



RINA AFFAIRS

SEPTEMBER/OCTOBER 2012

The Newsletter of the Royal Institution of the Naval Architects

CHIEF EXECUTIVE'S COLUMN



This month saw the start of the careers of many engineers as first year students at universities and colleges in the northern hemisphere, joining those in the southern hemisphere who have already started their naval architecture or related courses. A large number of students at the now 60+ universities and colleges where the Institution has links through membership of staff and students will benefit over the next 2 to 4 years from the Institution's policy of encouraging their membership and active involvement as Student Members.

As Student Members, some will enjoy free membership during their time at university or college and all will receive the Institution's journals. They will also enjoy many other benefits such as the increased number of free places at RINA conferences, sponsored by both industry and the Institution. (The Institution continually seeks to increase the number of sponsored places – members who think that their companies would be willing to sponsor a place should contact the Chief Executive for further information) Some will receive the RINA scholarships, prizes and awards, including the RINA Student Awards. These Awards, which are sponsored by industry, recognise academic excellence of both undergraduates and postgraduates, and are now presented at 39 universities.

Having experienced the benefits of membership whilst at university or college, hopefully Student Members will recognise the value and importance of membership of the Institution to their professional development and future careers, and continue their membership when they start to receive annual fees notices as Associate Members. However, the Institution recognises the financial pressures on newly graduated members, and the first fee will not be due until 1 January of the year following graduation. Those who continue in full-time study as Associate Members will receive a 50% reduction in their membership fees.

Associate Members will find that employers worldwide recognise the added value which membership of the Institution as an Associate Member provides. They will welcome the early commitment to achieving the Institution's high professional standards which membership demonstrates, and in the longer term, both industry and the profession will benefit from members' implicit acceptance of the requirement to continue their professional development throughout their working lives.

The Institution's policy with regard to the younger members of the Institution continues to represent a significant investment in the future of both the Institution and the profession. However, I am sure that none would doubt its wisdom and necessity. The Institution is grateful to members of staff at the universities and colleges for encouraging students to become Student Members, and for their support of the Institution's various awards.

And finally, may I remind all members with sons and daughters (or nephews and nieces, grandsons and granddaughters) still at school and who may be contemplating a career in ship or boat design and construction, or just have an interest in maritime matters, that they would be most welcome as Junior Members. I am sure that their interest would be maintained by receiving the Institution's journals each month. The Annual Fee of £27 can be charged to members.

Chief Executive

IN THIS ISSUE

Code of Professional Conduct

The Council of the Confederation of Maritime Technology Societies has issued a voluntary Code of Professional Conduct, for all Naval Architects and Marine Engineers in Europe. It is compatible with the Institution's Code of Professional Conduct, which is mandatory for all members.

RINA – Lloyd's Register Maritime Safety Award

Nominations are invited for the 2012 RINA – Lloyd's Register Maritime Safety Award.

RINA Student Awards

The achievement of students in the UK, Singapore and Indonesia are recognised by the presentation of RINA Student Awards.

"Safety Guidance for Naval Architects"

"Safety Guidance for Naval Architects" has been produced by the Safety Committee of the Royal Institution of Naval Architects to provide information and guidance to members on safety management and associated methods. The second edition reflects the latest developments.

Safety and Shipping 1912-2012:

Allianz Global Corporate & Specialty have published an insurer's perspective of maritime safety.

Letters to the Editor

Letters to the Editor include a request for information about the ex-RNLI Clyde Class lifeboat, originally named "Grace Paterson Ritchie". Can you help?

Depth versus width of engineering courses

One of the issues which will be discussed during the forthcoming International Conference on the Education and Professional Development of Engineers in the Maritime industry will be depth versus width of engineering courses. The question has also generated considerable debate in the RINA Group of LinkedIn.

AMET University Convocation

AMET University, Chennai, held its 2nd convocation on 5 September for the class of 2012. Admiral Efthimios E Mitropoulos Hon FRINA, immediate past Secretary General of the International Maritime Organization and now the Chancellor of AMET University, conferred the degrees and delivered the Convocation Address.



