



# RINA AFFAIRS

MAY/JUNE 2011

The Newsletter of the Royal Institution of the Naval Architects

## CHIEF EXECUTIVE'S COLUMN



**I**n his first Report to members at the 2011 Annual General Meeting, the President gave a positive and upbeat report on the Institution's activities over the past 12 months, whilst recognising both the impact on the Institution which the industry's downturn in activity had had during the year, and the challenges which the Institution would continue to face over the next 12 months if it is to maintain and even increase the service which it provides to its members, the naval architecture profession and the industry. The full text of his Report is published in this issue of RINA Affairs and on the website.

The Institution's Medals and Prizes were also presented at the Annual General Meeting, and I am sure members will join with me in congratulating those whose achievements were recognised by their award.

At the Annual Dinner, the President spoke of how in carrying out his duties since he became President, he had never failed to be impressed by the standing in which the Institution is held throughout the maritime industry. He said that the truly global nature of the maritime industry was reflected in the truly international organisation which was the Institution today, and this was reflected in its membership and its activities. He acknowledged the challenges which the continuing downturn in activity of the maritime industry has presented, but stated his belief that the Institution can be even more valuable during such difficult and changing times, by providing a framework for coming together as an industry to examine and share the new ideas that are needed to meet the new challenges that the industry and the Institution will face. He believed that the Institution had responded well to these challenges, noting that over the past year, membership had increased, a full programme of conferences and training courses was organised, the Institution's publications maintained their leading position and the Institution continued to fulfill its wider international responsibilities.

The award at the Annual Dinner of the Froude Medal to Eric Tupper and Ken Rawson, authors of the textbook *Basic Ship Theory*, was well received. The award recognised their conspicuous contribution to naval architecture which had not only been in the writing of the book, but also in the achievements of the generations of naval architects who have read it and learnt from it. Also well received, particularly by the Newcastle University graduates at the Dinner was the presentation of a 65 Year Certificate to Past President, Professor John Caldwell.

2010 was indeed another challenging year for the Institution and its members, which I believe makes their achievements all the more commendable. I look forward to reporting similar achievement in 12 months' time.

*Chief Executive*

## IN THIS ISSUE

### **2011 Annual General Meeting**

The presentation of medals and prizes, together with the President's Address are reported in full in this issue of RINA Affairs.

### **2011 Annual Dinner**

Over 500 members and guests attended the 2011 Annual Dinner, held at the London Lancaster Hotel in London on 13 April 2011. As always, the Dinner was well supported by the maritime industry with a number of companies and organisations taking tables and holding receptions. The principal speakers were Mr Alan Johnson and the Rev'd Tom Heffer.

### **Education and Professional Development**

The Institution is organizing for the first time an International Conference on the Education and Professional Development of Engineers in the Maritime Industry, to bring together representatives of both industry and academia to present and discuss how those engineers who will be the key to the industry's future success will achieve the knowledge, understanding and professional skills which industry needs, both today and in the future.

### **Guidance on Risk**

The UK Engineering Council has published a guidance document 'Guidance on Risk for the Engineering Profession'. The document provides generic advice and is relevant to the challenges faced by all those in the profession.

### **Headquarters facilities**

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

# 2011 Annual General Meeting

The 2011 Annual General Meeting was held at the Institution's Headquarters on 29 April 2010. The meeting was chaired by Mr Peter French, President of the Institution.

The Chairman of the Council opens the 2011 AGM .



## Resolutions

The following Resolutions were passed at the Annual General Meeting:

**Resolution 1** - To re-elect Mr A Marsh as Treasurer

**Resolution 2** – To elect haysmacintyre as the Institution's auditors for 2012

## RINA Small Craft Group Medal

The 2010 RINA Small Craft Group Medal was awarded to Bruce Farr for his outstanding achievements over many years in the design of sailing yachts.

Bruce Farr yacht designs have won many World Championships, together with Whitbread and Volvo Round the World Races. His designs to the IOR Rule have consistently outperformed the competition, whilst being less expensive to build – an achievement sought by the IOR. He has also designed many comfortable luxury custom sailing yachts as well as many production yachts.

Having been so successful in designing racing yachts, luxury cruising yachts and economic production yachts, Bruce Farr has had a great influence on the sailing yacht world. By his achievements, he has set an outstanding example to all young naval architects who aspire to be successful designers of sailing yachts.

