



RINA AFFAIRS

MAY/JUNE 2014

The Newsletter of the Royal Institution of the Naval Architects

CHIEF EXECUTIVE'S COLUMN



The 2014 Annual General Meeting was held on 30 April, for the first time, at the Institution's new Headquarters at 8-9 Northumberland Street, with many members visiting the new Headquarters for the first time. Members who have not yet had the opportunity to visit the new Headquarters will be most welcome.

In his Address, the President reported that during the year, he had had the opportunity to meet with members of the Institution and others in the global maritime industry. After nearly 4 years as President, he was no longer surprised, but continued to be impressed, by the standing and respect which he found that the Institution

enjoys throughout the international maritime industry. Whilst the Institution should always be proud of its roots, there is no doubt that today the Institution is truly an international organisation, and that internationalism is reflected in its membership and all its activities.

In reporting an increase in membership, he stated that in the context of the challenges which the maritime industry and therefore members of that industry continue to face, this increase is all the more commendable. He felt that particularly pleasing was the increase in the number of Associate Members and Student Members – those at the start of their careers. However, he reminded members that the Institution cannot be complacent over these increases in membership, and cannot take it for granted that those individuals who are today involved in the design, construction or maintenance of marine vessels and structures will become members of the Institution. The Institution must show that membership does indeed demonstrate an international recognition of the achievement, or intention to achieve, the highest standards of professional competence – and that membership will benefit a member's career.

The achievements of the younger, and some not so young members were again recognised by the award of medals and prizes. The work of Jim Peachey and Rae McIntosh in preparing a paper on the scientific risk-based approach to ship safety, and in presenting the paper on behalf of the Institution to the IMO Symposium on Future Ship Safety was also recognised by the award of Council's Certificates of Appreciation. The Institution congratulates all those whose achievements were recognised at the AGM.

Reporting also as the Chairman of the Board of Trustees, the President reported on the activities of the Board since its formation as the governing body of the Institution, which included the production of terms of reference for the Board and its principal officers, a review of the management of the Institution's investments, prompted by the addition to the Institution's assets arising from the move of Headquarters and, in conjunction with the Council, a review of the detailed governance and management of the Institution with a view to updating the By Laws where necessary.

He completed his final Address as President by recording what a great privilege it has been to serve as President of this Institution. His term in office had coincided with a period of particular challenge in the maritime sector to which the Institution had responded successfully. He thanked members of Council for their unstinting help, support and generosity, which had made his period in office one which he would look back on with particular pleasure.

Chief Executive

IN THIS ISSUE

2014 AGM

In his final Address to the members, the President reports on the many achievements of the Institution over the past 12 months, and of the challenges facing it over the forthcoming year. The President's Address is published in full in this issue of RINA Affairs.

Election of the President

Bruce S Rosenblatt was elected as the 31st President of the Institution – the first non UK President.

2014 Annual Dinner

Over 450 members and guests enjoyed the Institution's Annual Dinner, held at the London Lancaster Hotel.

Medals and Prizes

The achievements of members are recognised at the AGM by the award of Medals and Prizes for papers published in the Transactions, and Council's Certificates of Appreciation.

The Denny Room

Used for meetings, conferences and housing the Institution's library, the Denny Room is the main public room at the new Headquarters – but who was William Denny?

LinkedIn

Over 10,000 members of the global maritime industry have joined the RINA group on the online professional networking site LinkedIn. The group provides a forum for members of the group to seek or provide technical information, or to discuss matters of professional interest.

Code of Professional Conduct

Members are reminded that all members are subject to the Institution's Code of Professional Conduct in respect of their professional activities.

Maritime History Group

The Singapore Joint Branch is forming a Maritime History Group. Are you interested?

2014 Annual General Meeting

The 2014 Annual General Meeting was held at the Institution's Headquarters on 30 April 2014. The meeting was chaired by Mr Peter French, President of the Institution.

Elections to Council

The following members were elected to Council in 2014:

Resolutions

The following Resolutions were passed at the Annual General Meeting:

Resolution 1 – To elect Mr B S Rosenblatt as President

Resolution 2 – To elect haysmacintyre as the Institution's auditors for 2014

Vice Presidents

T Allan A Marsh

Fellows

R Curry J DeRose R Pudduck A Shenoï P Wrobel

Members

M A Brooking P Coley C Savage

R Smart S Watts D Whittaker

Associates

G Smyth

Medals and Prizes

The President presented the following with medals and prizes for papers published in the 2013 Transactions:

Institution Medal of Distinction

M Viviana, D Ruscelli and P Gualeni for their paper *An Overview of Planning Monohulls Transverse Dynamic Stability and Possible Implications with Static Stability Rules*.

R Brown, E R Galea, S Deere and L Filippidis for their paper *Passenger Response Time Data-sets for Large Passenger Ferries and Cruise Ships Derived from Sea Trials*.

