

A ship's fore body form

Field of the invention

The invention concerns design of vessel hulls. More specifically, the invention concerns the shape of ships' fore body forms, as set out in the preamble of claim 1.

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Background of the invention

When a ship is moving in – and relative to – water, it is subjected to various forms of resistance by the water. This is discussed by O.M. Faltinsen, *Sea Loads on Ships and Offshore Structures*, Cambridge, 1990.

10 The resistance components in various conditions can be summarized as follows:

- calm water resistance, when there are no waves,
- added resistance in short (small) waves, and
- added resistance in long waves (higher seastates).

15 Most important is the total resistance, which is a combination of calm water resistance and the added component due to the waves.

Thus, the added resistance due to waves is usually divided into two components:

- a) added resistance due to reflection of waves in the bow region of the ship, and
- b) added resistance due to ship motions.

20 The wave length regions where the different components dominate are shown in figure 1, illustrating typical wave length (λ) dependence of added resistance in waves for a ship of length "L". The figure shows the two components of resistance increase, as well as the total resistance increase.

25 Typically, added resistance due to bow wave reflection dominate when the wave length λ is less than half the ship length ($\lambda/L < 0.5$), while the added resistance due to ship motions are dominant when the ship motions become large. This is typically in the region $0.7 < \lambda/L < 1.5$, where the wave length is close to the length of the ship.

30 When a ship goes in a seaway, the waves induce motions in six degrees of freedom on the hull. From a resistance point of view, the heave and pitch motions are the most important, which again are strongly coupled. When the hull heaves and pitches it generates its own wave system, which carries energy away in much the same way as the still water wave pattern and thereby creating a resistance force.

35 The added resistance in small waves is due to bow wave reflection (cf. figure 1), which again is very dependent on bow shape geometry and forward speed. The ship has very little, or none, motions in these waves as the ship motions are dominated by the inertia forces in this frequency range.

In order to design an effective bow to minimize the calm water resistance and the added resistance in waves, knowledge of the most probable sea conditions, wave heading, speed and operational profile is required.

5 Summary of the invention

The invention is set forth and characterized in the main claim, while the dependent claims describe other characteristics of the invention.

10 The purpose of the invention is to achieve a bow shape whereby the added resistance in both small and large waves is reduced, as well as reducing the level of accelerations, motions in a seaway and slamming in the bow region. As a result, the vessel can be operated with less fuel consumption and more comfort for the crew, compared to that of a conventional bow shape. One embodiment of the invention comprises the conventional bulbous bow design for low calm water resistance.

15 The invented bow hull shape comprises three distinct portions, each dealing with the three different resistance regimes, and a combination of these:

- A lower bow portion: Optimised for calm water with a conventional bulbous bow with low calm water resistance.
- 20 • An intermediate bow portion: Optimised to reduce the added wave resistance in smaller waves which are reflected in the bow part region. The energy of the wave is treated in a relatively short period of time and the tendency for the small waves to follow the hull shape further aft is generally prevented.
- 25 • An upper bow portion: Optimised to reduce the added wave resistance in larger waves which are mainly due to ship motions. By stretching this part further forward (relative to a conventional bow shape) and make it more pointing, it will split the biggest waves and make it possible to reduce the flare angles and the "shoulders" in the bow region.

30 The inventive a fore body of a ship comprises a bow having an upper bow portion and a lower bow portion, characterised by a recessed bow portion between the upper bow portion and the lower bow portion.

35 Advantageously, the recessed bow portion comprises a blunt shaped surface, curving inwards and backwards from a transition area between the upper bow portion and the recessed bow portion, said blunt shaped surface being designed to reflect smaller waves and thus reduce the added wave resistance in smaller waves which are reflected in the recessed bow portion, whereby the energy of the wave is

treated in a relative short period of time and the tendency for the small waves to follow the hull shape further aft is generally prevented.

5 In one embodiment, the recessed bow portion comprises a generally vertically oriented leading edge portion, preferably extending in a z-direction from the blunt shaped surface and down to the lower bow portion.

In one embodiment, the upper bow portion comprise reduce flare angles and a comparably narrow shoulder portion, whereby the added wave resistance in larger waves is reduced.

10 In one embodiment, the upper bow portion extends beyond the lower bow portion in the forward x-direction. In another embodiment, the lower bow portion extends beyond the upper bow portion in the forward x-direction.

In a preferred embodiment, the lower bow portion comprises a bulbous bow portion.

Brief description of the drawings

15 These and other characteristics of the invention will be clear from the following description of an embodiment, given as a non-restrictive example, with reference to the attached drawings wherein:

Figure 1 is a graph showing typical wave length dependence of added resistance in waves.

20 Figure 2 is a principle side view of an embodiment of a bow design according to the invention.

Figure 3 is a front view of an embodiment of a bow design according to the invention, viewed in the ship longitudinal direction.

