

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.

Guest Editors

Prof. Dr. Noriyuki Sasaki

Department of Naval Architecture, Ocean and Marine Engineering,
University of Strathclyde, Glasgow, UK

Prof. Dr. Mehmet Atlar

Department of Naval Architecture, Ocean and Marine Engineering,
University of Strathclyde, Glasgow, UK

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Editorial Office
MDPI, Grosspeteranlage 5
4052 Basel, Switzerland
Tel: +41 61 683 77 34
jmse@mdpi.com

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Journal of Marine Science and Engineering (JMSE, ISSN: 2077-1312) focuses on research in the fields of Ocean Engineering, Coastal Engineering, Physical Oceanography, Geological Oceanography, Marine Biology, and Marine Environmental Science. It publishes reviews, regular research papers, and short communications, as well as Special Issues on particular subjects. Our aim is to encourage scientists to publish their experimental and theoretical results in as much detail as possible. There is no restriction on the maximum length of the papers.

Editor-in-Chief

Prof. Dr. Charitha Pattiaratchi

School of Engineering, The UWA Oceans Institute, The University of Western Australia, Perth, WA 6009, Australia

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