

PB2000-103711



# Analysis of Motions and Loads on a Catamaran Vessel in Waves

Riaan van 't Veer

Report 1089-P

March 1997

Fourth International Conference on Fast Sea  
Transportation FAST'97,  
Sydney, Australia, 21, 22 and 23 July 1997

REPRODUCED BY: **NTIS**  
U.S. Department of Commerce  
National Technical Information Service  
Springfield, Virginia 22161

**TU Delft**

Delft University of Technology

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**FOURTH  
INTERNATIONAL  
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ON FAST SEA  
TRANSPORTATION**

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SYDNEY, AUSTRALIA

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JULY 21 – 23, 1997

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**CONFERENCE PAPERS**



**VOLUME ONE**

PUBLISHED BY



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FX: +61 3 9827 0704

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## VOLUME ONE

## INTRODUCTION

<b>Kjell O Holden</b>	xi
<i>International Chairman's Introduction</i>	
<b>Don Lennard</b>	xiii
<i>National Chairman's Introduction</i>	
<b>Neil Baird</b>	xiv
<i>Chairman and Editor-in-Chief, Baird Publications Introduction</i>	

## OPENING ADDRESS

<b>Aneurin Hughes</b>	1
<i>The Future of European Shipping Policy</i>	

## DEFENCE VESSELS

<b>Andrew Williamson, Alex Tewes</b>	5
<i>Implications for the Royal Australian Navy of Very High Speed Marine Vessels</i>	
<b>Ross Babbage, Tony Armstrong, Ray Toman, Joe Blansjaar</b>	11
<i>Military Fast Vessels for Australia</i>	

## RULES AND REGULATIONS 1

<b>Ian Williams</b>	21
<i>The Development and Subsequent Review of the International High Speed Craft Code</i>	
<b>Michael Fan, Miles Pinchin</b>	27
<i>Structural Design of High Speed Craft – a Comparative Study of Classification Requirements</i>	

## NUMERICAL ANALYSIS 1

<b>Hideo Orihara, Hideaki Miyata</b>	35
<i>CFD Simulation of a Semi-Planing Boat in Unsteady Motion</i>	
<b>Damien Holloway, Michael Davis</b>	43
<i>Seakeeping Response of a Family of Semi-Swath Hull Forms</i>	

## WATERJETS 1

<b>Stephen Turnock, A W Hughes, R Moss, A F Molland</b>	51
<i>Investigation of Hull-Waterjet Flow Interaction</i>	
<b>Gregory Seil, Clive Fletcher, Lawrence Doctors</b>	59
<i>Optimisation of Water-Jet Inlets Using Computational Fluid Dynamics</i>	

## CONCEPTS 1

<b>Alexander Day, Lawrence Doctors, Neville Armstrong</b>	65
<i>Concept Evaluation for Large, Very High Speed Vessels</i>	
<b>A F Molland, T Karayannis, P R Couser</b>	77
<i>Concept Exploration and Assessment of Alternative High Speed Ferry Types</i>	
<b>M Basin, Robert Latorre</b>	85
<i>Development of High Speed Craft With Aero-Hydrodynamics Support</i>	

## STRUCTURAL DESIGN

<b>Owen Hughes</b>	91
<i>Two First Principles Structural Designs of a Fast Ferry – All-Aluminium and All-Composite</i>	
<b>Mahmood Hossain, Mahiuddin Chowdhury</b>	99
<i>A Beam Model for the Analysis of Hull Girder of Open Deck Fast Ships</i>	
<b>Paul Yakimoff</b>	107
<i>State-of-the-Art Computer Simulation for Structural Analysis of High Speed Catamarans</i>	
<b>Tommaso Coppola, Ernesto Fasano, Masino Mandarino, Armando Turtoro</b>	115
<i>The Restrained Warping Applied to Catamarans</i>	

## HULL FORM, RESISTANCE AND APPENDAGES 1

<b>Som Deo Sharma, Xue-Nong Chen</b>	125
<i>Novel Cambered-Hull Catamaran for High Speed in Shallow Water</i>	
<b>Gregory Walker, Anders Fougner, Simon Younger, Tim Roberts</b>	133
<i>Aerodynamics of High Speed Multihull Craft</i>	
<b>Choung Mook Lee, Sang Joon Lee, Young Gi Kim</b>	139
<i>Effect of Free Surface on Lift Characteristics on Fins Attached to a Strut</i>	
<b>Keh-Sik Min, Seon-Hyung Kang</b>	145
<i>Systematic Study on the Hull Form Design and the Resistance Prediction of the Displacement-Type Super-High-Speed Ships (HMRI Super-High-Speed Ship Series)</i>	

## PROPULSION 1

<b>Donald Blount</b>	151
<i>Design of Propeller Tunnels for High Speed Craft</i>	
<b>Ulf Dieter Ulken</b>	157
<i>FRP Technology for Propulsion Systems in High Speed Craft</i>	

Please note: Throughout the contents pages the names in bold type are those of the presenting author of the particular paper.

**PROPULSION 1 (continued)**

Antonio Sánchez-Caja	167
<i>Partially Submerged Propellers on Fast Large Ships – and Analysis Theory</i>	
Mario Caponnetto, Philip Rolla, Marzio Porro	175
<i>A New Propeller Design Method for Fast Planing Boat Applications</i>	

**KEYNOTE ADDRESS**

Tor-Christian Mathiesen	187
<i>High Speed Light Craft – a Safe Transportation Concept</i>	

**MONOHULLS AND HYBRIDS 1**

Giorgio Trincas, Igor Zotti, Octav Kahu, Stefan Totolici	191
<i>Multicriterial Design of Fast Monohulls for the Adriatic Shortsea Shipping Network</i>	
J A Keuning, Jakob Pinkster	201
<i>Further Design and Seakeeping Investigations Into the "Enlarged Ship Concept"</i>	

**STRUCTURAL DESIGN: FATIGUE 1**

A Fyfe, G L Hawkins, R A Sheno, W G Price, P Temarel, P J Read, J Kecsmar	209
<i>Fatigue Performance of Welded Aluminium Tee Connections</i>	
Albert Fredriksen	217
<i>Fatigue Aspects of High Speed Craft</i>	

**OPTIMISATION 1**

Heinrich Söding	225
<i>Drastic Resistance Reductions in Catamarans by Staggered Hulls</i>	
Grant Hearn, Peter Wright	231
<i>Seakeeping for Design: Optimisation of Motion Responses and Wave-Making Resistance of Catamarans via the Application of a Genetic Algorithm</i>	

**OPERATIONS 1**

Tony White	241
<i>High Speed Ferry Operators on a Global Circuit</i>	
Geoffrey Ede	245
<i>Air Cushion Vehicles – Hovercraft</i>	

**MONOHULLS AND HYBRIDS 2**

Heikki Sipilä, Anthony Brown	247
<i>Application of the Slender Monohull in High Speed Container Vessels</i>	

**STRUCTURAL DESIGN: FATIGUE 2**

Are Johan Berstad, Carl M Larsen	255
<i>Fatigue Crack Growth in the Hull Structure of High Speed Vessels</i>	
L A Hicks, S D Clark, R A Sheno, H G Allen, R M Cripps	263
<i>Fatigue Assesment of High Performance Small Craft Incorporating FRP Sandwich Materials</i>	

**OPTIMISATION 2**

Andreas Flehmke, Armin Jesse, Jürgen Jokat, Thomas Schellin	269
<i>Hydrodynamics, Structural Optimisation and Noise Control of a Fast Monohull Ferry Design</i>	

**OPERATIONS 2**

Roger Syms	277
<i>Specifically Designed High Speed Simulation and the Future of High Speed Training at the Australian Maritime College</i>	

