Special Issue

Unconventional Marine Vehicles

Message from the Guest Editor

Unconventional hulls, e.g., planing and stepped hulls, catamarans and multihulls, small waterplane area twin hulls (SWATHs), slice SWATHs, air cushion vehicles (ACV), and surface effect ships (SES), wing-in-ground (WIG), and hydrofoils, are of great interest in the marine industries and in the researcher community, as these unconventional ships could be the best-fit solution for specific issues that conventional hulls fail to ensure, in particular, the capability to reach high speeds, reduce hull motion, or increase payloads. However, unconventional hulls are not so easy to investigate in terms of experimental test, due to difficulties in recreating and evaluating the complex phenomena underpinning an unconventional hull's physical behaviors. Today, the increase of computational resources and tools, such as CFD methods (RANS, LES, SPH, etc.), gives researchers great support in the investigation of the performances (resistance, seakeeping, and maneuverability attitude) of unconventional hulls, also in the early design stage. This Special Issue aims to collect state-of-the-art contributions about the investigation and analysis of performances of unconventional hulls.

Guest Editor

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Message from the Editor-in-Chief

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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