoke earlier of the contribution which the members of the Institution's standing committees make, and that applies to all the committees. Nonetheless, I feel that I should make reference to the increasing workload of the IMO Committee, which forms the link between the IMO Naval Architecture Group and the IMO. During the year, members of the Committee attended all appropriate IMO Committee and Sub-committee meetings, and actively participated in many of the drafting and working groups. The Institution can take great satisfaction in its contribution to the work of the IMO where I believe it punches well above its weight as an

NGO, and where its contribution is both recognised and valued.

As in previous years, it has therefore been a very busy and challenging year for the Institution, not least for the Chief Executive and the members of the Secretariat. Without his and their efforts, whether it be in regards to membership, conferences or publications, the Institution would certainly not be the forward looking, highly respected international professional institution that it is today, with its modern outlook, responsive to the needs of its members and the profession. On your behalf, I would therefore like to thank them for their efforts over the past year.

I have so far given what I am sure you would agree is a very upbeat report on the Institution's activities and achievements, which provide much for us to be proud of and ample opportunity for us all to bang the Institution's drum. However, it would be remiss of me not to refer to the challenges which the Institution faces this year and beyond, arising from the impact of the global financial crisis and its effect on the maritime industry.

As the Treasurer alluded to in his report, the downturn in the industry's activities will inevitably affect all the Institution's sources of revenue, whether from membership, advertising in its journals, attendance at conferences and dividends from its investments. In some areas, such as advertising, the impact is already being felt, and in other areas, the full impact is yet to be seen.

Over the past ten years, the Institution has achieved a modest annual operating surplus, whilst at the same time both increasing and improving the services to members. However, if the Institution was a commercial company, I would be issuing a profits warning for the next year. As you would expect, the Chief Executive has taken a number of measures to maintain income, as far as that is possible in the current climate, and to reduce expenditure in the short to medium term where that can be achieved with the minimum impact on the Institution's ability to achieve those priorities which I spoke of at the start of my address.

It is too soon to accurately state what the impact on the Institution's finances

will be over the next year, and of course I will be reporting on the full impact and of any changes which might have been forced on the Institution at the next AGM. Nonetheless, I can assure you that what will not change will be the Institution's commitment to the highest professional standards, whether it be in its requirements for membership, the content of its publications and conferences, or in its contribution to the global naval architecture profession.

In the face of the undoubted difficult times which lay ahead, you may ask what the individual member can do to help. As at any time, but perhaps more necessary at this time, members should seek to promote the Institution – to bang the Institution's drum. Do you have engineering colleagues who are directly involved in the design, construction and maintenance of marine structures, regardless of whether they are naval architects, who are not members? Do you have colleagues who are not engineers but who are involved or interested in the design, construction and maintenance of marine structures? Would your company benefit from being a Corporate Partner member of the Institution? Would your company benefit from a graduate training programme? Would your company benefit from its employees attending the Institution's conferences? Would your company benefit promoting its product

or services through the Institution's publications and conferences? Are your 2009 membership fees still outstanding? If the answer to any of these questions is yes, please contact the Chief Executive who will do the rest in his usual persuasive manner. As I said at the beginning of my address, this is a great institution – please let the world know.

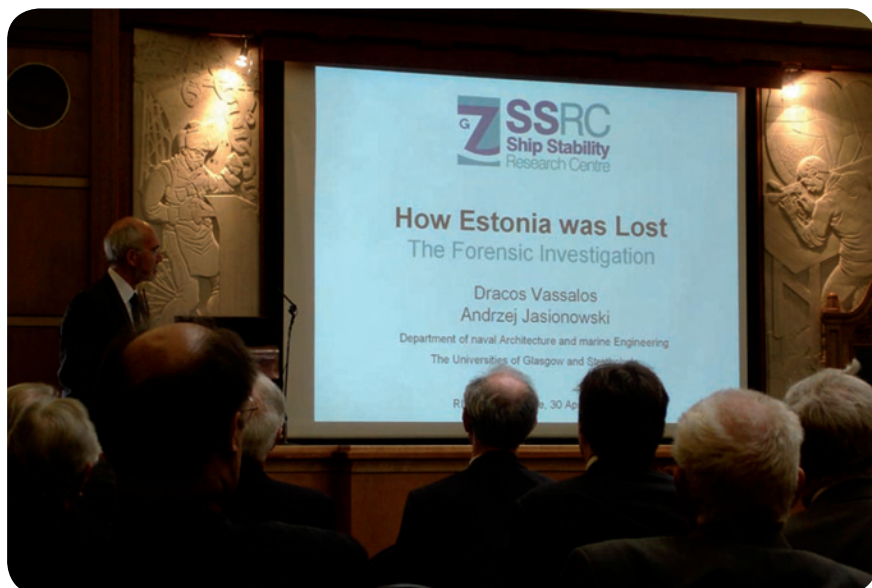
That completes my report to you, and you now have the opportunity to become involved through the general discussion on the Institution which traditionally follows this address. The floor is yours.

