Journal of Marine Science and Application - Manuscript ID JMSA-2014-12-0105

Dari: jmsa@hrbeu.edu.cn

Kepada: deddychrismianto@yahoo.co.id

Tanggal: Rabu, 10 Desember 2014 pukul 00.06 WIB

10-Dec-2014

Dear Dr. Chrismianto:

Your manuscript entitled "Development of Cubic Bezier Curve and Curve-Plane Intersection Method for Parametric Submarine Hullform Design in order to Optimize the Hull Resistance by Using CFD" has been successfully submitted online and is presently being given full consideration for publication in the Journal of Marine Science and Application.

Your manuscript ID is JMSA-2014-12-0105.

Please mention the above manuscript ID in all future correspondence or when calling the office for questions. If there are any changes in your street address or e-mail address, please log in to ScholarOne Manuscripts at https://mc03.manuscriptcentral.com/jmsa and edit your user information as appropriate.

You can also view the status of your manuscript at any time by checking your Author Center after logging in to https://mc03.manuscriptcentral.com/jmsa.

Thank you for submitting your manuscript to the Journal of Marine Science and Application.

Sincerely,
Journal of Marine Science and Application Editorial Office

Reminder: Journal of Marine Science and Application

Dari:	jmsa@hrbeu.edu.cn
Kepada:	deddychrismianto@yahoo.co.id
Tanggal:	Kamis, 26 Maret 2015 pukul 12.06 WIB

26-Mar-2015

Dear Dr. Chrismianto:

Recently, you received a decision on Manuscript ID JMSA-2014-12-0105, entitled "Development of Cubic Bezier Curve and Curve-Plane Intersection Method for Parametric Submarine Hullform Design in order to Optimize the Hull Resistance by Using CFD." The manuscript and decision letter are located in your Author Center at https://mc03.manuscriptcentral.com/jmsa.

This e-mail is simply a reminder that your revision is due in two weeks. If it is not possible for you to submit your revision within two weeks, we will consider your paper as a new submission.

You may also click the below link to start the revision process (or continue the process if you have already started your revision) for your manuscript. If you use the below link you will not be required to login to ScholarOne Manuscripts.

https://mc03.manuscriptcentral.com/jmsa?URL_MASK=b4201b8c8a6540beab242f737d931586

Sincerely,
Admin
Journal of Marine Science and Application Editorial Office
jmsa@hrbeu.edu.cn

Journal of Marine Science and Application - Manuscript ID JMSA-2014-12-0105.R1

08-Apr-2015

Dear Dr. Chrismianto:

Your manuscript entitled "Development of Cubic Bezier Curve and Curve-Plane Intersection Method for Parametric Submarine Hullform Design in order to Optimize the Hull Resistance by Using CFD" has been successfully submitted online and is presently being given full consideration for publication in the Journal of Marine Science and Application.

Your manuscript ID is JMSA-2014-12-0105.R1.

Please mention the above manuscript ID in all future correspondence or when calling the office for questions. If there are any changes in your street address or e-mail address, please log in to ScholarOne Manuscripts at https://mc03.manuscriptcentral.com/jmsa and edit your user information as appropriate.

You can also view the status of your manuscript at any time by checking your Author Center after logging in to https://mc03.manuscriptcentral.com/jmsa.

Thank you for submitting your manuscript to the Journal of Marine Science and Application.

Sincerely,
Journal of Marine Science and Application Editorial Office

Journal of Marine Science and Application - Decision on Manuscript ID JMSA-2014-12-0105.R1

Dari:	wenyangduan@hrbeu.edu.cn
Kepada:	deddychrismianto@yahoo.co.id
Tanggal:	Rabu, 8 April 2015 pukul 13.52 WIB

08-Apr-2015

Dear Dr. Chrismianto:

It is a pleasure to accept your manuscript entitled "Development of Cubic Bezier Curve and Curve-Plane Intersection Method for Parametric Submarine Hullform Design in order to Optimize the Hull Resistance by Using CFD" in its current form for publication in the Journal of Marine Science and Application. The comments of the reviewer(s) who reviewed your manuscript are included at the foot of this letter.

Thank you for your fine contribution. On behalf of the Editors of the Journal of Marine Science and Application, we look forward to your continued contributions to the Journal.

