

# Index

## A

Active rudder/rudder propellers, 284  
 ‘Acts of God’, 5  
 Adjacent fluids and hydrodynamic mass (vibrations):  
   introduction, 222-5  
   propellers, 226-7  
   rudders, 225-6  
   ship hull vertical damping, 228-31  
   ships, 227-8  
 Admiralty constant (C), 117-18  
 ‘Admiralty formula’, 117-18  
 Air:  
   flows, 20  
   lubrication, 132-3  
 Airy waves (harmonic waves of small amplitude), 147-52  
 Algebraic grid generation, 37  
 Anti-slamming device (ASD), 104  
 Appendages (resistance and propulsion):  
   bilge keels, 94, 103  
   bow thrusters, 94  
   design, 125-6  
   fast ships, 103  
   rudders, 94  
   shaft brackets and bosses, 94  
   shallow water, 94-5  
 Asymmetric aftbodies, 135-6  
 Average hull roughness (AHR), 96, 132  
 Azimuthing (rudder) propellers, 69, 284

## B

Bagnolds’ approach (slamming), 191, 194  
 Beams:  
   natural frequency, 221  
   vibration, 207-8, 210  
 Beaufort Number (wind), 127, 262  
 Becker rudders, 283  
 Bernoulli:  
   equation  
     airy waves, 149  
     BEM, 338, 344, 348, 357-8  
     CFD, 16  
     lifting body methods, 261  
     panel methods, 115  
     RSM, 177  
     slamming, 89  
     strip method, 172  
     wave resistance, 78  
   law, 48-9, 280  
 Bilge keels:  
   appendage resistance, 125-6  
   resistance and propulsion, 94, 103  
   roll damping, 201  
   strip method, 174  
 Biot–Savart’s law (lifting surface), 259  
 Blended schemes (numerical approximations), 36  
 Block-structured grids, 38  
 Bottom slamming, 188  
 Boundary conditions (viscous flow), 28-31  
 Boundary element methods (BEM):  
   CFD, 16-18  
   introduction, 299-301  
   numerical examples

Rankine panel method in  
   frequency domain, 353-65  
   strip method module, 349-53  
   three-dimensional wave  
     resistance problem, 340-9  
   two-dimensional flow around  
     a body in infinite fluid, 333-5  
   two-dimensional wave  
     resistance problem, 335-40  
   propeller flows, 48, 55  
   rudder design, 296-8  
   ship maneuvering, 259  
   source elements  
     dipole elements, 321-2  
     higher-order panel, 311-17  
   Jensen panel, 309-111  
   point source, 301-4  
   regular first order panel, 304-9  
   Thiart element, 322-4, 363  
   vortex elements, 317-20  
   special techniques  
     desingularization, 324-6  
     patch method, 326-31  
   viscous flow computations, 32  
   water resistance, 111  
 Boundary layer equations, 14-15  
 Boussineq approach (turbulence), 25  
 Bow thrusters (resistance and propulsion), 94  
 Bow-flare slamming, 188  
 Breaking wave impact (slamming), 188  
 Burill diagram (propellers and cavitation), 58-9, 64