# Elections to Council

The following members were elected to Council in 2011:

### FELLOWS

Dr A Dev  
B Rosenblatt  
Dr A Bari  
A Gavin  
W Stokes

### MEMBERS

K S Tham  
J S Buchan P Besse  
B Lau  
S Watts  
J Frier

### ASSOCIATES

D Asprey

### ASSOCIATE MEMBERS

S Forster  
T Gunn

### THOUGHT FOR THE MONTH

*One ship sails East, another West  
On the self same winds that blow,  
It's the set of the sails and not  
the gales*

*that determine the way they go.  
Like the winds of the sea are the  
ways of time,*

*As we journey along through life,  
It's the set of the soul that  
determines the goal,  
And not the calm or strife.*

The Winds of Fate  
By Ella Wheeler Wilcox

# Institution medals and prizes

The following medals and prizes were presented at the AGM:

**Institution Medal of Exceptional Merit**  
(paper published in the 2010 Transactions)

I M Viola and R G J Flay for their paper *Force and pressure investigation of modern asymmetric spinnakers.ww*



I M Viola received the Medal of Exceptional Merit.

**Institution Medal of Distinction**  
(paper published in the 2010 Transactions)

B Deakin for his paper *Collating evidence for a universal method of safety assessment or guidance.*

B Deakin receives the Medal of Distinction.



M H Patel, R Vignjevic and J C Campbell for their paper *An SPH technique for evaluating the behaviour of ships in extreme ocean conditions.*

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

M Kalajdzic for his paper *50 Years of Gawn-Burrill KCA Propeller Series.*

**Calder Prize**  
(Best high-speed craft paper by an author under the age of 30)

M Collu for his paper *Aerodynamic lift forces on multi-hulled marine vehicles.*



M Collu receives the Calder Prize

**Austin Farrer Prize**  
(best small-craft paper by an author under the age of 30)

A B G Querard for his paper *A comparative study between wind-tunnel experiments and RANS simulations of modern square headed main sails.*

**Samuel Baxter Prize**  
(best paper on the subject of safety by an author under the age of 30)

B Godderidge for his paper *A simplified pump tower approach for realistic CFD simulation of sloshing in LNG tanks.*

**David Goodrich Prize**  
(best paper presented at the annual Warships conference)

K Randle, N Pattison and P Dowman-Tucker for their paper *The design and construction of the 99m Corvette.*



N Pattison receives the David Goodrich Prize

## THOUGHT FOR THE MONTH

*No man will be a sailor who has contrivance enough to get himself into jail; for being in a ship is being in a jail, with the chance of being drowned ... A man in jail has more room, better food, and commonly better company.*

Samuel Johnson, 1759



# President's Address

*The President gave the following Address to the AGM.*

"I am greatly honoured to be making make my first address as the 30th President of this Institution, not least because I have had the added pleasure of commencing this role during the Institution's 150th anniversary. May I first take this opportunity to pay tribute to my predecessor Stephen Payne who, despite no doubt sharing my initial trepidation, has I am sure enjoyed his time as the President. Stephen will be taking the floor for the post-AGM lecture on "Titanic Revisited", which I for one am eagerly anticipating.

I would like to take this opportunity to reflect on the Institution's achievements over the past year and look forward to what changes and activities members can expect over the next twelve months. In my first nine months as President, I have been increasingly impressed by the standing which the Institution enjoys throughout the international maritime industry.

Today the Institution is truly an international organisation, and that internationalism is reflected in its membership and all its activities.

Membership increased over the past year by 2.0% and is at its highest since 1860. That increase has come entirely from countries other than the UK. For the first time, there was a small drop in the number of corporate members, mainly due to an increase in the number of members declining to maintain their membership after retirement or experiencing financial difficulties – both a casualty of the recession which the industry has experienced in recent years. However, I am pleased to say that this number was more than balanced by the increase in Associate Members.

Membership is of course an area to which all members may contribute. Do you perhaps 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



Peter French – President of the Royal Institution of Naval Architects.

are not engineers, but who are involved or interested in the design, construction and maintenance of marine structures? If so, please contact the Chief Executive who will do the rest - *in his usual persuasive manner*.