Ian Telfer Prize

(best paper published in the Transactions by an author under the age of 30 on a subject related to the maritime environment)

E K Dedes for his paper *Technical Feasibility of Hybrid Propulsion system to Reduce Exhaust Emissions of Bulk Carriers*.

W H C Nicholas Prize

(best paper published in the Transactions by an author under the age of 30 on a design related subject)

T McKenney for his paper *The Use of Fuzzy Logic Set-based Design Tool*

to Evaluate Varying Complexities of Late-stage Design Changes.

Calder Prize

(best paper published in the Transactions by an author under the age of 30 on a small craft related subject)

J R Mansbridge for his paper *Extreme Manoeuvres for America's Cup Sailing Catamarans*.

David Goodrich Prize

(best paper presented at the annual Warships Conference)

E Nicholson, J Chin and A Stansfield for their paper: *Design methodologies and programmatic approaches to developing a purpose-built offshore patrol vessel*.

RINA Small Craft Medal

The Small Craft Group Medal for 2013 is awarded to Gregoire Dolto in recognition of his significant contribution to the improvement of safety and the advancement of applied design technology for sailing and motor yachts.

For 20 years he was the French representative on ISO /TC 188 / WG 18 – Small craft – Hull construction and scantlings. He was the Convenor of the WG from 2002 to completion and

the issue of ISO 12215). As Convenor, he not only led and directed the WG but personally developed parts of this standard, such as the requirements for catamarans, and the software used to determine the scantlings required by ISO.

ISO 12215 was developed at the request of the EC to provide an international standard to be used to certify yachts for compliance with EC Directive on Recreational Craft. The EC Directive on Recreational Craft established a free market within the EU for the sale of recreational boats, in the process establishing an appropriate standard for the safety of yachts built in the EU or imported into the EU.

As a member of ISO/TC188/WG22 – Stability since 1990, he played a significant part in the development of the first international stability and buoyancy standard for all forms of recreational boat up to 24m length. In particular he was a key member of the sub-group which developed the Stability Index (STIX) used in the stability assessment of offshore sailing yachts for Design Categories A and B.

Prior to becoming a consultant to FIN, Gegoire Dolto was a naval architect with Group Graal, mainly designing sailing yachts. He is Technical Consultant to the French Federation of Nautical Industries.

Treasurer's Report to the AGM

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

The summarised Statement of Financial Affairs for the year ending 30 September 2013 is included with the Annual Report of Council, published online. The full version of the Statement of Financial Affairs is available from the Chief Executive.

In financial terms this year has seen a major success for your institution arising from the sale of the balance of the lease at 10 Upper Belgrave Street and purchase of 8-9 Northumberland Street. These transactions have had a significant beneficial impact on the cash flow and Balance Sheet of RINA.

Income in 2012/13 was £8.24m compared to £2.29m in 2011/12, the increase largely resulting from the sale of the lease at 10 Upper Belgrave Street. Normal operational expenditure in 2012/13

was £2.2m, unchanged from £2.2m in 2011/12. The purchase costs of 8-9 Northumberland street was £5.4m leaving a balance of net incoming resources of £0.61m.

Turning to normal operations there was an operating surplus of £199k compared with an operating surplus of £63k in 2011/12. The increase was mainly attributable to savings from printing and postage charges associated with the move to digitalisation of publications, and from reduced maintenance expenditure in the new Headquarters. The good operating result reflects the Institutions progress in reducing operating costs and maximising the international opportunities available to it.

With regard to the Institution's funds the sale of the balance of the lease at 10 Upper Belgrave and purchase of 8-9 Northumberland Street has also resulted in a significant increase in the value of the Institution's tangible fixed

assets (ie the Headquarters building) and of its investments.

The total value of the Institution's funds at 30 September 2013 was £9.22m compared with £2.94m at 30 September 2012. The value of the Institution's Unrestricted Funds (investments, cash, and fixed assets) was £7.7m at 30 September 2013 compared with £1.58m at 30 September 2012. The value of Restricted Funds was £98k at 30 September 2013, compared with £85k at 30 September 2012. The total value of the Institution's investments was £2.96m at 30 September 2013 compared with £2.12m at 30 September 2012.

It remains the Board's policy to maintain reserves at the level of three months' forward operating costs. The auditors expressed their satisfaction in the manner in which the Institution's Accounts were presented. The Board has therefore approved the Annual Accounts as presented to you in the Statement of Financial Affairs.

President's Address

The President gave the following Address to the AGM.

It is with great pleasure that I present my report as the 30th President of the Institution, and it is particularly pleasing to be doing so at the first Annual General Meeting to be at our new Headquarters, here at 8-9 Northumberland Street – but more of that later.

It is also my first report to you as Chairman of the Board of Trustees – but again, more of that later. At the same time, it is a matter of some personal sadness, since this will be my last report as the Institution's President.