Sincerely,
Prof. Wenyang Duan
Editor-in-Chief, Journal of Marine Science and Application
wenyangduan@hrbeu.edu.cn

Reviewer(s)' Comments to Author:

Reviewer(s)' Comments:

Reviewer: 1

Comments to the Author:

1. The manuscript described a method used to generate curves which can represent the form of a submarine and can be used for optimizing in detail. The mathematic method and the approaches used to generate the curves are introduced systematically.

Answer:

Thank you for the good comments

2. The author pointed out that three parameters are important in the optimization, and explained the reason, but whether or not these parameters are the key factors is unknown. The author did not introduce any research performed by the other researchers to demonstrate the choice of the factors is correct.

Answer:

Basically, the size and shape of hullform submarine plays an important role in determining the submarine hydrodynamics performance:

1. The ratio of length (L) and height (H) is an important variable in determining the submarine hydrodynamics performance, particularly in relation to the total resistance of the hull when submerged in water. **Md. Mashud Karim, et. al (in the Jurnal Mekanikal, December 2008, No. 26, pages 9 – 21)** has been investigated the significant influence of a number of Length-Height ratio (L/H) of the submarine hull DREA on the viscous drag.
2. The resistance is reduced, especially in the nose area, can cause the noise becomes much less likely occurs where the submarine is said to have a very quiet criteria (not noisy) allowing roam undetected by radar, while the shape of the tail affects the shape of a wake at the back of the submarine. **K.L. Vasudev, et. al (in the Methods in Oceanography, online published on 2014) and K. N. S. Suman, et. al (in the Jordan Journal of Mechanical and Industrial Engineering, Vol. 4, No. 5, pages 641 – 652)** considered diameter of nose (dn) and diameter of tail (dt) as model hull geometric parameters to find the optimum design of the Autonomous Underwater Vehicle (AUVs) in order to get the best hydrodynamic performance, especially in minimum viscous drag as well as maximum nominal wake fraction.

3. The optimization of the form of the submarine is composed of two parts: description of the form and calculation of the resistance, but no information about the calculation is demonstrated in the manuscript. A suggestion is that some necessary introduction of the resistance calculation is needed, and it is better that if the author can prove the results can be changed along with the deforming of the submarine hull.

Answer:

In our paper, the optimization calculation is done by using Goal Driven Optimization (GDO) in ANSYS environment, where Multi Objectives Genetic Algorithm (MOGA) is chosen to get the optimum submarine shape. There are five sequential steps that must be completed for the optimization analysis : defining input parameters and output parameters, defining the design

space for each of the input parameters (such as the minimum and maximum values), creating design of experiment (DOE), creating a response surface for each output parameter, and applying optimization calculation and setting the objective function. The design space of input parameters was defined at about +/- 10 %, and the number of DOE was defined by referring to the number of input parameters (N). If there are 3(three) input parameters then the number of DOE is equal to 14 design points. The response surfaces show the variation with respect to input parameters of one output parameter at a time.

There are five sequential steps must be done for optimization analysis as follows:

1. Defining input parameters and output parameters. Input parameters include Length-Height ratio (L/H), nose ratio (rn), and tail ratio (rt). While the coefficient of total resistance (Ct) is defined as output parameters.

2. Defining the design space for each of the input parameters, that is, minimum and maximum values. The design space of input parameters was defined at about +/- 10 % as shown in below:

Parameter	Initial	Minimum	Maximum
Nose ratio (rn)	0.1623	0.14607	0.17853
Tail ratio (m)	0.0192	0.01728	0.02112
Ratio L/H	6.79	6.111	7.469

3. Creating several design space sampling as design of experiment (DOE).

    The number of DOE was defined by referring to the number of input parameters (N). If there are 3(three) input parameters then the number of DOE is equal to 15 design points, that include one center point, 2*N axis point located at the –α and + α position on each axis of the selected input parameters, and 2^N points located at the -1 and +1 position along the diagonals of the input parameter space (where, N = number of input parameters = 3). In this study, the 15 DOE have been generated as shown in table below.

