



# RINA AFFAIRS

JANUARY/FEBRUARY 2013

The Newsletter of the Royal Institution of the Naval Architects

## CHIEF EXECUTIVE'S COLUMN



**M**ay I take this opportunity of the first issue of RINA Affairs in 2013 to wish all members a belated Happy New Year (less belated for Chinese members!)

Over the past year I have again had the pleasure of meeting members (and some soon to become members) in some of the countries where the Institution is represented at all levels in universities, industry and maritime organisations. My visits to some of the 60+ universities where the Institution has links and the many companies in all sectors of the maritime industry where members work has left me in no doubt as to the standing which the Institution enjoys in the international maritime community.

The Institution has members in 97 countries, with over 75% from outside the UK – a number which again increased last year – demonstrating conclusively that the Institution is truly an international organisation. The decision of naval architects and others, from Australia to Azerbaijan to become members is confirmation that membership provides an internationally recognised demonstration of the highest standards of professional competence. Their membership also confirms the value which they place upon the Institution's international publications and conferences, providing the relevant and up to date information on developments across all sectors of the global maritime industry which is essential to maintaining that competence.

Few members of the maritime industry would deny the standing which the Institution's journals enjoy amongst the many similar publications which serve the industry worldwide – some better than others in terms of their accuracy and independence. The credit for that must go to the editorial staff and contributors, ably supported by the advertising teams. (I wonder how many members are aware that all editorial, advertising sales and production is done in-house, leaving only the printing and distribution to be out-sourced). The internationalism of the Institution's journals is reflected in their distribution in over 100 countries, giving them a truly global circulation. As I hope you are aware, all journals are now published in printed and digital formats for reading on PCs, iPads and other touchpads.

The Institution's conferences also continue to enjoy a high reputation for their quality of both content and organisation. The location of the conferences, in Europe, India, Asia and Australia also serves to demonstrate the internationalism of the Institution.

I believe that the Institution enjoys a standing in the international maritime industry which is unmatched by any professional society serving the professional needs of those involved in the design, construction and maintenance of marine vessels and structures. This is demonstrated by the number of companies which recognise corporate membership as meeting their requirements for professional recognition, seek the Institution's assistance in developing and accrediting their Graduate Training Programmes or become Corporate Partner members.

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

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

*Chief Executive*

## IN THIS ISSUE

### 2013 AGM and SGM

The 2013 Annual General Meeting and a Special General Meeting will be held on 24 April at RINA Headquarters.

On completion of the AGM, a presentation "Risk based approach in a maritime culture" will be given.

### Board of Trustees

Council recommends that a Board of Trustees be appointed to be the governing body of the Institution.

### RINA - what is it and who does it represent?

In a recent interview with Rob Almeida, Editor of the online newsletter gCaptain, the Chief Executive described the role of the Institution and the challenges it and the global maritime industry faces.

### 10 Years at IMO

In 2012, the Royal Institution of Naval Architects celebrated the 10th anniversary of its appointment as a Non-Governmental Organisation (NGO) member of the International Maritime Organisation (IMO).

### Letters to the Editor

Letters to the Editor include requests for information about Cecil L'Estrange Ewen, Fishing Vessel AUTUMN and the Swedish warship VASA. Can you help?

### LinkedIn

The RINA Group on the online professional network LinkedIn now has over 7000 members, making it one of the largest maritime industry Groups. The Group provides an opportunity for the global maritime industry to seek information or discuss matters of technical or professional interest.

### Awards

The success or contribution of members is recognised by its awards and Certificate of Appreciation.

# 2013 Annual General Meeting and 2013 Special General Meeting

1100, 24 April 2013  
10 Upper Belgrave Street, London SW1X 8BQ

## Agenda

1. President opens the AGM
2. Annual Report of Council
3. Financial Statement For 2012
4. AGM Resolutions
5. 2013 Elections to Council
6. 2012 Medals and Prizes
7. President adjourns the AGM
8. President opens the SGM
9. SGM Resolutions
10. President closes the SGM
11. President reconvenes the AGM
12. President's Report
13. General Discussion
14. President closes the AGM

On completion of the AGM, there will be a presentation by Allan Bain, MOD UK, and Paul James, Lloyd's Register, entitled "Risk based approach in a maritime culture".

