

REMARKS TO Mr. MURRAY'S PAPER.

By Prof. G. VEDELER.

I think we all appreciate simplifications. And I think it is sound to divide the calculation of longitudinal bending moments into those of the still water conditions and those of waves. It will also be a very great saving of work if for the comparison of similar types of ships we need only compare the still water stresses. Mr. Murray's paper shows that this is very probable for the cargo liner type. Personally I should like to ask Mr. Murray if this is equally probable for other types, say tankers or passenger ships. I have a feeling that the normal stresses in tankers are rising more with size of ships than they do in cargo liners and that this is due more to waves than to the still water condition, wherefore it may be necessary to be a bit more cautious when one goes from one size to a larger one. In other words, the still water stresses should be compared for one size of tankers only and for the daily routine running. When laying down rules for the building of larger size ships, the stresses due to waves must also be included. I shall be very interested in hearing Mr. Murray's opinion on this.