



## PRESS RELEASE

### Annual session of the Technical Committee of Registro Italiano Navale

#### *New additional class notations for ships and yachts*

The annual session of the Technical Committee of Registro Italiano Navale, the body which pronounces on the classification rules applied by RINA, was held today under the chairmanship of Avv. Umberto Masucci, current Chairman of the Ship and Aircraft Brokers and Agents Fund (FAMA).

During the meeting, the new RINA rules were examined, which will enter into force on 1 July 2009 and 1 January 2010 and which will be included in the 2010 edition of the rules.

Amendments to the rules in force on 1 July 2009 will be available on the Internet site [www.rina.org](http://www.rina.org) by the end of June.

Among the regulatory innovations examined, mention is made of the new notations relevant to:

- environmental protection
- condition monitoring of machinery
- security of yachts designed for commercial use and pleasure yachts

for which a summary is given below together with the list of members of the Technical Committee.

Genova, 11 June 2009

The Technical Committee of Registro Italiano Navale for the current quadrennium consists of the following members:

Chairman:

- Avv. Umberto Masucci, Chairman of the Ship and Aircraft Brokers and Agents Fund (FAMA).

Members:

- Prof. Ing. Antonio CAMPANILE, Professor of Offshore Structures at the Università degli Studi di Napoli Federico II
- Dr. Aldo COSENTINO, Director General Nature Conservation, Ministry of the Environment
- Dr.ssa Annamaria CRUCIANI, Division 4 Internal Maritime Safety, Ministry of Infrastructure and Transport
- Ing. Giuseppe DEMOFONTI, Senior Scientist in Mechanical Metallurgy - Centro Sviluppo\_Materiali
- Ing. Filippo GRASSIA, Senior Scientist of the National Research Council
- Ing. Domenico IMPAGLIAZZO, Division 4 Internal Maritime Safety Ministry of Infrastructure and Transport
- Ing. Giorgio LA VALLE, CEO MES (Marine Engineering Services)
- Ing. Roberto MARTINOLI, President and Chief Operating Officer of Norwegian Cruise Line
- Ing. Luigi MATARAZZO, Head of functional design and innovation sector - FINCANTIERI S.p.A.
- CV Bruno SPANGHERO, Captain General Staff of Italian Navy – Head of Ship Design Office

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## **Environmental protection: New notation HVSC – High Voltage Shore Connection**

As a contribution to protecting the environment, RINA has developed requirements to assign the additional class notation **HVSC** (High Voltage Shore Connection) to ships which can be supplied from the shore while at berth in the port.

An HVSC system allows electricity to be supplied from the shore to the ship for the operation of the ship's machinery and plants so that the diesel engines for the generators can be shut down, thereby considerably reducing the ship's emissions.

The ship needs to be modified or designed (if new) for an HVSC system and port infrastructures must be able to supply the electrical power the ship requires.

The ship's automation plant is fundamental for the control of the whole process, enabling the power requested by the ship and normally generated by its diesel engines, to be supplied from the shore. Commutation must be simple, allowing both sources to co-exist and minimising the effects on the operativeness of the ship's machinery.

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## **Environmental protection: New notation GREEN PLUS**

Green Plus is the new RINA class notation for the protection of the environment which allows environmentally sensitive operators to add voluntary aspects to the concept of environmental certification.

This is a regulatory instrument, based on an environmental performance index, which covers all the aspects of a ship's impact on the environment, including gas emissions.

Green Plus can be considered the next generation of the Green Star, to certify those ships which invest significantly in new design solutions, ship equipment and operating procedures which contribute to improving environmental performance over and above the minimum requirements established by the regulations in force.

Design solutions and ship equipment include any technical solution able to reduce the risk of pollution or to reduce fuel consumption and emissions into the air, as for example the design of innovative engines, the use of alternative fuel and highly technological propulsion systems, optimum design of the hull or the use of biodegradable lubricants.

The novel feature of this new notation is the different approach adopted in relation to end-users. For the first time, these are not prescriptive rules: designers, shipowners and shipyards are free to achieve the objectives set, fully in line with the goal-based standard philosophy. The solutions proposed by different operators will be assessed according to a rating developed by RINA.

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## **Condition monitoring for machinery – New notations for groups of machinery and ship installations**

For some years now, in connection with the assignment of the additional class notation PMS to ships with an approved planned maintenance scheme, RINA

has introduced requirements relevant to maintenance based on the periodic control of significant parameters to diagnose the wear and tear of machinery (*Condition Based Maintenance* - CBM). In particular, for the most commonly used machinery on board, the measures to be taken have been defined as well as their periodicity and a guide has been published containing indications on the use of some widespread CBM techniques, these being:

- vibration monitoring
- analysis of lubricants
- thermography.

The Condition Based Maintenance (CBM) rules have been further updated through the introduction of requirements for the assignment of five new additional class notations relevant to implementation of CBM to some important groups of machinery and ship installations, in particular:

1. propulsion plant, notation **PMS-CM(PROP)**
2. heating, ventilation and air-conditioning, notation **PMS-CM(HVAC)**
3. cargo plants, notation **PMS-CM(CARGO)**
4. electrical switchboards, notation **PMS-CM(ELE)**
5. fire detection plants, notation **PMS-CM(FDS)**.

The above first four notations can also be assigned to existing ships as they do not require modifications on board as, for example, the installation of continuous measuring systems.

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### **Security of yachts designed for commercial use and pleasure yachts: new notation **SECURE YACHT DESIGN****

Implementation of the ISPS - International Ship and Port Facilities Security Code is not mandatory for yachts, but the design of a “secure” yacht represents, without doubt, considerable added value for shipyards and shipowners.

Therefore, RINA has established the requirements for the assignment of the new class notation **SECURE YACHT DESIGN** to yachts designed for commercial use and pleasure yachts of any length, provided with specific equipment and security devices.

For the purpose of issuing the notation, the security equipment and devices are those on board, independently of the operational procedures adopted to manage security.