

Urgently required! Future Ship Powering Trials and Monitoring Now!

Vote for a revised, generally acceptable, lasting edition of ISO 15016, concerning not only trials, but also monitoring of the powering performance, meeting theoretical, contractual and legal standards and requirements

by Michael Schmiechen, Berlin

Evaluation of ship powering trials is traditionally treated as hydro-mechanical problem, though it is of conventional nature, part of a whole range of legal and contractual conventions, fundamental pre-requisites of which are shared convictions, fashionably called 'principles', being prejudices as Mark Twain aptly noted. As their name says, conventions are *not* 'one man or one institute shows' as currently being performed by MARIN.

That the present version ISO 15016: 2002-06 of the pertinent international standard, based on the conceptions of our great-grandfathers, is error prone has already been demonstrated 1998, long before it nevertheless has been standardised. "Reliable ship-speed assessment more relevant than ever" was thus the perfectly correct title of a note in this journal (HANSA 150 (2013) 4, 58).

But the note itself is quite 'incredible', hardly any of the claims in the detailed exposition of the STA method developed at MARIN (www.hansa-online.de/STA-JIP.pdf) being substantiated, but reminding of the time when railway gauges were purposely selected differently in different countries for 'protective' reasons. A detailed review of the STA method promoted by MARIN even at ITTC and IMO, has been published in section 4.3.4 'The Emperor's New Clothes' in my paper on 'Future Ship Powering Trials and Monitoring Now!'

At the end of Andersen's archetypal tale (Wikipedia): "a child in the crowd, too young to understand the desirability of keeping up the pretense, blurts out that the Emperor is wearing nothing at all and the cry is taken up by others. The Emperor cringes, suspecting the assertion is true, but continues the procession." To continue the procession will further delay progress for decades as did ISO 15016: 2002-06.

In view of the deficiencies of the ISO and STA methods, both 'adopted' by the IMO MEPC in its Final Report 65-22, the only reasonable decision is *promptly* to agree on a revised, generally acceptable, lasting edition of ISO 15016, concerning not only trials, but monitoring of ship powering performance as well, meeting theoretical, contractual and legal standards and requirements.

The purpose of the standard, to permit the *objective* resolution of 'conflicts', are to be met by simple conventions with few parameters jointly identified from the data acquired, without any reference to results of model tests or other prior data.

A detailed note on trials and monitoring is provided online:

<http://www.hansa-online.de/fileadmin/pdf/fachartikel/Schmiechen.pdf>

AUTHOR

In 1997 apl. Professor Michael Schmiechen retired as Deputy Director, Head of Research and Development, from Versuchsanstalt für Wasserbau und Schiffbau (VWS), the Berlin Model Basin, and was released from duties, lecturing on Hydromechanical Systems at the Institut für Schiffs- und Meerestechnik (ISM), Technische Universität Berlin (TUB). Since then he continued to lecture at ISM until 2011 and to promote his ideas around the world.