Over the past year, we have maintained our priority of encouraging the involvement of the younger members of the naval architecture profession in our activities. We achieve this through student membership, sponsored places at the Institution's conferences, and the prizes and awards which recognise the achievement of students and graduates.

These awards are co-sponsored by local industry and this year sponsorship has been obtained for new awards at the Bangladesh University of Engineering & Technology and at the Singapore campus of Newcastle University, bringing the number of universities where awards are presented to 40. The number of students attending the Institution's conferences increased over the past year, but demand always outstrips the number available and more places are always sought.

Links with universities were developed through our accreditation of courses last year at universities in India, New Zealand, Malta, Serbia and the UK which met the academic requirements of the Institution.

For many members, one of the greatest benefits of membership is the opportunity to meet other maritime professionals at local Branch or Section meetings.

Last year, the Institution formed its first branches in India and in Bangladesh.

All the Institution's branches and sections have had active programmes of technical meetings and other activities. 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.

As stated, I started my term of office as President in the year in which the Institution commemorated the 150th anniversary of its founding as the Institution of Naval Architects in 1860. I hope you all enjoyed the commemorative book which the Institution published to celebrate the event. *I certainly did*.

The book described the development of the Institution as reflected in the development of the naval architecture profession and the global maritime industry, to which of course the Institution has made a significant contribution: both collectively as an international organisation and individually through the work of its members.

I am sure you would wish me to congratulate those responsible for producing the Book – the members who contributed their knowledge and experience by writing articles and the Chief Executive for his role as its Editor.

In the foreword to the Book, the Chief Executive referred to what he describes as the Institution's mission statement – *not a term which I am sure would have been recognised in 1860* – "to promote and facilitate the exchange of technical and scientific information ... thereby to improve the design of ships". This has indeed continued to be the role of the Institution over the past twelve months, achieved through its publications and its conferences.

The Institution's journals were again published in both printed format and online: *The Naval Architect*, *Ship & Boat International*, *Shiprepair & Conversion Technology*, *Warship Technology* and *Offshore Marine Technology* have all continued to enjoy their well deserved

reputation as the leading technical journals in their fields, appreciated for the quality and scope of the content in the 100 and more countries in which they are distributed. This year, *The Naval Architect* journal celebrates its 40th anniversary.

Despite the industry downturn, the journals also continued to make a significant contribution to the Institution's income through advertising revenue and subscription sales. In recognition of the importance of this revenue stream and ever seeking to increase it, the Institution has appointed an advertising sales agent in China. In order to increase subscriptions from non-members, the Institution has also engaged a specialist subscription sales agency. A reassessment of the way in which the journals are printed and distributed has achieved a considerable saving in costs.

Year on year, the annual accounts show the importance of the income which the Institution derives from its publications and, particular, 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 also enjoys a well deserved reputation for the quality of its international conferences. Last year

saw a comprehensive programme of conferences and courses, organised in Australia, China, France, the UK and, for the first time, in Indonesia. An equally ambitious programme is planned for the next twelve months, with events in the UK, Italy (two conferences), Norway, Greece and a further two conferences in India.

Last year, the Institution also organised conferences on *Ship Design & Operation for Environmental Sustainability* and on *Marine Renewable Energy*. Coverage of environmental issues will increase in both conferences and publications in the future.

Attendance at these conferences has remained high, although sponsorship was reduced over the year – another casualty of the industry downturn.

I referred earlier to the Institution's international standing, and nowhere is that more evident than in its activities at the International Maritime Organisation (IMO), where it continues to be one of the most active NGOs, in terms of both attendance and contribution.

You may recall the Institution's contribution was acknowledged at the Annual Dinner last year by the IMO's Secretary General in accepting election as an Honorary Fellow of the Institution, presented by HRH The Duke of

Edinburgh, who is the Institution's senior Honorary Fellow.

I would like to pay tribute to the work of the members of the IMO Committee and indeed those on all the Institution's standing committees, where much of the Institution's work is done.

The Institution's links and standing with industry were demonstrated by the 13 companies and organisations which became Corporate Partner members of the Institution last year, bringing the number to more than 100. If your company is not one of those 100 but would benefit from being a Corporate Partner member of the Institution, again, please contact the Chief Executive and he will do the rest.

