

Michael Schmiechen

**To my Colleagues and Students
and to Whom it may Concern**

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Berlin, May 12, 2013

**Future Ship Powering Trials and Monitoring Now!
Paper drafted for publication and presentation**

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Dear Colleagues and Students,

in the Section 'News on ship powering trials' on my website www.m-schmiechen.de you find the draft of a paper on 'future ship powering trials and monitoring now' proposed for publication and presentation on the occasions of

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- the 25th anniversary of my propulsion tests with the research vessel METEOR in the Greenland Sea between Spits Bergen and Greenland during her voyage from Hamburg to Bergen from October 27 to November 22 1988,
- the 15th anniversary of a proposed rational alternative standard for the assessment of the powering performance of ships based on traditional trials submitted to the Japan Marine Standards Association on April 15, 1998 triggered by the Committee Draft of ISO 15016,

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and, last but not least, in view of

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- the long overdue revision of the not only error prone standard ISO 15016: 2002-06.

The paper, in the informal fashion of a letter to you, is based on numerous recent exposés and on various letters to many colleagues; who have been asking for explanations, advice and assistance related to my rational theories of classical mechanics and ship theory in particular and to my profound experience in ship powering trials and monitoring.

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After decades of self imposed ignorance of the state of research they begin to realise that not my purposely provocative style, intended to pinpoint deplorable states of 'the art' in theory and practice, needs to be discussed, but that my powerful solutions for their own fundamental problems require in-depth discussions and understanding, based on clear 'visions', 'Anschauungen' in Goethe's spirit, on simple principles, on only little common sense and, last but not least, on appropriate craftsmanship on all levels.

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The purpose of my 'letter' is not to provide another survey of my work on propulsion, but to put together the large variety of arguments, recently for-

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warded in exposés and mails addressed to colleagues and students, into one coherent 'story' and *explicitly and concisely state the principles underlying and the rules to be observed in the professional conduct and assessments of powering trials and monitoring.*

5 As problems cannot be solved by the methods, which have caused them, this exposition of the principles cannot be phrased in terms of the traditional jargon of naval architects, but in the languages of various pertinent, appropriate theories, from the theory of rational conflict resolution, to the theory of theories and 'down' to the theory of systems identification in noisy environments, and of solving nearly singular sets of linear equations.

10 My draft already refers to the ITTC 2012 Guideline, based on the aggressively marketed 'industry STA standard' and claimed to be approved, but it does not yet refer to pertinent contributions, that may have been presented at SMP '13, the 3rd International Symposium on Marine Propulsors, held at Launceston on Tasmania, while this draft underwent its final corrections.

15 Although my research has been primarily concerned with the rational solution of 'technical' problems its results will have a disruptive impact on the rational resolution of contractual conflicts. In view of the objective, observer independent evaluation of trials developed, ship owners and buyers need no longer to accept and sooner or later will no longer accept the same people providing the predictions of the powering performance and accessing the delivery trials 'as well'.

20 Substantial, critical contributions to the discussion of this draft are invited and may be published at my discretion together with this paper in November. In any case suggestions and arguments put forward will be duly considered, referred to and acknowledged in the final version of my paper.

*With kind regards yours,
Michael Schmiechen.*

30 **Contacts**

Prof. Dr.-Ing.
Michael Schmiechen
Bartningallee 16
D-10557 Berlin
35 Germany
m.schm@t-online.de
www.m-schmiechen.de