**HYDROFOILS**

Peter Payne	283
<i>On the Maximum Speed of the Dynafoil</i>	
Frans van Walree	291
<i>A New Computational Method for the Hydrodynamic Performance of Hydrofoil Craft</i>	
Kourosh Koushan, Claus Kruppa	299
<i>Channel Corrections for Model Experiments With Hydrofoils</i>	

**TESTING TECHNIQUES 1**

Tim Roberts, Nigel Watson, Michael Davis	311
<i>Evaluation of Sea Loads in High Speed Catamarans</i>	
Kari Kyyrö, Matti Hakala, Heikki Helasharju, Antti Rantanen, Timo Holopainen	317
<i>Determination of Structural Dimensioning Loads of a Fast Catamaran Using Rigid-Backbone Segmented Model Testing Technique</i>	
Fai Cheng	325
<i>Some Results From LR's Open Water Model Experiments for High Speed Craft</i>	

**HYDRODYNAMICS: MONOHULLS**

Susanne Abrahamsson	333
<i>Design Parameters Influencing the Manoeuvrability of Waterjet Propelled Vessels</i>	
Stefan Harries, Detlef Schulze	339
<i>Numerical Investigation of a Systematic Model Series for the Design of Fast Monohulls</i>	
Kim Branner, Bengt Sangberg	349
<i>Hydrodynamic Behaviour, Comparison and Load Application Concerning a Transatlantic High Speed Container Vessel</i>	

## ECONOMICS

---

- Jürgen Isensee, Volker Betram, Harald Keil 361  
*Energy Efficiency and Pollution: a Comparison of Ships and Other Vehicles*
- Hiroharu Kato 367  
*Performance of High Speed Craft in Comparison With Aircraft*
- William Hockberger 373  
*An Economic Framework for Fast Ferry Selection*

## SAFETY 1

---

- Chengi Kuo 381  
*Application of the Safety Case Concept to High Speed Craft*
- Alexander Bogdanov, Alexander Maskalik 387  
*To the Question on Safety Criteria for a New Fast Sea Transport Means – An Ekranoplan*
- Oi-Hyun Kim, Ick-Hung Choe, Jae-Hyun Kim, Joon-Mo Choung 391  
*Bow Collision Analysis of High Speed Passenger Craft*
- Adam Brumley, Leonard Koss 397  
*The Need for Statistics on the Human Behaviour of Passengers During the Evacuation of High Speed Craft*

## SLAMMING

---

- Emmanuel Fontaine, Stéphane Cordier 405  
*Recent Experience Using High Speed Slender Body Theory*
- Manolis Samuelides, Georgios Katsaounis 413  
*Experimental Modelling of Wet-Deck Slamming*

## SLAMMING (continued)

---

- Elin Marita Haugen, Odd Faltinsen, Jan Vidar Aarsnes 423  
*Application of Theoretical and Experimental Studies of Wave Impact to Wetdeck Slamming*
- Rong Zhao, Odd Faltinsen, Herbjørn Haslum 431  
*a Simplified Non-Linear Analysis of a High-Speed Planing Craft in Calm Water*

## MOTIONS AND STRUCTURAL LOADS

---

- Riaan van't Veer 439  
*Analysis of Motions and Loads on a Catamaran Vessel in Regular and Irregular Waves*
- Ole Hermundstad, Jan Aarsnes, Torgier Moan 447  
*Hydroelastic Analysis of High Speed Catamarans in Irregular Waves*
- David Kring, D A Mantzaris, G B Tcheou, P D Sclavounos 455  
*A Time-Domain Seakeeping Simulation for Fast Ships*
- Martin Renilson, Vincent Anderson 436  
*Deck Diving of Catamarans in Following Seas*

## ENVIRONMENT

---

- Henrik Kofoed-Hansen, Arne Christian Mikkelsen 471  
*Wake Wash from Fast Ferries in Denmark*
- John Ødegaard, Ole Winther Nielsen, Allan Gosling 479  
*External Noise From Fast Ferries*
- Thomas Ibbott, Michael Davis, Will Trondl, Timothy Roberts 485  
*Performance of High Speed Solar Catamarans*
- John Millett, Colin Anderson 493  
*Fighting Fast Ferry Fouling*

# VOLUME TWO

## KEYNOTE ADDRESS

---

- Arne Osmundsvaag 497  
*Fundamentals of the Fast Ferry Market*

## WIGS 1

---

- Syozo Kubo, Kirill Rozhdestvensky 503  
*An Outline of Conceptual Design and Feasibility Analysis of a Flying Wing Configuration on the Basis of Extreme Ground Effect Theory*
- Ho Hwan Chun, Chong Hee Chang, Kwang June Paik, Shin Ik Chang 513  
*Preliminary Design of a 20 Passenger Parwig Craft and Construction of a 1/10 Scale Radio Controlled Model*

## RULES AND REGULATIONS 2

---

- Per Werenskiold 521  
*Evaluation and Quantification of the Hsc Safety for Approval and Operational Purposes*
- Robert Curry, Todd Grove, Andrew Mak 527  
*Revised Classification Requirements for the Design and Construction of the Latest Generation of High Speed Ferries*

## NUMERICAL ANALYSIS 2

---

- Lars Larsson, Carl-Erik Janson, Philippe Brun 537  
*A Numerical Investigation of Trimaran Configurations*

## NUMERICAL ANALYSIS 2 (continued)

---

Mehmet Atlar, Farhad Kenevissi, Ehsan Mesbahi, 545  
Tony Roskilly  
*Alternative Time Domain Techniques for Multi-Hull  
Motion Response Prediction*

## MATERIALS 1

---

Hisashi Ito, Kota Shibasaki, Motonori Matsuo, 553  
Akiyoshi Mizuta, Hironori Sugimoto  
*Cavitation Erosion Tests of High Tensile Stainless Steels for  
the Techno-Superliner (TSL-F) Hulls*

Derek Russell, Richard Jones, Ian Jones 559  
*Developments in Welding Techniques for  
Aluminium Alloys*

## WIGS 2

---

Myung-Soo Shin, Seung-Il Yang, Young-Ryeol Joo, 565  
Sang-Keun Kim, Young-Soo Bae, Jeong-Hwan Kim,  
Ho-Hwan Chun  
*Wind Tunnel Test Results for Eight and Twenty Passenger  
Class Wing-in-Ground Effect Ships*

## RULES AND REGULATIONS 3

---

Ronald Lokites, Chris McKesson 571  
*High Speed Vessels in the USA: An Introduction to the  
United States' Regulatory Environment*

## NUMERICAL ANALYSIS 3

---

Dario Bruzzone, Pasquale Cassella, Claudio Pensa, 581  
Antonio Scamardella, Igor Zotti  
*On the Hydrodynamic Characteristics of a High-Speed  
Catamaran With Round-Bilge Hull: Wave Resistance and  
Wave Pattern Experimental Tests and Numerical  
Calculations*

## MATERIALS 2

---

Ronnal Reichard, Thomas Neyhart 591  
*Development of a Composite Superstructure System:  
A Joint US Government/Industry Project*

Michael O'Donnell 599  
*Polymide Foam Marine Insulation Systems –  
Weight Reduction in Non-Structural Systems for  
Weight Sensitive Marine Vessels*

## KEYNOTE ADDRESS

---

Alice White 607  
*Crisis Management*

## CONCEPTS 2

---

Kazuo Suzuki, Yuji Nakata, Mitsuhisa Ikehata, 611  
Hisashi Kai  
*Numerical Prediction on Wave Making Resistance of High  
Speed Trimaran*

Christine Schleicher, Dean Schleicher, 623  
John Zseleczky  
*Investigation of a Hybrid Wave Piercing Planing Hull Form*

## STRUCTURAL DESIGN: FATIGUE 3

---

S Di, Don Kelly, D Kastak, M Chowdhury, P Goss, 629  
Avraham Berkovits

*Development of Generic Ship Models for the Study of  
Fatigue in Welded Aluminium Catamaran Structures*

