



RINA AFFAIRS

APRIL 2010

The Newsletter of the Royal Institution of the Naval Architects

CHIEF EXECUTIVE'S COLUMN



The 2009 Annual Report of Council is published online and forwarded with a special issue of RINA News to all members. The Report provides a summary of the Institution's activities and achievements over the past year, and whilst conscious that there are 'lies, damned lies and statistics' (and CFD, according to Mr Noel Riley), as in previous years, I would like to highlight some of the figures contained in the Report, which I believe serve to demonstrate the success of the year.

The total membership at the end of 2009 was 8782, which is again the highest level since 1860 and represents a modest but welcome increase of 3.5% compared with 2008. There was

also an increase in the total number of applications for Corporate membership approved by the Committee in 2009, and an overall increase in the number of Corporate Members (Fellows and Members). There was no change in the number of Student Members, and although there was an increase in the number of transfers to Associate Member, this was matched by the number of resignations or lapsed memberships. The Institution's involvement with the Smallpeice Trust which organises residential maritime technology courses for 12-17 year olds, resulted in an increase in the number of Junior Members. These figures reflect the great importance which the Institution continues to place on involving the younger members of the profession, and this emphasis was illustrated by the number of prizes and awards recognising the achievement of student and graduate members.

During the year, new awards were introduced in the UK, India and New Zealand, joining those awards already presented in the UK, France, Italy, Poland, India, Korea, Indonesia, China, Australia and New Zealand. Many of these awards and prizes are sponsored by industry, reflecting the Institution's links with companies and organisations which employ members. The strength of these links was illustrated by the increase in the number of companies and organisations seeking to demonstrate their commitment to achieving high professional standards amongst their employees by seeking Corporate Partner membership of the Institution. Last year, a further four companies and organisations were elected as Corporate Partners.

In 2009, the Institution organised or co-organised a full and successful programme of over 20 international conferences and training courses in the UK, Belgium Italy, Singapore and China, and for the first time, in India and Belgium. This was the largest number of events ever organised by the Institution in one year. Conferences covered a variety of topics, reflecting the wide range of members' activities. Students and graduates were again enabled to attend these conferences by the generosity of the Institution's industry partners in providing sponsorship. The Institution's publications continued to merit their position as the leading technical journals in their field, and last year, *The Naval Architect* was again published in the Chinese language.

The Institution continued to play a very active and positive role in its capacity as a Non Governmental Organisation with the International Maritime Organisation, attending all meetings of committees and working groups where matters affecting naval architecture were discussed and submitting a number of papers. During the year, it became a member of the International Standards Organisation, and also played an active part in the Confederation of European Maritime Technology Societies, which it continues to chair.

Members will have the opportunity to discuss the activities of the Institution over the previous year, and perhaps more importantly, activities in forthcoming years, at the AGM. I hope as many members as possible will take this opportunity.

Trevor Blakeley

IN THIS ISSUE

2010 AGM

The 2010 AGM will be held at 1100 on Thurs 29 Apr, at RINA Headquarters.

2009 Annual Report and Financial Statement

The 2009 Annual Report and Financial Statement is published on line.

Superyacht, Megayacht or Gigayacht?

Members have responded to the request in the March issue of RINA News for a definition of the size of yachts, or in the absence of one, to suggest a definition.

2010 World Superyacht Young Designer Award

Entries are invited for the 2010 World Superyacht Young Designer Award competition.

Letters to the Editor

Mr Thorne writes of his late uncle's encounter with Winston Churchill on HMS *The Duke of York*. Other letters request information about William Camper and offer unwanted Transactions.

People in the News

The achievements of students in Newcastle, Southampton and Singapore are recognised by RINA Student Naval Architect Awards.

Headquarters' Facilities

The Institution offers a centrally located, low-cost option for members or their companies to hold meetings in London.

Lloyd's Register

2010 also marks the 250th anniversary of the founding of Lloyd's Register.

UK Strategy Framework

The UK Maritime Industries Leadership Council has produced a Strategic Framework for the UK Maritime Industries.

North East Coast Joint Branch Annual Dinner

Over 400 members and company guests enjoyed the North East Coast Joint Branch's 2010 Annual

Dinner. The Alan Stokoe Prize for the best naval architecture results at South Tyneside College was jointly awarded to Darpan

Kohli from India and Sahan Ranasinghe from Sri Lanka. The Prize was presented by Chief Executive, Trevor Blakeley, to Lindsey Whiterod, Principle and Chief Executive of South Tyneside College, on behalf of Darpan and Sahan who had already joined their first ships.