The discussion following the President's Address can be read on the RINA website.

“How ESTONIA was lost – The forensic Investigation”

Following the 2009 AGM, Professor Dracos Vassalos and Dr. Andrzej Jasionowski, from the Department of Naval Architecture and Marine Engineering at the Universities of Strathclyde and Glasgow, gave a presentation on the forensic investigation into the loss of the MV ESTONIA, carried out by the Ship Stability Research Centre. **RA**

Professor Dracos presents “How ESTONIA was lost – The forensic Investigation”



MARITIME DIRECTORIES

The RINA website contains a number of Directories, providing information on members' services, academic courses and related websites

Maritime Services Directory.

The Institution's Maritime Services Directory restricts entries to companies which employ or are owned by members of the Institution. Entries are listed by category and will show company name, contact details, a brief description of the company, and a link to the company's website. All members are entitled to a free entry in the Directory.

Applications for an entry should be made online at www.rina.org.uk/MaritimeServices.

All queries to Headquarters for members' services will be referred to the Maritime Services Directory.

Maritime Courses Directory

Naval Architecture and related courses are listed in the online Maritime Courses Directory.

Entries may be submitted online by university staff members at www.rina.org.uk/MaritimeCourses.

All queries about academic courses will be referred to the Maritime Courses Directory.

Maritime Links Directory

The Maritime Links Directory lists and provides links to (non-commercial) organisations and other sites which contain information of interest to naval architects, eg news reports, directories of companies, newsletters, etc. The value of this specialised directory will depend upon it being built up into a comprehensive database and then being kept up to date.

Proposed entries for the Maritime Links Directory can be made online at www.rina.org.uk/MaritimeLinks

Members and guests enjoy Annual Dinner

The 2009 Annual Dinner was held at the Royal Lancaster Hotel in London on 30 Apr 2009. As always, the Dinner was well supported by the maritime industry, including a number of companies and organisations taking tables for the first time. Chairmen and Secretaries of Branches, and representatives of Corporate Partners were amongst the guests.

The President welcomed the Institution's guests, who included many Chairmen and Hon. Secretaries from the Branches, together with representatives of the Institution's Corporate Partner members. Joining him at the Top Table were senior representatives of professional institutions and other organisations in the maritime industry, as well as Past Presidents of the Institution.

2008 RINA-LRET Ship Safety Awards

As in previous years, the results of the annual RINA-Lloyd's Register Educational Trust Ship Safety Awards were announced at the Annual Dinner.

The President introduced the Awards by reminding the guests that the Royal Institution of Naval Architects was rightly proud of its traditions. He observed that some of those traditions had a long history such as providing its guests with an enjoyable Annual Dinner, but others were more recent. One such tradition was the announcement and presentation of the annual RINA-Lloyds Register Educational Trust Ship Safety Awards at the Annual Dinner.

He stated that the Royal Institution of Naval Architects strongly believed that safety began with good design and continued with sound construction and skilled operation. Naval architects were involved in all these aspects and their work was fundamental to achieving safer operations at sea. The RINA-Lloyds Register Educational Trust Ship Safety Awards recognised recent innovations by naval architects and others which had led to an improvement of safety at sea, or which had the potential to do so. The purpose of these Awards was to both encourage such



Members and Guests at the 2009 Annual Dinner



The President of the Institution, Stephen Payne

work and to provide an opportunity to demonstrate that efforts are being made to improve safety. He acknowledged that the Institution's beliefs were shared by many, and thanked Lloyd's Register Educational Trust for their continuing support of the Award.

