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## Obituaries

### Professor J.D. van Manen

Prof. Dick van Manen passed away on Friday December 8, 2006 at the age of 83. An outstanding personality, whose influence continues to be visible in the current maritime research infrastructure. Not limited only to the Netherlands, but his traces can be found abroad as well. He maintained professional and amicable contacts with many of his US colleagues, which is reflected in his friendship with many of his contemporaries at the David Taylor Model Basin and at the SNAME.

He particularly left his mark as director (1972-1986) of the Maritime Research Institute in Wageningen (MARIN) and as part-time professor of Resistance and Propulsion in the then Naval Architecture faculty of Delft University of Technology (1962 – 1988). After his predecessor (Prof. W.P.A. van Lammeren) laid the foundation for a better understanding of propeller propulsion through the systematic Wageningen B series, still used worldwide to this day, Dick van Manen occupied himself primarily with the propulsion concept in a somewhat broader sense. He did his PhD study, only two years after he finished his MSc degree at MARIN, on the effect of the non-uniformity of the wake-field on the design of propellers, a subject that attracted significant attention in those days, af-

ter renowned publications by Betz and Lerbs on ideal radial loading distributions.

Dick van Manen produced publications on a large number of concepts, such as the paddle wheel, the ducted propeller, vertical axis propellers (also known as Voith-Schneider), contra-rotating propellers and finally his invention: the Whale Tail Wheel (a combination which links the kinematics of a whale tail to that of the wheel). Perhaps the most important lesson for his pupils was that he was continually searching for the elementary simplicity of the working principles. An illustration of this is the pump diagram, in which he plotted pump characteristics for a number of ship propulsors in addition to pumps. An enduring legacy is the Vacuum Tank built in Ede under his leadership. A laboratory specifically developed for vibration nuisance, noise and erosion research on ships' propellers.

Dick won a number of awards and honorary memberships. He became a fellow of the Royal Institution of Navigation (UK) in 1975 and became a honorary member – fellow of the SNAME in 1976. In 1978 he became member of the Royal Netherlands Academy of Sciences and in 1984 he won the prestigious David W. Taylor Golden Medal, awarded to him by the SNAME. In addition, he chaired the International Towing Tank Conference for a number of years.

Alongside his infectious enthusiasm for his field of work as an ongoing source of professional satisfaction, Dick van Manen was a 'champion of positive thinking.' He was able to utilise these characteristics well in a time in which he observed the full impact of the reduction in Dutch shipbuilding.

In our minds we recall a master, a figure of stature with a charming presence, searching continuously for the essence and the simplicity of hydromechanics, with undiminishing and infectious enthusiasm.

Tom van Terwisga, Arne Hubregtse

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## Dr. Hitoshi Fujii

I regret to inform you that Dr. Hitoshi Fujii passed away at the age of 78 on December 11, 2006.

Hitoshi Fujii entered Mitsubishi after serving as a research associate at Osaka University. He served Mitsubishi as a manager of Seakeeping Research Laboratory from 1971 to 1974, as the Chief Research Engineer of Nagasaki Research and Development Center from 1982 to 1986. During the period, he devoted himself to the planning, construction and management of our Seakeeping and Manoeuvring Basin. He was really a boss of us, Seakeeping and Manoeuvring specialists in Nagasaki, even after his retirement.

After the retirement from Mitsubishi, he moved to Nagasaki Institute of Applied Science as a professor.

As his contributions to International Towing Tank Community, I would like to raise his work as members of Manoeuvrability Committees of 15- th ITTC (the Hargue, 1978) and 16-th ITTC (Leningrad, 1981). Besides that, throughout his carrier in Mitsubishi, he supported the representative of Nagasaki Experimental Tank to ITTC as the head of Seakeeping and Manoeuvring Basin.

Although I do not know how much he contributed, he joined discussions in Marintek, SSPA and Bulgarian Ship Hydrodynamic Centre when the people there were planning their basins for the testing of Seakeeping, Manoeuvring and Ocean Engineering.