Bård Wathne Tveiten, Torgeir Moan 637  
*Fatigue of Aluminium Stiffener-Girder Connections*

## OPTIMISATION 3

---

L Lazauskas, Ernie Tuck 647  
*Low Drag Multihulls for Sporting, Commercial  
and Military Applications*

Dugald Peacock, Warren Smith, Prabhat Pal 653  
*Minimal Ship Motion Hull-Form Design for High Speed  
Using Multi-Criterion Optimisation Techniques*

## WATERJETS 2

---

Tom van Terwisga 661  
*A Parametric Propulsion Prediction Method for Waterjet  
Driven Craft*

Jason Roberts, Gregory Walker, Michael Davis 669  
*Flow Distribution at Waterjet Intakes*

Tatsuo Kashiwadani 677  
*On the Design Method of Waterjet Inlet for the SES  
'Meguro 2'*

## SURFACE EFFECT SHIPS (SES)

---

Dario Boote, Massimo Figari, Riccardo Damonte, 685  
Raffaele Iaccarino  
*Structural Analysis Procedure for Large Size  
Surface Effect Ships*

Geert Kapsenberg, Dag McGeorge, Torgeir Vada 699  
*Global Loads on a Large Size Surface Effect Ship*

Hiroomi Ozawa, Hideo Yamaga, Kazuyuki Kihara, 707  
Shin Horiba  
*The Third Stage of TSL-A Program - TSL-A 'Hisho' and  
High-Speed Cargo Handling System*



## TESTING TECHNIQUES 2

---

- Nigel Watson**, Michael Davis, Tom Roberts 713  
*Shipborne Measurement of Sea Conditions and Seakeeping Response of High Speed Ferries*
- J F Leguen, G Babaud, **Etienne Thiberge** 719  
*High Speed Monohulls – Experimental Determination of Loads on Structure by Models and Full Scale Tests*
- Larissa Deck** 731  
*Design and Construction of an Open Water Tow Testing Facility*
- Jacqueline Rovere** 737  
*Catamaran Resistance From Tests on a Single Demihull*

## HULL FORM, RESISTANCE AND APPENDAGES 2

---

- Lawrence Doctors**, Alexander Day 743  
*Resistance Prediction for Transom-Stern Vessels*
- Dominic Cusanelli**, Garbor Karafiath 751  
*Integrated Wedge-Flap for Enhanced Powering Performance*
- Patrick Couser**, A F Molland, Neville Armstrong, I K Utama 765  
*Calm Water Powering Predictions for High-Speed Catamarans*
- James Rintoul** 775  
*Minimisation of Sea-Inlet Resistance of Fast Craft*

## CREW AND PASSENGER COMFORT

---

- Moon Seung Kim, Ho Hwan Chun, **Young Ryeol Joo** 783  
*Design of a High Speed Coastal Passenger Catamaran With a Superior Seakeeping Quality*
- Rohan Smith**, Leonard Koss 791  
*Motion Sickness Study on Wavepiercing Catamarans*
- Alan Haywood, **Alec Duncan** 797  
*Experiences Using System Identification Techniques on High Speed Ferries*

## KEYNOTE ADDRESS

---

- Loren Rosenthal** 805  
*An Overview of the Aviation Safety Reporting System (ASRS)*
- John Rothwell** 809  
*The Wizards of AUS*

## MATERIALS 3

---

- Bjørn Høyning**, Jon Taby 811  
*Fire Protection of Composite Vessels: Fire Protection and Structural Integrity – An Integrated Approach*

## PROPULSION 2

---

- Jan Szantyr** 817  
*Experimental Study of Surface Piercing Propellers for a Patrol Boat*

## APPENDICES

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### Appendix A (Volumes 1 and 2)

*Index of Authors*

### Appendix B (Volume 2 only)

*Index of Presenting Authors and their contact details*



# ANALYSIS OF MOTIONS AND LOADS ON A CATAMARAN VESSEL IN WAVES

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## ABSTRACT

A 3D Rankine panel method has been designed to calculate the steady and unsteady velocity potential around a twin hull vessel. Recently, model tests have been performed with a catamaran vessel in head waves. Results from these model experiments will be presented and compared with numerical results.

## 1 INTRODUCTION

The strip theory is a widely used method to calculate the motions and loads on a vessel sailing in waves. The method gives in most cases satisfactory results while the calculation effort is minimal. However, since the strip theory is a 2D method the results become less satisfactory if 3D effects will get more pronounced, as can be expected by catamaran vessels. A typical 3D effect is the interaction of waves generated by the two hulls of the catamaran.

It is understood that for high forward speeds these interaction effects vanish since the waves generated by one hull cannot reach the other hull.

In a 3D Rankine panel method the interaction effects are automatically included since each panel will have its influence on all the other panels. Another important point is that a 3D panel method can predict the seascape around the vessel, which gives the possibility to look at for example the midship structure clearance or the wash behind the vessel.

In the next section the mathematical description of the Rankine panel method is presented and in Section 3 the numerical implementation is described. In Section 4 model test results are presented and compared with numerical results of the 3D Rankine panel method (Seascape) and with numerical results of a 2D strip theory program (Asap).

## 2 THE MATHEMATICAL MODEL

The mathematical model is expressed in a right handed Cartesian coordinate system attached to the vessel. The x-axis is pointing forward in the direction of the forward speed  $U$  of the vessel. The y-axis is pointing to port side and the z-axis is pointing upwards.

The flow is assumed to be incompressible and irrotational and can therefore be described by a velocity potential satisfying the Laplace equation  $\Delta\Psi(\vec{x},t) = 0$  in the whole fluid domain. To solve the flow problem a boundary value method is used, thus flow conditions have to be prescribed on each boundary. The boundaries of the flow domain are the underwater part of the hull surface, the free surface and the sea bottom. If the water depth is assumed to be infinite the sea bottom can be removed from the problem. A normal vector on a boundary surface is pointing into the fluid domain.

### 2.1 The exact boundary conditions

On the actual hull surface  $B$  the boundary condition that no water can penetrate the hull surface must be fulfilled, thus

$$\frac{\partial\Psi(\vec{x},t)}{\partial\vec{n}} = \frac{\partial\vec{\alpha}}{\partial t} \quad \text{on } B$$

Equation (1)

where  $\vec{\alpha}$  is the oscillatory displacement vector of the hull, which is zero if the vessel is sailing in otherwise undisturbed water. On the free surface the dynamic boundary condition has to be satisfied (the pressure on the water surface equals the atmospheric pressure), and the kinematic boundary condition has to be satisfied (the velocity of the water particles is tangential to the wave surface). Satisfying both conditions results in a non linear free surface condition on the yet unknown free surface elevation  $z = \zeta(\vec{x},t)$ ,

$$\Psi_{tt} + 2\nabla\Psi \cdot \nabla\Psi_t + \frac{1}{2}\nabla\Psi \cdot \nabla(\nabla\Psi \cdot \nabla\Psi) + g\Psi_z = 0$$

Equation (2)

The wave elevation is given by the dynamic boundary condition,

$$\zeta(\vec{x},t) = -\frac{1}{g}(\Psi_t + \frac{1}{2}\nabla\Psi \cdot \nabla\Psi - \frac{1}{2}U^2)$$

Equation (3)

The boundary value problem governed by the Equations (1) and (2) is highly non linear and cannot be solved at once. Seeking a linear set of equations to solve the boundary conditions are linearised. With the assumption that the flow disturbance by the vessel is relatively small, the linearisation is allowed.