Efthimios E Mitropoulos Hon FRINA gives his address

Coventry University – Design Brief

Coventry University has been populating the superyacht industry with designers for over 25 years, and are now diversifying our interests from superyacht design into commercial vessels, given the significant design opportunities in this sector. We are starting a student project next week on the design of a mothership for WFSVs operating at Dogger Bank, and it would be good to get a commercial ship designer's perspective to inform the design process.

I would be grateful for the assistance of any members who might support benchmarking as part of the design process with GAs of OSVs and flotels, and perhaps give feedback on design proposals.

The design brief can be seen at www.rina.org.uk/CoventryDesignBrief

Sean McCartan
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RINA – Keppel Student Awards

The 2012 RINA – Keppel Student Awards for the best final year projects on the BEng(Hons) Programme at Newcastle University (Singapore) have been presented to:

Marine Technology with Naval Architecture *Quek Chee Meng*
for his project
“An Experimental Study on Superhydrophobic and Superhydrophilic Coatings”

Marine Technology with Marine Engineering *Si Jianting Raymond*
for his project
“Design of an Attachable Walking Skid for an Arbitrary ROV”

Marine Technology with Offshore Engineering *Xu Wei*
for his project
“A Hybrid Optimization Technique for Marine Structures”

RINA Design Award

The Chief Executive, Trevor Blakeley, was the judge at the First Year Induction week of the Ship Science Course at Southampton University. He presented the 2012 RINA Design Award to the winning team “Hydrologistics”.



The Chief Executive presents the RINA Design Award to team members Gilberto Besana, Satchel Douglas, Alexander J.Holbrook, Chrysi X.Lymeropoulos, Cody Owen and Shaoteng Wang

RINA – Bureau Veritas Student Award

The 2012 RINA – Bureau Veritas Student Award for the best final year

thesis at ENSTA Bretagne was presented to Sarah Corolleur.

THOUGHTS FOR THE MONTH

For a politician to complain about the press is like a ship's captain complaining about the sea

Enoch Powell

CEMT introduces Code of Professional Conduct

Council of CEMT has issued the following voluntary Code of Professional Conduct, for all naval architects and Marine Engineers in Europe. It is compatible with the Institution's Code of Professional Conduct, which is mandatory for all members.

Code of Professional Conduct

The Council of the Confederation of European Maritime Technology Societies considers that every naval architect, marine engineer and other professional engineer in the maritime industry, should at all times carry out their professional work in accordance with the following principles, whether bound by statutory requirement or not:

Safety and Health

The professional engineer should take all

reasonable care to prevent danger of death, injury or ill-health to any person, or of damage to property and the environment.

Competence to Practise

The professional engineer should not undertake work that he/she is not fully competent to carry out.

The professional engineer should always carry out work to the best of his/her ability.

Supervisory Responsibilities

The professional engineer should exercise proper supervision of all work done under his/her authority and accept professional responsibility for it.

Confidentiality

The professional engineer should not improperly disclose or use confidential

information either for his/her own benefit or for the benefit of a third party.

Honesty and Integrity

The professional engineer should act with honesty, impartiality and integrity.

Risk Assessment

The professional engineer should assess possible hazards to the public and the environment, and take all reasonable action to minimise or avoid them.

Upholding the Code of Professional Conduct

The professional engineer's responsibility to society outweighs his/her responsibility to his employer.

Revised 2012

Vessel Efficiency Competition

The UK Technology Strategy Board, in partnership with the Defence Science & Technology Laboratory (DSTL), is to announce a collaborative Research and Development competition in Vessel Efficiency, opening in January 2013. This competition will support the UK Marine Industries Alliance Growth Strategy

and concomitant Marine Technologies Roadmap priorities.

Details of the competition are yet to be confirmed, but it is widely expected to cover most aspects of efficiency in ships, boats, submarines, their equipment and systems, and support vessels for offshore renewable energy.

The competition will be open to organisations of all sizes, as well as academia and research institutions. Projects will need to involve two or more collaboration partners, with at least one from industry.

Further details may be obtained at <http://bit.ly/VesselEfficiency>

DESIGNATORY LETTERS

Members of the Institution may signify their membership 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 which are a 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. May I also suggest that their membership letters are shown if their name appears on their company's website.