He announced that the 2008 RINA-Lloyds Register Educational Trust Ship Safety Award in the industry category was made Daria Cabaj of Burness Corlett - Three Quays, and the Award in the academia category to Tristan Smith and Kevin Drake

of University College London.

The Awards were presented by Allan Gavin of Lloyd's Register.

In thanking Allan Gavin for presenting the Awards, the President noted that Allan would be retiring shortly, and also thanked him for the support he had given the Institution

William Froude Medal

The President announced the award of the William Froude Medal to the late Sir Robert Easton, Honorary Vice



Murray Easton received the Froude Medal on behalf of the late Sir Robert Easton's family

President and Fellow of the Royal Institution of Naval Architects. The Medal was received on behalf of Sir Robert's family by his son, Murray Easton FRINA.

Details of the Award are published on page 14, and posted on the RINA website at www.rina.org.uk/awards

Michael Grey

The President introduced Michael Grey, past Editor of Lloyd's List, as the principal speaker for the evening.

Principal speaker – Michael Grey.



The Rev. Cannon Tom Heffer replies on behalf of the guests

On completion of his speech, Michael proposed the toast to the Royal Institution of Naval Architects.

The President's Speech

In speech, the President looked back over the Institution's achievements over the past year, and paid tribute to the efforts of the many individuals, whether as members of Council, the Institution's standing committees, the Divisional Councils and Branch Committees, who had made such achievements possible.

In looking forward, he acknowledged the challenges which the maritime industry, and therefore also the Institution, were facing as they responded to the impact of the financial crisis. He recognised that change might be needed, but gave the assurance that what would not change

would be the Institution's commitment the highest professional standards, whether it be in its requirements for membership, the content of its publications and conferences, or in its contribution to the global naval architecture profession.

He concluded his speech by describing the initiatives which he was taking to encourage young people to consider engineering as a career, and invited the support of those attending the Dinner.

Rev'd Tom Heffer

In introducing the second speaker of the evening the President reminded those present that it was a tradition of the Annual Dinner for the speaker to be a man of the cloth. He therefore took great delight in welcoming the Rev. Tom Heffer, Director of Chaplaincy at the Mission to Seafarers to his first Annual Dinner of the Institution. He also congratulated Tom on his forthcoming appointment as the Secretary General of the Mission to Seafarers.

The President concluded the Dinner by again thanking the speakers this evening and congratulating those who have received awards. He wished those who were proceeding homewards a safe journey, and hoped those who would not be leaving quite so soon would enjoy the remainder of the evening before they too had a safe journey home.

The full texts of the Annual Dinner speeches are published on the RINA website. [RA](#)

What else happened in 1860?

Shipbuilding on the Tyne

In 1860, John Wigham Richardson, purchased a small Neptune Works shipyard at Walker-on-Tyne, and formed the Wigham Richardson Ltd shipyard, later to become Swan Hunter Shipbuilders.

The Scottish Shipbuilders Association

The Scottish Shipbuilders Association was established in September 1860 to perfect, as far as possible, the art and science of shipbuilding. It also gave early proof of its value when one of the members read a paper on river steamers and put forward proposals for the fitting of deck saloons. The Association followed this with an approach to the Board of Trade - then the statutory authority - and got its agreement that deckhouses used as shelter would not be measured and added to the tonnage of the hull. From then onwards the misery of pleasure sailing on wet days was gone.

In 1864, it joined with the Institution of Engineers in Scotland, formed earlier in 1857, to become the Institution of Engineers and Shipbuilders in Scotland.

Fairfield Shipbuilding and Engineering Company

The Fairfield Shipbuilding and Engineering Company built their first ships, at their Govan yard.

Schooner ALINE launched

In 1860, Camper & Nicholsons launched the 216 ton schooner ALINE for Charles Thellusson. Designed by Ben Nicholson she was an instant success winning the Queen's Cup on her first outing. She was also the first schooner to be rigged without steeply raking masts which had

become fashionable after the effect of the visit of the AMERICA in 1851.

She became the most famous Victorian yacht and was bought by the Prince of Wales in 1888 when she was still competitive and she no doubt encouraged him to build BRITANNIA in 1893.