### 2.2 The linearised boundary conditions

To carry out the linearisation process the overall velocity potential is written as a summation of three velocity potentials, that is

$$\Psi(\vec{x},t) = \Phi(\vec{x}) + \phi(\vec{x}) + \varphi(\vec{x},t)$$

Equation (4)

The base flow  $\Phi(\vec{x})$  is the double body flow, about which the problem will be linearised. The steady velocity potential  $\phi(\vec{x})$  is related to the ship resistance problem and the unsteady velocity potential  $\varphi(\vec{x},t)$  is related to the ship motion problem. These two potentials are assumed to be independent of each other, which makes it possible to solve the steady and unsteady problem separately.

The exact free surface boundary condition is found by substitution of Equation (4) in Equation (2). The result is a non linear equation in  $\phi$  and  $\varphi$  on an unknown free surface. The first step in the linearisation procedure is to remove the non linearity of  $\phi$  and  $\varphi$  leading to a linear equation on  $z = \zeta$ . The next step is to apply a Taylor expansion to express the boundary condition on  $z = 0$ . The last step is separation of the steady and unsteady terms, leading to a steady and unsteady free surface condition.

The linearised steady free surface boundary condition on  $z = 0$  is,

$$-g\phi_z = \frac{1}{2}\nabla\phi\cdot\nabla(\nabla\phi\cdot\nabla\phi) + \nabla\phi\cdot\nabla(\nabla\phi\cdot\nabla\phi) - \phi_{zz}\nabla\phi\cdot\nabla\phi + \frac{1}{2}\nabla\phi\cdot\nabla(\nabla\phi\cdot\nabla\phi) - \frac{1}{2}(\nabla\phi\cdot\nabla\phi - U^2)(\phi_{zz} + \phi_{zz})$$

Equation (5)

with the steady wave elevation,

$$\zeta(\bar{x}) = -\frac{1}{g}(\nabla\phi\cdot\nabla\phi + \frac{1}{2}\nabla\phi\cdot\nabla\phi - \frac{1}{2}U^2)$$

Equation (6)

The linearised unsteady free surface boundary condition on is,

$$-g\phi_{kz} = \phi_{kzt} + 2\nabla\phi\cdot\nabla\phi_{kt} + \nabla\phi\cdot\nabla(\nabla\phi\cdot\nabla\phi_k) + \frac{1}{2}\nabla\phi_k\cdot\nabla(\nabla\phi\cdot\nabla\phi) - \phi_{zz}(\phi_{kt} + \nabla\phi\cdot\nabla\phi_k) - \frac{1}{2}(\nabla\phi\cdot\nabla\phi - U^2)(g\phi_{kzz} + \phi_{kztt})$$

k=1,...,7  
Equation (7)

where k=1,...,6 represent the modes of oscillation, the radiation potentials, and where k=7 represents the diffraction potential. The unsteady wave elevation on  $z = 0$  can be written as,

$$\zeta(x,t) = -\frac{1}{g}(\phi_t + \nabla\phi\cdot\nabla\phi)$$

Equation (8)

On the (mean) hull surface  $\bar{B}$  the steady flow condition is,

$$\frac{\partial\phi(\bar{x})}{\partial\bar{n}} = 0 \quad \text{on } \bar{B}$$

Equation (9)

This hull surface is known so no linearisations have to be carried out.

In the unsteady problem the hull boundary condition has to be imposed on the actual hull surface B which is only known after the problem has been solved. If the oscillatory displacement vector  $\bar{\alpha}$  is used the hull boundary condition, Equation (1), reads as,

$$\frac{\partial\phi(\bar{x},t)}{\partial\bar{n}} = \frac{\partial\bar{\alpha}}{\partial t}\cdot\bar{n} - \nabla(\phi + \phi)\cdot\bar{n} \quad \text{on } B$$

Equation (10)

Equation (10) is linearised using the procedure described by Timman and Newman (1962).

$$\frac{\partial\phi_u}{\partial\bar{n}} = i\omega_e n_k + m_k \quad k=1,\dots,6 \quad \text{on } \bar{B}$$

Equation (11)

The diffraction potential exist by virtue of the incoming wave. The boundary condition is

$$\frac{\partial\phi_7}{\partial\bar{n}} = -\frac{\partial\phi_0}{\partial\bar{n}} \quad \text{on } \bar{B}$$

Equation (12)

where the incoming wave potential is defined by,

$$\phi_0 = i\frac{g}{\omega_0} e^{-i\frac{\omega_0^2}{g}(x\cos\beta + y\sin\beta)} \frac{\omega_0^2}{g} z e^{i\omega_0 t}$$

Equation (13)

### 3 THE NUMERICAL MODEL

#### 3.1 Solving the double body flow

The double body flow is solved using an external Neumann formulation. The Neumann condition applied is that the normal component of the ship velocity equals zero.

For any point P on the (external) surface B of the non-lifting hull the integral formulation reads:

$$\frac{\partial\phi(\bar{x}_P)}{\partial\bar{n}_P} = \frac{1}{4\pi} \iint_B \sigma(\bar{x}_Q) \frac{\partial G(\bar{x}_P, \bar{x}_Q)}{\partial\bar{n}_P} dS + \frac{1}{2}\sigma(\bar{x}_P) = -U_\infty \cdot \bar{n}_P$$

Equation (14)

where  $U^2$  is the undisturbed free stream velocity infinitely far away from the vessel, and  $\sigma(\bar{x}_P)$  represent the source strength in  $\bar{x}_P$ . No free surface is present since the vessel is mirrored in the still water plane. The Green's function is the Rankine source singularity,

$$G(\bar{x}_P, \bar{x}_Q) = \frac{-1}{r(\bar{x}_P, \bar{x}_Q)}$$

Equation (15)

The influence coefficients concerning the Green's function are calculated using the method described by Newman (1986).

If the strength of each source singularity is known the double body flow velocities can be calculated in any point of the fluid domain.

#### 3.2 Solving the steady and unsteady flow

The steady and the unsteady flow are solved by applying Green's second identity on the fluid domain, resulting in the following integral formulation:

$$\frac{1}{2}\phi(\bar{x}_P, t) + \frac{1}{4\pi} \iint_{FS, B} \left[ \frac{\partial\phi(\bar{x}_Q, t)}{\partial\bar{n}_Q} G(\bar{x}_P, \bar{x}_Q) - \phi(\bar{x}_Q, t) \frac{\partial G(\bar{x}_P, \bar{x}_Q)}{\partial\bar{n}_Q} \right] dS = 0$$

Equation (16)

in which the Rankine source singularity is used as the Green's function. In Equation (16) the problem is written down for the unsteady potential  $\phi(\bar{x}, t)$  but the same equation applies to the steady potential  $\phi(\bar{x})$ .

In the steady and the unsteady problem the boundaries of the fluid domain are the free surface and the hull surface.

The normal derivative of the velocity potential on the free surface in Equation (16) is expressed in its tangential derivatives using Equations (5) and (7) for the steady and unsteady problem respectively.

#### 3.3 The discretisation scheme

The hull surface and the free surface are discretised using flat quadrilateral panels. An example of a typical catamaran free surface discretisation is given in Figure 1. In each panel a collocation point is selected in which the integral equation is discretised. A constant source and normal dipole singularity strength are distributed over each panel.

To obtain a solution for the steady or unsteady flow it is necessary to express the unknown velocity potential and its first and second derivatives in a common unknown. Scлавounos and Nakos (1988) showed that a bi-quadratic spline collocation scheme of cubic order can be utilised for this purpose.