Following the presentation, a buffet lunch will be available for those attending the AGM. To assist in catering, members are asked to let Sally Charity [scharity@rina.org.uk](mailto:scharity@rina.org.uk) know if they would like lunch.

### 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*

# 2013 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 WED 24 APRIL 2013 AT 1100 FOR THE FOLLOWING PURPOSES;

1. To receive the Annual Report of Council and the Financial Statement for the year ended 30 September 2012.
2. To consider and if felt fit, approve the following Resolutions:

Resolution 1: To re-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 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 by email ([www.rina.org.uk/agsm2013proxyform](http://www.rina.org.uk/agsm2013proxyform)) or by post ([www.rina.org.uk/p/1/proxyformagsmprinted2013.pdf](http://www.rina.org.uk/p/1/proxyformagsmprinted2013.pdf))

## UK NEST SCHOLARSHIPS

UK Naval Engineering Science & Technology (UK NEST) is a forum consisting of the major UK naval engineering companies and the Ministry of Defence. After the successful 2012 Scholarship campaign, UK NEST is launching a second competition across UK engineering and science undergraduates.

The competition is based on undergraduate applicants submitting an essay (maximum 500 words) setting out their understanding of the future of the Naval sector in the UK and their aspirations to support this vision. A panel of senior engineers and scientists, drawn from the UK NEST Member organisations, will judge the essays. Short-listed students will be invited for interview in order to make the final selection. Applications close on 31 August 2013. Details of the application process can be found on the UK NEST website: [www.uknest.org](http://www.uknest.org).

A maximum of three Scholarships of £3000/year will be offered to students who have successfully completed at least one year of study. Whilst each award is initially for one year, students may be eligible for on-going support providing their academic progress is satisfactory. In addition to the financial award, each student will be appointed an industrial mentor and offered opportunities for work-placement with a UK NEST Organisation.

The three successful students from 2012 are currently enjoying mentoring advice and technical support for their undergraduate studies from professional engineers in BMT, QinetiQ and BAE Systems Ships.

# Appointment of a Board of Trustees

At the Special General Meeting on 24 April 2013, members will be invited to vote on a Resolution to make such amendments to the By Laws and Regulations as are necessary to appoint a Board of Trustees as the governing body of the Institution. The note gives the background to that Resolution.

There has been a significant increase in both the scale and scope of the Institution's activities since its foundation, reflecting the changes to the naval architecture profession, the maritime industry and the nature of the Institution's membership. The impact of this has been to change the fundamental role of the Council from one of managing the Institution to one of directing its management. The complexity of the modern Institution's affairs has prompted the delegation of Council's authority to the lowest sensible level, wherever permitted by the Charter and By Laws, whilst having in place the means by which to satisfy itself collectively that such authority is being properly exercised. However, as its governing body, the Council remains responsible and accountable to its members for the proper management of the Institution.

Since 1964, the Institution has been registered as a charity in accordance with the UK Charities Act, by virtue of its educational role. Such registration provides significant financial advantages for an organisation based in the UK, albeit an international organisation in respect of its membership and activities. The governance of a charity is vested in its Trustees. Members of Council are therefore ipso facto, the Trustees, and are legally responsible to the UK Charity Commission for the proper management of the Institution as a charity, in accordance with the Charity Commission's requirements and guidelines. It is a requirement of the Charity Commission that all charities regularly review their governance structure to ensure that the organisation and composition of Trustees remains effective, and meets the needs of the charity.

Whilst confident that the Institution is being properly managed, the Council is also aware that a governing body of the current size of the Council at 40+ is not conducive to either the efficient management of any organisation, or the ability to respond quickly and effectively to changing requirements. The Council recognises that not all members of Council will

have the time or opportunity to achieve and maintain the skills and knowledge required of a Trustee, particularly with regard to financial management. Council therefore considers that the creation of a smaller Board of Trustees as the governing body of the Institution would provide more effective management of the Institution today as well as complying with the Charity Act.

## Board of Trustees

The Board of Trustees will be responsible for the governance and management of the Institution, i.e. it will be the governing body of the Institution. The Board will consist of up to 12 members who will be appointed/reappointed annually by Council, from members of Council. It will therefore remain ultimately accountable to the members.