Chief Executive

Lifeboat “Grace Paterson Ritchie”

Sirs

I own an ex-RNLI Clyde Class lifeboat, originally named “Grace Paterson Ritchie” after a lady from the Glasgow area who left the money for its construction in 1965, shortly before her death.

I have recently been sent a copy of the only photograph I have ever seen of her in which she is a guest at a wedding, however, at the opposite end of the line that she is in there is another gentleman by the name of George McLeod Paterson. This gentleman

was apparently chief naval architect to Cunard, and is credited with the design of the Queen Mary and the Caronia. The photograph was taken in Birkenhead in 1937, and in that photograph he would appear to be middle aged, the difference in fashions making his actual age hard to estimate. I am intrigued to know whether the common name Paterson indicates a relationship between George and Grace.

The only information I have about him comes from a Christie’s sale catalogue of a

portfolio of photographs, including some of the Queen Mary under construction, which came to be sold through descent from the deceased George McLeod Paterson.

His details are George McLeod Paterson, CBE, BA Cantab, MINA. I would be grateful for information about his age, place of birth or residence etc in order that I can continue my searching.

Iain Crosbie

imcgpr1965@yahoo.co.uk

Gross Tonnage – An Obsolete and Dangerous Piece of Regulation?

Sir

High on the list of uselessness, are ashtrays for motorbikes, cat flaps for elephant farms, and sidecars for locomotives. And who could forget the other useless mandatory maritime items such as the double acting manual pump with ferrous shafts that even if they were not frozen solid with rust, couldn’t prime anyway.

What about the whistle on a lifejacket? Can you imagine the pilot of a rescue helicopter with padded earphones, a 500

horsepower engine above his head and huge rotors creating an almighty din, saying to the co-pilot “hang on, is that a lifejacket whistle I’ve just heard?”

The mandatory use of asbestos lining as a structural fire protection may have saved a few seafarers lives. But this was dwarfed by the huge amount of shipbuilders’ lives that were lost through a slow and painful death with asbestosis. I know it well, my dad was one of them. It took thousands of lives before the regulators reversed the

ruling and prohibited the use of asbestos.

Then there’s Gross and Net Tonnage, another pinnacle of marine stupidity, already causing loss of lives and likely to cost more.....

Stuart Ballantyne,

CEO, Sea Transport Corporation

The full article by Stuart Ballantyne may be read and comment made on the RINA page of LinkedIn. The article has already generated considerable discussion.

MARITIME SERVICES DIRECTORY

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

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

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

The Institution’s Maritime Services Directory restricts entries to companies which employ or are owned by members of the Institution. Entries are listed by category and will show company name, contact details, a brief description of the company, and a link to the company’s website. All members are entitled to a free entry in the Directory.

Applications for an entry should be made online at www.rina.org.uk/MaritimeServicesDirectory

All queries to Headquarters for members’ services will be referred to the Maritime Services Directory.

“Safety Guidance for Naval Architects”

“Safety Guidance for Naval Architects” has been produced by the Safety Committee of the Royal Institution of Naval Architects to provide information and guidance to members on safety management and associated methods. Initially published in 1993 as “Guidance for Members Concerning Safety Assurance”, the second edition reflects the latest developments in ship safety.

Chapters 2, 3 and 4 contain some theory, definitions of safety and the regulatory approach. Chapter 5 addresses safety management considerations over the project life cycle. Chapter

6 suggests some practical risk assessment and risk management methods that can be applied beneficially to projects of a wide range of complexities. This is supplemented by further detail on risk assessment techniques in Appendix C. Concluding advice is provided in Chapter 7. Appendix A contains recommendations for further reading, and Appendix B provides a tabular summary of some notable marine accidents.

<http://www.rina.org.uk/safetyguidance>

SIG SHIPS AND SIGNIFICANT SMALL SHIPS 2012

SIGNIFICANT SHIPS OF 2012

Published February 2013 - Ref: SIGS12

We are pleased to announce you that you can now place your order for *Significant Ships of 2012*. The 23rd issue of this annual RINA publication will be available from February 2013, and will feature, in one volume, a total of approximately 50 of the most innovative and important commercial designs delivered during the year by shipyards worldwide. Following the successful format of previous editions, *Significant Ships of 2012* will include a cross-section of ship types, with each vessel being either representative of its type or singularly significant. Each ship description will comprise of a concise technical description, extensive tabular principal particulars, including major equipment suppliers, detailed general arrangement plans and a colour ship photograph.