**C**

- CAD (computer-aided design):
  - hulls, 4
  - resistance and propulsion, 121, 124
- Calm-water:
  - friction resistance, 77
  - viscous pressure resistance, 77
  - wave resistance, 78-80
- Capsizing in waves (roll motion):
  - cargo shifts, 196
  - parametric roll, 197-9
  - righting lever, 197
- Cartesian grids, 37
- Catamarans:
  - advantages over monohulls, 103
  - anti-slamming device, 104-5
  - foil-assisted, 104
  - planing, 104
  - semi-displacement, 104
  - slamming impacts, 104
- Cauchy:
  - number, 9
  - scaling law, 9
- Cavitation:
  - hydrofoils, 108
  - propellers
    - classification, 57
    - description, 56-9, 109
    - fast ships, 109
    - tests, 60, 61-2
    - tunnels, 60
  - rudders
    - bubble cavitation on side plating, 291-2
    - introduction, 290-1
    - number ( $\sigma$ ), 290-1
    - propeller hub, 293
    - propeller tip vortex, 293-4
    - sole, 292-3
    - surface irregularities, 294
- Central differencing scheme (CDS), 35
- Chimera grids, 38-9
- Combined RSM—GFM approach (ship seakeeping computation), 167
- Computational fluid dynamics (CFD):
  - applications
    - air flows, 20
    - interior flows, 20
    - propeller flows, 19-20
    - resistance and propulsion, 17-18
    - ship seakeeping, 18
    - slamming/water-entry problems, 18-19
    - zero speed seakeeping, 19
  - basic techniques
    - boundary element methods, 16
    - finite difference methods, 16-17
    - finite element methods, 16-17
    - finite volume methods, 16-17, 34-5
    - numerical approaches, 3-4, 13-14
  - bilge keels, 103
  - brackets, 103
  - cost and value
    - computation, 22-4
    - cost benefits, 22
    - grid generation, 23-4
    - model generation, 23-4
    - postprocessing, 23
    - preprocessing, 22
    - quality benefits, 21-2
    - robust computation, 24
    - time benefits, 20-1
  - fuel saving
    - hull and appendages, 133
    - propeller design, 134
    - propulsion-improving devices, 134-7
  - grid generation, 38
  - non-retractable stabilizer fins, 103
  - propellers, 63, 74, 134
  - resistance and propulsion, 119
  - rudders, 280, 295-6
  - shallow water, 94
  - ship maneuvering
    - description, 258-62
    - force coefficients, 244-9, 251
    - heel, 255
    - lifting body methods, 260-1
    - lifting surface methods, 259-60
  - slamming, 195
  - steady flow
    - boundaries of modeled domain, 111-12
    - finite difference operators, 113-15
    - 'fully non-linear' methods, 115-16
    - Kutta condition, 112
    - non-linear methods, 113, 115
    - panel methods, 115-16
    - viscous flow computations, 116-17
    - wave resistance, 109-16
  - vortex-induced vibrations, 233-4
  - wake-improving devices, 137
  - wave impact, 192
  - wind resistance, 95-6
- Computational tools for ship seakeeping, 144
- Computerized planar motor carriage (CPMC), 270
- Conformal mapping, 37
- Contra-rotating propellers (CRPs), 68, 136-7
- Contracted and loaded tip (CLT) propellers, 134
- Controllable-pitch propellers (CPPs):
  - advantages/disadvantages, 68-9
  - stopping trials, 267-8
- Conventional propellers, 108-9
- Cost benefits of CFD, 22
- Crank—Nicholson scheme (viscous flow computation), 36
- Curvilinear grids, 37

**D**

- D'Alembert's paradoxon, 78
- Damping:
  - propellers, 226-7
  - rudders, 225-6. *See also* roll damping
- Decomposition of resistance
  - concept (calm-water), 77-8
- Design of propellers, 62-6

Desingularization (BEM), 324-6  
 DGPS (differential GPS), 10  
 Dipole elements (BEM), 321-2  
 Direct spiral test (Dieudonne), 263  
 Displacement ships (fast monohulls), 97  
 Ducted propellers (wake improvement), 139-40  
 Dynamical similarity (models), 5-7

## E

Elementary waves, 147-8, 153-4, 157  
 Elliptic equations (flows), 15  
 Empirical/statistical approaches, 2  
 Encounter frequency (waves), 151-2, 155  
 Engines vibrations, 232-3, 237  
 Euler flow model (ship seakeeping), 164  
 Excitation of vibrations:  
   engines, 232-3  
   propellers, 231-2  
   seaway, 233  
   vortex-induced vibrations, 233-4  
 Experimental approaches, 2-3

## F

Fast monohulls:  
   appendages, 103  
   displacement ships, 97  
   dynamic trim, 102  
   planing hulls, 98-9  
   semi-displacement ships, 97, 99-101  
 Fast ships:  
   catamarans, 103-5  
   'hybrid', 105  
   monohulls, 97-103  
   problems, 105-9  
 Field methods,  
   ship maneuvering, 261  
   viscous flow computations, 32  
   whole fluid domain, 17, 95  
 Field methods (propeller flows), 56  
 Fin stabilizers for bilge keels, 174, 201-3

Finite difference (FD) operators, 113-15  
 Finite difference methods (FDM) and CFD, 16  
 Finite element methods (FEM):  
   CFD, 16  
   ship vibrations  
     engine, 232-3  
     grids, 212-15  
     numerical problems, 209  
     propellers, 231-2  
     slamming, 187, 194-5  
 Finite volume methods (FVM) and CFD, 16-17, 34-5  
 Flap rudders, 283  
 Flettner rotors (wind-assisted ships), 140  
 Flume tanks (roll damping), 204  
 Foil-assisted catamarans (FACs), 104  
 Force coefficients (ship maneuvering), 244-9  
 Form factor (resistance and propulsion), 125  
 Fouling and resistance, 96  
 Free surface treatment (viscous flow):  
   computing methods, 31-2  
   iterative methods, 32-3  
 Friction:  
   calm-water, 77  
   resistance, 106, 132  
   similarity law, 7  
   wake, 75  
 Froude:  
   number  
     cavitation tests, 62  
     CFD and steady flow, 110  
     fast monohulls, 97  
     free-surface treatment, 31  
     Geosim method of Telfer, 87-8  
     'high speed strip theory', 166  
     high-speed strip theory, 166  
     models and ship  
       maneuverability, 269  
     Reynolds number, 8  
     rudder/hull interaction, 288  
     semi-displacement hulls, 99  
     shallow water, 94  
     ship design, 117