Naoji Toki

## 25<sup>th</sup> Conference Organisation



Preparation of the 25th ITTC Conference to be held in 2008 in Fukuoka is proceeding successfully by the Japan Towing Tank Committee (JTTC) led by Professor Takeshi Kinoshita and the local organizing committee in Fukuoka led by Professor Masashi Kashiwagi. All information on the Conference is being provided by the Research Institute for Applied Mechanics (RIAM),

Kyushu University, and is available through the ITTC website (<http://ittc.sname.org>).

As you may see from the website, the Conference will be held on September 14 through 20, 2008, at Fukuoka International Congress Center. This Congress Center is built in 2003, located conveniently in the heart of Fukuoka City and close to Fukuoka International Airport.

As announced already, the symbol (logo) mark of the 25th ITTC Conference has been decided and is being used as a header for all publications relating to the 25th ITTC. The local organizing and executive committees are continuing the arrangement of the conference and decided Hotel Nikko Fukuoka as the main hotel for accommodation and the conference banquet. Social events, registration fee, and others will be announced in due course through the website.

## News from the Executive Committee

The first meeting of the 25<sup>th</sup> ITTC Executive Committee was held in Rome on 19 September, 2006 after AC meeting. Following some comments on the proposed DRAFT of ITTC Rules at the AC meeting, it was confirmed that a revised version would be prepared for the next meeting. Budget and cost principle of the ITTC about IMO Related Issues was confirmed as follows, the cost for transportation and staying in a hotel should be covered by the ITTC, the ITTC representative(s) will participate in one IMO meeting per year, in general. However, the Executive Committee should make efforts to save money and should discuss and decide to what extent of IMO activities the ITTC be involved. Possibility of effective ITTC-ISSC link was discussed.

## News from the Advisory Council

The first meeting of the 25<sup>th</sup> ITTC Advisory Council was held in Rome on 18-19 September, 2006. 29 full and ex-officio members attended the meeting, which had a very full agenda, including such heavy items as the new ITTC Rules, relationship with IMO, and, not least, review of the progress reports from the technical committees. The AC has introduced a revised procedure for review of the work in the technical committees whereby the AC working groups thoroughly review the progress reports and summarise these for discussion by the whole

Council It is felt that this procedure has resulted in more focus on the work of the technical committees and more constructive feedback to the committees from the AC.

The format of the progress reports from the technical committees was discussed and in general found acceptable, but the committees were asked to follow this format and give sufficient information for the AC to be able to assess the progress.

It was further decided that an attempt shall be made to create an overview of existing bench-

## News from Technical Committees

### *Manoeuvring Committee*

At the third meeting (25-26 April 2007 at Basin d'Essais des Carenes, Val de Reuil, France), group leaders of the Maneuvering Committee (MC) Report Sections and Quality Manual (QM) Procedures reported substantial progress following the MC Table of Contents and list of QM Procedures given in the MC contribution to *ittc-news* No. 54. First drafts of all Sections with references were presented and discussed. Revisions to QM Procedures were discussed and finalized. New QM Procedure for uncertainty analysis for PMM captive model tests will be completed as planned. An example of the implementation of the new Procedure will be included in the MC Report. In view of the importance of scale effects due to the size of model used for captive and free model tests, it was agreed that MC members would share information from their respective institutes at the final meeting and include relevant discussion in the MC Report and QM Procedures where appropriate. Committee tasks, deadlines for progress reports, conclusions and recommendations, MC Report, SIMMAN 2007 Workshop, and *ittc news* were discussed along with an updated timetable for the work. Subsequent to the MC meeting on 27<sup>th</sup> of April Meeting #5 of the SIMMAN07 Executive and Organizing Committees was held also at Basin d'Essais des Carenes: <http://www.simman2008.dk/>. As a consequence of the fact that not all model test data and most of the instructions for the participants are not yet posted on the web site the workshop is postponed until 14-16 April 2008; however, the results to the extent possible will

mark data, which are available to the ITTC community. This matter is addressed elsewhere in these News.

### *Dates and venues for future meetings*

2007: Kyushu, Japan, September

2008: Copenhagen, Denmark, March

be included in the MC Report with further analysis and discussion presented at the 25<sup>th</sup> ITTC for inclusion in the 25<sup>th</sup> ITTC Volume No. 3.

