



RINA AFFAIRS

JUNE 2010

The Newsletter of the Royal Institution of the Naval Architects

CHIEF EXECUTIVE'S COLUMN



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 2010, 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, newsletters 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 12 hours!

Not surprisingly, greater use of the Internet is made, with all journals being published online and with a the range of RINA News eNewsletters, covering Institution news, publications, events etc. In an age where online "social networks" are increasing in use, the Institution's pages on Facebook and LinkedIn provide yet another opportunity for providing information and discussion.

The Institution aims to provide balanced, up-to-date, credible and readily accessible information, in a world of increasing information overload. Whether it succeeds is for the members to judge, and as always I welcome members' views.

Chief Executive

IN THIS ISSUE

Join RINA on LinkedIn and Facebook

Members are invited to join The Royal Institution of Naval Architects on LinkedIn - the professional community networking website – and on the social network Facebook.

CEMT Council meeting

At its meeting in Bremen, the Council of the Confederation of European Maritime Technology Societies heard a presentation on the organisation of the Maritime Industries Forum.

CEMT Award

The 2010 CEMT Award for a significant contribution to European shipbuilding has been made to Professor Preben Terndrup Pedersen at the Technical University of Denmark.

What is Naval Architecture?

Members give their views on what defines naval architecture and the naval architect.

Photos in RINA Affairs

All photos published in RINA Affairs may be viewed and downloaded online.

Small Craft Surveyors' Forum

The Small Craft Surveyors' Forum annual Workshop, organised in conjunction with SeaWorks 2010 at Southampton, chose as its topic "Environmental Issues Affecting Small Craft".

Letters to the Editor

Letters to the Editor included an invitation to bid for the contract for the restoration of the steelwork of SS *Nomadic* and a request for information about Naval Architect, Charles Campbell Brown.

RINA Student Naval Architect Awards

The achievements of students at Southampton University and Southampton Solent University are recognised by the presentation of RINA Student Naval Architect Awards.

New from the RINA Bookshop

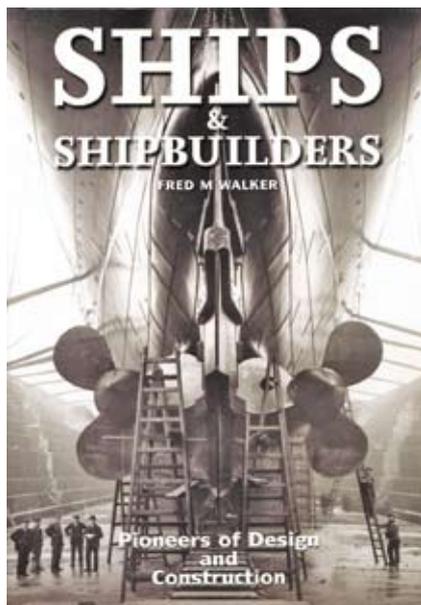
Ships and Shipbuilders Pioneers of Ship Design and Construction

By Fred Walker FRINA

Published by Seaforth, in association with the Royal Institution of Naval Architects

In the past three centuries the ship has developed from the relatively unsophisticated sail-driven vessel which would have been familiar to the sailors of the Tudor navy, to the huge motor-driven container ships, nuclear submarines and vast cruise liners that ply our seas today. Who were the innovators and builders who, during that span of time, prompted and instigated the most significant advances?

In this new book, Fred Walker describes the lives and deeds of more than 120 great engineers, scientists, philosophers, businessmen, shipwrights, naval architects and inventors who shaped ship design and shipbuilding world wide. Covering the story chronologically, and going back briefly even to Archimedes, such well-known names as Anthony Deane, Peter the Great, James Watt, Robert Fulton and Isambard Kingdom Brunel share space with lesser known characters like the luckless Frederic Sauvage, a pioneer of screw propulsion who, unable to interest the French navy in his tests in the early 1830s, was bankrupted and landed in debtor's prison. With the inclusion of such names as Ben Lexcen, the Australian yacht



designer who developed the controversial winged keel for the 1983 America's Cup, the story is brought right up to date.