Pre-Publication Price - £38 (RINA Members £34)

SIGNIFICANT SMALL SHIPS OF 2012

Published February 2013 - Ref SSC12

We are also pleased to announce that you can now place your order for *Significant Small Ships of 2012*, following the success of the previous editions and the lead set by *Significant Ships*, now in its 15th year of publication. A total of approximately 28 new vessels will be selected for inclusion, each being singularly significant or the first in a series and will include - fast ferries and passenger vessels, tugs and workboats, fishing, and offshore patrol etc: This mixed but fascinating selection of small craft, all between 15m and 100m in length, will be hand-picked by the same editorial team that produces *Ship & Boat International*, RINA's own leading small craft publication, and is backed by its world-renowned resources.

Pre- Publication Price - £25 (RINA Member £21)

SIGNIFICANT SHIPS OF 2012 AND SIGNIFICANT SMALL SHIPS OF 2012

Published February 2013

Ref: SigSSSET12

Pre- Publication

Price £51 (RINA Member £44)

All of the above publications are available in Printed or CD-ROM format

To order from the
Marketing Department:

Tel: 00 44 (0)207 235 4622 Fax: 00 44 (0)207 259 5912

or email: publications@rina.org.uk

THOUGHTS FOR THE MONTH

If my ship sails from sight, it doesn't mean my journey ends, it simply means the river bends.

Enoch Powell

Safety and Shipping 1912-2012: From Titanic to Costa Concordia

Maritime safety affects everyone, from blue collar factory workers and school children, to journalists and company chief executives. The global population depends on a safe and efficient shipping trade network for modern day living to continue unchecked. In the 100 years since the loss of the RMS Titanic, the maritime industry has worked steadily to improve safety performance so that the 23 million tonnes of cargo and 55,000 cruise passengers that travel by ship every day do so safely and efficiently in the vast majority of cases.

Allianz Global Corporate & Specialty have published an insurer's perspective of maritime safety. An Executive Summary can be read at agcs.allianz.com

Depth versus width of engineering courses

One of the issues which will be discussed during the forthcoming International Conference on the Education and Professional Development of Engineers in the Maritime industry will be depth versus width of engineering courses.

There are more and more specialist options that undergraduates can take. For example within Naval Architecture you can now specialise in small boat design, offshore engineering, subsea engineering, pipeline engineering offshore renewable energy, etc. What types of engineers does industry really want? For the ancient

Greeks philosophers it was possible to study all subjects; art, music, mathematics, natural science, etc. In the 19th Century it was still possible for engineers to cover many different fields. Brunel was involved in railway, bridge and ship design. Even the father of modern hydrodynamics William Froude also worked on designing agricultural equipment, measurement instrumentation, railways lines and even produced a paper on the “soaring of birds”.

However, are large engineering projects today so complex that it is impossible to

anyone to totally understand the whole process? Is the best that that can be hoped for is a project manager/systems engineer with a broad understanding of the various engineering disciplines who managing a team of specialist engineers? The question has generated considerable discussion on the RINA page of LinkedIn?

Details of the International Conference on the Education and professional Development of Engineers in the Maritime industry in Southampton may be found at www.rina.org.uk/Education2012

BRANCH NEWS

Bangladesh Branch

The Bangladesh Branch successfully co-organised an International Seminar & Exhibition on Prospect of Shipbuilding Industry in the OIC Countries. The Chief Guest of the Seminar was H.E. Madam Norlin Binti Othman, High Commissioner of Malaysia in Bangladesh. The Technical Seminar on was chaired by Dr. Abullah Hel Bari, Chairman of the Branch.

Guests of the International Seminar



Shaun Denehy gives his presentation to the UAE Branch

UAE Branch

Mr Shaun Denehy, Research Engineer from Australian Maritime College gave a presentation on “The Effect of Berthed Ship Size and Berth Occupancy on Berthed Ship - Passing Ship Interaction Forces and Moments” at a meeting of the UAE Branch.

The technical meeting was attended by 40 persons, lasted for 45 minutes and was followed by an interactive Q&A session.