Dates and locations for future Committee meetings:

No. 4: 17-18 January 2008 at MARIN

### *Resistance Committee*

The RC had his third meeting in Valencia, on the May 3 - 4, 2007 at the *Comandancia de Marina de Valencia* (Valencia's Navy Headquarter), Spain. Dr. Jesus Valle (CEHIPAR) hosted the meeting. All members attended and section leaders presented summaries of the progress made.

As the RC announced in the previous issue of ITTC-News, the world-wide series for identify facility biases promoted by the RC has encountered problem during the shipment of the large model from Vienna (SVA) to Huazhong (University of Huazhong, China).

The Custom in Shanghai stopped the circulation of the model and notwithstanding numerous efforts it has not been possible to clear the Custom. A detailed report of the incident is in preparation to reconstruct the events to the EC and AC.

Anyhow, the RC was able to collect data of the large model coming from 6 different institutions, and this sample is enough to complete the statistical analysis of the facility bias.

Meanwhile, the small model completed the tests in Argentina and is now being shipped to Iowa (USA), so the small model is pretty much on time with schedule.

The 4th meeting of the RC is tentatively scheduled for February, 2008. The location is yet to be determined.

#### *Propulsion Committee*

The Propulsion Committee met for the third time from the 18<sup>th</sup> -20<sup>th</sup> April at the David Taylor Model Basin near Washington DC. The meeting was hosted by the USNSWC and was attended by all but one of the committee. The work concentrated on the main tasks of the committee with the intention that sufficient progress would be made that an initial draft report could be completed by the time of the next meeting. A considerable amount of effort was expended in reviewing and proposing updates to procedures 7.5-01-02-01(Prop. Nomenclature), 7.5-02-03-01.1(Propulsion test), 7.5-02-03-02.1(Prop. Open water), 7.5-02-03-02.3(guide to LDV), 7.5-02-05-02 (high speed propulsion test). Further detailed discussion and reviews were made of the on-going work in the areas of shallow water propulsion, developments in secondary thrusters, innovative propulsion concepts and numerical methods.

On the final morning the committee was joined by John Hoyt (USNSWC) to help with its work on completing the analysis of the waterjet comparative performance study started by the 24<sup>th</sup> ITTC specialist waterjet committee. The next meeting of the committee will take place just after the FAST2007 conference in Shanghai at the end of September.

#### *Seakeeping Committee*

The second and third meetings of the Seakeeping Committee were held on 2-3 October 2006 at the Naval Surface Warfare Center, Carderock Division in Bethesda, Maryland, USA, and on 8-10 May 2007 at the National Technical University of Athens in Athens, Greece, respectively. The Committee has lost two members since its inception: Dr. Jinzhu Xia and Dr Jianbo Hua. The remaining members are Mr. Terrence Applebee (Chairman), Mr. Paul Crossland (Secretary), Mr. Greg Hermanski, Dr. Yonghwan Kim, Dr. Gregory Grig-

oropoulos, Dr. Rumen Kishev, and Dr. Koichiro Matsumoto.

Substantial progress has been made on developing and/or revising seakeeping-related procedures. There was extensive discussion on benchmark data. A working definition and required attributes were adopted, to be forwarded to the AC for comment. This is considered crucial to the review of current and the adoption of new benchmark data.

Of particular note is the joint meeting between the ITTC Seakeeping Committee and the ISSC Loads Committee that took place in Athens on 9 May. This very productive meeting helped to establish the lines of communication between the two organizations in areas of mutual interest. Specifically, it was proposed that a list of references from state-of-the-art reviews be exchanged, that shared benchmark & comparative studies be investigated, and that logistics to provide for shared/joint reports, common membership & scheduled joint meetings be explored at the parent organization level. The meeting lasted approximately four hours and is considered an excellent first step towards future collaboration.

#### *Ocean Engineering Committee*

The 3rd meeting of the Ocean Engineering committee will take place June 28th and 29th, hosted by Nuno Fonseca at IST Lisbon.

Among different tasks allocated to the committee, the finalization of the CFD benchmark test and the progress concerning procedures will be especially examined.