I would welcome suggestions for other world-wide significant maritime events in 1860 – please send to hq@rina.org.uk

Chief Executive

1860 – 2010: Some Notable Events

The Royal School of Naval Architecture 1864-1873

In the quadrangle of the Victoria and Albert Museum, South Kensington, there is a plaque commemorating the Centenary of the Royal School of Naval Architecture.

The plaque was unveiled by the Institution's President, Viscount Simon, on 4 November 1964.

The Royal School of Naval Architecture was the third government school, and was the first to accept private students from the shipbuilding industry. The two earlier schools had been confined to apprentices in the Royal Dockyards.

The first government school was established in Portsmouth Dockyard in 1811, and was termed, "The Central School of Mathematics and Naval Construction" but closed in 1832. The second school was also established in Portsmouth Dockyard in 1848, and was closed some five years later. During this short period, some 20 Students were trained, including Sir Edward

Reed, one of the founding members of the Institution.

In 1863, at the fourth annual meeting of the Institution of Naval Architects, John Scott Russell, builder of the Great Eastern, made an impassioned plea for a new British School. The Council agreed and a sub-committee was formed to "draw out a scheme with a view to the formation of a School of Naval Architecture." It proposed a three-year course with alternating periods of six months at the School and six (Summer) months at either naval dockyards or in private shipyards. The School was established in 1864 at South Kensington under the control and management of the Science and Art Department. This was considered by the INA to be much preferable than having the School under the control of the Admiralty, under whom the first two schools had been short-lived, and who considered that "the school should have been situated at a seaport, preferably Portsmouth, that the instruction would be too theoretical and not sufficiently practical and that future naval architects would learn more by being sent to sea!"

The School closed in 1873 and students transferred to the Royal Naval College, Greenwich. However, in its short life, the school trained many fine naval architects, including Sir William White, and amply justified the initiative and persistence of the INA.

Membership Fees in 1860

Members may be interested to learn that the annual membership fee in 1860 was 2 guineas (= £2 + 2 shillings (pre-decimalisation) = £2.10), which is approximately equivalent to equivalent to £148 in 2009. [RA](#)

Changes to the membership structure

At the 2009 SGM, members voted to accept the Resolution to make such changes to the By-Laws as may be necessary to introduce changes to the membership structure.

The membership structure of the Institution has undergone a number of changes since 1860, both in the classes of membership and in the requirements for election or transfer to each class. The reasons for such changes have usually been linked to changes in the academic requirements for registration with the predecessors of the EC(UK), and has therefore historically been more relevant to the UK membership for whom membership was usually synonymous with registration.

However, it is considered that the rationale of the current structure of membership classes is not well understood both inside and outside the Institution, and does not best reflect either the internationalism of the membership or the much wider scope of employment and therefore professional competence of the naval architect today.

Corporate members

Fellows are Corporate members who have achieved a required period of superior responsibility, and whilst invariably more experienced, are not necessarily more professionally competent. Indeed, their superior responsibility may have been achieved in a non-engineering field.

The Member (MRINA), Associate-Member (AMRINA), and Associate (ARINA) classes of Corporate membership, and the corresponding EC(UK) registers for Chartered Engineer (CEng), Incorporated Engineer (IEng) and Engineering Technician (EngTech) are defined such as to describe the way in which a member uses his or her professional knowledge, understanding and skills.

However, the professional differences between these classes of Corporate membership are not generally understood, and invariably perceived to be a 'professional hierarchy', reflecting level rather than scope of professional competence. This perception is

encouraged by the differences in exemplary academic qualification, which leads to professional competence being equated to academic achievement, whereby the Member with a 4-year MEng is implicitly considered to be professionally superior to the Associate Member with a 3-year BEng.

This view of the Associate-Member class being 'inferior' to the Member class is particularly held by non UK members, especially from those countries without a culture of professional societies, and where status and the perception of status are important. There is a desire to become Members but a reluctance to apply to become Associate Members. The similarity in titles gives rise to further confusion over the difference between Associate-Members and Associates, with the distinction being even less understood.