The annual Alan Stokoe Award is presented in memory of Alan who served on the Joint Branch Committee for many years, while at the same time as lecturer and author he also provided young engineers with a knowledge of naval architecture, "in English as opposed to problemistic misunderstanding".

Andrew Moffet, CEO of the Port of Tyne, received the Joint Branch's Engineering Excellence Award.

The Chief Executive also received a donation to the Benevolent Fund of £500, raised by the sale of raffle tickets and auction



Lindsey Whiterod receives the Alan Stokoe Prize from Chief Executive, Trevor Blakeley

RINA – BMT Group Award

The 2009 RINA – BMT Group Student Naval Architect Award for the best Group Design Project at Southampton University was awarded to Elena Bremer, James Calver, Mark Keightley and Carlo Tommasino. The Award was presented by Chief Executive, Trevor Blakeley and BMT Senior Naval Architect, Dan Spinney.



L-R Dan Spinney, Mark Keightley, Carlo Tommasino, Elena Bremer and Trevor Blakeley

2010 World Superyacht Young Designer Award

The 2010 World Superyacht Young Designer Award competition attracted 35 entries from Australia, Bangladesh, Brazil, France, Germany, India, Italy, New Zealand, Sweden, Taiwan, UK and the USA. The standard of entries was

again high, presenting no easy task for the panel of judges, chaired by the RINA Chief Executive.

The winning entry will be announced at the 2010 World Superyacht Awards Dinner on 22 May, at the Guildhall, London.

2011 World Superyacht Young Designer Award

Entries invited for the 2011 Awards

Sponsored by Camper Nicholson International, and organised by the Royal Institution of Naval Architects and Boat International magazine, the World Superyacht Young Designer Award provides a showcase for young designers to demonstrate their ability and talents, and to encourage the development and showcase the talent of the next generation of superyacht designers.

About the competition

The competition will be open to any one who is studying for a degree or other qualification in a subject related to yacht or small craft design, or who graduated from such a course within three years of the closing date for the competition. Work completed during the final year at university may be submitted after graduation.

The World Superyacht Young Designer Award 2011 will be presented to the young designer who produces the best concept design for a superyacht which meets the following owner's specification:

- It should be different from any other yacht!
- It should be capable of operating in both Caribbean and Mediterranean, and carrying 12 passengers and appropriate crew.
- It should comply with all appropriate international safety regulations.
- It should have the lowest possible carbon footprint.
- It should have all the recreational facilities which an owner and guests might expect on such a vessel.

- It will be made available for charter.

At this stage, the owner has not specified an upper cost.

Entrants to the competition will be required to submit the following:

- A profile and deck GA, showing major compartments and features
- A list of principal components and systems
- An estimate of weight and power requirements
- A description of the vessel, with illustrations, describing the philosophy behind the design and its key or novel features

Entries may be submitted by individuals or teams (maximum 3 members), and will be judged on innovation, technical feasibility, style and presentation by a panel of leading experts in the field. The deadline for entries, which should be submitted on CDROM or DVD, is 31 Jan 2011.

The Award

The winner of the Young Designer Award will receive a prize of €5000 and be invited to receive the Award at the 2011 World Superyacht Awards ceremony

If you are interested in submitting an entry, or would like more information, contact:

Giuseppe Gigantesco
Royal Institution of Naval Architects
Email: ggigantesco@rina.org.uk

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 Sally Charity, Tel: +44 (0)20 7235 4622; Email: scharity@rina.org.uk

University News

New Department at the University of Genoa

The Departments of Naval Architecture and Electrical Engineering at the University of Genoa have been merged to form the DINAEL (Dipartimento di Ingegneria Navale ed Elettrica -Department of Naval Architecture and Electrical Engineering).

Professor Carlo Podenzana-Bonvino FRINA has been appointed Director of the new department. Professor Podenzana-Bonvino is the Chairman of the Genoa Branch of the Institution.

UK Marine Technology Postgraduate Conference 2010

10 - 11 June 2010, Newcastle, UK

The school of Marine Science and Technology at Newcastle University are pleased to announce the UK's 1st Marine Technology Postgraduate Conference (MTPC 2010).

The conference is an opportunity for postgraduate researchers to present their work, learn about research projects at other institutions, network amongst like minded people and make contacts for the future. The conference is also an ideal opportunity for professionals from academia and industry to learn more about the cutting edge research currently taking place within UK marine technology institutions.