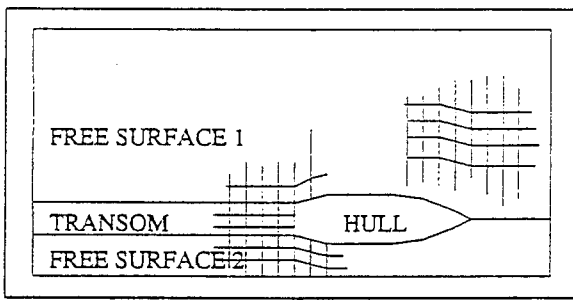


Figure 1: Typical catamaran free surface discretisation

### 3.4 A transom free surface sheet

Most existing catamaran vessels are fitted with a transom stern to install the waterjet propulsion system. Therefore the implementation of a (limited) transom stern must be possible.

It is understood that a transom stern with some immersion below the free surface introduces a significant non linear effect in the flow. And even if the transom stern has a zero or very limited immersion the stern wave system will be dramatically influenced by it.

The assumption is made that the flow leaves the transom edge tangential to the hull surface. This smooth separation condition is modeled as,

$$\frac{\partial \zeta_{tr}}{\partial x} = \arctan \bar{\alpha}_{tr} \quad \zeta_a = \eta_{tr} + h \arctan \bar{\alpha}_{tr} \quad \text{Equation (17)}$$

where  $\bar{\alpha}_{tr}$  is the transom edge angle,  $\eta_{tr}$  is the transom edge elevation, and  $\zeta_a$  is the wave elevation in the first collocation point at a distance  $h$  aft of the transom. The dynamic boundary condition is used to discretise Equation (17).

The solution of the double body flow for a hull with a small transom immersion is questionable, since the hull surface is not a closed surface any more. However, up till now no problems occurred in finding the double body solution for the catamaran under consideration.

### 3.5 The $m$ -terms

The  $m$ -terms as presented in the linearised hull boundary condition, Equation (11), were introduced by Ogilvie and Tuck (1969), and read as,

$$\begin{aligned} (m_1, m_2, m_3)^T &= -(\bar{n} \cdot \nabla) \nabla \Phi \\ (m_4, m_5, m_6)^T &= -(\bar{n} \cdot \nabla) (\bar{x} \times \nabla \Phi) \end{aligned} \quad \text{Equation (18)}$$

In the  $m$ -terms second derivatives of the double body flow occur and they must be calculated with some care since they are known to introduce large numerical errors.

In the panel method presented here the second derivatives for a far field collocation point are calculated following the approach given by Newman (1986). For a near field collocation point Stoke's integral theorem is used to rewrite the surface integral over a panel to an integration along the panel edges, see Koning Gans (1994).

### 3.6 The overall motion equation

In the frequency domain the classical motion equation in six degrees of freedom read,

$$\sum_{j=1}^{j=6} [-\omega_e^2 (M_{ij} + A_{ij}) + i\omega_e B_{ij} + C_{ij}] \xi_j = F_i \quad i=1, \dots, 6$$

Equation (19)

where  $M_{ij}$  is the mass matrix,  $\xi_i = \bar{\xi}_i e^{i\omega_e t}$  is the complex excitation in the  $i$ -th mode with  $\bar{\xi}_i$  as the motion amplitude, and where  $F_i$  is the complex exciting force in the  $i$ -th mode, which is a summation of the Froude Kriloff force and the diffraction force,

$$F_i = \rho \iint (i\omega_e (\varphi_0 + \varphi_7) + \nabla \Phi \cdot \nabla (\varphi_0 + \varphi_7)) \bar{n}_i dS$$

Equation (20)

Using the unsteady radiation potential for the  $i$ -th mode of oscillation the pressure on the hull surface can be calculated, resulting in the hydrodynamic coefficients,

$$\begin{aligned} A_{ij} &= \frac{\rho g}{\omega_e^2} \Re \iint_B (i\omega_e \varphi_j + \nabla \Phi \cdot \nabla \varphi_j) \bar{n}_i dS \\ B_{ij} &= -\frac{\rho g}{\omega_e} \Im \iint_B (i\omega_e \varphi_j + \nabla \Phi \cdot \nabla \varphi_j) \bar{n}_i dS \end{aligned}$$

Equation (21)

The restoring coefficients are given by,

$$\begin{aligned} C_{ij} &= -\rho \iint_B \nabla \left( \frac{1}{2} \nabla \Phi \cdot \nabla \Phi + gz \right) \bar{n}_i dS \quad j=1, 2, 3 \\ &= -\rho \iint_B (\bar{x} \times \nabla) \left( \frac{1}{2} \nabla \Phi \cdot \nabla \Phi + gz \right) \bar{n}_i dS \quad j=4, 5, 6 \end{aligned}$$

Equation (22)

## 4 RESULTS

### 4.1 Model experiments, Catamaran 372

Model experiments have been carried out with a catamaran in the towing tank of Delft University, Van 't Veer (1997). The main particulars of the model are presented in Table 1 and a lines plane is given in Figure 2.

Table 1: Main characteristics of the Catamaran 372 (DUT cat) model

Length over all	3.11 m
Length between perpendiculars	3.00 m
Beam over all, B	0.94 m
Beam demihull, b	0.24 m
Distance between centerline demihulls, H	0.70 m
Draught, T	0.15 m
Displacement	87.07 kg
Trim	0.0 deg
Vertical center of gravity, KG	0.337 m
Longitudinal center of gravity, LCG	1.41 m
Pitch radius of gyration, $k_y$	0.224 L
Length over beam ratio, L/b	12.5
Length over draught ratio, L/T	20.0
Block coefficient demihull	0.403

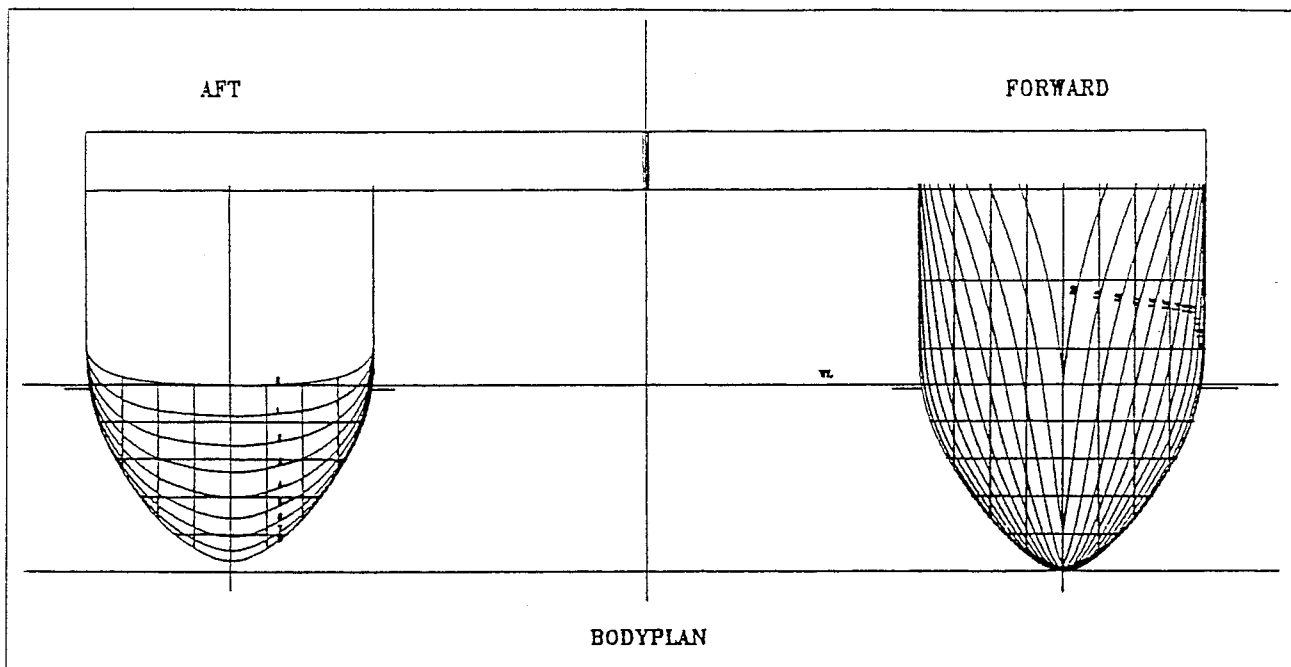


Figure 2: Lines plan catamaran 372 (DUT cat)

The following set of experiments have been carried out: 1) sinkage and trim measurement,  $F_n = 0.18$  to  $F_n = 0.75$ ; 2) wave cut measurements during test series 1; 3) heave and pitch motion response measurements,  $F_n = 0.30, 0.45, 0.60$  and  $0.75$  and; 4) heave and pitch oscillation test,  $F_n = 0.30, 0.45, 0.60$  and  $0.75$ .

