

----- Original Message -----

(wo notwendig korrigiert)

From: "Michael Schmiechen" <m.schm@t-online.de>

To: "Klaus Wagner" <IKWAG@web.de>

Cc: "Gerhard Strasser" <prof.dr.g.strasser@sva.at>

Sent: Monday, October 21, 2013 7:46 PM

Subject: Erster, sehr wichtiger Erfolg!

Lieber Herr Doktor,

als ich gestern von akribischer Recherche schrieb, da dachte ich vor allem daran, zu meiner eigenen Sicherheit einer 'alten' Frage nachzugehen, da ahnte ich noch nichts von meinem ersten, sehr wichtigen Erfolg!

Denn eben habe ich festgestellt, dass auf der website der ITTC das Dokument

7.5-04 -01-01.2: Analysis of Speed/Power Trial Data

Pages 1 to 25, Effective Date 2012, Revision 00 (!).

(Updated / Edited by the Specialists Committee on Powering of Ships in Service of the 27th ITTC. Not approved!)

ohne Kommentar und ohne ein von mir erbetenes statement, s. u., still und heimlich gegen das folgende alte Dokument ausgetauscht wurde:

7.5-04 -01-01.2: Analysis of Speed/Power Trial Data

Page 1 to 11, Effective Date 2005, Revision 00

Updated / Edited by the Specialists Committee on Powering Performance of the 24th ITTC. Approved by the 24th ITTC 2005.

Mein Verdacht, klar formuliert in einer mail an Herrn Minchev, ausgelöst durch die 'unerklärlichen' Revisions-Angaben, war also 'richtig'! Tatsächlich sind die vorliegenden Angaben über die Revisionen in allen Quellen liederlich, schlicht falsch und irreführend!

Ich habe dazu auch die Minutes des MEPC-Treffens vom Mai ("ITTC Recommended Procedure 7.5-04-01-01.1 Speed and Power Trials Part 1; 2012 revision 1") und den Final Report des MEPC ("ITTC Recommended Procedure 7.5-04-01-01.2 Speed and Power Trials, part 2; 2012 revision 1") noch einmal geprüft.

Damit haben sich also auf jeden Fall der Chairman des Executive Committee der ITTC, Dr. Stig Sand, und der Chairman des Specialists Committee on Powering of Ships in Service, Dr. Anton Minchev, zufällig beide Angehörige von Force-Technology-DMI in Lyngby, Sang- und Klang-los von MARINs STA-JIP-Verfahren verabschiedet!

Ich bin gespannt was der Chairman des Advisory Councils, Prof. Gerhard Strasser, dazu sagt. Oder ob der gar wusste, dass dem MEPC jetzt eine alte, ihrerseits unbefriedigende Version untergeschoben worden ist?

Diese ganze Geschichte ist natürlich höchst brisant und nicht nur für mein hansa-online paper von grösster Bedeutung, für das der Redaktions-Schluss am Ende des Monats bevorsteht.

Was wird jetzt Herr Friesch sagen, Mitglied des Executive Committee der ITTC, dem ich den möglichst schnellen Ausstieg aus der STA-Group dringend empfohlen hatte? Er wollte sich aber lieber auf die Specialists verlassen, die ihn jetzt 'verlassen' haben und das Specialists Committee jetzt sicher verlassen müssen, unter ihnen auch Herr Dr. Hollenbach.

Meiner Frau habe ich schon angekündigt, dass ich darauf heute abend einen Schluck Wein mehr trinken werde!

Schon jetzt in der heitersten Laune
Ihr Michael Schmiechen.

PS. Die Historie muss ich nicht erzählen, die folgenden mails sprechen für sich selbst.

----- Original Message -----

From: "Michael Schmiechen" <m.schm@t-online.de>

To: "Stig Sand" <ss@force.dk>;

"Anton Minchev" <ami@force.dk>

Cc: "Gerhard Strasser" <prof.dr.g.strasser@sva.at>

Sent: Monday, October 07, 2013 8:25 PM

Subject: Fw: Trials without end, cont'd

Dear Dr. Sand,
dear Dr. Minchev,

attached please find my complete lecture on the ANONYMA trials, which I delivered at the recent meeting of the Ship Hydromechanics Group of STG.

At that meeting colleagues told me, that they do not know anything about trials and that their renowned institutions no longer 'pay' expert employees concerning this subject. But all of them held firm opinions concerning trials and the role of 'specialists' in the ITTC!

Pondering these facts it occurred to me, that such colleagues should be asked honestly and responsibly to abstain from voting on fundamental subjects at the Full Conference, which according to my understanding has never been voting of 'illiterates' [, to say it politely].

In that connection please note my repeated reference to the 'Justice for Hedgehogs' by Dworkin, to the problem of arriving at fair resolutions of conflicts. The book does in fact not provide ready solutions for the situation at hand, but according to my understanding supports my above point of view.

Further I attach the abstract and the draft paper 'On Trials' to be published in the November issues of HANSA and hansa-online, respectively. While the deadline for the abstract has been the end of September, the deadline for the paper is the end of October, thus still permitting the incorporation of corrections and additions, if any.

Sincerely yours,
Michael Schmiechen.

PS. Please note, that the documentation 'From METEOR 1988 to ANONYMA 2013' in the Section 'News on ship powering trials' on my website is continuously updated, further analyses and discussions being added, though some of the latter are of 'cause' in German.

----- Original Message -----

From: "Michael Schmiechen" <m.schm@t-online.de>
To: "Anton Minchev" <ami@force.dk>
Cc: "Stig Sand" <ss@force.dk>
Sent: Tuesday, September 24, 2013 11:41 AM
Subject: Fw: Trials without end, cont'd

Dear Dr. Minchev,
dear Dr. Sand,

while I am working on my short note to be published in HANSA, I dare to mention, that according to the rules of the game 'no answer is an answer as well'.