  strip methods, 179  
   towing tanks, 80  
   wave resistance, 7, 79, 110  
   similarity law, 8-9, 88-9, 269  
 Froude, William:  
   'law of comparison', 80  
   resistance, 80  
 Froude-Kilov force, 169, 173  
 Fuel saving:  
   CO<sub>2</sub> emissions, 129  
   false estimations, 129-30  
   global measures to reduce  
     resistance  
     reduce power, 132  
     reduce ship size, 130  
     reduce speed, 130-1  
   seaways, 131  
 hull  
   appendages optimization, 133  
   coatings and lubrication, 132-3  
   propeller design, 134  
   propulsion-improving devices, 134-7  
   voyage optimization, 141  
   wake-improving devices, 137-40  
   wind assisted ships, 140-1  
 Full-scale trials, 9-10  
 'Fully non-linear' methods (CFD and steady flow), 115-16

## G

Gauss-Seidel method (viscous flow computation), 32  
 Geometrical similarity (models), 5  
 Geosim method of Telfer (resistance and propulsion), 87-8  
 Germanischer Lloyd:  
   vibration analyses, 212-15, 220, 233, 236  
   wave climate, 163  
 GPS (Global Positioning System):  
   full scale trials, 3, 9  
   turning circle test, 262-3  
 Green-function method (GFM) and ship seakeeping, 95, 166-7, 177, 179

Grid generation (CFD cost and value), 23-4

Grid generation (viscous flow computation):

- algebraic, 37
- block-structured, 38
- cartesian, 37
- chimera, 38-9
- conformal mapping, 37
- differential equations, 38
- single-block structure, 38
- staggered grids, 38
- unstructured grids, 39

Grim wheel (vanes):

- contra-rotating propellers, 68
- propulsion, 135-6

Grothues spoilers, 138-9

## H

Hamburg Ship Model Basin, 22

Hard rudder test, 268

Heel of ship:

- bearing rudders, 282-3
- maneuvering, 255-6
- seakeeping, 195

Helmholtz's laws, 50

'High-speed strip theory' (HSST), 166, 179

Higher-order panel (BEM), 311-17

Hitachi Zosen nozzle, 137

HSVA (ship consultancy):

- hydrofoils and cavitation, 107, 108

HYKAT cavitation tunnel, 60

planing hulls, 98

propellers, 63-6

resistance

- catamarans, 105
- propulsion, 122
- semi-displacement hulls, 99
- trim angles, 102

Hub Vortex Vane (HVV), 137

Hughes-Prohaska method

- (resistance and propulsion), 85-6, 87-8

Hulls:

- appendages optimization (fuel saving), 133
- coatings and lubrication, 132-3
- efficiency, 122

fuel saving, 132-3

hydrofoils, 107

planing, 98-9

rudder interaction, 288-9

semi-displacement, 99

ship vibrations, 205, 209-11

spray generation, 101-2

wake-equalizing devices, 137

Humans and vibrations, 237-9

'Hybrid ships', 105

Hydro-elastic approaches in slamming, 194-5

Hydrodynamic mass:

- propeller damping, 226-7
- rudder damping, 225-6
- ships, 227-8
- term, 222

'Hydrodynamic stiffness', 222

propeller damping, 226-7

Hydrofoils:

- cavitation, 108
- conventional propellers, 108-9
- fast and unconventional ships, 105-9

Hyperbolic equations (flows), 15

## I

IMO regulations:

- CO<sub>2</sub> emissions, 129
- hard rudder test, 268
- maneuvering of ships,
  - CFD requirement, 18
  - minimum requirement, 241
- rudders, 295
- tests for full-scale ships in sea trials, 262-8
- ship safety, 3

Ince-strutt diagram (roll motion), 198

Indirect (reverse) spiral test (Bech), 263

Interior flows (sloshing), 20

International Standards

Organization. *See* ISO

International Towing Tank

Conference. *See* ITTC

Introduction to ship

hydrodynamics:

- full-scale trials, 9-10
- model tests - similarity laws, 5-9

numerical approaches (CFD), 10-24

problems and approaches, 1-5

viscous flow computations, 24-39

Inviscid flow methods (propeller design), 19

ISO:

- speed and trials, 10
- vibrations
  - engine, 235, 237
  - humans, 237-9
  - ship, 236

iterative methods (viscous flow computations), 32-3

ITTC:

- maneuvering tests, 262
- method (resistance and propulsion)
  - 1957, 84-5, 90-1, 98, 276
  - 1978, 86-7, 90
  - 1978 performance prediction, 89-93
- partial ducts and fuel saving, 138
- propulsion-improving devices, 134-7
- Rankine singularity methods, 174-7
- resistance test, 82-3
- speed trials, 10
- turbulence, 25
- waterjets, 70, 109

## J

Japan Marine Standards

Association, 10

Jensen panel (BEM), 309-11

Jet thrusters (simulation with known coefficients), 257-8

JONSWAP spectrum (wind and seaway), 156

'Joukowski condition' (steady flow), 112, 260, 343

## K

Kappel propellers, 134

Kelvin methods (wave resistance), 110, 113

Kinematic similarity (models), 5-6

Kites (wind-assisted ships), 140-1  
 Korobkin's theory and water compressibility, 193  
 Kutta condition (steady flow):  
   boundary element methods  
   propeller flows, 48, 55  
   Rankine panel method in frequency domain, 353  
   Thiart element, 322-4  
   three-dimensional wave resistance problem, 340  
   vortex elements, 317-20, 345  
 flow separation and aftbody, 164  
 lifting body methods, 260-1  
 lifting surface methods, 259-60  
 Rankine singularity methods, 174-7  
 resistance and propulsion, 108  
 rudder design, 295  
 Kutta-Joukowski law, 260

## L

Laplace equation:  
   boundary element methods, 299, 333, 341  
   continuity of mass, 165  
   elliptic equations, 15  
   green function method, 166  
   numerical approaches, 14  
   Rankine singularity method, 174  
   wave resistance, 111  
 Large-eddy simulations (LES):  
   numerical approaches, 13  
   RANSE and propeller flows, 48  
   turbulence, 26  
 Laser-Doppler velocimetry (LDV), 2-3  
 'Law of comparison', 80  
 Lewis sections (Strip method), 165, 250  
 Lifting-line methods (propeller flows), 48, 50-2  
 Lifting-surface methods (propeller flows), 48, 52-4  
 Linear, undamped free roll, 195-6  
 Linear upward differencing scheme (LUDS), 35-6  
 Long-crested seaway, 155

Long-term distributions, numerical predictions (ship seakeeping), 185-7  
 Low-surface energy (LSE) coatings, 132

## M

Magnus effect (rudders), 283  
 Man-overboard maneuver (Williamson turn), 268  
 Maneuvering of ships:  
   hydrodynamic performance, 1  
   introduction, 241-3  
   model tests, 268-70  
   rudders, 270-98  
   simulation with known coefficients, 243-62  
   tests for full scale ship in sea trials, 262-8  
 Mathieu equation (roll motion), 198  
 'measured mile trials', 10  
 Michell, J.H., 110  
 Models:  
   CFD, 23-4  
   fast ships, 105-6  
   hull vibrations, 211  
   maneuvering of ship tests, 268-70  
   ship seakeeping, 144, 146  
   tests and similarity laws, 5-9  
   towing tanks, 80-1  
   turbulence, 26  
   vibrations tests, 9  
 Momentum theory (propellers), 47-50  
 Motion of ship analysis, 168-9, 175  
 Multigrid methods (viscous flow computations), 33-4

## N

Natural frequencies:  
   rectangular plates, 223  
   ship motion and resistance design, 128-9  
   structures, 206, 217-19  
 Natural modes:  
   distributed mass systems, 220  
   natural frequency for beams, 221  
 Natural seaway, 153-5