The Board of Trustees will have full authority and sole responsibility for all financial matters, including the setting of budgets, monitoring of income and expenditure, approval of audits, setting of membership fees (as advised by Council), investments, and for all matters related to property and assets, including the upkeep of the Headquarters building and procurement.

## Council

The Council will be elected by the members as at present. It will be independent of the Board of Trustees and will be responsible for communicating the views of the Institution's membership, and for providing guidance and advice to the Board of Trustees on all matters related to the governance of the Institution.

The Council will have delegated responsibility for all matters relating to the structure of the Institution (including Divisions and Branches), membership, professional standards, publications and conferences (content but not financial), and to relationships with other organisations on all professional and technical matters, eg IMO, Engineering Council. It will continue to exercise such authority where appropriate, through its standing committees, Divisions and Branches. Its size will remain unchanged, and its members will continue to make their valuable contribution to the Institution, both through their direct involvement in the work of Council and as ambassadors for the Institution.

## Recommendation

Council recommends that members adopt the Resolution at the forthcoming SGM to allow the amendments to the By Laws necessary to form a Board of Trustees as the governing body of the Institution. The Chief Executive is available to answer any specific queries which members may have concerning the recommendation.

### SPECIAL GENERAL MEETING

NOTICE IS HEREBY GIVEN THAT IN ACCORDANCE WITH BY LAWS 37 AND 77, A SPECIAL GENERAL MEETING WILL BE HELD AT 10 UPPER BELGRAVE STREET, LONDON, SW1X 8BQ ON WEDNESDAY 24 APRIL 2013 AT 1100 OR SUCH TIME THEREAFTER TO CONSIDER, AND IF FELT FIT, APPROVE THE FOLLOWING RESOLUTIONS:

#### Changes to the By Laws

**Resolution 1:** "To make such amendments to the By Laws and Regulations as are necessary to appoint a Board of Trustees as the governing body of the Institution."

**Resolution 2:** "To make such amendments to the By Laws and Regulations as are necessary to change the title of the senior executive of the Institution from "Secretary" to "Chief Executive."

Note:

1. All members have the privilege to attend the above meeting, but only Voting 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.

# The Royal Institution of Naval Architects - Q & A

In a recent interview with Rob Almeida, Editor of the online newsletter, [www.gcaptain.com](http://www.gcaptain.com), Trevor Blakeley, Chief Executive of the Royal Institution of Naval Architects described the role of the Institution and the challenges it and the global maritime industry faces.

## **What is RINA and who does it represent?**

RINA is an international professional institution, whose members are involved in the design, construction and maintenance of marine vessels and structures. Our members are represented in over 90 countries and at all levels in universities, industry and maritime organisations.

Membership in RINA provides an internationally recognised demonstration of the achievement of the highest standards of professional competence, and the commitment to maintaining those standards.

We are a member of a number of maritime organisations, where the Institution contributes its collective expertise in such areas as improving safety and the protection of the maritime environment. It has Non Governmental Organisation status at the International Maritime Organisation, where it represents the views of other national maritime professional institutions. RINA is a member of the International Standards Organisation (ISO) and chairs the Confederation of European Maritime Technology Societies. It also has Agreements of Co-operation with a number of other professional institutions in the maritime community.

## **The maritime industry has undergone massive geographical, technical and regulatory change in recent years. How has RINA faced up to that change?**

RINA's heritage as a professional institution dates back to 1860, and since then, we've seen a number of significant evolutions in our industry and we've been able to maintain our standing and move forward through a very deliberate willingness to evolve, and to reflect the changes in the industry and the professional needs of our members.

The Institution's mission statement – if

the term would have been recognised back in 1860, was “to promote and facilitate the exchange of technical and scientific information, views and discussion”, and through this “to influence and contribute towards furthering knowledge, understanding and standards”. That remains very much the aim of the Institution today, but what has changed is both the maritime industry itself, and the amount of information available together with the means by which it may be accessed.

## **Could you elaborate on that a bit more? How do you facilitate this information exchange in a world where information is now so freely exchanged?**

RINA provides access to up-to-date and independent information on technical developments in all aspects of the maritime industry through its range of international journals, conferences and training courses. In today's world of information overload, it might be asked if there is still a role for the Institution. But which of the million + answers which Google might give are accurate and credible? I believe that it is such accuracy and credibility which is the hallmark of the Institution. In seeking to encourage high professional standards by others, the Institution must also achieve them itself.