No	Nose ratio (rn)	Tail ratio (rt)	Ratio L/H	Ct
1	0.162300	0.019200	6.79000	0.00150826
2	0.146070	0.019200	6.79000	0.00151598
3	0.178530	0.019200	6.79000	0.00150835
4	0.162300	0.017280	6.79000	0.00150738
5	0.162300	0.021120	6.79000	0.00150741
6	0.162300	0.019200	6.11100	0.00152246
7	0.162300	0.019200	7.46900	0.00150451
8	0.149104	0.017639	6.23795	0.00152504
9	0.175496	0.017639	6.23795	0.00151337
10	0.149104	0.020761	6.23795	0.00152634
11	0.175496	0.020761	6.23795	0.00151353
12	0.149104	0.017639	7.34205	0.00150969
13	0.175496	0.017639	7.34205	0.00150701
14	0.149104	0.020761	7.34205	0.00150899
15	0.175496	0.020761	7.34205	0.00150598

4. Creating a response surface for each output parameters. The response surfaces show the variation with respect to input parameters of one output parameter at a time as figure below:
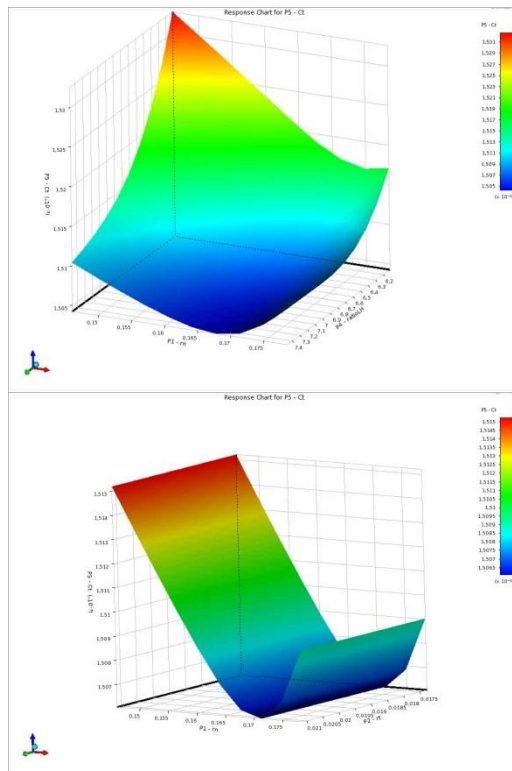
a response surface is created for each output parameter. The response surfaces provided surfaces that show the variation of one output parameter with respect to input parameters at a time. In this case, the non parametric regression method is used to generate the response type.

Figure in above shown the response surfaces that represent the relationship between coefficient total resistance as a output parameter with all input parameters for each DOE types. From the response surface graph can be seen that some candidate optimal designs with minimum Ct value is marked by blue colour. Further, the optimization calculation must be analyzed to get the optimal design from some candidates.

5. Applying optimization calculation and setting the objective function.

ANSYS applies the Goal Driven Optimization (GDO) to be used for design optimization calculation using the Multi Objectives Genetic Algorithm (MOGA) method. In this study, the expected objective function is a minimum total resistance coefficient (Ct).

The minimum Ct has been obtained, in which the calculated difference of Ct values between the initial submarine and the optimum submarine is obtained that both has the difference around 0.26%, in which the initial submarine has a Ct = 0.00150826, and the optimum submarine = 0.00150429. This result can be also explained by the comparison of forces around the submarine (Fig. 1). The figures show that the force around the hull of the optimum submarine is smaller than that around the initial one (as seen in figure, the red color of area around the submarine hullform on optimum submarine becomes decreased).
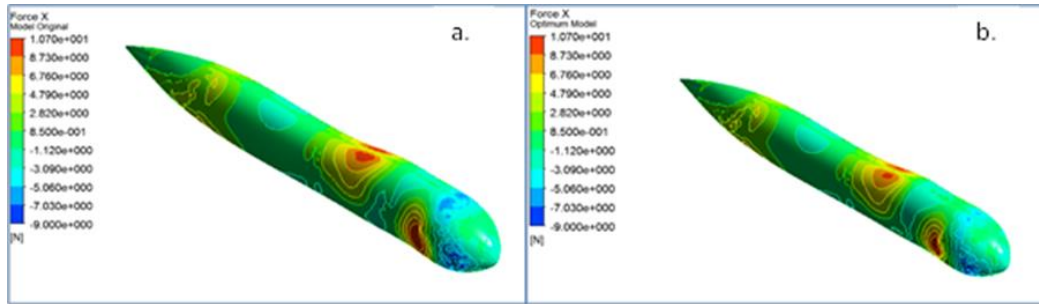
Fig. 1 Force around the hull: initial (a) and optimum (b)