I have given what I hope you will agree has been a positive and upbeat report on the Institution's activities over the past twelve months. However, I would not wish to underestimate the impact on the Institution of the industry's downturn in activity during the year, nor indeed the challenges which the Institution will continue to face over the next twelve months if it is to maintain and even increase the service which it provides to its members, the naval architecture profession and the industry. Nonetheless, I am confident that this will be achieved."

The President's Address may be read online.

## "Titanic Revisited"

Following the 2011 AGM, Stephen Payne gave a presentation "Titanic Revisited."

Stephen Payne revisits the Titanic.



## GUIDANCE ON RISK

*The UK Engineering Council has published a guidance document 'Guidance on Risk for the Engineering Profession'. The document provides generic advice and is relevant to the challenges faced by all those in the profession. It establishes six principles to help engineers and technicians meet their professional obligations, and to ensure that the identification and management of risk is an important consideration in their everyday engineering activity.*

*Guidance for Risk may be downloaded at [www.engc.org.uk/risk](http://www.engc.org.uk/risk) A wallet card with the risk principles on one side and those for sustainability on the other may also be obtained from the website.*



Guidance on Risk

# Treasurer's Report to the AGM

The following report was made at the AGM by the Treasurer:

"The summarised Statement of Financial Affairs for the year ending 30 September 2010 is included with the Annual Report of Council, published online. The full version of the Statement of Financial Affairs is available from the Chief Executive.

Income in 2009/10 was £2.5m compared to £2.58m in 2008/9, whilst expenditure was £2.58m, compared to £2.56m in 2008/9. These figures reflect the reduced level of the Institution's activities, particularly in advertising revenue and sponsorship at conferences, which was not unexpected, given the continuing low level of activity in most sectors of the global maritime industry over the past year.

There was an operating deficit of £80k in 2009/10, compared with a surplus of £20k during 2008/9. This included a number of exceptional items, including additional staff costs incurred in a concentrated effort to reduce the aged debtor list. A benefit of this had been to introduce a much more rigorous system of credit control, necessary to counter the tendency to later payments, again a reflection of the state of the maritime industry.

The total value of the Institution's funds and investments at 30 September 2010 was £2.58m compared with £2.57m at 30 September 2009. This showed a modest, but nonetheless welcome increase in value, reflecting the equally modest improvement in the world financial markets.

A difficult year was expected, reflected in the planned deficit budget, the first for many years. In the event, the year has been even more difficult than was expected, in which all the Institution's revenue streams have continued to be affected by the continuing downturn in industry activity. The continuing increase in membership numbers was not matched by an increase in membership fee income, mainly due to the increase coming from those countries which have reduced membership fee rates. There was a larger than usual number of resignations, again reflecting the state of the maritime industry. There was also an unusually high number of deaths, although

I do not think we can attribute that to the state of the industry, or even the weather. Attendance at events stood up well, reflecting the quality of the Institution's courses and conferences, but sponsorship was much reduced. This reduction in sponsorship was reflected in the reduction in advertising in the Institution's journals. Subjectively, the Institution's market share of the reduced global advertising cake remained constant, and may even have increased, again reflecting the quality of the Institution's publications, but unfortunately it was of a somewhat reduced size of cake.

It remains Council's policy to maintain reserves at the level of three months' forward operating costs.

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 in the Statement of Financial Affairs.

Briefly looking ahead, 2010/11 is again proving to be a challenging year, and whilst there is some light at the end of the tunnel, the length of the tunnel is not certain. However, as in previous years, the Institution will continue to monitor the position and take corrective action if required."

## 2011 EVENTS PROGRAMME

### Design & Operation Of Tankers

8-9 June 2011, Athens, Greece  
<http://www.rina.org.uk/tankers2011>

### Warship 2011: Naval Submarines and UUVs

29-30 June 2011, Bath, UK  
<http://www.rina.org.uk/warship2011>

### ICCAS 2011: International Conference On Computer Applica- tions In Shipbuilding

20-22 September 2011, Trieste, Italy  
<http://www.rina.org.uk/ICCAS2011>

## HEADQUARTERS FACILITIES

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

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



Weir Lecture Hall

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



Denny Library

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



Members' Room

For further information or to book the Headquarters' facilities, contact Nisha Damji, Tel: +44 (0)20 7235 4622; Email: [ndamji@rina.org.uk](mailto:ndamji@rina.org.uk)



Over 500 members and guests attended the 2011 Annual Dinner, held at the London Lancaster Hotel in London on 13 April 2011. As always, the Dinner was well supported by the maritime industry with a number of companies and organisations taking tables and holding receptions.