Non Corporate members

Graduate Members

There is a similar lack of understanding over the experience and competence which those in the Graduate Member class may possess. Since there is no time limitation for being a Graduate Member, professional experience can therefore range from that of new graduate to that of a graduate with several years' experience and commensurate responsibility. For those not on Graduate Training Programmes, achieving the scope of professional competence and experience required for Corporate membership will invariably take longer, but during that time, the Graduate member may well have achieved considerable professional competence in specific areas, as well as responsibility. Graduate members are also subject to the Institution's Code of Professional Conduct.

Companions

The word 'Companion', in the context of that class of membership for those without an

engineering qualification, is not understood, again particularly by non UK members. It does suggest that the individual is alongside, rather than part of the Institution, and as such does not recognise the important contribution which such members make to the Institution.

No changes are proposed to Student and Junior Members.

Proposed changes to membership structure

Council considers that a change of membership structure and terminology is necessary to remove the confusion and misconceptions which currently exist over the differences between the membership classes, by both members and non members.

It is therefore proposed that there should be three classes of Corporate membership – Fellows, Members and Associate Members – , distinguished by the level of responsibility (in the case of Fellow) and by the achievement of professional competence (in the case of Members and Associate Members).

Fellows

As at present, Fellows would be those qualified for Member who have had the required superior responsibility for a defined period.

Members

Members would be those who had achieved the standard of professional competence defined for CEng, IEng or EngTech (or recognised equivalents, eg CPEng). As at present, registration would not be a requirement for Corporate membership.

Associate Members

Associate Members would be those who had achieved the level of academic knowledge and understanding considered necessary to underpin the professional skills required to achieve one of the defined standards

of professional competence, and who could demonstrate that they were actively working towards gaining one of those standards. Such academic knowledge and understanding might be achieved by formal study or experience. There would be no age or time limitation on Associate Member status.

The resulting Corporate member classes would then rightly be a hierarchy, in which the individual could progress in terms of professional competence and responsibility. Such progress would set a challenge, encouraging the professional development necessary to achieve full Member status.

Non Corporate members

Associates

For the non Corporate member classes, it is proposed that the class of Associate should be introduced for those involved or interested in the maritime industry in a non technical capacity and who can contribute

Current membership structure	New membership structure
Corporate members	
Fellow (FRINA)	Fellow (FRINA)
Member (MRINA)(CEng) Associate-Member (AMRINA)(IEng) Associate (ARINA)(EngTech)	Member (MRINA) (CEng/IEng/EngTech)
Graduate Member (GMRINA)	Associate Member (AMRINA)
Non Corporate Members	
Student Member	Student Member
Junior Member	Junior Member
Companion (CpRINA)	Associate (AssocRINA)

towards the objectives of the Institution. Associates who have achieved a position of significant responsibility or standing in the maritime industry would be eligible for election/transfer to Fellow.

This would effectively be a renaming of the current Companion class, but in a more recognised and valued way, implying a

closer association with the Institution than the term Companion. *RA*

Application will now be made to the Privy Council to make the necessary changes to the By Laws required to implement the following changes to the membership structure which are summarised in the following table.

Safety Committee

Tanker Safety

At recent meeting of the Safety Committee, Paul Coley of the UK Maritime & Coastguard Agency gave a presentation on tanker safety.

The UK first became concerned over the issue of damage stability verification on tank vessels in 2005 as a result of problems highlighted during flag in of tank vessels, a survey of UK tank ship operators and port state control inspection. Of eleven LPG and chemical tankers with existing stability approvals considered for endorsement by the UK at this time, seven were found to be incorrectly based and to omit critical elements to the verification. This is a rejection rate of 63%.

The full presentation can be viewed online at www.rina.org.uk/RINA_Affairs, on the Commercial Large Ships news section of the Technical Forum at www.rina.org.uk/TechnicalForum/News Comment on the presentation can be made online at www.rina.org.uk/TechnicalForum/Discussion. *RA*

Email Address

Are you receiving RINA News – the Institution's e-newsletter? If not, that may be because either we do not have your email address or the address we have is incorrect.

If you are not receiving RINA News, and have not received or responded to the recent letter advising you that the Institution does not hold a current email address for you, please email Membership@rina.org.uk with "Email Address" in the subject line and your name (and membership number if known) in the text.

Even if you do not wish to continue receiving RINA News, it is important that the Institution have your correct email address.