Concise linking chapters place all these innovators in context so that a clear and fascinating history of the development of ships and shipbuilding emerges from the pages.

Members and others who enjoyed the occasional articles by Fred Walker on "Pioneers in Ship Design and Construction" published in RINA Affairs, will delight in this book, available from the RINA Bookshop at a discount on the published price of £25 + p&p.

Price (excl.p&p): £20 (Member £15) - available from RINA Headquarters

Price (incl. p&p):

UK £24.00 (Members £19);
 EUR £25.50 (Members £20.50);
 OVS £30 (Member £25)

To order Ships and Shipbuilders:

Tel: ++ 44 (0)20 7235 4622:

Fax ++ 44 (0)20 7259 5912:

Email: publications@rina.org.uk

or order online at www.rina.org.uk/home/showproducts.html?product=6084

PHOTOS IN RINA AFFAIRS

The photos published in the June issue of RINA Affairs may be viewed online and downloaded at :

<http://picasaweb.google.com/rinaphotographs>

Join the Royal Institution of Naval Architects on LinkedIn and Facebook

Members are invited invite you to join The Royal Institution of Naval Architects on LinkedIn – the professional community networking website – and on the social network Facebook.

The RINA LinkedIn Group will provide you with the opportunity to raise and discuss topical issues with other professionals in the maritime industry,

as well as providing you up to date news from the industry. The RINA Events Subgroup will keep you informed of the Institution's activities, which are open to both members and non members.

The RINA page on Facebook also provides an opportunity to network with other maritime professional.

Chief Executive

Naval Architecture Internships

Student Members looking for work experience through internships may write to the Chief Executive at hq@rina.org.uk. Where space permits, these requests will be published in RINA Affairs. Requests may also be posted on the Careers section of the website.

Charles Campbell Brown

Sir: Further to my letter (Jan/Feb issue) requesting information about Charles Campbell Brown, Naval Architect who died in 1916, whose daughter Ivy Grace Brown was born in Bombay and is buried in Llandudno, I have found that he was born at Skelmorlie, Argyllshire. After working for the government in Bombay as a Naval Architect, he founded the Iron Dockyard, a ship building & repair business which was still in existence at the time of his death in 1916. He was arrested by the Scots Guards on suspicion of being a spy in 'The McNeil Incident' in the Soudan & subsequently

released by Sir John McNeil. He was a freemason in Bombay & also introduced Association Football to Bombay.

If any members have any knowledge of where he may have trained (possibly in Scotland) or of the Iron Dockyard/Charles Brown & Co. (or indeed the 'McNeil Incident' which even the India Office have no knowledge of!), I'd be very grateful to hear from them.

Barbara Lawson-Reay

*Llandudno & Colwyn Bay Historical Society
Email: barbreay@hotmail.co.uk*

SS Nomadic

Sir: On behalf of the Nomadic Charitable Trust and The Department for Social Development Northern Ireland I would be grateful if you would give publicity to the contract for the restoration of the steelwork of SS *Nomadic* that will be announced shortly.

"SS *Nomadic* was built by Harland and Wolff at Belfast in 1910. She is the last remaining White Star vessel and served the liners *Olympic*, *Titanic*, *Queen Mary* and *Queen Elizabeth*, as a tender at Cherbourg until 1968. She is to be restored by the Nomadic Charitable Trust to her original condition and used as a space for peace and reconciliation and permanent tourist / heritage attraction within Belfast harbour.

The first stage of this restoration consists of replacing the superstructure, repair some

of the transverse bulkheads and make good deficiencies in the hull. Riveted construction is to be used."

The specification and Invitation to Tender may be obtained from:

Central Procurement Directorate
Northern Ireland (CPDNI) e-Tendering
system

<https://e-sourcingni.bravosolution.co.uk/web/login.shtml> The closing date for receipt of tenders is 9 August.

This project is part-financed by the European Union's Peace II Programme, managed by the Special EU Programmes Body

Brian Malone

Project manager SS Nomadic

"Ships & Shipbuilders"

Sir: I received my copy of "Ships & Shipbuilders" by Fred Walker from the RINA Bookshop at the beginning of this week. Congratulations to the author. It is a real Gem. I have not been able to put it down as yet. It is wonderful that RINA has had something to do with its publication. Full marks there are well warranted.