Members and Guests at the 2011 Annual Dinner.



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.

Top Table.



## Presentation of Froude Medal to K Rawson and E Tupper

The President stated that the William Froude Medal was the Institution's highest professional honour for an engineer, and was only presented when, in the opinion of the Council of the Institution, an outstanding contribution has been made to naval architecture and/or shipbuilding. He noted that it could not be awarded to a company or other organisation, only to an individual, and this year, for the first time ever, the William Froude Medal would be presented jointly to two individuals – two men to whom many of those present would owe, in no small part, their knowledge and understanding of the principles of naval architecture.

Indeed, the President said, if he were to

ask those naval architects here tonight to name the textbook which formed the basis of their early studies at university, he had little doubt that many would say "*Basic Ship Theory*" by Ken Rawson and Eric Tupper, first published in 1968. Their conspicuous contribution to naval architecture had not only been in the writing of the book, but also in the achievements of the generations of naval architects who had read it and learnt from it. He believed that the award of the Froude Medal was a fitting tribute to that contribution.

Unfortunately, Ken Rawson was not able to attend the Dinner, but the Medal was presented to his fellow author, Eric Tupper, by Dr Peter Usher, Past President and himself a recipient of the Froude Medal.

Dr Peter Usher presents to Froude Medal to Eric Tupper.



## Alan Johnson

In introducing the first speaker of the evening, the President was sure that for many people there that evening he would require little introduction. However, such was the length, variety and breadth of his distinguished career, he felt that even he may welcome a brief recap.

Alan Johnston joined Vickers Shipbuilding & Engineering Limited in 1968 where he was involved in the design and construction of submarines and frigates. After working for YARD in South Africa, Alan returned to Vickers and held a number of senior positions in their submarine construction business. A period with GKN Westland Helicopters followed and on the formation of AgustaWestland, Alan became Managing Director of Westland Helicopters Ltd and of AgustaWestland.

In 2007 he became the Chief Executive Officer of the new joint venture company BVT Surface Fleet, formed by the coming together of BAE Systems and VT Shipbuilding. In 2009, BVT became wholly owned by BAE Systems and in 2011 Alan was appointed to his present position of Managing Director, BAE Systems Maritime.

In his speech, Alan Johnson observed ....

Principal speaker – Alan Johnson.



## Presentation of 65 Year Certificate

The President stated that the Institution values the contribution which all its members make, and showed that appreciation by presenting certificates to those who have been members for 45 years. More rarely, the Institution presented 50, 55, and 60-year certificates. However, it is a great pleasure to present one member with a certificate to mark his 65 years as a

member of this institution. He was sure that the many Newcastle graduates at the Dinner that evening will share his pleasure in presenting the Certificate to Past President of the Institution, Professor John Caldwell.

Professor John Caldwell receives his 65 Year Certificate.





## Rev'd Tom Heffer

In introducing the final speaker for the evening, the President took great delight in welcoming – back by popular demand – the Rev'd Tom Heffer of the Mission to Seafarers.

In describing Tom's career, which started at King's College, London and was followed by three years working for The Mission to Seafarers as a Chaplain's Assistant in New Orleans and Singapore, the President noted that on his return to the UK Tom tested his vocation to the priesthood in the Church of England. During that time he also drove a bus in Buckinghamshire – whether this was on the route to Damascus is not recorded.

In 2009 Tom was appointed Secretary General of The Mission to Seafarers and honorary chaplain of the Little Ship Club.

In thanking Tom, the President observed that the Royal Institution of Naval Architects and the Mission to Seafarers were both concerned with the wellbeing of those who



The Rev'd Tom Heffer.

go down to sea in ships. Whilst the Mission to Seafarers tended to the welfare of seafarers principally when they were ashore, naval architects implicitly tended to their welfare at sea, through the design and construction of safe ships.