During the still water test runs, a wave cut measurement was carried out at a distance of  $y=625$  mm from the center plane of the model (that is  $y/(0.5 B) = 1.38$ ). In Figures 3 and 4 the measurements are compared with the steady Seascape calculations for  $F_n = 0.30$  and  $F_n = 0.60$ . During the run at  $F_n = 0.60$  the measured trim of the catamaran was  $2.1$  degrees (bow up) and the sinkage was  $7.9$ mm (down). If these

quantities are included in the calculations by rebuilding the hull surface, a better comparison is found with the wave cut measurements.

The steady seascape at  $F_n = 0.45$  is presented in Figure 5. The addition of a wake sheet behind the catamaran vessel, as was proposed by Kring and Scлавounos (1991) to obtain a smooth free surface wave elevation, is not applied in Seascape. Despite this fact, the wave elevation shows a smooth connection between the different calculation grids.

The heave and pitch motions in head waves are presented in Figure 6 for  $F_n = 0.30$  and for  $F_n = 0.60$  in the Figures 7 and 8. The agreement in heave for  $F_n = 0.30$  is excellent but the prediction for pitch is less satisfactory. The comparison

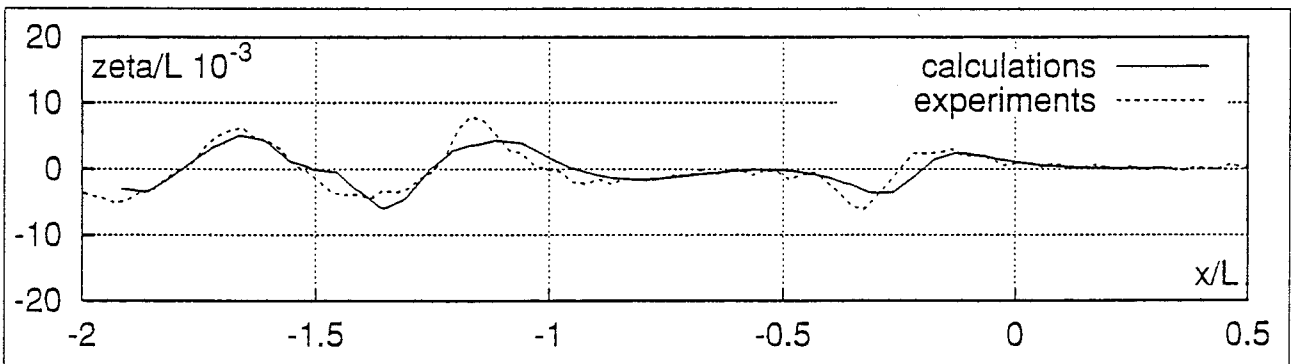


Figure 3: Wavecut measurement and Seascape calculations, DUT Catamaran,  $F_n = 0.30, y/0.5B = 1.38$

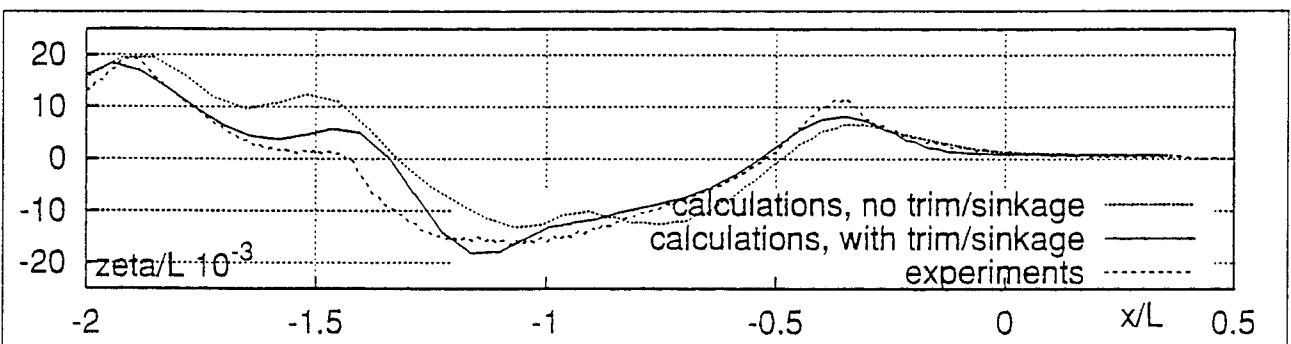


Figure 4: Wavecut measurement and Seascape calculations, DUT Catamaran,  $F_n = 0.60, y/0.5B = 1.38$