It would be a good inclusion in all Naval Architects' personal Libraries. Not only for its historical interest but as a good reference and research volume.

Thank you again Fred, and thank you too, to the Publications Department for being so prompt in delivery. I will treasure it always, it is greatly appreciated.

*With best wishes,
Neil Cormack*

THPV Bembridge

Sir: I am restoring in Poland an old motor pilot cutter THPV *Bembridge* build by Smith's Dock South Bank-on-Tees in 1938. She was designed by British naval Architect Sir William Reed, and was a step between whale catchers and flower class corvettes. So she is a very interesting vessel. Details of the vessel and her history can be found at www.bembridge.pl

Our intention is to place photos, a biography and maybe some interesting stories concerning Sir William Reed, by way of thanking him for such a beautiful vessel. I would be grateful for any information you might have.

Rafal Zahorski

rafal.zahorski@magemar.com.pl



2010 EVENTS PROGRAMME

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>

CEMT Council meets in Bremen

The Council of the Confederation of European Maritime Technology Societies (CEMT) met recently in Bremen. Matters discussed included:

- Common principles for individual societies; Code of Professional Conduct;
- Reports from the Maritime Industry Forum Working Groups (Rules & Regulations; Environment, Human Resources, Research) on which CEMT is represented;
- Routes to professional qualification;
- Maintaining education and training opportunities and standards at a time of downturn in industry activity; and
- Nominations for the 2010 CEMT Award for significant contribution to the European maritime industry.

A presentation on the organisation of the Maritime Industries Forum was given by Mr. Brodda of BALance, who now provide the Secretariat to the MIE. The presentation may be viewed online at www.cemt.eu

Following the meeting, members of the Council visited the Luerssen Shipyard.

Confederation of European Maritime Technology Societies

The Confederation of European Maritime Technology Societies (CEMT) is an independent confederation of professional

institutions (those involved in education and professional development) and learned societies (those facilitating the exchange of information) in the field of maritime technology.

Through its member Societies, CEMT is able to call upon the knowledge, skills and experience of over 35,000 professional naval architects, marine engineers and others in the field of maritime technology.

CEMT provides a forum for the exchange of information and views by the member societies on matters relating to the education and professional development of naval architects and marine engineers and others in the field of maritime technology. It also provides a link between the members of CEMT and the European Union, keeping members informed of matters being discussed or considered by any body of the European Union, and providing advice when requested by any body of the European Union on matters relating to the education and professional development of naval architects and marine.

Membership of CEMT is open to professional institutions and learned societies in the field of maritime technology in countries that are member states, or who have applied to become member states of the European Union.

The Chairman of CEMT is RINA Chief Executive, Mr Trevor Blakeley.

Members of the Council of the Confederation of European Maritime Technology Societies



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

2010 CEMT Award

Professor Preben Terndrup Pedersen

The CEMT Award is presented annually by the Confederation of European maritime Technology Societies to an individual who has made a significant contribution to European shipbuilding. The 2010 CEMT Award is made to Professor Preben Terndrup Pedersen.

For the past 37 years, Preben Terndrup Pedersen has held a position as professor in shipbuilding at the Technical University

of Denmark. During that time, he had a very strong influence on the shipbuilding industry both locally and internationally as a teacher and advisor for many Danish naval architects. In addition to this, he has been an external adviser for shipyards, ship owners and also different classification societies (DNV, ABS and NKK). With his technical and advanced theoretical background, many new leading edge ship projects have been developed, including one of the latest, the EMMA MAERSK, which is still one of the largest container ships in the world.

During his long career he has published more than 100 international publications of which many have been in front with advanced and ground breaking research. Different new calculation methods and procedures have thus been developed by Terndrup Pedersen, of which reason he has received several prestigious awards.

The Award will be presented at a special presentation by Professor Terndrup Pedersen at a meeting of the Danish Society for Naval Architecture and Marine Engineering, to mark his retirement.