Further details may be found at <http://www.ncl.ac.uk/marine/postgrad/documents/MTPCpdfnew.pdf>

MARITIME SERVICES DIRECTORY

Do you or your company provide services or products to the public or the maritime industry? If so, promote yourself or your company by an entry in the online Maritime Services Directory.

Members will be aware that there are many online directories which list companies that provide services to the public or the maritime industry. Most of these directories seek quantity rather than quality of entries, and obtain their revenue through advertising rather than subscription.

Members of the Institution have, through their membership, demonstrated their achievement of internationally recognised standards of professional competence and integrity. Their membership is therefore an advertisement for the quality of the service or product which they offer.

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.

For reasons of fairness, it is the Institution's policy not to recommend individual members or their companies. All queries to Headquarters for members' services will be referred to the Maritime Services Directory.

RINA – Keppel Student Naval Architect Award

NGee Ann Polytechnic

The 2009 RINA-Keppel Student Naval Architect Award for outstanding performance in the module 'Ship Design' (Group Project) in Marine Offshore Technology Diploma Course at Ngee Ann

Polytechnic, Singapore, in the Academic Year 2009/2010 has been awarded to Ang Yi Ling and Chia Siok Nah for their project Basic Design of Container Vessel, and to Loh Wei Jun, Teo Jia Jun and Zhu Liwen for their project Basic Design of Bulk Carrier.

THOUGHTS 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

RINA and IES renew MOU for bilateral cooperation

At a ceremony held on Thursday 18 March 2010, the Memorandum of Understanding between the Institute of Engineers of Singapore and the Royal Institution of Naval Architects was renewed. Representing IES was Professor Yeoh Lean Weng, IES Vice President and Chairman of Industrial Group. Dr Arun Kr. Dev FRINA, RINA Council Member, signed the MOU on behalf of RINA. They were joined by representatives from both IES and RINA.

The IES-RINA MOU will focus on the promotion of Naval Architecture, Marine and Offshore Engineering disciplines in Singapore. Areas of possible collaboration include the organisation of joint courses, seminars, and workshops, and encouraging student members to participate in various activities organised by IES and RINA, among many other areas of collaboration.

Prof Yeoh Lean Weng (left) and Dr Arun Kr. Dev after the signing of the MOU



2010 Annual Dinner

The Institution's 2010 Annual Dinner will be held at The Lancaster London Hotel, on Thursday 29 April. The principal speakers will be David Moorhouse, Chairman of Lloyd's Register, and making a welcomed return, the Rev'd Canon Bill Christianson, past Secretary General of The Mission to Seafarers.

The 2010 Annual Dinner will be held in the presence of HRH The Duke of Edinburgh K.G., K.T

The Institution's Annual Dinner is a major event in the Institution's diary and is well supported by the maritime industry, as well as members of the Institution. Members and guests represent designers, builders and operators across the entire spectrum of the global maritime industry.

Corporate tables are available, along with private function suites for pre-dinner and after-dinner receptions. Individuals will

also be most welcome at the dinner. Tickets can be ordered by contacting Sally Charity at fax no. +44 (0)20 7259 5912, or email: scharity@rina.org.uk or using the online order form at <http://www.rina.org.uk/c2/uploads/ad2010.pdf>. Tickets for the dinner cost £98 (+ VAT), exclusive of wine.

In 2010, the Institution will celebrate the 150th anniversary of its founding in 1860. I do hope that you will be able to join the President and Council on this very special occasion and enjoy the splendid evening which the Institution's Annual Dinner always provides. I look forward to hearing from you.

Chief Executive

Those attending the Annual Dinner are reminded that because of additional security arrangements, they should present invitation card and photo identification.

First Corporate Partner member in Serbia

The Serbian Register of Shipping has become the latest company to demonstrate its commitment to high professional standards by its engineers by becoming a Corporate Partner member of the Institution. The Serbian Register of Shipping is the first Corporate Partner member in Serbia.

Corporate Partner membership

In addition to a wide range of benefits, Corporate Partner membership of the Royal Institution of Naval Architects will enhance the reputation and image of a company with its customers and the industry generally. Also,

both prospective and existing employees will value more highly an employer who is committed to the high professional standards and personal development demonstrated by Corporate Partner membership, thereby benefiting both recruitment and retention.

Members who are interested in their company or organisation, whether large or small, becoming a Corporate Partner and thereby demonstrating its commitment to high professional standards should contact the Chief Executive at hq@rina.org.uk or visit the Corporate Partner page on the website at www.rina.org.uk/CorporatePartners for further information.