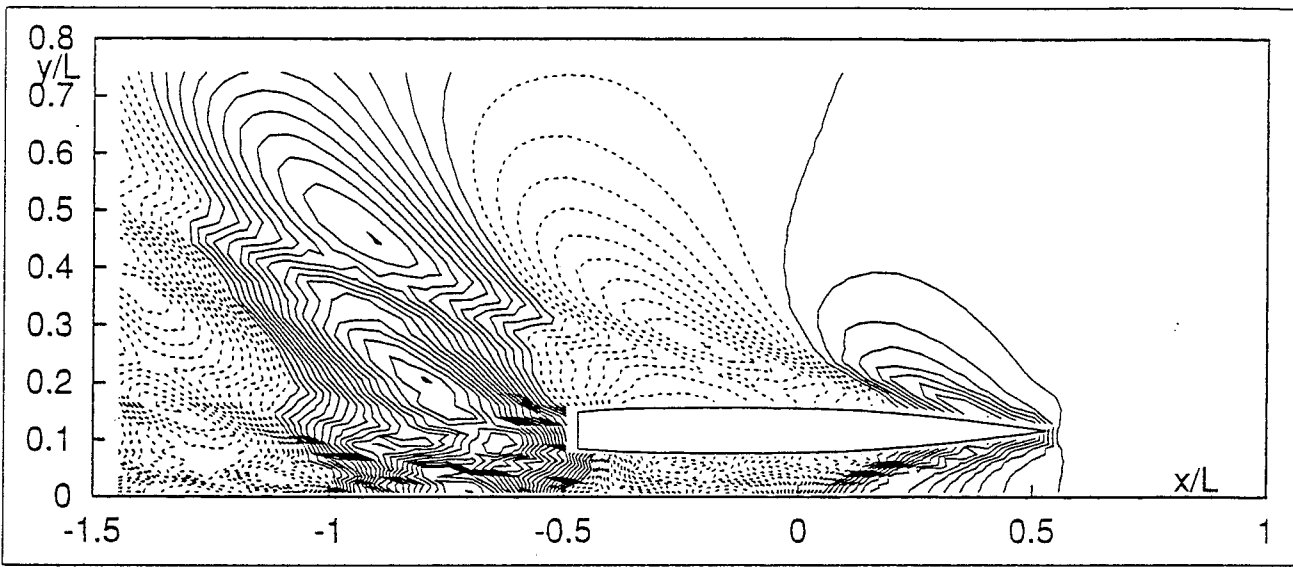


Figure 5: Steady Seascape, DUT Catamaran,  $Fr = 0.45$

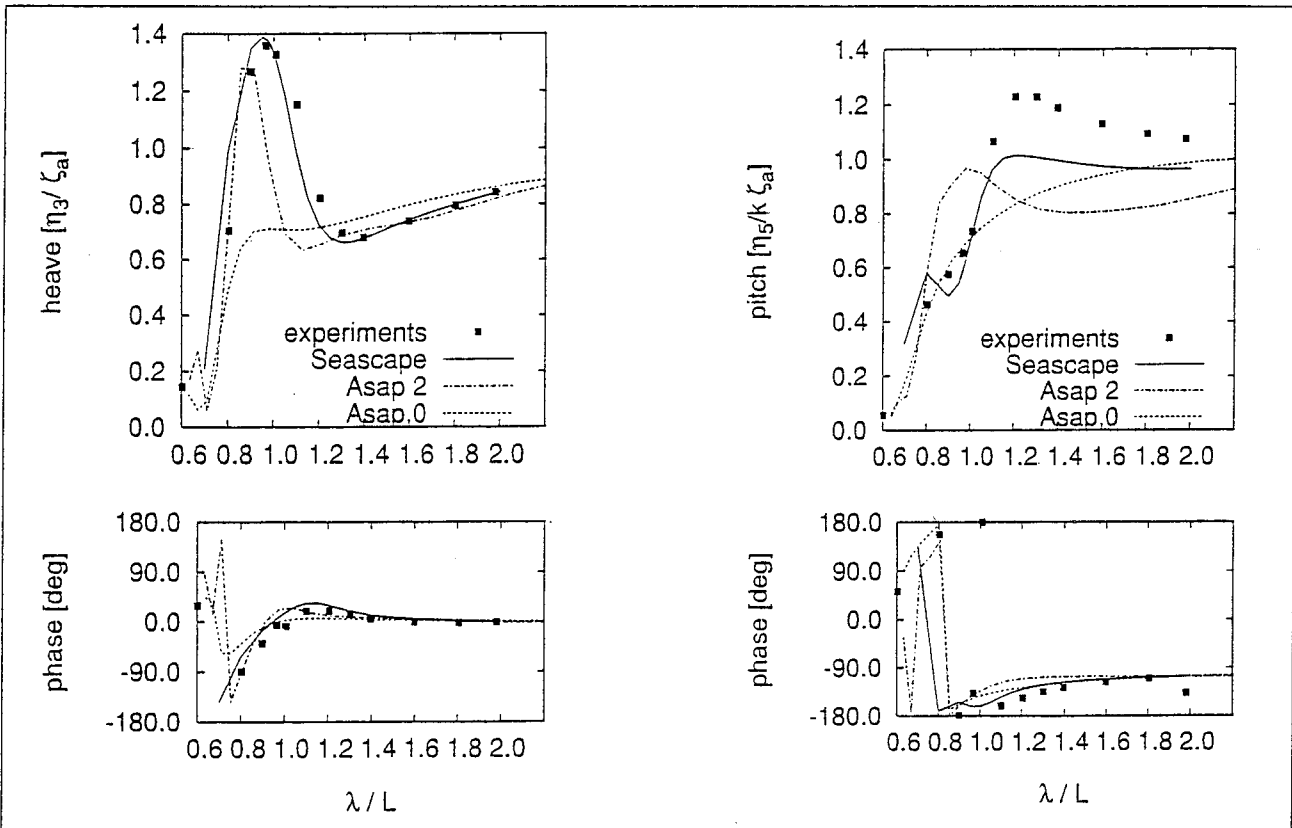


Figure 6: Heave and pitch RAO, DUT catamaran,  $Fr = 0.30$ , without trim and sinkage correction

between the calculations and the measurement in Figure 7 is less good than the comparison between calculations and measurements in Figure 8 where the hull grid has been corrected for the measured trim angle and sinkage. Since the trim and sinkage are quite significant at  $Fr = 0.60$  the effect in the restoring terms is important and should be taken into account.

A comparison between the hydrodynamic coefficients at  $Fr = 0.30$  is presented in Figure 9. Reasonable agreement has been found.

## CONCLUSIONS

With a 3D Rankine panel method it is possible to obtain a good solution for the steady and unsteady wave pattern around twin hull vessel. The method can predict the heave and pitch responses of a catamaran vessel with reasonable accuracy up to high Froude numbers. If the trim and sinkage are significant they should be included in the motion calculations.

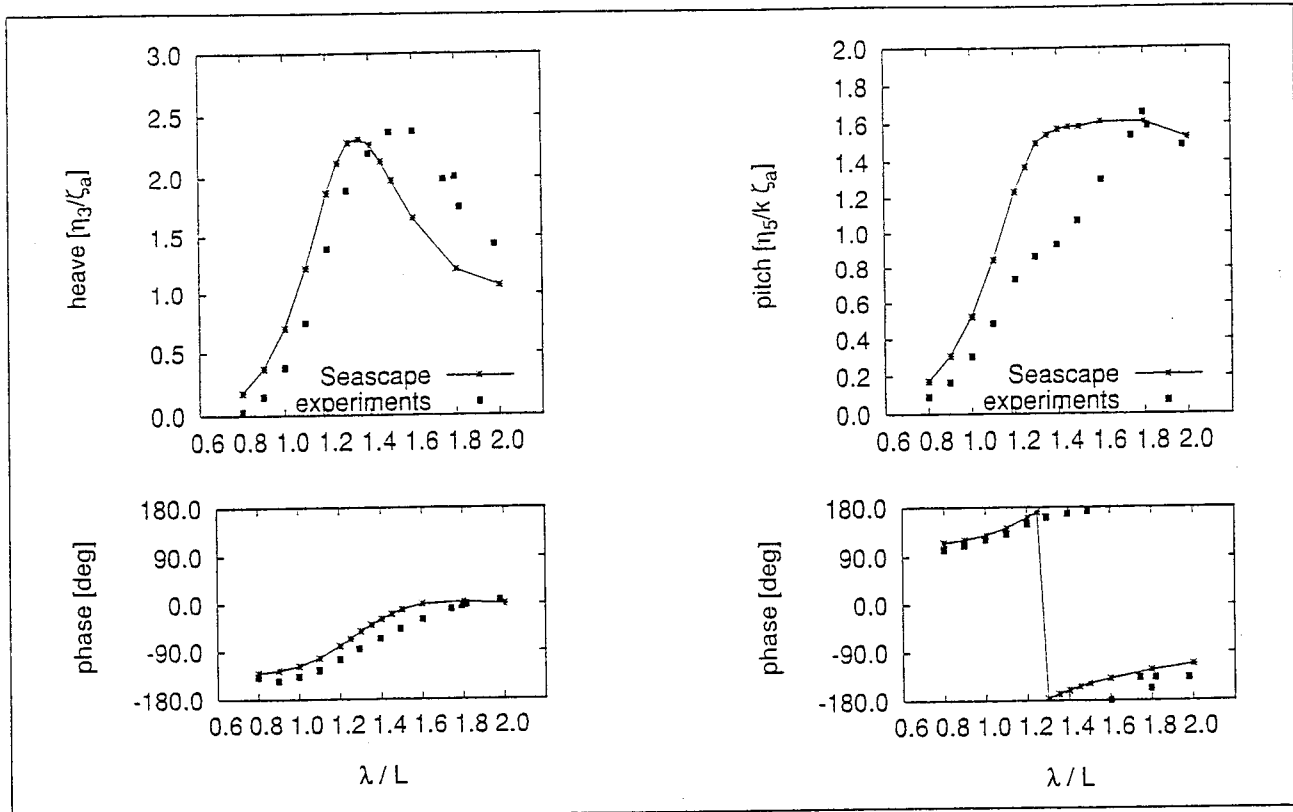


Figure 7: Heave and pitch RAO, DUT catamaran,  $F_n = 0.60$  without trim and sinkage correction