The changes to the maritime industry have been both technical and geographical, and the Institution has reflected these changes in its activities and global membership. The offshore sectors and marine renewable energy are increasingly covered more in its publications and conferences. The Institution recognised the growth of the Chinese shipbuilding by publishing its principal journal, *The Naval Architect*, in the Chinese language, and by organising conferences in China where it now has a Branch. More recently, it is focusing on growth regions such as Brazil. It is no coincidence, for example, that this year's President's Invitation Lecture, in London on 21 November, will be delivered by Eduardo Autran, Executive Manager of Supply and Logistics, Petrobras. It is also a

measure of the Institution's standing that it is able to attract leading figures in the industry to speak at such events.

Through its international membership and links with maritime organisations, the Institution is able to provide a link between universities, industry and the individual engineer. The Institution has links with over 60 universities worldwide, and believes that it has a responsibility to encourage high professional standards by those at the start of their professional careers.

The Institution both encourages and assists in the development of high standards of both professional competence and integrity by individuals involved in the design, construction and maintenance of marine vessels and structures. As chair of the Confederation of European Maritime Technology Societies, RINA has been instrumental in introducing a voluntary Code of Professional Conduct for all engineers in the maritime industry.

It recognises the role of industry in the professional development of its engineers. Its 100+ Corporate Partner members are companies or organisations which have demonstrated commitment to achieving and maintaining high professional standards in their employees and assisting them to continue their professional development. They range from small design consultancies to major Classification Societies.

## **What are you doing to address the changing regulatory landscape?**

All in the maritime industry have seen the way safety and environmental regulations have been driving the marine sector over recent years, and the consequences that has for technology specialists, designers and ship owners alike.

The Institution commits considerable time, energy and resources to its role as a NGO at the IMO, where its contribution has been significant for a relatively small organisation, and which has been recognised by successive Secretary Generals.

Recent RINA submissions to IMO have included providing statutory advice to

Marine Consultants in a review of statutory ship certificates and the procedures to be followed for the conversion of a dedicated container carrier to a general cargo ship carrying heavy cargoes. Work has also included the investigation of the arrangements of the means of access in bulk carrier double bottom and considered amendments to the current SOLAS requirements and guidance.

We also offer expert opinion on higher profile matters – the new generation of stability criteria, survivability of passenger vessels, damage stability ro-ro passenger vessels, and guidelines for stability of tankers and bulk carriers. In fact, our full participation in IMO at Committee and Sub-Committee level puts us at the heart of the discussions on the key matters affecting our sector, ranging from the development of a mandatory Polar Code, to Goal-Based Standards, the Formal Safety Assessment, the Energy Efficiency Design Index (EEDI), the Prevention of air pollution and the Reduction in Green House Gases.

And it is here that we can bring the rigour of the naval architect to proceedings. The Institution's contribution to EEDI, for example, was intended to ensure that all future technical measures are properly evaluated before they are mandated.

RINA also needs to ensure that it provides the forum for industry to contribute to future regulations in a timely manner. For example, it is hosting the Passenger Ship Evacuation Seminar on November 30th, 2013 at its London headquarters. This will present the results of SAFEGUARD, which focused on issues associated with the evacuation of large passenger ships. SAFEGUARD has generated more comprehensive passenger evacuation data than any other single evacuation project in history.

**How can you ensure the 'RINA voice' is heard at a time when more information sources are available than ever before?**

One of RINA's core functions is to offer a bridge between academia and industry. In the last academic year, new links were developed through our accreditation of courses at universities in India, New Zealand, Malta, Serbia, and the UK, all of which met the academic requirements of the Institution.

This is an important part of the Institution's strategy to continue to make the right connections and bring the profession together using the right forums to maintain its well-being.

Extensive use is already made of the Institution's group on the professional online network LinkedIn as a technical forum. But social media has become just one more ingredient, alongside the Institution's independent magazines, its conferences and conference proceedings and the peer-reviewed technical papers it publishes. These are available not only to RINA members but to the wider maritime community, and is one more the tangible piece of evidence that the Institution is meeting its pledge to make RINA's collective expertise available to society in general.