Naval Ships' Technical Manual (NSTM) rating, 96  
 Navier-Stokes equation, 11-15.  
   *See also* RANSE  
 Newton's law of similarity, 6  
 Newton-Rader propellers, 109  
 Nominal wake, 75  
 Nomoto equation (rudder effects), 248  
 Non-linear methods:  
   CFD and steady flow, 113, 115  
   slamming theories based on self-similar flow, 191  
 Norrbin equation (rudder effects), 248  
 North Atlantic wind field, 163  
 Nozzled propellers, 67-8  
 Numerical approaches:  
   computational fluid dynamics, 10-15  
   problems, 3-4  
   viscous flow computation, 34-6  
 Numerical predictions (ship seakeeping):  
   combined RSM-GFM approach, 167  
   computational methods overview, 163-5  
   green-function method, 166-7  
   'high-speed strip theory', 166  
   long-term distributions, 185-7  
   problems for fast and unconventional ships, 177-80  
   Rankine singularity method, 167, 174-7  
   regular waves, 180  
   ship responses in stationary seaway, 181-3  
   strip method, 165-6, 167-74  
   time domain simulation methods, 183-5  
   unified theory, 166  
 Numerical Towing Tank Symposium (NuTTS), 117

## O

Oblique towing tests, 270  
 Open-water (propeller flows), 45, 60-1  
 Orthogonal grids, 37

**P**

- Panel methods, CFD and steady flow, 115-16
- Parabolic equations (flows), 15
- Parametric roll, 199
- Particle image velocimetry (PIV), 2
- Patch method (BEM), 326-31
- Pierson—Moskowitz spectrum (wind and seaway), 156-7
- PISO (pressure implicit with splitting of operators), 32
- PIV. *See* particle image velocimetry
- Planar motor mechanisms (PMMs), 270
- Planing catamarans, 104
- Planing hulls:
  - fast monohulls, 97-103
  - fast and unconventional ships, 126
- Podded drives (propellers), 69-70
- Point source (BEM), 301-3
- Postprocessing (CFD), 23
- Potential wake, 75
- Power (fast ships):
  - planing hulls, 99
  - semi-displacement hulls, 99-101
- Pre-swirl devices (propulsion), 135
- Preprocessing (CFD), 22
- Pressure—velocity coupling, 32
- 'Primary wave pattern', 79
- Problems for fast and unconventional ships:
  - hydrofoils, 107-8
  - models, 105-6
  - numerical prediction, 177-88
  - planing hulls, 106
  - propellers
    - cavitating, 109
    - conventional, 108-9
    - surface-piercing, 109
  - surface effect ships, 108
  - surface-piercing propellers, 109
  - waterjet propulsion, 109
- Propeller boss cap fins (PBCFs), 137
- Propeller-induced pressures, 66-7
- Propellers:
  - blade vibrations, 9
  - CFD, 63
  - conventional, 108
  - curves, 44-6
  - design, 62-6
  - experimental approach
    - cavitation tests, 61-2
    - cavitation tunnels, 60
    - open-water tests, 45, 60
  - fast ships
    - cavitating, 109
    - conventional, 108-9
    - surface-piercing, 109
  - flow analysis
    - boundary element/panel, 48
    - CFD, 19-20
    - high-skew, 47
    - lifting-line, 48
    - lifting-surface, 48
    - momentum theory, 47-8
    - RANSE, 48
  - fuel saving
    - contra-rotating, 136
    - contracted and loaded tip, 134
    - Kappel, 134
    - rotational energy losses, 135
    - Sparenberg—DeJong, 134
  - HSVA design and testing, 63
  - hydrodynamic mass and damping, 226-7
  - introduction
    - blade area, 42-4
    - blade number, 43
    - geometry, 41-2
    - helicoidal surfaces, 42
    - pitch, 42
    - profile shape, 43
    - rake, 43
    - skew back, 43
  - model tests and ship maneuverability, 268
  - Newton—Rader, 109
  - propeller-induced pressures, 66-7
  - propulsion test, 88-9
  - RANSE, 30-1, 48, 56
  - rudder interaction, 135, 284-8
  - ship, 74-5
  - stopping, 257
  - submarine, 60, 63
  - surface-piercing, 109
  - tests, 60
  - thrust, 74
  - unconventional
    - azimuthing, 69
    - contra-rotating, 68
    - controllable-pitch, 68-9
    - nozzled, 67-8
    - podded drives, 69
    - surface-piercing, 71
    - Voith Schneider, 71-2
    - waterjets, 70-1
  - vibrations, 231-2
  - Wageningen, 44, 62, 64
  - wake-improving devices, 139. *See also* cavitation

- Propulsion test (resistance and propulsion), 88-9
- Propulsion-improving devices (PIDs):
  - CFD simulations, 134
  - contra-rotating propellers, 136-7
  - Grim vane wheel, 135
  - Hub Vortex vane, 137
  - pre-swirl devices, 135
  - propeller boss cap fins, 137
  - rudder thrust fins, 135
- Propulsive efficiency, 121-2
- Pull-out maneuver, 264-5