#### *Specialist Committee on Azimuthing Podded Propulsion*

The third meeting was held at Krylov Shipbuilding Research Institute from May 30 to June. 1 hosted by Valery Borusevich (Russia). All members of Azimuthing Podded Propulsion Committee attended from the beginning to the end and following main subjects were discussed:

- Testing & Extrapolation Procedure in details, with focus on NMRI's recent test results of the ABB POD, and on ABB presentation of podded propulsor test & analysis.

- Contents of Committee Report.

#### Attendants

Dr. Noriyuki Sasaki (Chairman)  
 Dr. Jaap H. Allema (Member)  
 Prof. Mehmet Atlar (Member)  
 Dr. Valery Borusevich (Member)  
 Dr. Se-Eun Kim (Member)  
 Dr. Francesco Salvatore (Member)  
 Dr. Antonio Sanchez-Caja (Member)  
 Prof. Chen-Jun Yang (Secretary)

The meeting started with the greetings from Dr. A. V. Poustoshny, Head of Marine Hydrodynamics Division, KSRI and followed by individual topics listed as below.

- (1) Ice milling tests and Ice propeller Design (M. Atlar, V. Borusevich)
- (2) Wash and LDA measurement ( J. Allema, M. Atlar)
- (3) Interaction between propeller wake and strut at steering condition (F. Salvatore)
- (4) Ice breakers with podded propulsors (S.E. Kim)

#### Introduction of NMRI's test results of the ABB POD

In order to establish a simple procedure for podded propulsor tests, NMRI conducted the same podded propulsor open water tests which were conducted by five(5) facilities in Europe using ABB pod geometry and a supplied model propeller by MARIN. NMRI widely investigated the reasons why the test data are so scattered among five facilities by changing several parameters such as

- @ propeller cap geometry
- @ aft fairing shape in propeller OW test
- @ strut gap
- @ propeller gap
- @ propeller immersion
- @ Reynolds number
- @ Turbulence stimulator
- @ End plate configuration

The discussion was so valuable that many important decisions were made about the test set up.

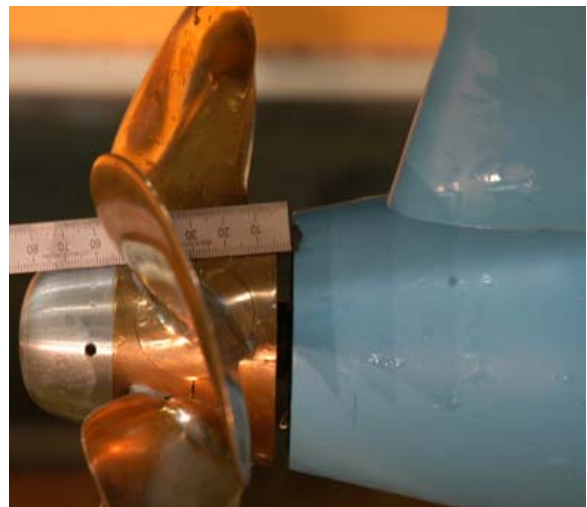
The half day of 2nd day was spent by presentation of T. Veikonheimo who was invited from ABB because he is responsible person for the model tests mentioned above. His conclusions are as follows:

- Amount of pod drag correction dropped since the beginning of pod testing.
- Pod drag correction methods vary largely among basins. Comparison is difficult.
- Some basins do and some don't make blade  $R_n$ -corrections with method of ITTC 1978.
- Inexperienced basins may produce unexpected results due to lack of experience, missing guidance of procedures, and sometimes poor test equipments.

#### CFD computations

VTT, KSRI, INSEAN & SJTU will make RANS computations of the ABB POD. Given conditions include: housing with propeller, steady performance,  $J=0.88$ , model  $Re$ 's and/or full scale. Proposed deadline (end of June) is too tight for INSEAN & SJTU.

Committee's 4th meeting will be held at SJTU, Shanghai, China in January 2008, preferably in the first half. Dates to be decided.



#### *Specialist Committee on Wake Fields*

The Specialist Committee on Wakefields held its third meeting at NMRI in Tokyo on 11 to 13 April, 2007. A fourth and fifth meeting is planned for August, 2007, and January, 2008, respectively.