In observing that like the Royal Institution of

Naval Architects, the Mission to Seafarers, was a truly international, and interdenominational organisation, the President felt sure that all those at the Dinner applauded the work which the Mission does, and he hoped that they would use the envelopes on their tables to demonstrate that appreciation.

A total of £591 was donated to the Mission to Seafarers.

The President concluded the Dinner by again thanking the evening's speakers. 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. Photos taken at the Annual Dinner may be viewed and downloaded online at <http://picasaweb.google.com/RINAPhotographs>

### RINA - Lloyd's Register Maritime Safety Award

The Institution believes that the safety of both the seafarer and the maritime environment begins with good design, followed by sound construction and efficient operation. Whilst naval architects and other engineers' involved in the design, construction and operation of maritime vessels and structures do not have a patent on such issues, nonetheless their work can make a significant contribution.

The Institution also believes that it has a role to play in recognising achievement of engineers' in improving safety at sea and the protection of the maritime environment. Such recognition serves to raise awareness and promote further improvements.

The Institution, in association with Lloyd's Register, is therefore introducing a new Maritime Safety Award to be presented to an individual, company or organisation which has made a significant technological contribution to improving maritime safety or the protection of the maritime environment. Such contribution can have been made either by a specific activity or over a period of time. Nominations may be made by any member of the global maritime community, and will be judged by a panel of members of the Institution and Lloyd's Register. The Award will be announced and presented at the Institution's Annual Dinner.

Nominations are now invited for the 2011 Maritime Safety Award. Individuals may not nominate themselves, although employees may nominate their company or organisation.



Nominations may be up to 750 words and should describe the technological contribution which the individual, company or organisation has made in the field of design, construction and operation of maritime vessels and structures.

Nominations may be forwarded online at [www.rina.org.uk/MaritimeSafetyAward](http://www.rina.org.uk/MaritimeSafetyAward)

or by email to [MaritimeSafetyAward@rina.org.uk](mailto:MaritimeSafetyAward@rina.org.uk)

Nominations should arrive at RINA Headquarters by 31 Dec 2011

Queries about the Award should be forwarded to the Chief Executive at [hq@rina.org.uk](mailto:hq@rina.org.uk)

## 2011 QinetiQ Schools Powerboat Challenge

Teams from eight schools took part in the 2011 QinetiQ Schools Powerboat Challenge. The teams were challenged to design and build a radio-controlled model powerboat, and then race them in the ocean basin at Haslar. Each team was provided with a 'propulsion pack', including electric motor, battery, speed controller, propeller etc, and a naval architects from QinetiQ Haslar were

available to introduce them to some boat design concepts and ideas, and to give support.

The Challenge is supported by the Institution which awards a prize for the best team effort, which was won by Henry Court School. The prize – a book for the school library, was presented by the Chief Executive, Mr Trevor Blakeley, who was also one of the judges for the competition.

Pupils from Henry Court School, their teacher and the Chief Executive



## Strathclyde University Naval Architecture Society

The newly formed Strathclyde University Naval Architecture Society (SUNAS) organised a visit for 22 students to the BAE Govan shipyards to see sections of the aircraft carriers being built there. It was amazing, and really inspiring to see how they are made, especially the feat of even organising it all! As our first official educational trip, we deemed it a success. We are continuing on with the plan to visit the Southampton Boat

Show, and are looking into visiting the newly delivered Goliath crane to Rosyth Dockyards.

David Ragg  
SUNAS President

*I would welcome news of other university naval architecture societies' activities.*

Chief Executive

### SUSTAINABLE SHIPPING AWARDS

London, 7 July 2011

*The 2011 Sustainable Shipping Awards, now in its third year, celebrate those companies and individuals making great strides to shape and improve the environmental legacy of shipping. The Awards are supported by the Institution.*

*Nominations for the eight categories are now being taken. Each nominee, if shortlisted, will in return be recognised for being instrumental as well as inspiring in improving the overall reduction of shipping's carbon footprint.*

*The 2011 award categories are:*

- Clean Air Award
- Environmental Technology of the year
- Green Shipping Initiative of the year
- Environmental Innovation of the year (New for 2011)
- Ocean Environmental Protection Award
- Regional Environmental Protection Contribution of the year (New for 2011)
- Sustainable Shipping Operator of the Year
- Outstanding Contribution to Sustainable Shipping as voted by SustainableShipping.com (New for 2011)