**Q**

- Quality benefits and CFD, 21-2

**R**

- Rankine method (wave resistance), 110-11
- Rankine panel method:
  - frequency domain (BEM), 353-65
  - seakeeping, 18
- Rankine singularity method (RSM), 167, 174-7, 179
- RANSE (Reynolds-averaged Navier—Stokes equation):
  - CFD
    - description, 13-20
    - ship maneuvering, 255, 258, 261-2
    - steady flow, 113, 116

- free-surface simulations, 164, 194-5
- grids, 39
- hydrofoils and cavitation, 108
- propellers, 30-1, 48, 56
- rudder design, 295
- ship flows, 32
- SIMPLE algorithm, 32
- sloshing, 19
- turbulence, 24
- viscous flow computation, 116-17
- vortex-induced vibrations, 234
- water impact problems, 4
- waterjet propulsion, 109
- wave resistance, 80
- RAOs (response amplitude operators):
  - regular waves, 180
  - ships and stationary seaway, 181-3
- Strip method, 174, 179
- time-dimension simulation, 183-5
- Regular first order panel, (BEM), 304-9
- Regular waves (numerical predictions), 180
- Relative rotative efficiency, 124
- Resistance and propulsion:
  - additional resistance
    - appendages, 94
    - roughness, 94, 96-7
    - seaway, 94, 97
    - shallow water, 94-5
    - wind, 94, 95-6
- CFD
  - resistance and propulsion, 17-18
  - steady flow, 109-16
- concepts
  - decomposition of resistance, 76-80
  - ship and propeller, 74-6
- design
  - appendage resistance, 125-6
  - CAD, 121, 124
  - empirical methods, 117
  - form factor, 125
  - hull efficiency, 122
  - natural period for ship motion, 128-9
  - prediction methods, 120-1
  - propulsive efficiency, 121-2
  - relative rotative efficiency, 124
  - speed loss in wind and waves, 126-8
  - thrust deduction factor, 122-3
  - viscous pressure resistance coefficient, 125
  - wake fraction, 122-3
  - wetted surface, 124-25
  - wind resistance, 126
- experimental approach
  - Geosim method of Telfer, 87-8
  - Hughes—Prohaska, 85-6, 87
  - ITTC1957, 84-5, 90
  - ITTC1978, 86-7, 90
  - ITTC 1978 performance
    - prediction, 89-93
  - propulsion test, 88-9
  - resistance test, 82-3
  - towing tanks, 80-2
- fast ships
  - catamarans, 103-5
  - fast monohulls, 97-103
  - problems, 105-9
- fuel saving, 129-41
- ship hydrodynamic performance, 1
- Resonance in ship structures, 211
- Response amplitude operators. *See* RAOs
- Reynolds:
  - law, 8
  - number
    - appendage resistance, 125-6
    - bilge keels, 126
    - blended schemes, 36
    - cavitation tests, 62
    - Froude number, 8
    - hydrofoils, 107-8, 276
    - ITTC 1978 performance
      - prediction, 89-93
    - model tests, 8-9
    - models and ship
      - maneuverability, 268
    - open-water tests, 60-1
    - planing hulls, 98
    - propellers, 89, 231-2
    - rudders, 276, 278, 296
    - towing tanks, 81
    - turbulence models, 27-8
    - similarity, 82, 94, 130
    - stresses, 24-6
  - Righting lever (capsizing in waves), 197
  - Roll damping:
    - bilge keels, 201
    - flume tanks, 204
    - roll stabilizing tanks, 203
  - Roll motion:
    - capsizing in waves, 196-9
    - linear, undamped free roll, 195-6
    - roll damping, 199-204
    - stabilizing tanks, 203
    - time-domain simulation, 184
  - Rotating arm tests, 270
  - Rotating cylinder rudders, 283-4
  - Royal Institute of Naval Architects, 70, 80
  - Rudder propellers. *See* azimuthing propellers
  - Rudders:
    - air ventilation, 279-80
    - Becker, 283
    - Bernoulli's law, 280
    - CFD and flows, 295-8
    - definition, 270-4
    - design, 295-8
    - dynamic pressure, 280-2
    - engine, 274
    - fast ships, 103
    - fuel saving, 133
    - hard rudder test, 268
    - hull interaction, 288-9
    - hydrodynamic mass and damping, 225-6
    - hydrodynamics, 274-82
    - introduction, 270-4
    - maneuvering effectiveness, 272
    - model tests and ship
      - maneuverability, 268
    - profile thickness, 278
    - propeller interaction, 135, 284-8
    - resistance, 4, 94
    - stall angle, 278
    - stern position, 271-2
    - thrust fins, 135