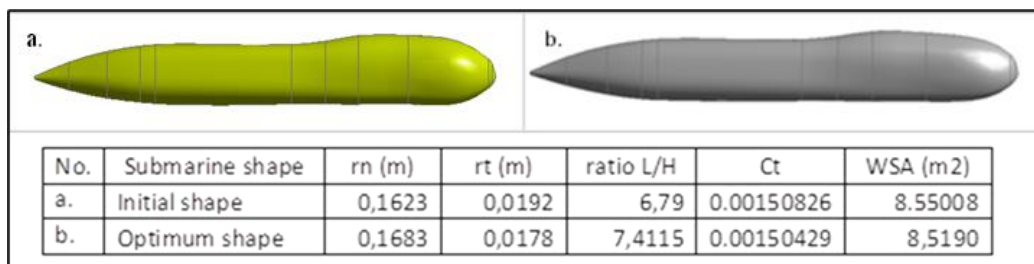The comparison of parameters of the optimum shape and the initial shape is shown in Fig. 2:

No.	Submarine shape	rn (m)	rt (m)	ratio L/H	Ct	WSA (m2)
a.	Initial shape	0,1623	0,0192	6,79	0.00150826	8.55008
b.	Optimum shape	0,1683	0,0178	7,4115	0.00150429	8,5190

Fig. 2 The comparison of parameters of the submarine shapes

4. The figures and some numbers in them are not clarity.

Answer:

The figures and some numbers have revised.

Reviewer: 2

Comments to the Author
Please find enclosed a file with some suggestions for corrections in the paper text. Most corrections are related with the use of the English language and the use of bibliographic references.

Answer:

All mistakes or wrong sentences have been corrected refer to the attachment file.

Your paper need to be revised for publication in JMSA

Dari: Liu Liangliang (liuliangliang@hrbeu.edu.cn)

Kepada: deddychrismianto@yahoo.co.id

Tanggal: Jumat, 28 Agustus 2015 pukul 16.47 WIB

Dear Dr. Deddy Chrismianto:

We are pleased to inform you that your paper "Development of Cubic Bezier Curve and Curve-Plane Intersection Method for Parametric Submarine Hullform Design in order to Optimize the Hull Resistance by Using CFD" has been provisionally accepted by the Journal of Marine Science and Application and the paper will be published at No. 4 in 2015. However, before we can publish, we ask that you provide the following supplemental information.

1. Please clarify the foundations who have supported your work, and include your project grant number.
2. Please revise abstracts (See the template) and select some keywords.
3. Please revise references format (See the template).
4. **Please provide high quality figures (more than 700 dpi, tiff format) for publication**

Please also paste your document into our template. And should read the text in the sample carefully, and follow the guidelines. This is the easiest way to format it correctly. I would appreciate it very much if you return your revised paper before Sep. 5.

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If you have any questions, please contact me by email.

Thank you for your assistance, and we look forward to publishing your research.

Sincerely,

Liu Liangliang

--

Liu Liangliang   Publishing Editor

Journal of Marine Science and Application

Add: 1st Building, 145 Nantong St., Nangang District, Harbin 150001, China

Tel(Fax):+86-451-82589211

E-mail: liuliangliang@hrbeu.edu.cn   liangerliu@gmail.com

Home page: http://link.springer.com/journal/11804

Submission website: http://mc03.manuscriptcentral.com/jmsa

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Deddy_Chrismianto_(JMSA_manuscript_minor_revision).doc
841kB

Re:Re:Re:Re:Re: Your paper need to be revised for publication in JMSA

Dari: Deddy Chrismianto (deddychrismianto@yahoo.co.id)

Kepada: liuliangliang@hrbeu.edu.cn

Tanggal: Sabtu, 19 September 2015 pukul 22.17 WIB

Dear Mr. Liu Liangliang

We have checked all as your suggestion. And we are very thank you that you have edited our paper for language and
grammar.
We also answered your comments as follow:

Comment [Editor1]Remark: Note that the highlighted text seems ambiguous. Please check and revise the same prior to submission.
'The resistance is reduced, especially in the nose area, can cause the noise becomes much less likely occurs where the submarine is said to have a very quiet criteria (not noisy)'
The correct sentences:
In which the resistance that is reduced at the nose area of submarine so the submarine can be said to have a not noisy criteria (very quiet)

Comment [Editor2] Remark: Note that which statements are being referred to at this instance is unclear. Please consider clarifying the same prior to submission.
'Referring to some statements above'
The correct sentence:
Referring to previous research by Karim (2008) and Sunan (2010)

Comment [Editor1] Remark: Please check whether our edit conveys your intended meaning.
'The response surfaces show the variation of each output parameter with respect to input parameters at a given time'
Answer: It's OK. I agree

Comment [L1] Please provide DOI if the papers in reference list have
"References"
Answer:
DOI has been added in some references, especially for journals. Books, proceeding of conference, and journal under 2000 year didn't have. (Please find them in the attachment)
Campana EF, Peri D, Tahara Y, Stern F (2006). Shape optimization in ship hydrodynamics using computational fluid dynamics. Computer Methods in Applied Mechanics and Engineering, 196, 634-651. (DOI 10.1016/j.cma.2006.06.003).
Chen PF, Huang CH (2004). An inverse hull design approach in minimizing the ship wave. Ocean Engineering, 31, 1683-1712. (DOI 10.1016/j.oceaneng.2003.08.010).
Chrismianto D, Kim DJ (2014). Parametric bulbous bow design using the cubic Bezier curve and curve-plane intersection method for the minimization of ship resistance in CFD. Journal of Marine Science and Technology, 19, 479-492. (DOI 10.1007_s00773-014-0278-x).
Grigoropoulos GJ, Chalkias DS (2010). Hull-form optimization in calm and rough water. Computer-Aided Design, 42, 977-984. (DOI 10.1016/j.cad.2009.11.004).
Kang JY, Lee BS (2010). Mesh-based morphing method for rapid hull form generation. Computer-Aided Design, 42, 970-976. (DOI 10.1016/j.cad.2009.11.004).
Mancuso A (2006). Parametric design of sailing hull shapes. Ocean Engineering, 33, 234-246. (DOI 10.1016/j.oceaneng.2005.03.007).
Perez F, Suarez JA, Clemente JA, Souto A (2007). Geometric modelling of bulbous bows with the use of non-uniform rational B-spline surfaces. Journal of Marine Science and Technology, 12, 83-94. (DOI 10.1007/s00773-006-0225-6).
Perez F, Clemente JA (2011). Constrained design of simple ship hulls with B-spline surfaces. Computer-Aided Design, 43, 1829-1840. (DOI 10.1016/j.cad.2011.07.008).
Rodriguez A, Jambrina LF (2012). Programmed design of ship forms. Computer-Aided Design, 44, 687-696. (DOI 10.1016/j.cad.2012.03.003).
Sarioz E (2006). An optimization approach for fairing of ship hull forms. Ocean Engineering, 33(16), 2105-2118. (DOI 10.1016/j.oceaneng.2005.11.014).
Seo JW, Seol DM, Lee JH, Rhee SH (2010). Flexible CFD meshing strategy for prediction of ship resistance and propulsion performance. International Journal of Naval Architecture and Ocean Engineering, 2, 139-145. (DOI

10.3744/JNAOE.2010.2.3.139).

Thank you

Best regards,

Deddy Chrismianto

Pada Jum, 18/9/15, Liu Liangliang <liuliangliang@hrbeu.edu.cn> menulis:

Judul: Re:Re:Re:Re: Your paper need to be revised for publication in JMSA
Kepada: "deddychrismianto" <deddychrismianto@yahoo.co.id>
Tanggal: Jumat, 18 September, 2015, 8:14 AM

Dear Dr. Deddy
Chrismiano,

We have edited your paper for
language and grammar, and would like to share our experience
in editing your manuscript and some helpful notes. With
regard to language and grammar, the manuscript required
several changes, and many sentence reconstructions and word
choice changes were made to achieve true native expression.
The content had to be revised at a few instances for further
clarity.

As a step toward finalization, we
suggest that you check all changes/clarifications in the
edited file, as this is important.

Looking forward to your
reply.