**As the industry has changed, we often hear complaints that the maritime sector no longer offers the career path it once did. What is your response to that?**

I believe that the maritime industry can offer a rewarding career, but today it demands high standards of professional skills of its engineers, at all stages in their careers. The Institution commits considerable resources to encouraging membership and involvement in its activities by studying at college and university before joining the maritime industry. We offer free membership to many students and encourage academic excellence by a number of awards, often in association with industry. For example, this year sponsorship has been obtained for new awards at the Bangladesh University of Engineering and Technology and at the Singapore campus of Newcastle University, bringing the number of universities where awards are presented to 40.

**But, beyond academia, how do you encourage those qualified in Naval Architecture to make full use of those skills as part of their working life?**

Access to up to date information is essential to the continuing professional development of any engineer, and RINA provides such access through its publications, conferences and local Branch meetings. As with students, it encourages excellence by a number of awards for the best papers published by the Institution

on such subjects as small craft, the environment, safety, and high speed craft, many for authors under the age of 30. At the other end of the professional scale it presents such awards the David Goodrich Prize for the best paper presented at the annual Warships conference. The Institution's most prestigious prize is the William Froude Medal, awarded from time to time to a person of any nationality who, in the opinion of the Council of the Institution, has made some conspicuous contribution to naval architecture and/or shipbuilding and whose services and personal achievements in this direction merit special consideration.

The Institution believes that the safety of both the seafarer and the maritime environment begins with good design, followed by sound construction and efficient operation. Last year it introduced The Maritime Safety Award, jointly sponsored by the Institution and Lloyd's Register, recognising an individual, company or organisation which has made a significant technological contribution to improving maritime safety or the protection of the maritime environment. Last year, the Award went to the Engineering and Supply Department of the Royal National Lifeboat Institution for their innovative work improving the safety of its lifeboats.

But perhaps just as importantly, RINA encourages the individual member to take pride in his or her own professional achievement. The professional qualification which is implicit in achieving full membership of the Institution is recognised throughout the international maritime industry as demonstrating the achievement of the highest standards of professional competence and, just as important, of professional integrity. Why else would the Institution have an increasing number of members in over 90 countries?

**What do you see for the future of the Institution?**

In a nutshell, more of the same. It will continue identifying and responding to the professional needs of its member, the maritime industry and the naval architecture profession, just as it has done for over 150 years. As ships, boats and marine structures continue to evolve, so will the Institution.

# The Royal Institution of Naval Architects – 10 Years at the IMO

In 2012, the Royal Institution of Naval Architects celebrated the 10th anniversary of its appointment as a Non-Governmental Organisation (NGO) member of the International Maritime Organisation (IMO). During that time, the Institution has played an active role in the work of the IMO, attending all major Committees and sub Committees, as well as being involved in many Inter-sessional Correspondence and Working Groups.

The Institution has also submitted numerous papers, including the following:

- **LARGE PASSENGER SHIP SAFETY** (MSC 75/INF.36 – 26 Mar 2002) : Results of a workshop on passenger ship safety;
- **COMPARISON OF GENERAL CARGO SHIP LOSSES AND FATALITIES** (MSC77/25/4 – 25 Mar 2003)
- **REVIEW OF THE 2000 HSC CODE AND AMENDMENTS TO THE DSC CODE AND THE 1994 HSC CODE** (DE 49/5/3 – 14 Dec 2005) : Consistency in determination of operating limitations
- **REVIEW OF THE 2000 HSC CODE AND AMENDMENTS TO THE DSC CODE AND THE 1994 HSC CODE** (DE 49/INF.5 – 14 Dec 2005) : Consistency in determination of operating limitations
- **SHIP DESIGN AND EQUIPMENT** (MSC 83/9/3 – 31 July 2007) : Comments on the report of the fiftieth session of the Sub-Committee
- **REVISION OF THE INTACT STABILITY CODE** (SLF 51/INF.6 – 23 May 2008) : Research outcomes for new generation intact stability criteria
- **GOAL-BASED NEW SHIP CONSTRUCTION STANDARDS** (MSC 86/5/14 – 9 Apr 2009) : Tier III – Verification of Compliance
- **GUIDELINES FOR VERIFICATION OF DAMAGE STABILITY**

**REQUIREMENTS FOR TANKERS AND BULK CARRIERS** (SLF 52/9/3 – 20 Nov 2009) : Three ways of verifying the Loading Conditions.