2010 Annual General Meeting

NOTICE IS HEREBY GIVEN THAT IN ACCORDANCE WITH BY-LAWS 39 AND 42, THE ANNUAL GENERAL MEETING OF THE INSTITUTION WILL BE HELD AT 10 UPPER BELGRAVE STREET, LONDON, SW1X 8BQ, ON THURS 29 APRIL 2010 AT 1100 FOR THE FOLLOWING PURPOSES;

1. To receive the Annual Report of Council and the Financial Statement for the year ended 30 September 2010.
2. To consider and if felt fit, approve the following Resolutions:

Resolution 1: To elect Mr P French as President.

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

Resolution 3: To re-appoint Haysmacintyre as the Institution's auditors.

Note.

1. All members have the privilege to attend the above meeting, but only Voting Members (all except Student Members and Junior Members) are entitled to vote on the Resolutions.
2. Members entitled to vote on the Resolutions may appoint the Chairman of the meeting as their proxy to vote on their behalf.

Members may register their proxy vote here ([click here](#)).

2009 Annual Report of Council and Financial Statement

Council's Report for 2009 and the summary Financial Statement for the period ending 30 September 2009 is published online.

2010 EVENTS PROGRAMME

BASIC DRY DOCK TRAINING COURSE

11-14 May 2010, London, UK
<http://www.rina.org.uk/drydock2010>

WARSHIP 2010: ADVANCED TECHNOLOGIES IN NAVAL DESIGN & CONSTRUCTION

9-10 June 2010, London, UK
<http://www.rina.org.uk/warship2010>

INNOVATION IN HIGH PERFORMANCE SAILING YACHTS (INNOV'SAIL 2010)

30 June – 1 July 2010, Lorient, France
<http://www.rina.org.uk/innovsail2010>

HIGH SPEED MARINE CRAFT

29 - 30 September - 2010, London, UK
<http://www.rina.org.uk/highspeedcraft2010>

FUNDAMENTALS OF CONTRACT & CHANGE MANAGEMENT FOR SHIP CONSTRUCTION, REPAIR & DESIGN

13-15 October 2010, London, UK
<http://www.rina.org.uk/Fundamentalsoct2010>

SYSTEMS ENGINEERING IN SHIP & OFFSHORE DESIGN

21-22 October 2010, Bath, UK
<http://www.rina.org.uk/systemsengineering>

PRESIDENTS INVITATION LECTURE

November 2010, London, UK

ICSOT 2010: DEVELOPMENTS IN SHIP DESIGN AND CONSTRUCTION

11-12 November 2010, Surabaya, Indonesia
<http://www.rina.org.uk/icsot2010>

THE WILLIAM FROUDE CONFERENCE

24-25 November 2010, Portsmouth, UK
<http://www.rina.org.uk/Williamfroude>

Lloyd's Register

Celebrating 250 years of service

To turn back to 1760 is to realise just how much the world has changed since Lloyd's Register was founded. The sailing ship was the most reliable and speedy form of transport and the steam engine's full potential was only just being developed. Industrialisation of the western world had not yet accelerated to encourage the wide-spread exploitation of natural resources such as oil and gas; and the nuclear and jet ages would not even have been envisaged.

The Society for the Registry of Shipping was first established in Lloyd's coffee house, London. They published a Register Book to give merchants and underwriters an idea of the quality of their vessels. From 1768 a 1 was used to indicate a ship of the highest class, becoming A1 in 1775, now famous as a symbol of quality. Disputes over the Society's classification system from 1799 to 1833 led to a second Register until the resolution of the issue in 1834, when both were reconstituted as Lloyd's Register of British and Foreign Shipping, establishing a General Committee and charitable values which still stand today. The 19th Century brought huge changes as steam superseded sail, and timber gave way to iron and steel; creating ships of unprecedented size. Lloyd's Register met these challenges formulating guidelines based on practical experience. It classed its first steamer, *Woodford*, in 1818; its first iron vessel, *Sirius*, in 1837 and first steel vessel, *Annie*, in 1867. Comprehensive Rules for the Classification of Ships were published from 1834. The organisation rapidly earned widespread respect, giving evidence to government committees and receiving requests to appoint surveyors abroad.