### *Specialist Committee on Cavitation*

The 25<sup>th</sup> ITTC Specialist Committee on Cavitation held their third meeting on April 23-24 2007 in Göteborg, Sweden at the SSPA. Eight of the nine committee members were able to attend the meeting. During this meeting, the committee reviewed the responses to the committee's cavitation survey and the contributions made by each member on the four assigned tasks. The sections on the final report on the *Introduction* and on the *Cavitation Survey* are in very good shape. Work is proceeding with regard to the section on *Current Cavitation Modeling Methods*, and the committee had a good discussion on how to proceed with this section. The next two sections on *Multi-phase Flow Cavitation Modeling* and on *Rudder Cavitation* are in better shape, and the committee discussed how they may be improved even further. Finally, the section on *Waterjet Cavitation* is also proceeding along fairly well, but some of the description in this section will need to be shortened. Also, the numerical modeling methods listed in the previous sections need to be better reflected in this section and in the previous section on *Rudder Cavitation*. The committee also discussed the guidelines that they have been asked to write on *Predicting Cavitation Damage on Unconventional Rudders and on Rudders behind Highly-Loaded Propellers* and on *Modeling Cavitation Behavior on Waterjets, Including Scaling Effects*. To conclude the meeting, the committee discussed action items, schedule, and the expected papers from several symposium scheduled in 2007. The committee wishes to extend their appreciation to the SSPA—who provided the meeting location, lunches, a tour, and an overview presentation. The committee will hold their next meeting in Washington, DC, USA on November 7, 8, and 9 2007.

### *Specialist Committee on Powering Performance Prediction*

The committee has not met since the previous issue of ITTC News.

The committee has continued the work on scale effect of form factor, using results of several geosim model series. The work has been extended to look at the effect of choice of friction line on the form factor scale effect. It turns out that using Grigson's friction line rather than ITTC'57 correlation line when using

Prohaska's method to determine the form factors gives significantly less scale effect on the form factor. Although it is a bit early to draw final conclusions, this indicates that the slope of Grigson's friction line is more suitable for a three-dimensional extrapolation line than ITTC'57, something that might have been expected, since ITTC'57 correlation line was originally designed for two-dimensional extrapolation. To broaden the base for making firm conclusions and to extend the geosim test series to full ship forms, the committee is trying to make a new geosim test series based on the KRISO tanker previously used for the Gothenburg 2000 workshop on ship CFD.

The committee is in contact with the Specialist Committee on Uncertainty Analysis in order to reach a firm conclusion on which basis to decide on an updated powering prediction method. The committee is in contact with the Resistance Committee on the question of form factor scale effect and choice of friction line in the updated powering prediction method. The next meeting of the committee will be in Trondheim in September 2007.

### *Specialist Committee on Stability in Waves*

The Committee had the third meeting at QinetiQ Haslar in Gosport (UK), on the 14-15 May 2007. All members except for the corresponding member attended this meeting. Due to Dr. de Kat's leave from MARIN, the Committee Chairman welcomed Dr. van Walree of MARIN as a new member from the Central Europe region. It was reported that Professor Vassalos resigned as a corresponding member.

All of the coordinators for the assigned tasks tabled their progress and draft reports as well as the future plans. The intact stability model test procedures were reviewed and edited ready for final submission. The Committee discussed each of the tasks and the following progress was reported:

1. Prediction of parametric rolling and the revision of the intact stability testing procedure

Professor Fan and Dr. Ishida tabled a draft of the revised procedure on model test of intact stability, based on



the outcomes from the survey of member organisations and the inclusion of the procedure for parametric rolling in head seas. The Stability in Waves committee members had already provided input to the draft following the 2<sup>nd</sup> meetings. The committee reviewed the consolidated draft intact model test procedures and made final amendments and additions ready for final submission.

Regarding exiting experimental data for benchmarking of numerical codes for head-sea parametric rolling, it was confirmed previously that no suitable data was available. There is now the possibility that the recent ONR-sponsored experiments by Osaka University, which were successfully executed recently with the ITTC Ship A-1, will be available for future benchmarking.

