

From: Michael Schmiechen
Sent: Tuesday, January 2, 2018 3:28 PM
To: Bruce Johnson ; Marco Ferrando ; Joel Park ; Gerhard Strasser ; John G. Hoyt III
Cc: Richard Pattenden ; Wentao Wang ; Jinbao Wang ; Takanori Hino ; Florian Kluwe ; Peter Horn ; Marc Steinwand
Subject: Continuing work for the future!

Dear Bruce,

many thanks for your Christmas letter, up-dating us not only on the growth of your family. As it happens our youngest grand-sons, Philipp's sons Felix (5) and Antonius (3), are exactly the same age as two of your great(!)-grand-daughters. And our congratulations to the prominent award, SNAME's William H. Webb Medal bestowed on you!

Following up our private wishes for the new year here come my 'technical' wishes for the future!

After fifty years of research on ship propulsion and interest and twenty years of active participation in the work of ITTC I have with great interest further studied the Proceedings of and the Decisions (!) at the 28th ITTC in Wuxi. Unlike you I am not 'registered' as Corresponding Member of any Committee, and I am thus free to express my opinions, free from the restrictive rules, necessarily standard in standards organisations as I know [since my contributions to the standards ISO 15016 on Trials and DIN 1313 on Magnitudes, alias Quantities].

Thus I have continuously informed Committees and Working Groups, related to my work (Resistance and Propulsion, Ships in operation at sea, Quality systems, Future of ITTC) about my ideas and results, as documented in the distributions of my communications on my website. Surprisingly none (!) of the addressees took the time at least to acknowledge the receipt of my mail, forget about responding to my input. According to my old-fashioned standards this is plainly impolite, not to say unprofessional.

But I noticed, that some colleagues already use my concepts and my terminology, though without 'caring for' the copyright law and the fair use doctrine, in advertising the dramatic advantages of quasi-steady testing, which I am promoting since decades not only concerning the powering performance. Of my particular interest is of course still the 'List of Symbols and Terminology', the new structure of which is the result my intense work during 1992/1993, published as VWS Mitteilungen Heft 57. This document is not even listed in the References of Version 2014', 'superseding all previous versions', though not only based on 'Version 1993', but [still] identical in its layout and in large parts of its 'text'.

According to my experience I felt, that the integration of the Symbols and Terminology Group into the Quality Systems Group was grossly under-estimating the problems ahead; see next paragraph. And the report of the Quality Systems Group, completely absorbed by, not to say drowned in the incredible number of 'Procedures', confirms my expectation. According to my experience too many of the

Procedures are concerned with refining the analysis of random errors, instead of caring for the incredible deficiencies and systematic errors of the traditional procedures!

Looking at the list of 'corrections' in the ToR for the SC 'Ships in operation at sea' I am again* reminded "of the old lady, who 'knew' our Earth to be based on turtles, 'all the way down'. But whom are cosmologists and naval architects laughing at? It is standard scientific practice to 'support' established theories [and practices], which are no longer adequate and/or acceptable, as long as possible by additional 'turtles'. The most famous example is the Almagest dating back to Claudius Ptolemy (ca. 100 to 170 AD)." (* Copy of a remark in my proposed contribution to the 30th ATTC, documented in the '3rd, virtual INTERACTION 2017' [and further] on my website.)

Some of the problems ahead are outlined in my letter to Marco Ferrando published in the '3rd, virtual INTERACTION 2017' on my website and attached for your convenience. These remarks are based on my intense work on the development of symbols and terminology absolutely necessary (!) for dealing rationally and trustworthy with ship powering trials and monitoring, in the meantime developed to maturity and certainly of interest to the Specialists Committee on Combined CFD/EFD Methods. An example of the intricacy of incoherent 'corrections' is subject of my recent exercise 'On ship powering predictions and roughness allowances'.

With our warm regards to Dotty and you
yours, Michael and Susanne.