

COMBINED PROPELLER CAP FOR REDUCING ROTATING FLOW AND HUB VORTEX AND ENHANCING PROPULSIVE EFFICIENCY

ABSTRACT

The present invention relates to the structure of a propeller cap. According to the present invention, in order to solve the problem with the existing PBCF (Propeller Boss Cap Fin) whereby manufacturing is difficult expensive due to precise machining, there is provided a combined propeller cap for reducing rotational flow and hub vortex and improving propulsive efficiency, the combined propeller cap being capable of reducing hub vortex cavitation that is generated behind a propeller by using a structure in which a diffusion type propeller cap is coupled to the end of a contraction type propeller cap, and being capable of additionally reducing the hub vortex cavitation by attaching guide fins at a contractive section or between the contractive section and a diffusive section of the propeller cap.

Figure: 8