In 1852, Captain Thomas Menzies was appointed to Quebec, becoming Lloyd's Register's first post-reconstitution overseas surveyor. In 1853 the Maltese Cross+ was adopted to indicate ships built under our Special Survey. Following a revision of the Rules from Iron Ships in 1870, the barque, *Lizzie Leslie*, became the

first vessel to receive the new notation +100A1. By the early 1880s almost half the world's shipping was classed by Lloyd's Register. By 1914, with an increasingly international outlook, it was entirely appropriate that the organisation's name was changed simply to Lloyd's Register of Shipping.

Lloyd's Register's first move into non-marine work involved the inspection of land-based cold stores in 1911. During the First World War non-marine work was undertaken for the French government and the Admiralty. The organisation remained active around the world and in 1916 established an American Committee, the first of many national and area committees to promote better understanding of local conditions. Lloyd's Register retained its place as the leading classification society throughout the inter-war years, thanks in part to its significant overseas operations. It also sowed the seeds of an important future part of the organisation's work in the energy sector.

During the Second World War many staff were sent to the USA and Canada to supervise the construction of standard vessels. All overseas staff made heroic efforts to keep the organisation's operations going under very difficult circumstances and the role of the national committees proved vital. The exigencies of war accelerated the pace of change in shipping and industry, while Lloyd's Register helped validate many of the innovations.

Reconstruction work following the war allowed Lloyd's Register to gradually revive its activities overseas. The mid-1950s saw a long boom in shipping with many new challenges as shipping and shipbuilding influence shifted towards the east. An encouraging sign for Lloyd's Register as it celebrated its bicentenary in 1960 was the remarkable growth of its non-marine operations.

In the decades following 1960, Lloyd's Register facilitated change as the shipping boom continued. Ship became ever larger and containerisation changed the world. The oil crisis of the early 1970s led to a deep depression in shipping, but Lloyd's Register rode the

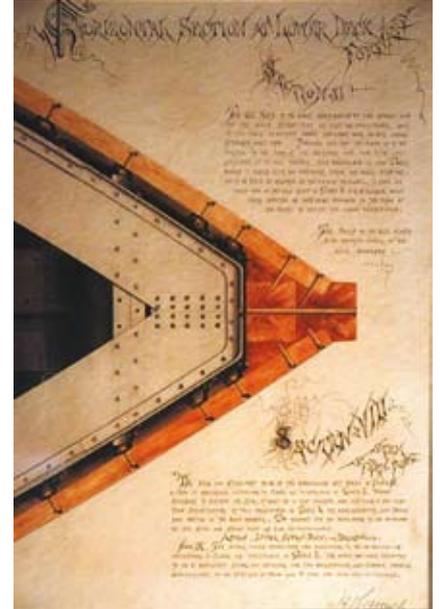


Illustration for LR Rules for Composite Ship 1866

storm through its involvement with the expanding energy industry and rising offshore business, marked by the pioneering development of oil and gas in the North Sea.

There followed another difficult period as shipping scarcely grew in terms of tonnage until 1990. Nearly all of the major classification societies suffered a decline in market share. At the same time the offshore industry suffered from a collapse in oil prices. Nevertheless, Lloyd's Register consolidated its position as a leading classification society for passenger ships and liquefied natural gas (LNG) carriers, strengthened its position in the Far East, and diversified its offshore operations around the world.

In the past decade, Lloyd's Register has undergone a cultural transformation to ensure greater financial and commercial awareness. It celebrates 250 years of service as a group united around the primary purpose of enhancing the safety of life and property at sea, on land and in the air. While today's organisation owes much to the past, each succeeding generation has taken Lloyd's Register forward and built upon its values. There is every justification for celebrating its achievements of the past 250 years.

Strategy Framework

The UK Marine Industries Leadership Council (MILC) – the forum for the industries’ key stakeholders – has produced a Strategic Framework for the UK’s marine industries. Its purpose is:

- To provide an overview of the industries, their importance to the UK economy and the key issues for the future.
- To unite the industries and their

stakeholders behind a shared vision of a globally competitive industry producing high-technology products and services.

- To engage stakeholders in delivering an action plan to turn that vision into reality and increase market share for UK companies.

The Strategic Framework document is available online.

Strategy Framework



GUIDANCE NOTES

The following Guidance Notes on professional development, application for Corporate membership and registration (with the ECUK), and accreditation of academic and training programmes are available online;

Professional Development

Initial Professional Development
Continuing Professional Development
IPD Log Books
Professional Development Manual
Mentoring

Applications for Corporate membership and Registration

Applying for Corporate membership
Applying for Registration
Professional Review Report
Professional Review Interview
Mature Candidate Route (to Corporate membership)
Technical Report Route (to Registration)
Application for Fellow

Accreditation

Accreditation of Academic Courses
Accreditation of Graduate Training Programmes

Second IMO GHG Study 2009

The report of the study on greenhouse gas emissions from ships, commissioned as an update of the International Maritime Organization’s (IMO) Study of Greenhouse Gas Emissions from Ships (2000), has been published. The report has been prepared on behalf of IMO by an international consortium led by MARINTEK.