Members who do not have an email address are assured that they will continue to receive correspondence by post, but regrettably, not RINA Affairs which will now only be published online. *RA*

Payment of Fees by Bank Transfer

A number of members have received letters advising them that their 2009 Annual Membership Fee and Registration Fee (if appropriate) had not been received, and have been understandably somewhat aggrieved to receive such a letter when they had paid their fees by bank transfer. Unfortunately, in all these cases, the member's bank had failed to include the member's name or membership number, and the Institution therefore was unable to allocate the payment to a member. In such circumstances, the Institution has to wait until informed by the member in order to obtain sufficient payment details to match up with the payment.

Members making any payment by bank transfer (which incurs a fee on the payee, unlike payment by credit card where the Institution pays the handling fee) are strongly urged to ensure that membership number and name are included with the bank transfer detail. *RA*

The 2010 Winston Churchill Travelling Fellowships

Applications are now open for travelling Fellowships from the Winston Churchill Memorial Trust for 2010. Each year the Trust awards some 100 Travelling Fellowships to UK Citizens to travel overseas to undertake study projects related to their profession, trade or particular interest.

The Trust was established on Sir Winston's death in 1965, as a national memorial to perpetuate his memory. Over 4530 people from throughout the UK have benefited from these Fellowships since 1966.

Winston Churchill Travelling Fellowships allow individuals a unique opportunity for personal development, overseas travel and above all the chance to make a difference to their lives, by setting themselves a challenge and achieving it

for the benefit of others in the UK.

They are available to applicants of any age and from all walks of life, irrespective of academic or professional qualifications. 95 Fellowships were awarded in 2009, aged between 17 and 79.

Grants average over £5000, covering all travel and living expenses for an overseas visit of between 8-4 weeks.

Details on categories of Fellowships and how to apply can be found on www.wsct.org.uk. [RA](#)

CEMT Council meets in Lisbon

The Council of the Confederation of European Maritime Technology Societies met recently in Lisbon. Issues discussed included initiatives to encourage engineers to consider careers in the European Maritime industry, the formation of the Maritime Faculty in the European Institute of Technology, CEMT input to the Maritime Industry Forum and the annual CEMT Award.

The Council welcomed the Turkish Chamber of Naval Architects and Marine Engineers as the as a member of CEMT

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. Its members are drawn from the Denmark, France, Germany, Greece, Netherlands, Poland, Portugal, Spain, Turkey and the UK. The Chief Executive of RINA is the Chairman of CEMT. [RA](#)

2009 International Maritime Prize

The Secretary-General of the International Maritime Organisation invites nominations for candidates for the International Maritime Prize for 2009.

The Prize is awarded each year to individuals and non-governmental organizations or bodies adjudged by the IMO Council to have made a significant contribution to the Organization's work and objectives.

The winner of the Prize will be presented with a trophy at a special ceremony and will be invited to write a paper on a subject related to the Organization's objectives and work for publication by IMO. For this purpose, the winner of the award will receive a stipend of US\$1,000 and, if necessary, appropriate expenses in connection with travel to attend the ceremony at IMO Headquarters.

As a Non Governmental Organisation, the Institution may nominate one candidate for the Prize. Members are invited to propose individuals or organizations for the Council's consideration. Proposals should be accompanied by a short supporting statement, to be sent to the Chief Executive at hq@rina.org.uk by 1 Oct 2009.

Further information about the International Maritime Prize can be found at www.rina.org/IMO/Council

A previous recipient of the International Maritime Prize is Dr Tom Allan FRINA. [RA](#)



The CEMT Council meets at the headquarters of the Ordem dos Engenheiros in Lisbon.

MV Explorer

The Report of the Inquiry into the sinking of the MV Explorer after hitting ice whilst inside the Antarctic Circle has been published. The Inquiry made a number of recommendations, mainly concerning crew competence, damage control, evacuation procedures and equipment. With respect to design and construction, the Inquiry recommended a review of the minimum requirements for deck and shell plating thickness for all ice class vessels and survey procedures relating to flooding boundaries.

The full report may be read at:

www.photobits.com/dl/Explorer%20-%20Final%20Report.PDF



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

If my ship sails from sight, it doesn't mean my journey ends, it simply means the river bends.