## 2. Time-to-Flood Prediction

This task is coordinated by Dr. van Walree, who succeeds to Dr. de Kat's role. The objective of this task is to establish the current capability and weaknesses in predicting time-to-flood for a complex ship configuration, responding to the request from the IMO. Phase 1 of this task, using a barge-like hull form, is now complete with experimental data from HUT. The selected test scenarios allow for cross flooding and up/down flooding of neighbouring compartments within the barge model. The predictions of steady states are reasonable in general but some difference in flow rate exists. This will be further discussed at the International Ship Stability Workshop in Hamburg on the 30-31 August 2007,

The report of this Phase 1 of the task had been circulated to the committee prior to the 3<sup>rd</sup> meeting, along with a report that was submitted by the ITTC to SLF50 of the IMO as SLF50/8. Phase 2 of the task will investigate a passenger ship with more realistic internal arrangements, which will be designed by SSRC.

Participants in the Time to Flood study include:

- Safety at Sea (UK)

- Helsinki University of Technology (Finland)
- Maritime Research Institute Netherlands (Netherlands)
- National Technical University of Athens (Greece)
- Maritime & Ocean Engineering Research Institute (ROK)

## 3. Review of stability assessment techniques in the field of naval ships

Dr. Reed tabled a review report describing US Navy's risk-based intact stability criteria. An updated draft is nearing completion which provides approaches used by several other navies.

## 4. Review of stability assessment techniques in the field of non-naval ships

Professor Francescutto has further reviewed and added to the recent IMO activities relating to performance-based intact stability criteria and has completed a report in draft for review by the committee.

## 5. Numerical prediction of damaged ship behaviour in waves

Professor Papanikolaou proposed a new benchmark testing plan on numerical prediction of a damaged ship in waves. The present benchmark testing aims to supplement the former with additional information about the current state of the codes on their capability to predict the stability of damaged ships in waves.

The originally planned ITTC study has been postponed to be launched in late spring 2007, accounting for the simultaneously running 'time to flood' ITTC benchmark study.

This study covers predictions of the survival wave height, its confidence level, time-to-flood for the RoPax ferry PRR02.

Dr. van Walree reported his attendance to SLF 50 of the IMO including the introduction of the document SLF 50/8, i.e. the progress of the time-to-flood benchmark study, which was noted by the SLF Sub-Committee with its ap-

preciation to ITTC and its invitation to provide updated information on this matter at SLF51 on the 14-18 July 2008.

The next meeting will be held in Osaka on the 30-31 March 2008, to finalise the draft final report to the ITTC, in conjunction with the 6<sup>th</sup> Osaka Colloquium on Seakeeping and Stability of Ships on the 26-28 March 2008.

#### *Specialist Committee on Uncertainty Analysis*

The Uncertainty Analysis (UA) Committee met on June 7 and 8 for the third time. The meeting was hosted by Dr. Ahmed Derradji-Aouat at the Institute for Ocean Technology (IOT) in St. John's, Newfoundland, Canada. In attendance were Dr. Joel Park (USA), Mr. Baoshan Wu (China), and Dr. Shigeru Nishio (Japan). Mr. Erwan Jacquin of France was unable to attend.

As reported previously, ITTC 7.5-02-01-01, Uncertainty Analysis in EFD, is being simplified and re-written for conformance with the international standard for uncertainty, 1995 ISO Uncertainty Guide. The draft was reviewed. The committee is recommending that the abbreviation EFD be removed from the title of the revised procedure. Two new procedures on Calibration Uncertainty and LDV Calibration have been written and were reviewed by the committee. A new uncertainty procedure on PIV has been developed and was discussed by the committee. Two other new procedures on free running model tests and captive model tests are being developed by the Maneuvering Committee as reported by Mr. Wu through his contact with Dr. Zao-jian Zou of the Maneuvering Committee.

