Special Issue

Evolutional Marine Propulsion System Design for the Carbon Neutral World

Message from the Guest Editors

Marine propellers have a long history of more than 200 years. The propeller not only plays the role of a propulsion device, but also greatly affects other performances such as maneuverability due to interference with the hull and rudder. Furthermore, the improvement of hull resistance recently neared the limit, and the number of ships equipped with so-called energy-saving devices (ESDs) in the ship stern is increasing. In such ships, propeller design methods have also changed significantly from the past. About 50 years ago, the goal of propeller design was to provide maximum propulsive efficiency while satisfying the so-called propeller design conditions that came from the main engine rating and wake flow generated by the ship stern. At present, propellers have come to play an important role in regulations such as EEDI, EEXI, minimum power requirements and underwater propeller noise regulations. In this Special Issue, we would like to review the latest technology mentioned above, focusing on aspects not considered in previous conventional propeller design.

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The *Journal of Marine Science and Engineering* (*JMSE*; ISSN 2077-1312) is an international peer-reviewed open access journal which provides an advanced forum for studies related to marine science and engineering. The journal aims to provide scholarly research on a range of topics, including ocean engineering, chemical oceanography, physical oceanography, marine biology and marine geosciences. We invite you to publish in our journal sharing your important research findings with the global ocean community.

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