As on previous occasions, my report will reflect on the Institution's achievements over the past year, and will look forward to what changes and activities members can expect over the next 12 months.

Once again I have had the opportunity to meet with members of the Institution and others in the global maritime industry. After nearly four years as President, I am no longer surprised, but continue to be impressed, by the standing and respect which I find the Institution enjoys throughout the international maritime industry. Whilst the Institution should always be proud of its roots, there is no doubt that today the Institution is truly an international organisation, and that internationalism is reflected in its membership and all its activities.

Membership increased over the past year by just less than 3%, exceeding last year's increase, and it is again standing at its highest in the Institution's history. And, as in previous years, that increase has come mainly from countries other than the UK, demonstrating that the Institution does indeed reflect the international maritime industry.

Seen in the context of the challenges which the maritime industry and therefore members of that industry continue to face, this increase is all the more commendable.

There was an increase in all classes of membership, but particularly pleasing was the increase in the number of Associate Members and Student Members – those at the start of their careers – reflecting as it does the continuing priority which the Council gives to encouraging the younger members of the profession to be involved with the Institution.

However, I make no apologies for again reminding you that the Institution cannot be complacent over these increases in membership. The Institution cannot take it for granted that those individuals who are today involved in the design, construction or maintenance of marine vessels and structures will become members of the Institution. The Institution

must show that membership does indeed demonstrate an international recognition of the achievement, or intention to achieve, the highest standards of professional competence – and that membership will benefit a member's career.

This is of course an area to which all members may contribute. If you have engineering colleagues who are directly involved in the design, construction and maintenance of marine vessels and structures, regardless of whether they are naval architects; if you have colleagues who are not engineers, but who are involved or interested in the design, construction and maintenance of marine vessels and structures; and if any of them are not yet members then please contact the Chief Executive who will do the rest. I'm told he may even offer you a free journal subscription in return!

As I mentioned, over the past year, the Institution has maintained its priority of encouraging the involvement of the younger members of the naval architecture profession in its activities. This is achieved through student membership at many universities worldwide and through the prizes and awards which recognise the accomplishments of students and graduates. Many of these awards are co-sponsored by local companies, serving to demonstrate the valuable link which the Institution provides between universities and industry.

Once again, and thanks to the generosity of some companies, students have been able to attend the Institution's conferences – but demand always outstrips the number available and more places are always sought. If your company would be interested in sponsoring a place, at a very modest cost, again, please contact the Chief Executive. He may even offer you a free place at a conference!

For many members, one of the greatest benefits of membership is the opportunity to meet other maritime professionals at local Branch or Section meetings. All the Institution's Branches and Sections have had full programmes of technical meetings and other activities during the year and I would like to take this opportunity, on behalf of the Institution, to thank those members who give willingly and freely of their time to serve

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

on the Division Councils, and Branch and Section Committees. Without their efforts and contribution such activities would not take place. It is due in no small part to their efforts that the Institution enjoys its international standing.

But of course many members also make their contribution in other ways, for example by refereeing papers for conferences and publications, promoting the Institution and encouraging membership wherever they are, or simply by maintaining their membership.

As in 1860, "promoting and facilitating the exchange of technical and scientific information ... thereby to improve the design of ships" has continued to be the aim of the Institution over the past 12 months, which it has successfully achieved through its publications and its conferences.

All the Institution's journals have continued to enjoy their well-deserved reputations as the leading technical journals in their fields, appreciated for the quality and scope of their content in the 100 and more countries in which they are distributed. This reputation has helped to maintain the attraction of the Institution's journals to advertisers.

However, maintaining the journals commercial and editorial success does not come easily and the Institution is very grateful for the work of the advertising, editorial and production staff in achieving that success.

As you will have noticed from your 2014 Annual Membership Fee Notices – which I am sure you will all have paid by now – there is a different approach this year to the provision of the Institution's technical journals, which are a key benefit of membership. All members will receive the digital editions of The Naval Architect, Warship Technology and Offshore Marine Technology as part of their membership fee. Those who wish to receive the printed editions of these and the other Institution publications will be required to subscribe separately to the journals of their choice. However, those members subscribing to the printed journals will be paying no more than they would have when all members received the printed editions.

This approach gives members the opportunity to read the journals on their iPads and other tablets as well as their PCs, thereby reducing the cost of their membership, making a contribution to saving the rain forest, or simply reading the journals in a format which many members now find more convenient.

In addition, this results in a considerable saving in postage and printing costs. However, I would reassure you that the Institution will continue to give members the choice of digital or printed editions.

The Institution's reputation for the quality of its international conferences has continued to grow. In the past twelve months, the Institution organised a comprehensive programme of conferences and courses, organised or co-organised in Singapore, China, Japan, India, Korea, Australia, Italy as well as the UK. As always, the Institution's conferences have reflected developments in the maritime industry, with marine renewable energy and the environment again featuring strongly in its conference topics.