Sincerely yours,

--

Liu
Liangliang
Publishing
Editor

Journal of Marine Science and
Application

Add: 1st Building, 145 Nantong St.,
Nangang District, Harbin 150001,
China

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E-mail: liuliangliang@hrbeu.edu.cn liangerliu@gmail.com

Home page: http://link.springer.com/journal/11804
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----- 回复邮件 -----
发信人:Liu
Liangliang <liuliangliang@hrbeu.edu.cn>

收信人:deddychrismianto
<deddychrismianto@yahoo.co.id>
时 间:2015年09月16日
16时24分55秒
主 题:Re:Re:Re: Your paper need to
be revised for publication in JMSA (part 2)

It's Ok. Thank you very much

Sincerely

Liangliang

--

Liu
Liangliang
Publishing
Editor

Journal of Marine Science and
Application

Add: 1st Building, 145 Nantong St.,
Nangang District, Harbin 150001,
China

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----- 回复邮件 -----
发信人:Deddy
Chrismianto <deddychrismianto@yahoo.co.id>
收信人:liuliangliang
<liuliangliang@hrbeu.edu.cn>
时 间:2015年09月15日
07时21分04秒
主 题:Re:Re: Your paper need to be
revised for publication in JMSA (part 2)

Dear Mr. Liu Liangliang

We have tried to repair the fig. 6 and improved the dpi
value for fig. 7 (about 1500 dpi).
We hope all the numerical values can be recognized in figs.
6 and 7
Because of files need more than 25 MB, So we send all
in two part for e-mail sending.

For the exact values for fig. 6, that is:
Values in upper figure (P5-Ct values) from red color to blue
color: 1.531, 1.529, 1.527, 1.525, 1.523,

1.521, 1.519, 1.517, 1.515, 1.513, 1.511, 1.509, 1.507, and
1.505.
Values in lower figure (P5-Ct values) from red color to blue
color: 1.515, 1.5145, 1.514, 1.5135, 1.513,
1.5125, 1.512, 1.5115, 1.511, 1.5105, 1.51, 1.5095, 1.509,
1.5085, 1.508. 1.5075, 1.507, and 1.5065.

For the exact values for fig. 7, that is:
Values in the Force X Model Original (fig. 7a) and the Force
X Optimum Model (fig. 7b) from red color to blue color:
1.070e+001, 8.730e+000, 6.760e+000, 4.790e+000, 2.820e+000,
8.500e-001, -1.120e+000,
-3.090e+000, -5.060e+000, -7.030e+000, -9.000e+000.

Thank you

Best regards,

Deddy Chrismiantoi

Pada Rab, 9/9/15, Liu Liangliang
<liuliangliang@hrbeu.edu.cn> menulis:

Judul: Re:Re: Your paper need to be revised for publication
in JMSA (part 2)
Kepada: "DeddyChrismianto"
<deddychrismianto@yahoo.co.id>
Tanggal: Rabu, 9 September, 2015, 7:57 AM

Dear Dr. Deddy
Chrismiantoi

Thank you very much. But all the numerical values are not
be recognized in figs 6 and
7. Would you tell me the exact values?

Sincerely,

Liangliang

--

Liu
Liangliang   Publishing Editor

Journal of Marine Science and
Application

Add: 1st Building, 145 Nantong St.,
Nangang District, Harbin 150001, China
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----- 回复邮件 -----
发信人:Deddy

Chrismianto <deddychrismianto@yahoo.co.id>
收信人:liuliangliang
<liuliangliang@hrbeu.edu.cn>
时 间:2015年09月08日
16时50分05秒
主 题:Re: Your paper need to be revised for
publication in JMSA (part 2)

Dear Mr.
Liu Liangliang

We have
provided high quality figures (about 1200 dpi in tiff
format)
We send all figures (fig.1 to fig.
8), but all files need more than 25 MB,
So
we send all in two part for e-mail sending.

Thank you

Best regards,

Deddy Chrismiantoi

Pada Sel, 8/9/15, Liu Liangliang
<liuliangliang@hrbeu.edu.cn> menulis:

Judul: Re:Re:Re:Re: Your paper
need to be revised for publication in JMSA
Kepada: "DeddyChrismianto"
<deddychrismianto@yahoo.co.id>
Tanggal: Selasa, 8 September, 2015, 8:26 AM

Dear Dr. Deddy
Chrismianto

The figures are nor clear for publication in
your paper.
Please proviede high quality
figures (more than 700 dpi,
tiff format).