- **REDUCTION OF GHG EMISSIONS FROM SHIPS** (MEPC 61/5/8 – 23 July 2010); Definition of draught in the calculation of the EEDI
- **DEVELOPMENT OF NEW GENERATION INTACT STABILITY CRITERIA** (SLF 53/3/3 – 4 Nov 2010) : Activities of the Dynamic Stability Task Group of the Society of Naval Architects and Marine Engineers
- **DEVELOPMENT OF NEW GENERATION INTACT STABILITY CRITERIA** (SLF 53/3/4 -5 Nov 2010) : International Code on Intact Stability, 2008 (2008 IS Code) – Angle of heel in turns
- **REVIEW OF DAMAGE STABILITY REGULATIONS FOR RO-RO PASSENGER SHIPS** ( SLF 53/10 – 5 Nov 2010) : Review of the SOLAS 2009 damage stability regulations and The Explanatory Notes to the SOLAS 2009 regulations
- **WORK PROGRAMME** (MSC 89/22/16 – 22 March 2011) : Amendment of the 2008 IS Code – Criterion for angle of heel in turns
- **DEVELOPMENT OF AMENDMENTS TO THE CRITERION FOR MAXIMUM ANGLE OF HEEL IN TURNS OF THE 2008 IS CODE** (SLF 54/12 – 12 October 2011) : Proposed amendment to the 2008 IS Code
- **DEVELOPMENT OF A NEW FRAMEWORK OF REQUIREMENTS FOR LIFE-SAVING APPLIANCES** (DE 56/6/5 – 22 December 2011): Review of the life-saving appliance accident data on incidents in United Kingdom waters, between 2001 and 2011, for cargo

ships 500 gross tonnage and above and passenger ships carrying more than 12 passengers

- **AIR POLLUTION AND ENERGY EFFICIENCY** (MEPC 63/4/17 – 3 Feb 2012): Application of cubic capacity correction factor to tankers
- **COMPARISON OF GENERAL CARGO SHIP LOSSES AND FATALITIES** (MSC 77/25/4)
- **GENERAL CARGO SHIP SAFETY** (MSC 83/20/3) : Comments on general cargo ship losses and fatalities
- **CONSIDERATION OF THE ENERGY EFFICIENCY DESIGN INDEX FOR NEW SHIPS** (GHG-WG2/2/2) : Proposals for modifications to the Energy Design Index
- **REVIEW OF THE ENERGY EFFICIENCY OPERATIONAL INDEX** (GHG-WG2/1/1): Monitoring of the Operational Index
- **FURTHER IMPROVEMENT OF THE DRAFT TEXT FOR MANDATORY REQUIREMENTS OF EEDI AND SEEMP** (EE-WG1/2/13) : Energy Saving Devices
- **CONSIDERATION AND ADOPTION OF AMENDMENTS TO MANDATORY INSTRUMENTS** (MSC 90/13/3): Mandatory carriage of stability instruments on tankers

The Institution considers that it holds its Consultative Status on behalf of the international naval architecture profession. On its appointment as an NGO, the Institution formed the IMO Naval Architectural Group of those professional institutions and societies which are involved in maritime safety and the protection of the maritime environment, and wish their views to be represented at the IMO.

### 2013 ANNUAL MEMBERSHIP FEE

Members who have not yet paid their 2013 Annual Membership Fee which was due on 1 January 2013 are reminded that if they wish to continue their membership, they should forward the payment as soon as possible. All members with their Fee outstanding have been sent a reminder email, advising them of the amount outstanding. Members who did not receive their 2013 Annual Fees Notice are requested to contact [accounts@rina.org.uk](mailto:accounts@rina.org.uk) for a copy of the Notice.

## RINA Group on LinkedIn

Topics which have been posted by members of the RINA Group on the online professional networking site LinkedIn in the last month include:

- Working principles of energy saving devices (ESDs)
- Triple screw propeller -transverse distance equation
- Why the long tail propulsion is better efficiency than conventional propulsion system?
- Potential barriers to the construction and operation of LNG carriers
- Crewboat Design Kit
- Systems Engineering in the Commercial Marine Industry
- Structural Weight and Powering Relation
- Adjusting RAO's for different Hs

Details of forthcoming RINA conferences and other activities are also published.