The Institution is grateful for the efforts of both the Institution's conference staff and those members who referee the papers.

As I mentioned earlier, the Institution has continued to encourage high standards by recognising the achievement of both those young – and not so young – members of the

profession and industry. It was, as always, a great pleasure to present the Institution's medals and prizes a few moments ago. At the Institution's Annual Dinner this evening, I will be announcing the winner of the Institution's Maritime Safety Award. Sponsored by Lloyd's Register, this award invites members of the global maritime industry to nominate individuals or organisations which have made a significant technological contribution to improving safety at sea or the protection of the maritime environment. There were ten nominations for this Award.

I will also be presenting the first Maritime Innovation Award. I am sure you would all agree that innovation is vital to the success of all sectors of the maritime industry, and that this is most likely to stem from the development of research carried out by engineers and scientists in universities and industry. Sponsored by QinetiQ, this Award also invites members of the global maritime industry to nominate individuals or organisations which have achieved such innovation through scientific or technological research in the areas of hydrodynamics, propulsion, structures and materials – innovation which has the potential to make a significant improvement in the design, construction and operation of marine vessels and structures. There were 17 nominations for this Award.

These two Awards are perhaps all the more valued since they reflect the recognition of the industry, as well as the Institution, of these achievements.

As I said, it will give me great pleasure to present this year's Awards at the Annual Dinner this evening but I would invite you – even now – as members of the global maritime industry, to be giving thought to, and forwarding your nominations for next years' Awards.

The 2013 President's Invitation Lecture was presented by Francesco Bellusci, Managing Director of Scorpio Ship Management, whose presentation "Shipping Today – More Efficient & Cleaner" – once again filled the venue at One Whitehall Place. The continuing ability of the Institution to attract such leading members of the industry to present this Lecture is, I believe, a further indication of the Institution's standing. The Institution is most grateful to ABS for their continuing support of this event.

But perhaps nowhere is the Institution's international standing more evident than in its activities at the International Maritime Organisation where it continues to be one of the most active NGOs, in terms of both attendance and contribution. Such attendance and contribution come from the time and effort which members freely give and for which the Institution is enormously grateful.

However, the Council would particularly like to acknowledge the work of Jim

Peachey and Rae McIntosh in preparing a paper on the scientific risk-based approach to ship safety, and in presenting the paper on behalf of the Institution to the IMO Symposium on Future Ship Safety. In recognition of this, it is my great pleasure to present them with the Council's Certificate of Appreciation.

I would also like to take this opportunity to pay tribute to the work of all the members of all the Institution's standing committees over the past year.

The Institution's links and standing with industry were maintained through its Corporate Partner members, the sponsorship of awards and activities, and the many visits to companies made by the Chief Executive.

May I now return to the two most significant events which occurred in the course of the year and to which I referred at the beginning of this report.

The first concerned the Institution's move to its new Headquarters. I hope you all will agree that 8-9 Northumberland Street provides a fitting Headquarters for the Institution – only its fourth Headquarters in its 154 years' history. But more than that, it provides the Institution with an assurance that its future – whatever that might be – is in its own hands. As I informed you at this time last year, it was almost certain that the Institution would not have been able to remain at 10 Upper Belgrave Street beyond the end of its lease in

SIR ARCHIBALD DENNY (1860-1936)

Shipbuilder and Naval Architect

Used for meetings, conferences and housing the Institution's library, the main public room at the new Headquarters is the Denny Room.

Archibald Denny was a member of the Denny family who had been involved in shipbuilding in Dumbarton from the early 19th century. William Denny & Sons of built over 1500 ships at their Dunbarton yard between 1844 and 1963. They built all types of ships but were particularly well known as builders of fine cross-channel steamships and ferries. Always innovators they were responsible for a number of firsts, including Rotomahana (1878) - the first all steel merchant ship; King Edward (1901) - the first commercial turbine steamer; Robert the Bruce (1834) - the first all welded vessel. Denny's was the first commercial yard to use a Ship Model Experiment Tank. In charge of technical developments at the shipyard, Archibald Denny was closely associated with Denny's international reputation for innovation and high quality ship design.



The Denny Room

2014 CONFERENCES

Warship 2014: Naval Submarines & UUVs

18-19 June, Bath, UK

Marine Design

3-4 September, Coventry, UK

Intellectual Property Rights Seminar

TBC September, London, UK

Influence of EEDI on Ship Design

24-25 September, London, UK

Contract Management for Ship Construction, Repair & Design

7-9 October, London, UK

HSMV 2014

15-17 October, Naples, Italy

Marine Heavy Transport & Lift IV

29-30 October, London, UK

ICSOT Indonesia: Developments in Ship Design & Construction

4-5 November, Makassar, Indonesia

International Conference on Experimental & Computational Marine Hydrodynamics

3-4 December, Chennai, India

QUOTES OF THE MONTH

"Engineering is the art of modelling materials we do not wholly understand, into shapes we cannot precisely analyse so as to withstand forces we cannot properly assess, in such a way that the public has no reason to suspect the extent of our ignorance".