Enoch Powell

For a politician to complain about the press is like a ship's captain complaining about the sea

Enoch Powell

2009 CONFERENCE & TRAINING PROGRAMME

WARSHIP 2009: AIR POWER AT SEA
17-18 Jun, London, UK

INTERNATIONAL CONFERENCE ON
TECHNOLOGY & OPERATION OF
OFFSHORE SUPPORT VESSELS
6-7 Aug, Singapore

ICCAS: INTERNATIONAL
CONFERENCE ON COMPUTER
APPLICATIONS IN SHIPBUILDING
1-3 Sep, Shanghai, China

INTERNATIONAL SYMPOSIUM ON
SHIPBUILDING TECHNOLOGY
1-2 Sep, Osaka, Japan

BASIC DRY DOCK
TRAINING COURSE
7-10 Sep, Brisbane, Australia

ICSOT: ICE CLASS SHIPS
1-2 Oct
Busan, Korea

WORKBOAT PROPULSION SEMINAR
6 Oct, Abu Dhabi, UAE

FUNDAMENTALS OF CONTRACT &
CHANGE MANAGEMENT
FOR SHIP CONSTRUCTION,
REPAIR & DESIGN
14-16 Oct, London, UK

DESIGN AND OPERATION OF BULK
CARRIERS
28-29 Oct, Athens, Greece

ACV AND SURFACE EFFECT CRAFT
CONFERENCE
17-18 Nov, London, UK

HISTORIC SHIPS CONFERENCE
19- 20 Nov, London, UK

Details of all events can be found
at www.rina.org.uk/events

Froude Medal Awarded to distinguished Scottish Shipbuilder

The William Froude Medal has been awarded to the late Sir Robert Easton, Honorary Vice President and Fellow of the Royal Institution of Naval Architects in recognition of his contribution to shipbuilding in the UK during his 42 year career which started as an apprentice at Fairfield Shipbuilding Company and ended as Chairman and Managing Director of Yarrow Shipbuilders Ltd.

Sir Robert, who died last year, was indeed a much respected elder statesman of Scottish shipbuilding, and it most fitting that his conspicuous contribution to shipbuilding be recognised by the award of the Froude Medal.

The William Froude Medal is awarded from time to time to a person of any nationality who, in the opinion of the Council of the Institution, has made some conspicuous contribution to naval architecture and/or shipbuilding, and whose services and personal achievements in this direction merit special consideration. The Medal may only be awarded to a person and not to an organisation or other corporate body. As such, it is the Institution's highest professional honour to an engineer. RA

Small Craft Group Medal

The 2008 Small Craft Group Medal was presented at the 2009 AGM to Andrew Claughton, in recognition of his significant and continuing contribution to yacht research.

Andrew Claughton graduated in Ship Science from the University of Southampton in 1975, where he continued as a post graduate researcher. Two years later, he joined the Wolfson Unit M.T.I.A.

The Wolfson Unit for marine technology and industrial aerodynamics is a naval architectural consultancy based in the University of Southampton and has been closely associated with the technology of sailing since its creation in 1967. Through his professional efforts both within the Unit, his time racing offshore yachts and dinghies and subsequently, Andrew Claughton has become a leading international figure in the field of sailing yacht research.



Andrew Claughton is known and respected throughout the world, having worked with a number of the world's leading yacht design practitioners. He is an active member of the offshore racing council's international committee as well as many others, having participated in the development of racing yacht rules and regulations including the International Measurement System (IMS), Volvo and America's Cup Class rules.

His significant contributions range from work on the stability of yachts in large breaking waves following the infamous 1979 Fastnet Race, leading to improved regulations and increased understanding of yacht capsize to the development of yacht performance prediction, by expanding testing technology, analysis techniques and tools.

Andrew Claughton has worked in the field of America's Cup since the early 1980, having conducted tank and wind tunnel testing and consultancy for the 12 metre class yachts right up to the modern America's cup class yachts. He gained a reputation for being focussed and productive whilst maintaining his sharp wit. In 2000, he joined Team New Zealand and in 2003 became Design Coordinator for Emirates Team New Zealand. He is currently Design Co-ordinator for Team Origin, the British America's Cup entry. Through this and his other commitments he continues to progress the science of yacht design. RA

A Claughton receives his medal.