- Rudders: (*Continued*)  
 types  
   active/propeller, 284  
   flap, 283  
   heel bearing, 282  
   rotating cylinders, 283-4  
   semi-balanced, 283  
   spade, 283  
   steering nozzle, 284. *See also* cavitation
- Runge–Kutta integration  
 (time-domain simulation), 183-4, 250
- S**
- ‘Sauna tanks’, 9
- Schneekluth nozzle, 137
- Schichtling’s hypothesis (wave resistance), 95
- Sea spectra and wind duration, 161
- Sea strengths and wind, 128
- Seaway:  
   excitation of vibrations, 233  
   fuel saving, 131  
   resistance, 94, 97  
   wind, 156-63. *See also* ship seakeeping
- ‘Secondary wave pattern’, 79
- Semi-balanced rudders, 283-4
- Semi-displacement ships:  
   catamarans, 103-5  
   fast monohulls, 97-103
- Shaft brackets/bosses (resistance), 94, 103
- Shallow water:  
   resistance and propulsion, 94-5  
   simulation with known coefficients, 256
- Ship seakeeping:  
   computations, 144, 163-87  
   experimental approaches, 145-7  
   introduction, 143-5  
   natural seaway, 153-5  
   numerical predictions, 163-87  
   roll motion, 195-204  
   sea nature, 5  
   slamming, 187-95  
   stationary seaway, 181-3  
   vibrations, 1, 18  
   viscosity, 164  
   wave climate, 163  
   waves and seaway, 147-63  
   wind and seaway, 156-63
- Short-crested seaway, 155
- SIMBEL simulation method, 184
- SIMPLE (semi *implicit* pressure linked equation), 32-3
- SIP (strong implicit procedure), 32-3
- Simulation with known coefficients (ship maneuvering):  
   CFD, 258-62  
   force coefficients, 244-9, 251  
   heel, 255-6  
   introduction/definition, 243-4  
   jet thrusters, 257-8  
   physical explanation and force estimation, 249-55  
   shallow water, 256  
   stopping, 257
- Slamming (ship seakeeping):  
   air trapping, 191-2  
   computational fluid dynamics, 192  
   hydro-elastic approaches, 194-5  
   introduction, 187-8  
   linear slamming theories, 188-9  
   simple non-linear slamming theories based on self-similar flow, 191  
   slamming theories including air trapping, 191-2  
   three-dimensional slamming theories, 193-4  
   Wagner’s theory, 190, 193  
   Watanabe’s theory, 190, 194  
   water compressibility, 193  
   wave impact classification, 187  
   wet-deck, 188
- Slamming/water-entry problems, 18-19
- Slender-body theory (ship maneuvering), 253, 260
- Slewable propellers. *See* azimuthing propellers
- Sloshing (interior flows), 20
- Slow steaming (fuel saving), 131
- Smith effect (waves), 150
- Solar power (wind-assisted ships), 140-1
- SolarSailor Ferry, Sydney, 140
- Spade rudders, 283
- Sprenberg–DeJong propellers, 134
- Speed:  
   loss in wind and waves, 126-8  
   trials, 10
- Spiral tests:  
   ‘direct’, 263-4  
   ‘indirect’, 263  
   yaw stable/unstable, 264
- Spoilers and wake-improvement, 138-9
- Spray generation and hull design, 101-2
- Steering nozzle with rudder, 284
- STF (Salvesen, Tuck and Faltinsen) strip methods, 165
- Stopping:  
   simulation with known coefficients (ship maneuvering), 257  
   trial (ship maneuverability), 267-8
- Strip method module (BEM), 349-53
- Strip method (numerical predictions), 165-6, 167-74, 177
- Submarine propellers, 60, 63
- Sumitomo Integrated Lammern Duct (SILD), 137
- Surface effect ships (SES), 20, 108
- Surface-piercing propellers, 71, 109
- Surface-treatment composites (STC), 132
- SWAN (Ship Wave ANalysis) code, 115, 167
- Swell (waves), 156, 162
- Swirl and asymmetric aftbodies, 135-6
- T**
- Telfer’s method (resistance), 87-8
- Tests for full scale ships in sea trials:  
   hard rudder test, 268