Dr A. R. Dykes, 1946.

25 years' time. It would not have been able to afford the going rate for a very desirable property in Belgravia. It is equally certain that the Institution would not have had the financial resources to move to another suitable property in London. As I said last year, the Institution is rich in history but somewhat poor in assets.

However, the demand for residential properties in Belgravia, and subsequent increase in the value of properties, worked in favour of the Institution. It was able to negotiate with the owners of 10 Upper Belgrave Street, the sale of the balance of the lease, giving them the earlier potential to redevelop the building for residential use.

The sale price was sufficient to purchase the freehold of 8-9 Northumberland Street, providing not only more modern facilities for both the staff and the activities of the Institution, but also a significant bricks and mortar asset, together with an increase in the Institution's investments.

I am sure that some will regret the move from the splendid building which had been the Institution's headquarters for more than the lifetime of most members. However, links with the past have been maintained through the names of the meeting rooms – the William Froude Room, the John Scott Russell Room, named after one of the founding members of the Institution, and the William Denny Room where we meet today – and where most of the library books from the Denny Library at Upper Belgrave Street are now housed.

The second major change in the past 12 months was the formation of the Board of Trustees as the governing body of the Institution, approved by members at the last AGM.

As I reminded you at that AGM, 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.

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 were therefore, ipso facto, the Trustees, and were legally responsible to the UK Charity Commission for the proper management of the Institution 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 was being properly managed, Council was aware that a governing body of its size was not conducive to the efficient management of the organisation, nor had it the ability to respond quickly and effectively to changing requirements. The Council recognised that not all members of Council would have the time or opportunity to attain and maintain the skills and knowledge required of a Trustee. Council therefore considered that the creation of a smaller Board of Trustees as the governing body of the Institution would provide more effective management of the Institution as well as complying with the requirements of the Charities Act.

That Board has now been formed of members of Council, to be representative of the Institution's membership and accountable to the membership. As President of the Institution, I am also the Chairman of the Board of Trustees, providing a further link between the Board and the Council.

In addition to its responsibility to appoint the members of the Board of Trustees, the Council will be responsible for communicating the views of the Institution's membership to the Board, and for providing advice to the Board on all matters related to the governance of

the Institution. The Council will also be responsible to the Board for, and able to focus its efforts on, the management of the professional, technical and learned society affairs which are at the heart of the Institution.

Early work by the Board of Trustees has included the production of terms of reference for the Board and its principal officers, a review of the management of the Institution's investments, prompted by the addition to the Institution's assets arising from the move of Headquarters and, in conjunction with the Council, a review of the detailed governance and management of the Institution with a view to updating the By Laws where necessary.

I hope you will agree that this report on the Institution's activities over the past 12 months is very encouraging and describes an Institution which is moving from strength to strength. I said at the beginning of my report that I would also look to the future, at least over the next 12 months. In short, it is expected to be more of the same with regard to its membership and activities. Except of course, the Institution will have a new President. I am sure you will agree that the election of Bruce Rosenblatt as the Institution's first President from outside the UK's shores is a significant event in the Institution's history. His election is a reflection of the importance placed on the internationalism of the Institution – an international institution which just happens to have its Headquarters in London. I wish Bruce every success as the Institution's 31st President.

Before finishing, I would like to record what a great privilege it has been to serve as President of this Institution. My term in office, which ends in July, has coincided with a period of particular challenge in the maritime sector to which the Institution has had to respond. I would like to commend our Chief Executive, Trevor Blakely, and his staff who, despite these challenges, have – as I have reported – continued to grow the membership, to deliver successful conferences and training courses around the world and to publish technical journals of the highest standards – and all this whilst improving the underlying financial strength of the Institution.

I would also like to thank the members of Council for their unstinting help, support and generosity, which has made my period in office one which I will look back on with particular pleasure.

Finally, and as I am sure Bruce will discover, one of the greatest benefits of being President is the opportunity to meet members of the Institution and the maritime industry from all around the world – some of

the most interesting, impressive and engaging people it has been my privilege to know.

Ladies and gentlemen, the floor is now yours, to comment on or query the content of my report.

“Design for Safety: Risk-Based Design Life-Cycle Risk Management”

On completion of the AGM, Professor Dracos Vassalos of the Ship Stability Research Centre (SSRC) gave a presentation on “*Design for Safety: Risk-Based Design Life-Cycle Risk Management*”.