The RINA Group on LinkedIn now has over 7000 members, representing the whole spectrum of the global maritime

industry. It provides of forum for the exchange of information and discussion on technical matters related the design, construction and maintenance of marine vessels and structures. It does not allow company or individual promotion, or recruitment advertising.

There is a link to the RINA Group on LinkedIn on the home page of the RINA website. Members are encouraged to sign up for LinkedIn, which requires the minimum of personal information, and to receive regular updates on matters being discussed.

## DIVISION AND BRANCHES

### New South Wales Section

The 13th SMIX (Sydney Marine Industry Christmas) Bash was held on Thursday 6 December aboard the beautifully restored *James Craig* alongside Wharf 7, Darling Harbour, from 1730 to 2130. The Bash was organised jointly by the IMarEST (Sydney Branch) and RINA (NSW Section). About 200 guests came from the full spectrum of the marine industry, including naval architects, marine engineers, drafters, boatbuilders, machinery and equipment suppliers, regulators, classifiers, surveyors, operators, managers, pilots, navigators, researchers, and educators. Equally importantly, the full spectrum of age groups was represented, from present students to the elders of the marine community.

Sydney turned on a beautiful evening, and many partners in attendance enjoyed the view from the decks of *James Craig*. Drinks (beer, champagne, wine and soft drinks) and finger food (chicken kebabs, rolls, quiches and smoked salmon) were provided. A delicious buffet dinner was served in the 'tween decks, followed by trays of sweet afters and mini-cones of gelati, then tea and coffee, and many tall tales and true were told.

Alan Taylor of the Institute of Marine Engineering, Science and Technology gave a presentation on Business Continuity Management to a joint meeting with the IMarEST attended by 25 on 6 February in the Harricks Auditorium at Engineers Australia, Chatswood.

*Phil Helmore*

### Pakistan Joint Branch

The Pakistan Joint Branch held its annual dinner on 4 January 2013 at Defence Authority Club, Karachi.

Members of the Pakistan Joint Branch.



## Southern Joint Branch member receives Council's Certificate of Appreciation

John Charlesworth FRINA was presented with Council's Certificate of Appreciation by the Chief Executive, Trevor Blakeley, at the Southern Joint Branch Annual Dinner. John was recommended for the award of the Certificate by the Southern Joint Branch Council.

The citation for the award read:

*The Council of the Royal Institution of Naval Architects wish to record their appreciation of John Charlesworth's service and dedication to the Institution as a past President, Vice President, Chairman and member of the Southern Joint Branch Council for more than twenty five years.*

## RINA – Keppel Student Naval Architect Award

The 2013 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 has been awarded to the following students:

**Project Title: Design of Oil Tanker**

Li Zehui  
Soh Miao Hui

**Project Title: Design of General Cargo Ship "GP ISLAND"**

Goh Zhi Kai  
Pan Peng

## RINA – GSCC Student Naval Architect Award

The winner of the 2012 RINA - GSCC prize at the National Technical University Athens was Ms. Harris Economidou for her thesis title "Sea-keeping and wave-drift forces in varying vathymetry".

## Appointments

Allan Larsen MRINA has been appointed as the Bureau Veritas – Royal Institution of Naval Architects Coordinator. His appointment is a reflection of the strength of the Institution's links and the standing which it enjoys with Bureau Veritas.

### CODE OF PROFESSIONAL CONDUCT

The By Laws requires that "every member of the Institution shall so order his conduct as to uphold the dignity and reputation of the Institution and shall observe the provisions of the Charter and these By-Laws." Every member is further constrained to "order his conduct as to uphold the dignity and reputation of his profession and to safeguard the public interest in matters of safety and health and otherwise." A member is required to "exercise his professional skill and judgement to the best of his ability and discharge his professional responsibilities with integrity."

The Council's rules governing professional conduct and disciplinary procedures are published in the Institution's Code of Professional Conduct. This may be downloaded from the Members' Only page of the RINA website at [www.rina.org.uk/members](http://www.rina.org.uk/members)

### CHANGE OF ADDRESS

Each year, the Institution sends out over 170,000 copies of the journals and RINA Affairs, a total paper weight of over 35 tons. Unfortunately, a number of those are returned "not known at this address", usually because members have forgotten to inform the Institution of their change of address. In addition to the waste of postage, the Institution is charged for those returned from other than the UK. Additional cost is then incurred when members ask for the missing copies.