The main objectives of the study were to assess:

- present and future emissions from international shipping;
- the possibilities for reduction of these emissions through technology and policy; and
- impacts on climate from these emissions.

The Second IMO GHG Study 2009 constitutes a significant scientific work undertaken at the global scale under the auspices of IMO. The in-hand Study equips IMO with scientific evidence not only to make the right decisions but also to enhance the Organization’s credentials as the best placed, and competent regulatory forum to establish an authoritative emissions control regime for international shipping.

*Efthimios E. Mitropoulos
IMO Secretary-General*

The report is available online.

HMS *Duke of York* at full speed

Sir: My late uncle, Lt. Commander Vivian Cox, travelled with Churchill to Washington in December 1941, setting up the travelling map room on HMS *Duke of York*, then a temporary map room for Churchill in the White House. He then stayed on for a couple of months at the request of FDR to establish the first permanent Map Room in the White House.

I am editing my late uncle's war memoirs, and cannot read two important words in the following passage. I would be grateful if you could confirm that the underlined words are "stern" and not "stem".

"At about midday we made our landfall. The Virginia coast seemed strangely like the familiar coastline of faraway Norfolk and Suffolk, with its pleasant seaside bathing resorts and its sandy beaches and low hilly silhouette. By now more aircraft had joined us and we were bustling on in order to get anchored before dark. Mr. Churchill was on the bridge in holiday mood. He told the Captain he would like the *Duke of York* to try a burst at full

speed, and was scornful of the objection that the water was shallow and that we would set up a huge wash. So on went the revolutions and the indicator on the log crept up to twenty-eight knots.

We were standing on the quarterdeck and from there the impression of speed and power was quite unforgettable. The thundering stern of the ship seemed to bite deeper and deeper into the smooth sea, which the four whirling screws threw back in a turbulent green and white wake. The most extraordinary effect, caused I was told by the reaction of the huge ship passing at high speed over the shallow bottom, was the towering stern wave which was generated. We stood on the deck with the water piled up more than head high on either side of us, feeling for all the world like the Children of Israel crossing the Red Sea. But we were destined to a slight taste of the fate of the Egyptians too, for a sentry came rushing up from the Admiral's day cabin, into which Mr. Churchill had now moved, to say that someone had left the scuttles open, that the sea was pouring

in and that the whole of the after flat was flooded. Speed was instantly reduced, but we had developed full-power and the P.M. was satisfied. He left the bridge and went aft to inspect the damage and to change and clean up before going ashore.

Some time later, as we were nearing harbour, I had occasion to take a message to him in his cabin. He was shaving. He was standing, with his trousers rolled up above his knees, in several inches of water, which some half dozen Royal Marines were mopping up into buckets, while in the flat outside suitcases were being salvaged and taken away to be dried. But the cause of all the trouble was blissfully happy, and, like Winnie-the-Pooh, was humming a little tune to himself. He knew that he had really been rather naughty."

Nick Thorne

Mr Thorne's query has been answered, but members may be interested in what Lt Commander Cox had to say.

Chief Executive

Superyacht, Megayacht or Gigayacht?

At RINA's conferences, reference is frequently made to super yachts, mega yacht, and even giga yachts. In the March issue of the e-newsletter, RINA News, I asked members to provide a definition of the size of yachts, or in the absence of one, suggest a definition. There was no shortage of replies, nor of definitions.

Chief Executive

Sir: In response to your query about yacht size nomenclature, the following categories are at this time generally understood, as follows:

Mega Yacht: 24m and over, this is the starting length for the Load Line Convention and by extension LYC, boats under this size are usually considered "motor boats" or "sail boats".

Super Yacht: 50m and over, this is approximately the corresponding length for 500 GRT, which is the starting point for SOLAS, etc. compliance. There are lower GRT start points (Safety Radio - 300 GRT, MARPOL - 400 GRT), but these requirements are so easily and inexpensively met, that the 500 GRT SOLAS break point is universally considered the big design/cost changer.