DESIGNATORY LETTERS

Members may signify their membership of the Institution by the letters FRINA, MRINA, AMRINA or AssocRINA after their names. In doing so, they demonstrate that they have achieved or are working to achieve the high standards of professional competence demanded by the requirements for membership, and which are recognised as such by the international maritime industry. By doing so, they also demonstrate their commitment to maintaining those standards through their continuing professional development, and their acceptance of the Institution's Code of Conduct. Membership of the Institution does not come easily and is surely an achievement to be proud of.

However, when meeting members, I am surprised how many do not demonstrate their achievement by displaying the appropriate letters on correspondence and business cards. This also serves to promote the Institution. May I therefore invite such members when next having stationary or business cards printed to ensure that their membership of the Royal Institution of Naval Architects is proudly displayed.

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

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Design/Production Manager Sandy Defraime

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2014 Annual Dinner

Over 450 members and guests attended the Institution's 2014 Annual Dinner at the Lancaster London Hotel, with several companies taking tables for the first time. Speakers at the Dinner were Sir John Parker, President of the Royal Academy of Engineering, and the Revd Andrew Wright, Secretary General of the Mission to Seafarers.

The 2014 Annual Dinner was notable in that for the first recorded time, all current Past Presidents were present.

RINA - LR Maritime Safety Award

During the Dinner, the President announced the award of the Royal Institution of Naval Architects - Lloyd's Register Maritime Safety Award to Nick Quarmby of the UK Maritime & Coastguard Agency. The President reminded guests that the Award recognised the significant, technological contribution made to an individual or organisation to the improvement of safety at sea and the protection of the marine environment. Individuals and organisations were nominated for this award by members of the global maritime industry,

In the course of his duties as a surveyor with the UK Maritime and Coastguard Agency, Nick Quarmby identified serious weaknesses in the way in which tanker operators applied the international requirements for damage stability. On vessels carrying a mixture of cargoes of differing specific gravities, checking against the stability book can be extremely complex. The only practical way to confirm that all the possible combinations of loading comply with the regulations is by means of a loading computer. Nick showed by calculation that for tankers carrying cargoes of different densities, any departure from the loading conditions given in the stability book could very seriously degrade survivability after damage.



Guests at the 2014 Annual Dinner



Top Table Guests



Current Past Presidents

Recognising the importance of this finding, he undertook a sustained campaign to inform ship owners, the EU, IMO, Class Societies and the Paris MOU signatories. The spot checks that resulted from his campaigning showed that at least 16% of the ships checked had been operating in a non-compliant and unsafe manner. It took Nick eight years of determined and complex work to produce sufficient evidence to persuade an unconvinced industry to support revised regulations.

He subsequently worked with technical experts at the IMO to develop amendments to MARPOL and the relevant Codes. These have now been approved by the IMO for adoption this year. The new regulations will require many tankers to carry approved stability instruments, but these will not only improve safety but will also allow the operators more flexibility with payload.

The 2013 RINA-Lloyd's Register Maritime Safety Award recognised Nick Quarmby's professionalism, perseverance and personal commitment to driving through this significant improvement in tanker safety.

The Award was presented to Nick Quarmby by David Barrow of Lloyd's Register.



Nick Quarmby receives the RINA - Lloyd's Register Maritime Safety Award

RINA - QinetiQ Maritime Innovation Award

The President also announced the presentation of the first RINA - QinetiQ Maritime Innovation Award.

In presenting the Award, he felt sure that all those at the Dinner would agree that the maritime industry today was facing many challenges - from operators, from regulators and indeed from society. There were demands for greater efficiency and improved safety and there are growing concerns over the protection of the environment. Meeting these challenges would require innovative thinking in all sectors of the industry.

However, in an industry which is highly dependent on technology, he stated, it was through technological and scientific research and development that the innovative solutions that will be needed to meet these challenges, now and in the future, would be found.

The Institution's Maritime Innovation Award, presented in conjunction with QinetiQ, recognised outstanding scientific or technological research in the areas of hydrodynamics, propulsion, structures and materials - research which has the potential to

make a significant improvement in the design, construction or operation of marine vessels and structures. As with the Maritime Safety Award, nominations for this Award are made by members of the global maritime industry.

He was delighted to announce that the first RINA-QinetiQ Maritime Innovation Award is presented to International Paint Ltd for its product *Intersleek®1100SR*.

International Paint launched this product in February 2013. It is the shipping industry's first patented biocide-free, fluoropolymer technology that tackles 'slime'. Slime, as *he felt sure all would be aware*, is a complex, varied and dynamic community of organisms, which begin to colonise submerged surfaces in minutes, invisible to the naked eye. Slime has the potential to start increasing hull resistance immediately and has long been a problem for ship owners and operators.

At this point, the President expressed his disbelief that he was giving giving a discourse on slime at the Institution's Annual Dinner!!

However, to put this problem into perspective, it has been estimated that at today's bunker prices, the effects of slime cause shipping to burn an extra 44 million tonnes of bunker fuel each year, at a cost to the industry of some US\$28.6 billion - and a cost to the environment of an additional 134 million tonnes of CO₂ emitted into the atmosphere.