25 Figure 4a is a line drawing of a bow design according to the prior art, viewed in the ship longitudinal direction (x axis), from the front.

Figure 4b is a line drawing of an embodiment of a bow design according to the invention, viewed in the ship longitudinal direction (x axis), from the front.

Figure 5a is a line drawing of a bow design according to the prior art, viewed in the ship transverse direction (y axis), from a side.

30 Figure 5b is a line drawing of an embodiment of a bow design according to the invention, viewed in the ship transverse direction (y axis), from a side.

Figure 6a is a line drawing of a bow design according to the prior art, viewed in the ship transverse direction (z axis), from below.

Figure 6b is a line drawing of an embodiment of a bow design according to the invention, viewed in the ship transverse direction (z axis), from below.

Figure 7 is a perspective view of an embodiment of a bow design according to the invention.

- 5 Figure 8 is a side view of an embodiment of a bow design according to the invention.

Figure 9 is a plan view of an embodiment of a bow design according to the invention, viewed from below.

- 10 Figure 10 is another perspective view of an embodiment of a bow design according to the invention.

Detailed description of an embodiment

- 15 In the following description and in the claims, spatial coordinates and directions are made with reference to a conventional three-dimensional coordinate system where the ship length direction, width direction and height direction correspond respectively to the x-axis, y-axis and z-axis of the coordinate system, and wherein the x-axis and the y-axis are oriented in the horizontal plane while the z-axis is oriented in the vertical plane. The forward direction of the ship corresponds to the positive x-direction and the upward direction corresponds to the positive z-direction. The xz-plane defines a longitudinal plane and the yz-plane defines a transversal plane.

With reference to the attached drawings, the inventive ship fore body 1 comprises a bow having an upper bow portion 30 and a lower bow portion 10 and a recessed bow portion 20 between the upper bow portion 30 and the lower bow portion 10.

- 25 Referring to figure 2, these three bow portions are schematically illustrated. By virtue of this design, three zones may be defined:

Zone A: Low calm water resistance zone, in which the operative element is the lower, bulbous bow portion 10;

- 30 Zone B: Small wave crushing zone, in which the operative element is the intermediate, recessed and blunt bow portion 20; and

Zone C: Larger wave splitting zone, in which the operative element is the comparably narrow upper bow portion 30, having a shape which efficiently splits the larger waves.

In the novel bow shape the recessed bow portion 20 may be defined as the surface extending from a transition area T between recessed bow portion and the upper bow portion, as illustrated in e.g. figures 3, 5B and 7. As can be seen from the figures, a blunt shaped surface 23, extends from the transition area T and curves inwards and backwards, in a manner of speaking “underneath” the upper bow portion 30.

This blunt shaped surface 23 will reflect smaller waves and thus reduce the added wave resistance.

Also, the recessed bow portion comprises a generally vertically oriented leading edge portion 21, which in the illustrated embodiment extends in a z-direction, from the blunt shaped surface 23 and down to the lower bulbous bow portion 10.

As can be seen particularly from figure 4B, the upper bow portion 30 comprise reduce flare angles and a comparably narrow shoulder portion 32, compared to the prior art (cf. figure 4A). This feature contributes to reducing the added wave resistance in larger waves.

Referring to figure 1, an effect of the invention is that the added resistance is lowered, compared to a bow design according to the prior art, particularly in the left-hand part of the graph as the added resistance due to bow reflection is lowered.

Claims

1. A fore body of a ship, comprising a bow having an upper bow portion and a lower bow portion, and a recessed bow portion between the upper bow portion and the lower bow portion, **characterised in that** the recessed bow portion comprises a blunt shaped surface, curving inwards and backwards from a transition area between the upper bow portion and the recessed bow portion, said blunt shaped surface being designed to reflect smaller waves and thus reduce the added wave resistance in smaller waves which are reflected in the recessed bow portion, whereby the energy of the wave is treated in a relative short period of time and the tendency for the small waves to follow the hull shape further aft is generally prevented.
2. The fore body of claim 1, wherein the recessed bow portion comprises a generally vertically oriented leading edge portion.
3. The fore body of claim 3, wherein the leading edge portion extends in a z-direction.
4. The fore body of claim 3, wherein the leading edge portion extends from the blunt shaped surface and down to the lower bow portion.
5. The fore body of any one of the preceding claims, wherein the upper bow portion comprises reduce flare angles and a comparably narrow shoulder portion, whereby the added wave resistance in larger waves is reduced.
6. The fore body of any of claims 1 – 5, wherein the upper bow portion extends beyond the lower bow portion in the forward x-direction.
7. The fore body of any of claims 1 – 5, wherein the lower bow portion extends beyond the upper bow portion in the forward x-direction.
8. The fore body of any one of the preceding claims, wherein the lower bow portion comprises a bulbous bow portion.