Giga Yacht: 100m and over, but the exact starting size of this category remains to be determined as there have been so few yachts built of this size. MCA has also promised that there will eventually be regulations for the 12 to 36 passenger category. When these new regulations are in place, then the Giga Yacht size will be easily established and recognised.

Register Length (L) is used for regulatory purposes (Load Line, Tonnage); however, Length Overall (LOA) is generally used by the yacht industries in referring to yacht size.

Michael T. Monahan
Aereon Marine, Inc.

Sir: To my knowledge there is no real recognised size definition for yachts, although the definition Large Yacht as used in The Large Commercial Yacht Code (LY2) issued by MCA UK could serve as such. Today LY2 is used worldwide for the safety certification of large yachts. The LY2 definition is, however, rather broad: it refers to any yacht above load line length (LL) 24 meters and gross tonnage below 3000. I am of opinion that a more diacritical definition would serve size interpretation better.

SYBAss (Superyacht Builders Association) would like to propose the definitions below. They are based on gross tonnage (GT) as size parameter rather than length, and they apply to both motor and sailing yachts.

- 1) GT < 200: Recreational craft or yacht
- 2) 200 < GT < 500: Large Yacht
- 3) 500 < GT < 3000: Super Yacht
- 4) GT > 3000: Mega Yacht

The above definitions are more or less common use in the yacht building industry. They relate to applicable legislation and are considered useful for interpretation of size.

GT = 200: corresponds more or less with LLL=24m, below this length national or regional legislation may apply, e.g. EU recreational craft directive. Above this size LY2 is generally applicable.

GT = 500: above this size various regulations of LY2 are more stringent and more international certificates are to be provided.

GT = 3000: yachts above this size have to meet the requirements of SOLAS in principle, LY2 is not valid.

Please note that the Red Ensign Group of Flag States is developing the Passenger Yacht Code (PYC), a set of rules and regulations applicable to yachts carrying more than 12 passengers. At this time it is not yet known whether PYC will also be applicable to mega yachts. However, this will not undo the above size definitions.

For your information: SYBAss represents builders of superyachts, i.e. yachts in the range 500-3000GT.

Chris van Hooren
Superyacht Builders Association

Sir: The thought that the journalistic hyperbole of super, mega (don't know of mega yacht!), and even giga yachts, now needs to be defined by such an esteemed, professional organisation as RINA makes me smile! If no definition exists, (and I don't think it does) may I offer the following?

A yacht is a yacht, a pleasure craft that in it's self is a luxury, making the term 'luxury yacht' a meaningless adjective. (I know that's is not in your question, but it is good to get it off my chest!). As owners and magazines are obsessed with length, in my view, the super, mega, and giga terms should relate to length, not tonnage. I therefore suggest the following:

Super yacht: a yacht of 50 to 100 metres in length.

Mega yacht: a yacht of 100 to 150 metres in length.

Giga yacht: a yacht of over 150 metres in length.

Maybe one day we will need a tera yacht definition.....!!!!

Tim Heywood
Tim Heywood designs ltd.

Sir: The recognized benchmark for a superyacht is "more than 24 m", as defined by the LY2 from the MCA. However, as everything gets inflated these days, there is now a general consensus that a superyacht is defined as "more than 30m"

Megayacht is within the industry generally described as more than 65-70 m, although I am not familiar with any official measure. A megayacht will have to have helicopter facilities, and 30 foot+ tenders.

The last few years have seen the construction of several really large yachts, prompting the need for yet another term, if nothing else, then just so that these "gigarich" owners can feel that they are standing out. A giga yacht will have to be more than 100 m, have enclosed hangar(s) for helicopters, and 40-foot + tenders (several), and perhaps a small submarine in order for it to stand out proper. Inside there will be full size gym with sauna, spa, perhaps indoor pool, could even be a tennis court. These are really small cruise ships, owned by private individuals.

If for charter, a superyacht of 60 m will cost in the region of 225.000 Euro/week,

plus food, fuel and tips to the crew (in the region of 6-10 %) and for the larger ones, the sky is really the limit.

Soren Christensen,
Master, S/Y "Skipper"

Sir: The question is well asked and the response more complicated than might first appear.

I am reminded of Her Majesties Royal Yacht "Britannia" which along with many small pleasure vessels, both power and sail have in common as being built, owned and operated for personal use. Any definition should therefore begin with intended use, much as we refer to container ships, deep sea trawlers, chemical carriers etc, ie "Yacht" .. a vessel for personal use.

As classify commercial vessels are classified according to function and then into sub groups based on range and tonnage, the same might be done for yachts. That is, the definition should be based on the relationships both fixed and dynamic between structures, survivability, wave regime, safety and purpose.