The committee has also been in communication with the Powering Performance Prediction (3P) Committee at the request of the AC. The AC made the request just prior to our second meeting in China. The 3P Committee has been advised that uncertainty methods should not be applied in the determination of the best prediction model. Rather, a model should be selected on the basis of physics. Uncertainty analysis should be developed for any new model, and the UA Committee can provide advice on better uncertainty estimates. The proposed procedure on Calibration Uncertainty should address some the issues currently not included in prediction models. Dr. Wei Qiu of Memorial University in St. John's discussed

these issues with the UA Committee as a representative of the 3P Committee

The Chair of the UA Committee, Dr. Joel Park, has briefed the Propulsion Committee at its meeting in Washington, DC, on April 19 at the request of Dr. Ki-Han Kim, the Chairman. A PowerPoint presentation was provided on UA Committee activities with a focus on propulsion. Information on the details of the LDV uncertainty analysis procedure was provided. Both PIV and LDV are subjects of particular interest to the Propulsion Committee.

The fourth and final meeting of the committee is scheduled for early January 30 to February 1, 2008, in Washington, DC. Dr. Joel Park of the David Taylor Model Basin will host the meeting.

#### **ITTC Benchmark data**

At the last AC/EC meetings it was decided that a survey should be conducted on the availability of benchmark data, which could be of common interest to the ITTC community. Hence, all ITTC members are kindly requested to contribute to this survey with any information they may have on such data. It has not yet been decided how the data shall be organised, but information of interest at the present time could be origin of data (experimental or full scale), what sort of information (resistance, propulsion, manoeuvring, seakeeping, loads, cavitation, etc etc etc), in which form is the data found, availability, accessibility, owner of data, restrictions on use, and possible other information of interest in relation to the use of the data.

Please send any information on this to the ITTC secretary at [aad@force.dk](mailto:aad@force.dk) .



## Membership Status

The attempt to update the ITTC membership list following the introduction of the membership fee continues. At present, the situation is as follows, summarised on a regional basis:

Region	Members	AC-members	Not yet resolved
Americas	12	3	6
C. Europe	14	7	1
East Asia	15	4	1
N. Europe	10	6	2
Pacific Is.	24	5	4
S. Europe	15	5	6
Total	90	30	20

## ITTC website

Updating of the ITTC website [itc.sname.org](http://itc.sname.org) continues. At the latest AC/EC meetings it was decided that scanning of the old Proceedings should include all issues from the first conference. The work is in progress and the Proceedings will be uploaded on the website as soon as the scanning has been done. It was likewise decided that the ITTC Catalogue of Facilities should be scanned and placed on the website. This work is also in progress.

## ***SIMMAN 2008 Workshop***

***Note: new date!***

The fifth meeting of the Executive Organizing Committee and Co-Organizers of the SIMMAN 2008 Workshop on Verification and Validation of Ship Manoeuvring Simulation Methods <http://www.simman2008.dk/> was held on 27<sup>th</sup> April 2007 at Bassin d'Essais des Carènes, Val de Reuil, France just after the third meeting of the 25<sup>th</sup> ITTC Manoeuvring Committee.

Substantial progress has been made, including completion of most of the captive and free model tests, addition of new Co-Organizers and plans for additional tests, completion of instructions and questionnaires for systems based and CFD based simulation methods comparisons, detailed plan for the workshop, February 2007 email distribution of 1<sup>st</sup> Call for Participation with initial response of more than 25 persons/groups that will definitely participate (estimated number of participants is around 70), and procurement of Office of Naval Research Global partial support.

However, as a consequence of the fact that not all model test data and some of the instructions for the participants are not yet available on the web site, the workshop is postponed until 14-16 April 2008, as per the revised schedule attached below. To the extent possible the results will be included in the 25<sup>th</sup> Manoeuvring Committee Report as originally planned with further analysis and discussion presented at the 25<sup>th</sup> ITTC for inclusion in the Proceedings Volume No. 3.

## Schedule

March 2005	Web site opened. Information available: hull geometries specific test programs formats for test results
December 2005	First model test results available
February 2007	Web site open for registration, 1 <sup>st</sup> Call for Participation
May 2007	Captive model tests finalized
June 2007	All captive model data and instructions for participants available on web site, 2 <sup>nd</sup> Call for Participation
August 2007	Free model tests finalized
October 2007	Final Call for Participation
December 31st 2007	Deadline for submission of papers, posters and comparison data
April 14th-16th 2008	Workshop in Copenhagen