*Nominations can be made online via [www.sustainableshipping.com/awards2011](http://www.sustainableshipping.com/awards2011) or by downloading the nomination form. The deadline for nominations is 20 May.*

## HMS *Lowestoft*

Built and engined by Messrs Alexander Stephen and Sons Ltd in Glasgow, HMS *Lowestoft* was laid down on 9 June 1958, launched by Mrs N A Copeman, wife of Vice Admiral N A Copeman CB, DSC the Fourth Sea Lord and Vice Controller of the Navy on 23 June 1960 and commissioned at Glasgow on 18th October. As well as being

the ninth and last of the Rothesay class to complete, HMS *Lowestoft* was the 36th frigate to be completed since 1955, when the first post-war frigates of the Blackwood class commissioned.

I am looking for copies of ships' plans and other information, but without much luck and I would be grateful if any of your

members might be able to guide me in the right direction. There is information about HMS *Lowestoft* at [www.sabie.co.uk/lowestoft/summary.html](http://www.sabie.co.uk/lowestoft/summary.html)

Tony Sanders  
The HMS Lowestoft Association  
[tony.sanders2@ntlworld.com](mailto:tony.sanders2@ntlworld.com)

## INSTITUTION NEWS

### New conference on education and professional development of engineers

The Institution recognises that as the global maritime industry emerges from the downturn it has been experiencing in recent years, the key to its future success will be innovation in aspects of the industry, whether it be design, construction or operations. And in an industry which is technologically led, such innovation will be provided by engineers who have the professional skills to meet the future demands of the industry. Such engineers will need to have achieved the knowledge and understanding which underpins those professional skills while at university, and to have developed them through training and experience after graduation.

The Institution is therefore organizing for the first time an International Conference on the Education and Professional Development of Engineers in the Maritime Industry, to bring together representatives of both industry and academia to present and discuss how those engineers who will be the key to the industry's future success will achieve the knowledge, understanding and professional skills which industry needs, both today and in the future.

Further details of this and other conferences may be found at [www.rina.org.uk/Events](http://www.rina.org.uk/Events)

#### THOUGHT FOR THE MONTH

*Ships that pass in the night  
and speak to each other in  
passing;*

*Only a signal shown and a  
distant voice in the darkness;*

*So on the ocean of life we  
pass and speak one another,  
Only a look and a voice; then  
darkness again and a silence.*

Henry Wadsworth Longfellow,  
1807-1882

#### RINA AFFAIRS

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

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# New South Wales Section

The NSW Section held its 13th AGM on the evening of 2 March 2011, following the March technical presentation in the Harricks Auditorium at Engineers Australia, Chatswood, with Phil Helmore in the chair.

Tim Holt, Country Manager Maritime for Det Norske Veritas, gave a presentation on *Quantum – A Containership for the Future* to a joint meeting with the IMarEST attended by 14 on 2 March in the Harricks Auditorium at Engineers Australia, Chatswood.

Tim's presentation was recorded for webcast by Engineers Australia

and is available for viewing online at [www.mediavisionz.com.au/ea\\_flash/syd/2011/110302-easyd/index.htm](http://www.mediavisionz.com.au/ea_flash/syd/2011/110302-easyd/index.htm).

John Jeremy, the last General Manager of Vickers Cockatoo Dockyard, gave a presentation *One Hundred Years of Destroyers in the Royal Australian Navy* to a joint meeting with the IMarEST attended by 26 on 30 March in the Harricks Auditorium at Engineers Australia, Chatswood.

Mori Flapan, Principal Technical Adviser to National Marine Safety Committee, gave a presentation on *The Draft NSCV Standard C1 on Arrangement, Accommodation and*

*Personal Safety* to a joint meeting with the IMarEST attended by 14 on 20 April in the Conference Room at Lloyd's Register Asia, 44 Market St, Sydney.

John Willy, Commander, Royal Australian Naval Reserve and Regional Operations Manager Australia, Orient Overseas Container Line, gave a presentation *Counter-piracy Operations in the Gulf of Aden, Arabian Sea and Somali Basin* to a joint meeting with the IMarEST attended by 29 on 4 May in the Harricks Auditorium at Engineers Australia, Chatswood.

Phil Helmore



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