Senior members of the Institution honoured in the UK and Australia

Stephen M Payne FRINA

Institution President, Stephen Payne, Vice President Chief Naval Architect, Carnival Corporate Shipbuilding, has been awarded an Honorary Fellowship of the Institution of Engineering Designers

Sir John Parker FRINA

Sir John Parker, Chairman National Grid and Past President of the Institution, has

been awarded the first Sir Dennis Rooke Medal for Lifetime Achievement by the Institution of Gas Engineers and Managers.

Sir John Parker also gave the 2009 Sir Denis Lecture, in which he presented "Some Reflections From An Industrial Journey". The full text of the Lecture can be read at www.rina.org.uk/RINAAffairs

Dr A R Armstrong FRINA

The AGM Mitchell Medal has been awarded to Dr Tony Armstrong for *his balance of ingenuity, theoretical knowledge, and applications of them; along with devoting time to RINA and other industry organisations and nurturing young minds.*

The AGM Mitchell Award, given by the college of Mechanical Engineers of the

Institute of Engineers Australia, perpetuates the memory of Anthony George Maldon Mitchell, and is made annually for outstanding service in the profession of Mechanical Engineering.

The Award is conferred on the basis of either a highly significant contribution or contributions through technical innovation relating to the science or practice of Mechanical Engineering; or long standing eminence in Mechanical Engineering science or practice; or notable and sustained leadership pertaining to Mechanical Engineering within the Institution; or a worthy blend of the aforementioned.

Details of the Medal and the citation for its award to Tony Armstrong are published at www.rina.org.uk/RINAAffairs. RA

2009 World Superyacht Young Designer Award

The 2009 World Superyacht Young Designer competition has been won by Maila Speitkamp from Germany, for her entry DRACONIS. The judges considered that her entry not only satisfied two of the main criteria – a multi-hull and a low carbon footprint – but also seemed to embody a direction for the current age: not showy, ingenious and original, and an undeniable connection with the sea. Moreover, there was some clever thinking, accomplished presentation and a thoroughness within a compact presentation which included making a scale model of the yacht – one of very few to do so.

Maila was presented with her Award at the World Superyacht Awards ceremony at the Guildhall, London.

Other finalists were Kristofer Bylander, Jonas Aabel and Kristian Englund, from Norway (PHOENIX); Chris Burden, Julien Cuzon and Sophie Chudziak from the UK (EURYDICE); Adrien Jousset, Sylvain Julien and Adrien Jousset from the UK (OSTRIA); Adam Voorhees from the USA (RIPARIAN). [RA](#)

Maila receives her award from Chief Executive, Trevor Blakely.



2008 RINA – LRET Ship Safety Awards

The 2008 RINA-Lloyds Register Educational Trust Ship Safety Award in the industry category was made Daria Cabaj of Burness Corlett - Three Quays for her entry “Floodable Length Surfaces” *The ship subdivision design tool for their work in developing a motion forecasting and monitoring system for marine operations.*

The judges commented:

“The research aimed at hydrodynamic response of a damaged ship has much potential, and is considered a very worthy winner in this category. It is one of the most interesting and much sought after solutions for the future.”

The 2008 RINA-LRET Ship Safety Award in the academia

category was made to Tristan Smith and Kevin Drake of University College London for their entry “Validated software tools for the analysis of structural loading on a damaged ship”



Daria Cabaj receives her award from Alan Gavin.

The judges commented:

“A well thought out and interesting concept, ready to become a commercial software product. The FLS software gives the future designer extra capability of achieving optimum bulkhead positions at the conceptual stage without expensive changes down-stream in the design.”

The Awards were presented by Allan Gavin of Lloyd’s Register at the Institution’s 2009 Annual Dinner

Full details of the entries can be found on the Institutions website at www.rina.org.uk/Awards. [RA](#)

Tristan Smith and Kevin Drake receive their award.



**RINA
AFFAIRS**

The Newsletter of the Royal Institution of the Naval Architects

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

Editor The Chief Executive

Design/Production Manager Sandy Defraigne

Published by The Royal Institution of Naval Architects

10 Upper Belgrave Street

London SW1X 8BQ, UK

Tel: +44 (0)20 7235 4622

Fax: +44 (0)20 7259 5912

Email: hq@rina.org.uk

© The Royal Institution of Naval Architects