man-overboard maneuver, 268  
 pull-out maneuver, 264-5  
 spirals, 263-4  
 stopping trial, 267-8  
 turning circle, 262-3  
 zigzag maneuver, 265-6  
 Thiert element (BEM), 322-4, 363  
 Three-dimensional slamming theories, 193-4  
 Three-dimensional wave resistance problem (BEM), 340-9  
 Thrust:  
   deduction factor, 122-3  
   loading coefficient (open-water), 45  
   propeller, 74  
 'Thrust identity approach' (resistance and propulsion), 89  
 'Thrust identity' (propulsion test), 89  
 Time benefits and CFD, 20-1  
 'Torque identity' (propulsion test), 89  
 Towing tanks:  
   cavitation tests and propellers, 9  
   fast and unconventional ships, 105-9  
   resistance, 80-1, 82-3  
   ship seakeeping, 145  
 Tugs design, 118  
 Turbulence:  
   large-eddy simulations, 26  
   models, 24-8  
   viscous flow computations, 24-8  
 Turning circle test, 262-3, 269  
 Two-dimensional flow around a body in infinite fluid (BEM), 333-5  
 Two-dimensional wave resistance problem (BEM), 335-40

## U

Unified theory and numerical predictions (ship seakeeping), 166  
 Unstructured grids, 39  
 Upwind differencing scheme (UDS), 35

## V

Vibrations:  
   adjacent fluids, hydrodynamic mass, 222-30  
   beams, 207, 209  
   effects  
     humans, 237-9  
     introduction, 234  
     ship, 236  
   excitation, 231-4  
   finite element methods, 209, 211  
   frequency, 206, 217-19, 220-1  
   global ship hulls, 209-11  
   introduction, 205-6  
   local structures, 211-22  
   Rayleigh method, 209  
   ship hydrodynamic performance, 1  
   spectral methods, 209  
   theory, 206-9  
 Viscosity and ship seakeeping, 164  
 Viscous flow computations:  
   boundary conditions, 28-31  
   dynamic viscosity, 7  
   free surface treatment, 31-2  
   grid generation, 36-9  
   iterative methods, 32-3  
   kinematic viscosity, 8  
   multigrid methods, 33-4  
   numerical approximations, 34-6  
   pressure-velocity coupling, 32  
   RANSE codes, 32  
   resistance and propulsion, 116-17  
   steady flow, 116-17  
   turbulence, 24-8  
 Viscous pressure resistance:  
   calm-water, 77  
   coefficient, 125  
 Voith-Schneider propellers (VSPs), 71, 242  
 Völker formula, 118  
 Volume-of-fluid formulation (VOF), 32  
 Von Karman's impact model (slamming), 187-9  
 Von-Mises stress criterion (propellers), 66

Vortex elements (BEM), 317-20  
 Vortex-induced vibrations, 233-4  
 Vortex-lattice methods (VLM), 54  
 Voyage optimization and fuel saving, 141

## W

Wageningen propellers, 44, 62, 64  
 Wagner's theory (slamming), 190, 193  
 Wake:  
   field, 83  
   fraction, 89, 92, 123  
   friction, 75  
   nominal, 73  
   potential, 75  
   wave, 75  
 Wake fraction, 269  
 Wake-equalizing devices, 137  
 Wake-improving devices:  
   CFD simulations, 138  
   ducted propellers, 139-40  
   Hitachi Zosen nozzle, 137  
   Schneekluth nozzle, 137  
   spoilers, 138  
   Sumitomo Integrated Lammern Duct, 137  
 Watanabe's theory (slamming), 190, 194  
 Water compressibility and slamming, 193  
 Waterjets:  
   propellers, 70  
   propulsion, 109  
 Wave resistance:  
   calm-water, 78-80  
   CFD, 109-16  
   design, 119  
   hull and appendages, 133  
   Schlichting's hypothesis, 95  
   wake, 73  
 'Wave resistance problem', 80, 111, 336  
 Waves:  
   airy, 147-52  
   capsizing, 196-9  
   climate, 163

Waves: (*Continued*)

elementary, 147-8, 153-4, 157

encounter frequency, 151-2,  
155frequency, length and encounter  
frequency, 151-2

impact, 188, 192

numerical predictions, 180

regular, 180

Smith effect, 150

swell, 156

wind, 160

Wet-deck slamming, 188

Wetted surface (resistance and  
propulsion), 124-5

## Wind:

Beaufort Number, 126

duration and sea spectra, 167

resistance, 95-7, 126

sea strengths, 128

seaway, 156-63

waves, 160

Wind-assisted ships (fuel saving):

Flettner rotors, 140

kites, 140-1

solar power, 140-1

Wöhler curve (ship vibrations),  
236**Y**

Young's modulus, 208

**Z**

Zero speed seakeeping, 19

Zigzag maneuver, 265-6, 270