RINA - BMF Student Naval Architect Award

Southampton Solent University

The RINA - BMF prize for the best BEng Yacht Production & Surveying project has been jointly won by Greg F. Dawson for his project *The Introduction Of Closed Mould Lamination Techniques To The Build Of A 57ft Blue Water Cruiser* and Stephen J. Crook for his project *The Design Of A Shoal Draft Daysailer And Construction Kit*.

RINA - BAE Systems Student Naval Architect Award

Southampton Solent University

The RINA – BAE Student Naval Award for the best final year BEng Yacht & Powercraft Design project has been won by Matthew S. Jupp for his project *Design Of A New Passenger Ferry For The River Mersey*.

Southampton University

The 2010 RINA – BAE Systems Student Naval Architect Award for the best 3rd Year Project on the Ship Science course was presented to William Ellison for his project analysis of paddle technique on elite kayak performance. The Award was presented by the Chief Executive, Trevor Blakeley.

Left to right: Trevor Blakeley, William Ellison, K Farrell, BAE Systems



WORLD SUPERYACHT YOUNG DESIGNER AWARD

The winner of the 2010 World Superyacht Young Designer Award was RA by Mr Adam Voorhees.

The judges considered that RA was an imaginative design which fully met all aspects of the specification, and showed good consistency and proportion between internal and external aspects of the design.

The judges felt that it was a very “user friendly” design that would appeal to both owner and charterer. The judges were particularly impressed by the designer’s clear understanding of the quality and enjoyment of life on the water – what yachting should be all about.

The Award was presented by the Chief Executive of RINA, Mr Trevor Blakeley, and Toby of Camper & Nicholson at the 2010 World Superyacht Awards Ceremony, at the Guildhall, London.

Other finalists in the 2010 World Superyacht Young Designer Award were:

GALAXY by Rodrigo Roberto Berlim from Brazil

SOLILOQUY by Alastair James Callander, from the UK

RYU by Sukjin Choi, from the USA

OMEN 100 by Stephane Zache, from France

About the World Superyacht Young Designer Competition

The World Superyacht Young Designer Competition is intended to provide a showcase for young designers to demonstrate their ability and talents, and to encourage the next generation of superyacht designers.

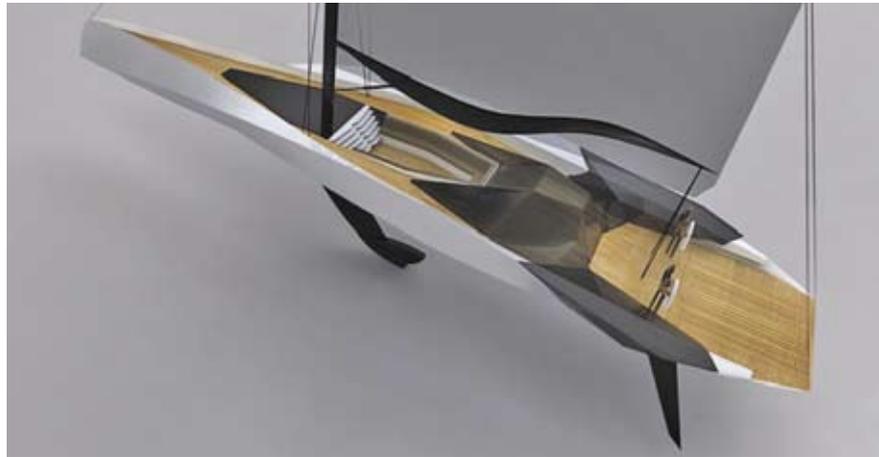
The competition will be open to any one who is studying for a degree or other qualification in a subject related to yacht or small craft design, or who graduated from such a course within two years of the closing date for the competition. Depending on the number



Winning entry RA by Adam Voorhees



Galaxy



Omen 100



RYU



Soliloquy

of entries, there will be separate categories for each.

The World Superyacht Young Designer Award 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 be a multi hull;
- It should comply with all appropriate international safety regulations;
- It should have the lowest possible carbon footprint; and
- It should have all the recreational facilities which an owner and guests might expect on such a vessel.

For further information about the 2011 World Superyacht Young Designer Competition, contact Giuseppe Gigantesco at ggigantesco@rina.org.uk