In the meantime I have not only published an updated version of my presentation at Eckernförde, but subsequent discussions as well, 'of cause' ('aus gutem Grund') in German.

Sincerely yours,
Michael Schmiechen.

----- Original Message -----

From: "Michael Schmiechen" <m.schm@t-online.de>

To: "Anton Minchev" <ami@force.dk>

Cc: "Stig Sand" <ss@force.dk>

Sent: Wednesday, September 18, 2013 9:01 PM

Subject: Fw: Trials without end

Dear Dr. Minchev,

dear Dr. Sand,

I refer to my earlier mail attached and to the following document:

According to the Final Report of the IMO MEPC 65-22, Annex 18, page 2, Amendments to Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI) (Resolution MEPC.214 (63)), Paragraph 4.3.8 has been amended as follows:

4.3.8 The submitter should develop power curves based on the measured ship speed and the measured output of the main engine at sea trial. For the development of the power curves, the submitter should calibrate the measured ship speed, if necessary, by taking into account the effects of wind, tide, waves, shallow water and displacement in accordance with ITTC Recommended Procedure 7.5-04-01-01.2 Speed and Power Trials, part 2; 2012 revision 1, or ISO 15016:2002. Upon agreement with the ship owner, the submitter should submit a report on the speed trials including details of the power curve development to the verifier for verification."

Accordingly the 'ITTC 2012 Guideline' has not been accepted as the only (!) method for the purpose at hand, contrary to the firm assertion by Henk van den Boom and co-authors in their note in HANSA (150 (2013) 4, 58). This is another reason for my serious difficulties to believe any statement of my esteemed colleagues! Urgently required is a revision of the international standard ISO 15016 meeting the requirements of all (!) parties concerned, not only those of MARIN.

Further I would like to know in detail (!) what exactly (!) the clause "2012 revision 1" implies. Is that already the response of the SC PSS to my detailed discussion of the 'ITTC 2012 Guidelines' in section 4.3.4 'The Emperors New Clothes' in my draft paper? You remember the one to be published, after due revision, on occasion of the STG Annual Meeting at Berlin in November under title:

'Future Ship Powering Trials and Monitoring Now!
Principles of rational conventions further clarified,
consistently applied in a particularly delicate case
and lessons (to be) learned'

With many thanks for your kind assistance and my and best regards
yours, Michael Schmiechen.

PS. Very early tomorrow morning I shall travel to Eckernförde to attend the meeting of the STG Ship Hydrodynamics Group. The final version of the talk I shall deliver is to be found on my website.

----- Original Message -----

From: "Michael Schmiechen" <m.schm@t-online.de>

To: "Stig Sand" <ss@force.dk>;

"Anton Minchev" <ami@force.dk>

Sent: Monday, September 02, 2013 9:31 PM

Subject: Trials without end

Dear Dr. Sand,
dear Dr. Minchev,

the Editor in Chief of HANSA has invited me to respond to the short note by Henk van den Boom and colleagues of MARIN in his journal (HANSA 150 (2013) 4, 58) and to the detailed exposition of their proposal and the state of affairs according to their view (www.hansa-online.de STA-JIP.pdf).

In the process of collecting and screening the material for my paper I am wondering whether you have any contributions and pieces of advice, 'what to say and what better not to say', and/or useful input I should refer to, any pertinent excerpts from minutes of the EC and SC Meetings?

In the meantime I have heard so much about the meeting of the MEPC at London, among others from VDR (Verband Deutscher Reeder), *expressis verbis* noting the unsatisfactory state of affairs, that I am wondering whether there are minutes available, which I may be permitted to inspect or which I am even expected to have inspected before writing my paper?

On my website you will have noted my presentation at the forthcoming meeting of the Ship Hydrodynamics Group of STG, now also in English, and the accompanying abstract. Further I have added my basic study concerning the feasibility of quasi-steady powering trials and monitoring together with the first very critical questions by Dr. Wagner and my detailed answers.

With kind regards yours,
Michael Schmiechen.

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From: "Michael Schmiechen" <m.schm@t-online.de>

To: "Stig Sand" <ss@force.dk>

Cc: "Gerhard Strasser" <prof.dr.g.strasser@sva.at>;

"Anton Minchev" <ami@force.dk>

Sent: Thursday, June 13, 2013 9:24 PM

Subject: Wer A sagt, muss nicht B sagen!

Dear Stig Sand,

as it happens, this morning I stumbled over the literary version of my suggestion, forwarded yesterday, by Bertold Brecht, the German dramatist (1896-1956):

"Wer A sagt, muss [!] nicht B sagen. Er kann auch erkennen [und zugeben], dass A falsch war:"

Please do not mistake my remarks and my style to aim at offending anybody, but at frankly pinpointing deplorable states of affairs and attempting to assist rationally to resolve the conflicts at hand.

As I have stated in the draft of my paper, to be published under the unmistakable title 'Future Ship Powering Trials and Monitoring Now', conventions are, as their name says, not one-man-shows, but joint agreements among people knowing, what they are talking about.

The conventions, we have to look for, are not majority votes of practitioners in model basins and ship yards, left alone with one of the most difficult problems of ship theory, since decades totally ignored by theoreticians at the universities.

Some things are rotten [not only in the state of Denmark, but (*addition referring to an earlier mail*)] in these 'institutions' as well, as I have explicitly pointed out on various occasions, with the result, that my papers 'tend' not to be published! Perfectly convincing 'arguments' in favour of my argument!

With kind regards yours,
Michael Schmiechen.