Special Issue

Simulation of the Acoustic Behaviour of Ship-Propeller Configurations with and without Cavitation

Message from the Guest Editor

At least since the late 1990s, acoustic pollution of the marine environment has been the subject of discussion between the maritime industry, environmentalists, and politicians. The significant anthropogenic noise impact is caused by sea transport. Large tankers or bulkers cause noise levels of up to 205 decibels due to engine noise, propellers, cavitation, and hull vibration. The oceans of the northern hemisphere are now characterized by diffuse noise caused by ships in the frequency range between 100 and 300 Hz, with the sound spectrum of ships being in the frequency range from 10 Hz to 4 kHz. Since a considerable amount of experimental and numerical research is currently being conducted and substantial progress has been made in analyzing noise generation and propagation, the aim of this Special Issue is to provide a comprehensive summary of the state of development in this field. You are invited to present your latest developments and results on one of the topics listed below. We encourage you to send us articles on other relevant topics.

Guest Editor

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Deadline for manuscript submissions

closed (10 October 2021)

Journal of Marine Science and Engineering

an Open Access Journal by MDPI

Impact Factor 2.8
CiteScore 5.0

mdpi.com/si/43608

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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.

Editor-in-Chief

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