Members are requested to let the Institution know of a change of address as soon as possible, preferably before they actually change their address. Changes may be sent online from the Members' Only section of the RINA website at [www.rina.org.uk](http://www.rina.org.uk), by email to [membership@rina.org.uk](mailto:membership@rina.org.uk), by fax to +44 (0)20 7259 5912, or by letter to RINA Headquarters.

Members are reminded that changes of address or personal details should be forwarded direct to Headquarters and not to Branch or Division Secretaries.

## Fishing Vessel Autumn

Sir: I am researching a ship built in 1877 by William Edwin Redway who was trained at Chatham and either was or became a member of your Institution.

William Edwin Redway eventually emigrated to Canada where he was a pioneer in Great Lakes shipping, but as a young man he worked with his father in their firm Redway & Sons in Dartmouth which was destroyed by an uninsured fire

in either 1878 or 1880. During the period 1870 to 1878 they specialised in fishing vessels, one of which was the *Autumn* which was a dandy built for a fishing fleet in Hull.

I would be grateful for any information about the *Autumn* or guidance on where I might.

*Sheilah Openshaw  
nedludd@supanet.com*

## Cecil L'Estrange Ewen

I am researching my great uncle Cecil L'Estrange Ewen. He was a Naval architect amongst many other things and had the initials A.M.I.N.A after his name. In 1911 he wrote an article on yacht and motor boat insurance that was published in *Yachting Monthly* and in a separate booklet printed in

March 1912. He was based in 45 Hope Street, Glasgow.

Any information you may have or how I can progress my search would be a huge help.

*Jonathan William Ewen Deare  
jondeare@yahoo.co.uk*

## Swedish warship *Vasa*

Sir; I am giving a talk in April to our local Probus Club on the Swedish warship the *Vasa* built in 1626. All the material is nearly complete but I would like to quote the power that exists when the wind fills the 13,700 sq. feet of sail. I have trawled the internet for information but I am not

getting far. Are there any formulae or actual rough figure in HP or KW that I could use? Any information would be helpful.

*Mike Halliwell  
mike.halliwell@waitrose.com*

### 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.

**Editor** Trevor Blakeley, chief executive  
**Design/Production Manager** Sandy Defraime

Published by The Royal Institution of Naval Architects  
10 Upper Belgrave Street  
London SW1X 8BQ, UK  
Tel: +44 (0)20 7235 4622  
Fax: +44 (0)20 7259 5912  
Email: [hq@rina.org.uk](mailto:hq@rina.org.uk)

© The Royal Institution of Naval Architects

### 2013 EVENTS PROGRAMME

#### Design and Construction of Super and Mega Yachts

8-9 May 2013, Genoa, Italy

#### ICCAS 2013 - International Conference on Computer Applications in Shipbuilding

24-26 September 2013, Busan,  
South Korea

#### SURV 8: Surveillance, Search And Rescue Craft

20-21 Mar, Poole, UK  
<http://www.rina.org.uk/Surv8>

#### Marine Coatings Conference

18 Apr, London, UK  
[http://www.rina.org.uk/  
Marine\\_Coatings](http://www.rina.org.uk/Marine_Coatings)

#### HPMV CHINA 2013 - 18th International Conference on High Performance Marine Vessels

12-13 Apr Shanghai, China  
[http://www.rina.org.uk/  
hmpv\\_china\\_2013.html](http://www.rina.org.uk/hmpv_china_2013.html)

#### Design and Construction Of Super And Mega Yachts

8-9 May, Genoa, Italy  
[http://www.rina.org.uk/Super\\_Yacht](http://www.rina.org.uk/Super_Yacht)

#### Basic Dry Dock Course

20-23 May, London, UK  
[http://www.rina.org.uk/basic-  
drydock-2013.html](http://www.rina.org.uk/basic-drydock-2013.html)

#### Contract Management For Offshore Vessel Construction, Repair & Design Course

29-31 May, Aberdeen, UK  
[http://www.rina.org.uk/Contract-  
Management-May2013.html](http://www.rina.org.uk/Contract-Management-May2013.html)

#### Warship 2013: Minor Warships

12-13 Jun, Bath, UK  
[http://www.rina.org.uk/  
warship-2013.html](http://www.rina.org.uk/warship-2013.html)