This 'subdivision' or 'vessel taxonomy' ... would of necessity be limited, create contradictions and anomalies. However, such is the nature of all classification. Equally we would still need some special categories ...

It would also be necessary to establish a clear definition and a separate category for the increasing number of vessels similar in form and function to many private yachts generally of smaller nature being used for profit and reward in the adventure tourism, charter and bareboat leasing industry. They would require higher build and safety standards.

There would also be need to give serious reflection to the impact of and shift from rule based design to standards and purpose based design

Warwick Trigg

Sir: It is fairly clear at what point they stop being just yachts. This is the 24m loadline mark. Even that mark is less than clear cut as there are those built before 1968 and less than 150 grt that are able to

be Certified in the under 24m Codes of Practice. One example being old J-class yachts at around 40m - and if any yacht is super, it is surely a J.

Where you might separate mega from super from giga I would leave to others.

*Charles Rossiter
Balfour Rossiter Ltd*

Sir: The term super-, mega or giga yacht is both a qualitative and quantitative term. Just to complicate things, there is also a temporal element. What was considered a superyacht a few years ago is treated as a common or garden yacht today.

Superyachts are generally considered to be super-luxurious and perfectly finished custom built yachts of over 40 metres, although a 30 metre yacht might have merited the term a few years ago and a production yacht of 40 metres may be termed a superyacht by her owner or an ambitious yacht broker.

When folk found that super luxurious yachts of 60 or more metres were being lumped together with mere 40 metre playthings, the term Megayacht started to appear, denoting the style of yacht with helicopter platform, decent sized swimming pool (not just an oversized Jacuzzi), proper tenders (at least 12m) and suchlike. Funnily enough some of these still only carry 12 guests to keep within the MCA large yacht code.

Now, with 60 to 100 metre yachts becoming commonplace, it became necessary to find a term for truly great yachts, and gigayacht has come to mean a yacht over 100m in length and a price tag over 100€million (and operating costs over 10€million a year, which is even more extraordinary). These often have a hangar for the helicopters and a second helideck to cope for the times when the crew's helicopter is operating at the same time as one of the guests' helicopters.

These terms are subject to inflation like a Mugabe dollar. In future we will, no doubt, find our harbours choked with 100+ metre yachts and we will either have to upgrade the band definitions, where a 100m will be only a superyacht and a 40 metre one will be called a tender, or else we will have to move on to terayachts or petayachts some of which will, no doubt, be able to accept the landing run of the owner's jet, though whether the

golf course will have to be evacuated when it does so remains to be seen.

*Butch Dalrymple-Smith
Butchdesign sarl*

Sir: In this office we would normally apply the term Superyacht only once a vessel is over approximately 30m or 100ft. I believe the term 'Megayacht' may actually be the American equivalent of our term 'Superyacht' so they might be regarded as interchangeable. After that I think there is a general acceptance that vessels including those passing the 500GT mark are still Superyachts or Megayachts, be they Motor or Sail (obviously motor yachts dominate). But at some point another milestone is passed and perhaps this may be taken to be the 100m LOA mark as there are so few yachts of this size globally. Perhaps then the term Gigayacht should apply to this rarer class of yacht.

In passing I would mention that 'Super' derives from Latin for 'above' - i.e. 'above' normal and Mega- from the Greek for 'Great' and Giga- meaning 'Gigantic'. Many people aren't as familiar with these latter meanings as those which derive from the more widely used engineering or IT terminology. Nevertheless, the general idea of increasingly large size is widely understood by the layperson even if it doesn't correspond to the scientific definitions.

*Jerry Turner
DUBOIS Naval Architects Ltd*

William Camper

Sir: In the course of researching my family history, I have gathered considerable information relating to the Camper family, descending from William Camper (shipbuilder) of Gosport.

1879 William Camper was listed as a member of the Institute of Naval Architects. In the census of 1881 he was listed as a yacht builder, and as a naval architect in the 1891 census.

I would be grateful for any information which members might have on the Campers.

*John Grimsey
john.grimsey@btinternet.com*

Transactions for offer

Sir: My father (Mr Brian Street MBE) is a member of RINA and has recently moved house. During the move, we have come across copies of the Annual Transactions of RINA for 1961 - 1970. These are hard backed books and I feel are too good to throw away. I would be please to donate them to any member or organisation who could arrange their collection.

*John Street
Exmouth, UK
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CHANGE OF ADDRESS

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