Sincerely yours,

Liangliang

--

Liu
Liangliang   Publishing Editor

Journal of Marine Science
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收信人:liuliangliang
<liuliangliang@hrbeu.edu.cn>
时 间:2015年09月06日
12时02分55秒
主
题:Re:Re:Re: Your paper need to be
revised
for publication in JMSA

Dear Mr.
Liu
Liangliang

We have
added all the author's names and
affiliations
Please find our revised paper
in the
attachment.

Thank you

Best
Regards,

Deddy
Chrismianto

Pada Ming, 6/9/15, Liu Liangliang
<liuliangliang@hrbeu.edu.cn> menulis:

Judul: Re:Re: Your paper
need
to be revised for publication in
JMSA
Kepada: "DeddyChrismianto"
<deddychrismianto@yahoo.co.id>
Tanggal: Minggu, 6 September, 2015, 9:21 AM

Dear Dr. Deddy Chrismianto,

In your revised paper, there are no all the
author's names and affiliations. Please add
them.

Best wishes!

--

Liu Liangliang   Publishing Editor

Journal of
Marine Science and Application
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Building, 145 Nantong
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150001,
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liangerliu@gmail.com

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<deddychrismianto@yahoo.co.id>
收信人:liuliangliang
<liuliangliang@hrbeu.edu.cn>
时
间:2015年09月04日
23时29分44秒
主
题:Re:
Your paper need to be revised for publication in
JMSA

Dear
Mr. Liu Liangliang

We have
revised our paper "Development of Cubic
Bezier Curve
and Curve-Plane Intersection
Method
for
Parametric
Submarine Hullform Design in order to Optimize
the Hull Resistance by Using CFD".

Please find our revised paper
and copyright in
the attachment.

Thank
you

Best Regards,

Deddy Chrismianto

Pada Jum, 28/8/15, Liu Liangliang
<liuliangliang@hrbeu.edu.cn> menulis:

Judul: Your paper need to
be
revised for publication in JMSA
Kepada:
"deddychrismianto"
<deddychrismianto@yahoo.co.id>
Tanggal: Jumat, 28 Agustus, 2015, 4:45 PM

Dear Dr. Deddy Chrismianto:

We
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your paper
"Development
of Cubic Bezier Curve and
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for
Parametric Submarine
Hullform Design in order to
Optimize the
Hull Resistance by Using CFD"
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the paper
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Sincerely,
Liu Liangliang

--

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Re: Your paper need to be revised for publication in JMSA (part 2)

Dari: Deddy Chrismianto (deddychrismianto@yahoo.co.id)

Kepada: liuliangliang@hrbeu.edu.cn

Tanggal: Selasa, 8 September 2015 pukul 15.50 WIB

Dear Mr. Liu Liangliang

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Thank you

Best regards,

Deddy Chrismiantoi

Pada Sel, 8/9/15, Liu Liangliang <liuliangliang@hrbeu.edu.cn> menulis:

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Kepada: "DeddyChrismianto" <deddychrismianto@yahoo.co.id>
Tanggal: Selasa, 8 September, 2015, 8:26 AM

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Chrismianto

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tiff format).

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Liu
Liangliang   Publishing Editor

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----- 回复邮件 -----
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Chrismianto <deddychrismianto@yahoo.co.id>

收信人:liuliangliang
<liuliangliang@hrbeu.edu.cn>
时 间:2015年09月06日
12时02分55秒
主 题:Re:Re:Re: Your paper need to be
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Dear Mr.
Liu Liangliang

We have
added all the author's names and affiliations
Please find our revised paper in the
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Thank you

Best Regards,

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Kepada: "DeddyChrismianto"
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Tanggal: Minggu, 6 September, 2015, 9:21 AM

Dear Dr. Deddy Chrismianto,

In your revised paper, there are no all the
author's names and affiliations. Please add them.

Best wishes!

--

Liu Liangliang   Publishing Editor

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<liuliangliang@hrbeu.edu.cn>
时
间:2015年09月04日 23时29分44秒
主
题:Re: Your paper need to be revised for publication in
JMSA

Dear
Mr. Liu Liangliang

We have
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Parametric Submarine Hullform Design in order to Optimize
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Please find our revised paper and copyright in
the attachment.

Thank
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Best Regards,

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