Designed for all vessels, even when slow or ultra-slow steaming, this slime release technology delivers outstanding fouling control with good static resistance even in warm waters. Any slime built up during static periods is released by the movement of the vessel.

The technology is the culmination of a three-year fundamental research programme involving a team of marine biologists, hydrodynamicists and polymer scientists, supported by world renowned independent academic institutes. It has been the subject of four years of laboratory testing and the analysis of vessel performance data from some of the world's leading ship owners and operators.

Kevin Richardson receives the RINA - QinetiQ Maritime Innovation Award



Intersleek®1100SR is a highly successful example of the innovative research and development that the RINA–QinetiQ Maritime Innovation Award is intended to recognise and applaud.



Members of International Paint

The Award was presented by Sarah Kenny, Managing Director of QinetiQ Maritime to Kevin Richardson, Technical Manager of International Paint.



Sir John Parker – President of the Royal Academy of Engineering

Sir John Parker

In his usual inimitable style, Sir John Parker both informed and entertained the guests with a speech which took as its theme the need for leadership by the Institution and industry alike.

The President

In his speech, the President reported that it has been another strong year for the Institution, during which he had had the privilege to meet many of its members and others in the maritime industry. Whilst after 4 years he was no longer surprised, he continued to be impressed by the standing and respect which

the Institution enjoys, not only in the UK but across the world.

He reported that membership was at a record high. As in previous years, this increase has come mainly from countries other than the UK, demonstrating the Institution's ability to represent the international maritime industry. Seen in the context of the challenges which the industry continues to face, this increase is all the more commendable.

He felt that the rise in the number of Associate Members and Student Members was particularly pleasing, reflecting the Institution's priority of attracting into the Institution younger people at the beginning of their careers. One way of achieving this was through student membership at universities, and by supporting prizes and awards which recognise the accomplishments of students and graduates.

He believed that many members, one of the greatest benefits of membership was the opportunity to meet other maritime professionals at local meetings. He took the opportunity to thank those members who give willingly and freely of their time to serve on the Division Councils, and Branch and Section Committees.

He noted that in 1860 the Institution set its goal as "promoting and facilitating the exchange of technical and scientific information ... thereby to improve the design of ships", and that was indeed the goal today, exercised in no small part through the Institution's publications and conferences, which continued to enjoy their well-deserved reputation for their quality and scope.

He believed that nowhere was the Institution's international standing more evident than in its activities at the International Maritime Organisation where it continued to be one of the most active NGOs, in terms of both attendance and contribution. He paid tribute to the work of the members of this and all the Institution's standing committees over the past year.

He reported that the Institution had successfully moved from its Headquarters in Belgravia, which it had leased for the past 75 years, to its newly acquired Headquarters in Northumberland Street. That move – *made possible by the sale of the remaining 25 years of the lease on the property in Belgravia* – had provided the Institution with more up to date facilities for its staff and its members, as well as a significant bricks and mortar asset and an increase in its reserves. He believed that it was no exaggeration to state that the move had been fundamental to assuring the future of the Institution.

He noted that this would be his last Annual Dinner as President and reported that, at the Annual General Meeting earlier, Bruce Rosenblatt was elected as the 31st President of the Royal Institution of Naval Architects – the first President to be elected from beyond the shores of the UK. He believed that his election was quite rightly a reflection of the Institution's internationalism – an Institution with members and Branches in over 90 countries, which just happened to have its Headquarters here in London.

He wished Bruce every success as the Institution's President, and felt sure that he would discover, as he himself had done, that one of the greatest benefits of being President was the opportunity to meet members of the Institution and the maritime industry from all around the world – some of the most interesting, impressive and engaging people it has been



Peter French – President of the Institution

his privileged to know. He thanked them all for their unstinting support, advice and generosity along the way.

Revd Andrew Wright

Also in his own inimitable style, the Revd Andrew Wright entertained the guests in his speech, with a number of stories and reminiscences which would not feature in any of his sermons. He also reminded guests of the import and vital work done by the Mission to Seafarers. The guests showed their appreciation of its work by donating over £900 to the Mission.

Photos taken at the Annual Dinner may be viewed and downloaded at www.dropbox.com/l/gAuAh9B39d7qxWp0qLD5Xs

Revd Andrew Wright – Secretary General of the Mission to Seafarers



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

Linkedin

- KG limit curves of Catamarans
- Gross tonnage reduction
- General Arrangement Plan
- Possible models for evacuation analysis of Large Cruise Liners
- Three-dimensional printing / Additive Manufacturing
- Floating Nuclear Power Stations
- Test required for assessing submarine manoeuvring & seakeeping
- Hydrodynamic modeling using MOSES software
- Setting the wind criteria in calculating max VCG of vessels

Just some of the topics discussed recently by the members – over 10,000 – of the RINA group on the online professional networking site LinkedIn. The group provides a forum for members of the group to seek or provide technical information, or to discuss matters of professional interest. The group has a no product, company or recruitment advertising policy.