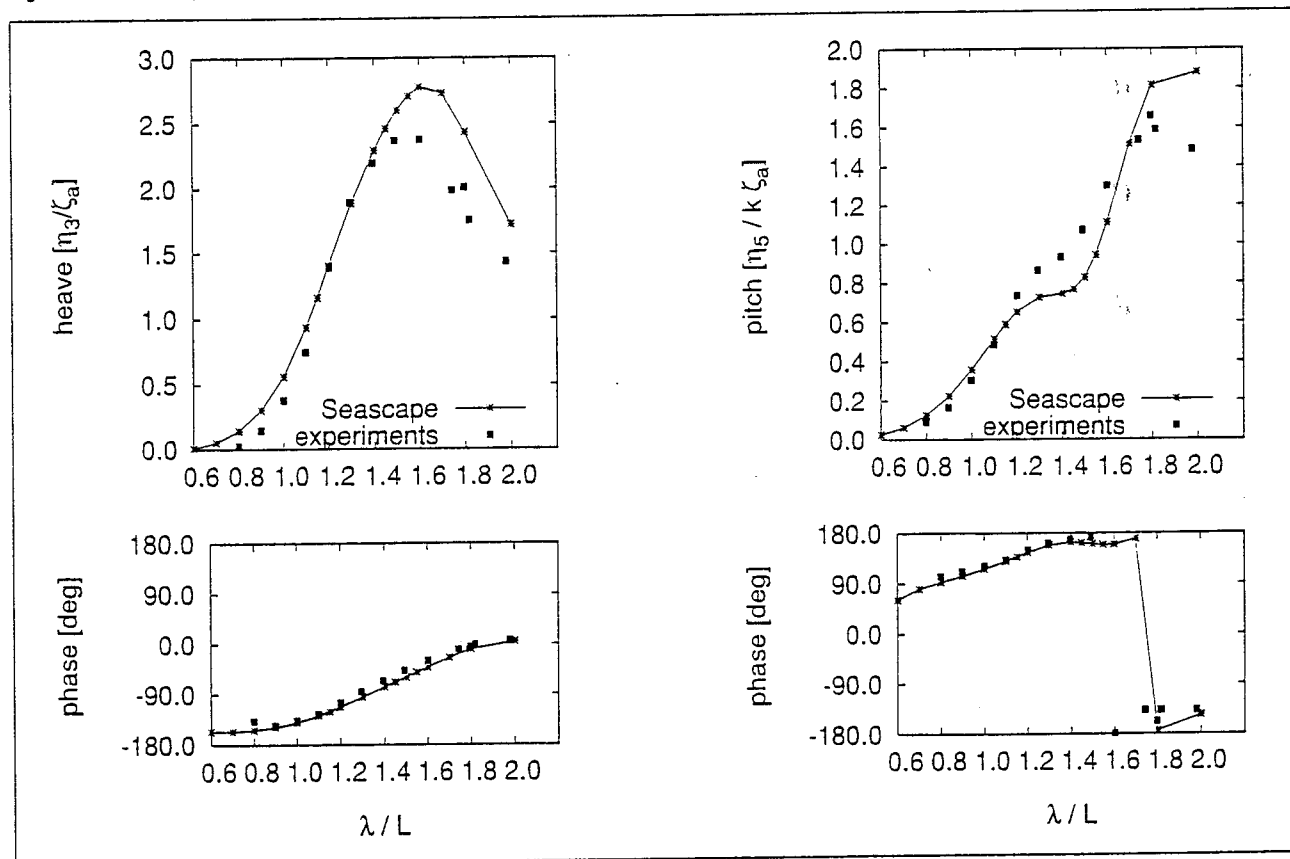


Figure 8: Heave and pitch RAO, DUT catamaran,  $F_n = 0.60$  with trim and sinkage correction



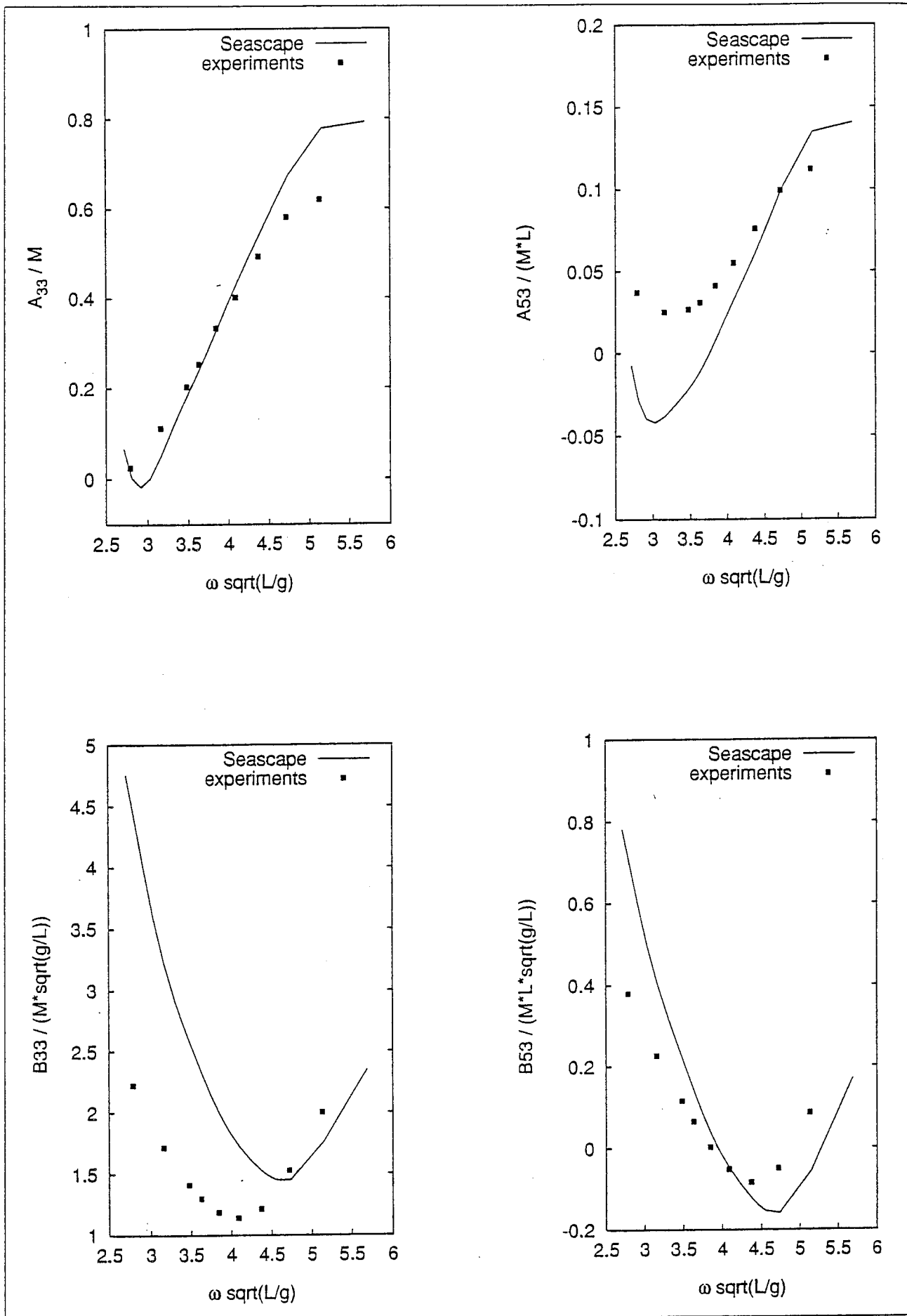


Figure 9: Hydrodynamic coefficients,  $Fn = 0.30$

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