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**Spezielles Schrifttum zur
Hydromechanik und zum Entwurf
schneller Wasserfahrzeuge**

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Spezielles Schrifttum zur Hydromechanik und zum Entwurf
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- I. Einführung.
- II. Schrifttum von Großbritannien.
- III. Schrifttum der U.S.A.
- IV. Älteres nicht angelsächsisch-deutsches Schrifttum.
- V. Älteres deutsches Schrifttum.

I. Einführung.

Arbeiten auf dem Gebiete der schnellen Wasserfahrzeuge erhalten nach fast 10-jähriger Unterbrechung in Deutschland erst jetzt wieder einen stärkeren Akzent. Dabei hat sich das Interesse noch keineswegs auf sämtliche der zu diesen Fahrzeugen zu rechnenden Arten erstreckt, Diese Arten sind neben dem Gleitboot und dem mässig schnellen Tragflügelboot auch das sehr schnelle Tragflügelboot, das Aerationsflächenboot und das Seeflugzeug. Arbeiten zu diesen Problemen sind nun früher nicht allein von Forschung und Industrie des Schiffbaus geleistet worden. Bei einer Wieder- oder Neuaufnahme der Entwicklung müssen daher auch die besonders zahlreichen Arbeiten des Flugzeugbaus hierzu berücksichtigt werden, wenn die früher erarbeiteten Ergebnisse nicht übersehen werden sollen. Da die Kontinuität der Literaturverfolgung in Deutschland wohl vielfach abgerissen sein dürfte, mögen die hier zusammengetragenen Schrifttumsangaben trotz ihrer kaum zu vermeidenden Lücken von Nutzen sein.

Die Zusammenstellung beschränkt sich auf Arbeiten, die für die genannten schnellen Wasserfahrzeuge speziell sind. Allgemein schiffbauliche oder flugtechnische Arbeiten, die diese Fahrzeuge nur irgendwie mit betreffen, sind nicht aufgeführt. In diesem Zusammenhang soll auf die hier also nicht genannten - aber ungeheuer zahlreichen - allgemeinen Arbeiten über die dynamischen Strömungskräfte hingewiesen werden, die für diese Fahrzeuge von ganz besonderer, wenn auch nicht spezieller, Bedeutung sind.

Die Arbeiten sind innerhalb der lokal unterschiedenen Gruppen II bis V alphabetisch nach Verfassern geordnet. Arbeiten, von denen z.Zt. hier der Verfasser nicht festgestellt werden konnte, sind jeweils am Anfang in zeitlicher Reihenfolge genannt. Da z.T. nur mittelbare Quellen bemüht werden konnten, muss in einigen Fällen mit Ungenauigkeiten der Verfasser- und Titel-Zitate gerechnet werden.

II. Schrifttum von Großbritannien.

Die nachfolgende Zusammenstellung enthält in Großbritannien besorgte Arbeiten (einschließlich dort übersetzter ausländischer Arbeiten), soweit Exemplare oder wenigstens Nachweise dieser Berichte und Veröffentlichungen am Institut für Schiffbau der Universität Hamburg erreichbar waren, Dabei sind auch unvollständige Zitate mit aufgenommen worden, da diese für die eventuelle Beschaffung der Arbeiten ausreichend oder wenigstens förderlich sein können. Das Verzeichnis entspricht dem Stand von Ende 1955. Dennoch fehlen ausser den allerneuesten Arbeiten sicherlich auch noch eine gewisse Anzahl älterer Arbeiten.

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- /6/ Floats for seaplanes of the single float type, some notes on. A.R.C. R.M. No. 437 (1918).
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- /19/ Full scale measurements of lift and drag of Southampton boat seaplane. A.R.C. R.M. No. 1391 (1931).
- /20/ Theoretical investigation of the take-off time of "Singapore II". A.R.C. R.M. No. 1412 (1931).
- /21/ Anchors for use on flying boats. A.R.C. R.M. No. 1449 (1931).
- /22/ Effect of float-setting on take-off and top speed of the III F. A.R.C. R.M. No. 1487 (1930).
- /23/ Tests of full-scale anchors in various sea beds. A.R.C. R.M. No. 1546 (1932).
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- /27/ Wall interference and depth effect in the R.A.F. seaplane tank and scale effect tests on hulls of three sizes. A.R.C. R.M. No. 1649 (1935).
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III. Schrifttum der U. S. A.

Für diese Zusammenstellung gilt sinngemäß das gleiche, wie unter II. für Großbritannien. Hier ergeben sich besonders viel inhaltsgleiche Arbeiten, wie unter V, da in den U. S. A. eine größere Anzahl deutscher Arbeiten übersetzt sind. Diese Übersetzungen sind heute meist leichter zugänglich als die deutschen Originale.

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IV. Älteres nicht angelsächsisch-deutsches Schrifttum.

Hierfür gilt sinngemäß ähnliches wie unter II und III. Die auf ältere Arbeiten beschränkte Zusammenstellung endet mit den Arbeiten in der Zeit des letzten Weltkrieges. Bei diesen Ländern ist danach meist eine stärkere Unterbrechung eingetreten, sodaß diese Grenze nicht allein zeitlich sondern auch in gewisser Weise sachlich begründet erscheint.

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V. Älteres deutsches Schrifttum.

Für diesen letzten Teil des Schrifttumsberichtes gilt sinngemäß Ähnliches wie für IV. Die "Zeit des letzten Weltkrieges" mit der auch diese Aufstellung endet ist hierbei wieder mehr sachlich als streng zeitlich zu verstehen. Manche bis nach 1945 noch fertiggestellten oder vorbereiteten Arbeiten gehören entwicklungsmäßig zu den "älteren" Arbeiten, während andere Arbeiten aus dem gleichen Jahr schon mehr einen Neuanfang einer Entwicklung andeuten, und somit nicht zu dieser Gruppe von Arbeiten gerechnet sind. Das ältere deutsche Schrifttum ist in nennenswertem Umfang noch zu ergänzen durch Firmenberichte der Seeflugzeug- und Schnellbootentwicklung dieser Zeit.

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