To join the LinkedIn group, go to <http://www.linkedin.com/groups?mostPopular=&gid=3077992> or follow the link from the RINA website home page at www.rina.org.uk

THOUGHTS FOR THE MONTH

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

Samuel Johnson, 1759

People in the News

RINA – PT F1 Perkasa Student Award

The 2014 RINA – PT F1 Perkasa Student Award for the best final year thesis at ITS Surabaya was presented to Angdy Fahrizal Prabowo for his thesis “*Flow and pressure distributions of the installation of crude-oil pipeline at Joint Operating Body of Pertamina Petrochina East Java (JOB-PPEJ)*”. Also commended were Rodlitul Awwalin and Herdiangga Suwandara Fidaswasra

RINA – Keppel Student Award

The 2014 RINA – Keppel Student Award for the best presentation of the Ship Design Project in the Marine and Offshore Technology Diploma Course at Ngee Ann Polytechnic was awarded jointly to Bernice Neo Boon Siew and Goh Yong Hao for their project “*Concept Design for Cargo Ship*”, and to Nicholas Lau Kezheng and Raiqal Runardy Bin Ragiman for their project “*800 TEU Container Ship*”.

Korean Branch

The Korean Branch held its 11th Annual Dinner, attended by the Chief Executive, Mr Trevor Blakeley, who gave a presentation on the Institution to the members and guests from industry. The RINA – Lloyd’s Register Asia Student Awards for 2014 were also presented at the Dinner.

Presentation by the Chief Executive



Members of the Korean Branch



Professor A Papanikolaou FRINA

Professor Apostolos Papanikolaou FRINA, Professor of Ship Design and Director of the Ship Design Laboratory of the School of Naval Architecture and Marine Engineering, National Technical University of Athens, has been awarded the European Research Champions Maritime Transport Award in recognition of his contributions to “*Holistic Ship Design Optimisation*” in the frame of EU funded research projects during the last decade.

Professor Papanikolaou is Principal Investigator of over 73 funded research projects dealing with the design and optimisation of conventional and unconventional vessels, the hydrodynamic analysis and assessment of the calm water.

QinetiQ Schools Powerboat Challenge

Teams from 21 schools competed for the 2014 QinetiQ Schools Power Boat Challenge, racing model boats designed and built by them around the Ocean basin at Haslar. The winner of the Teamwork Prize, presented by the Royal Institution of Naval Architects, was Bournemouth School.

Chief Executive, Trevor Blakeley, presents the Teamwork Prize to Bournemouth School.



Section and Branch News

New South Wales Section

Sean Langman of Team Australia gave a presentation on *The Quest for Speed under Sail* to a joint meeting with the IMarEST attended by 61 on 5 March in the Harricks Auditorium at Engineers Australia, Chatswood. This attendance set a new record, being the highest of the 70 meetings we have had since Engineers Australia moved to Chatswood in June 2006. It is more than double the average attendance of 26 since the move to Chatswood.

Chris Eggleton of Forgacs Engineering gave a presentation on *Air Warfare Destroyer Project Recovery* to a joint meeting with the IMarEST attended by 28 on 2 April in the Harricks Auditorium at Engineers Australia, Chatswood.

Brett Crowther, Justin Steel and Stewart Wells of Incat Crowther gave a presentation on *Design and Construction of Cutting-edge Vessels* to a joint meeting

with the IMarEST attended by 37 on 7 May in the Harricks Auditorium at Engineers Australia, Chatswood.

Phil Helmore

Singapore Joint Branch

The Singapore Joint Branch is forming a new Maritime History interest group with the aim of promoting maritime history to members and the public.

The Joint Branch would like to establish the contacts with others who share same interest to Maritime History, and who would be interested in cooperating with the Joint Branch Maritime History group. Such cooperation could takes various forms – open discussions via network communications, researches on historic ships and artefacts, lectures, publications, etc.

Any member who is interested should contact JB_Secretary@rina-imarest.org.sg

QUOTES OF THE MONTH

“It is true that improved results in ship-building have been obtained through accumulated experience; but it unfortunately happens that many of the theories by which this experience is commonly interpreted are interwoven with fundamental fallacies, which, passing for principles, lead to mischievous results when again applied beyond the limits of actual experience”.

William Froude, 1875.

Myanmar Branch

The Chief Executive recently visited Myanmar as the guest of the newly formed Myanmar Engineering Council, when he gave a

presentation on the role of the Institution, the UK Engineering Council and the relationship between professional institutions and the

Council. He later met with staff at the Myanmar Maritime University, to discuss accreditation of the Naval Architecture course.

Chief Executive and members of staff at MMV

