

AD-A009 473

POWERING PREDICTIONS FOR THE UNITED STATES COAST GUARD
140-FOOT WYTM REPRESENTED BY MODEL 5336

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Bethesda, Maryland

April 1975

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REPORT DOCUMENTATION PAGE		READ INSTRUCTIONS BEFORE COMPLETING FORM	
1. REPORT NUMBER SPD-223-16	2. GOVT ACCESSION NO.	3. RECIPIENT'S CATALOG NUMBER AD-A009473	
4. TITLE (and Subtitle) POWERING PREDICTIONS FOR THE UNITED STATES COAST GUARD 140-FOOT WYTM REPRESENTED BY MODEL 5336		5. TYPE OF REPORT & PERIOD COVERED FINAL	
7. AUTHOR(s) E. E. WEST		6. PERFORMING ORG. REPORT NUMBER	
9. PERFORMING ORGANIZATION NAME AND ADDRESS Naval Ship Research & Development Center Ship Performance Dept. Bethesda, Md. 20084		8. CONTRACT OR GRANT NUMBER(s)	
11. CONTROLLING OFFICE NAME AND ADDRESS		10. PROGRAM ELEMENT, PROJECT, TASK AREA & WORK UNIT NUMBER USCG Purchase Request 7-70099- 4-44131 of 28 Jun 74 1524-550	
14. MONITORING AGENCY NAME & ADDRESS (if different from Controlling Office)		12. REPORT DATE APRIL 1975	
		13. NUMBER OF PAGES 19	
		15. SECURITY CLASS. (of this report) UNCLASSIFIED	
		15a. DECLASSIFICATION/DOWNGRADING SCHEDULE	
16. DISTRIBUTION STATEMENT (of this Report) Approved for public release Distribution unlimited			
17. DISTRIBUTION STATEMENT (of the abstract entered in Block 20, if different from Report)			
18. SUPPLEMENTARY NOTES			
19. KEY WORDS (Continue on reverse side if necessary and identify by block number) (U) ICE BREAKER; (U) BUOY TENDER; (U) TOW ROPE PULL; (U) TUG			
20. ABSTRACT (Continue on reverse side if necessary and identify by block number) (U) This report presents powering predictions for a WYTM with stock propellers. This hull can attain a speed of 14.6 knots in smooth deep, fresh water. A slight increase should be attained with design propellers.			

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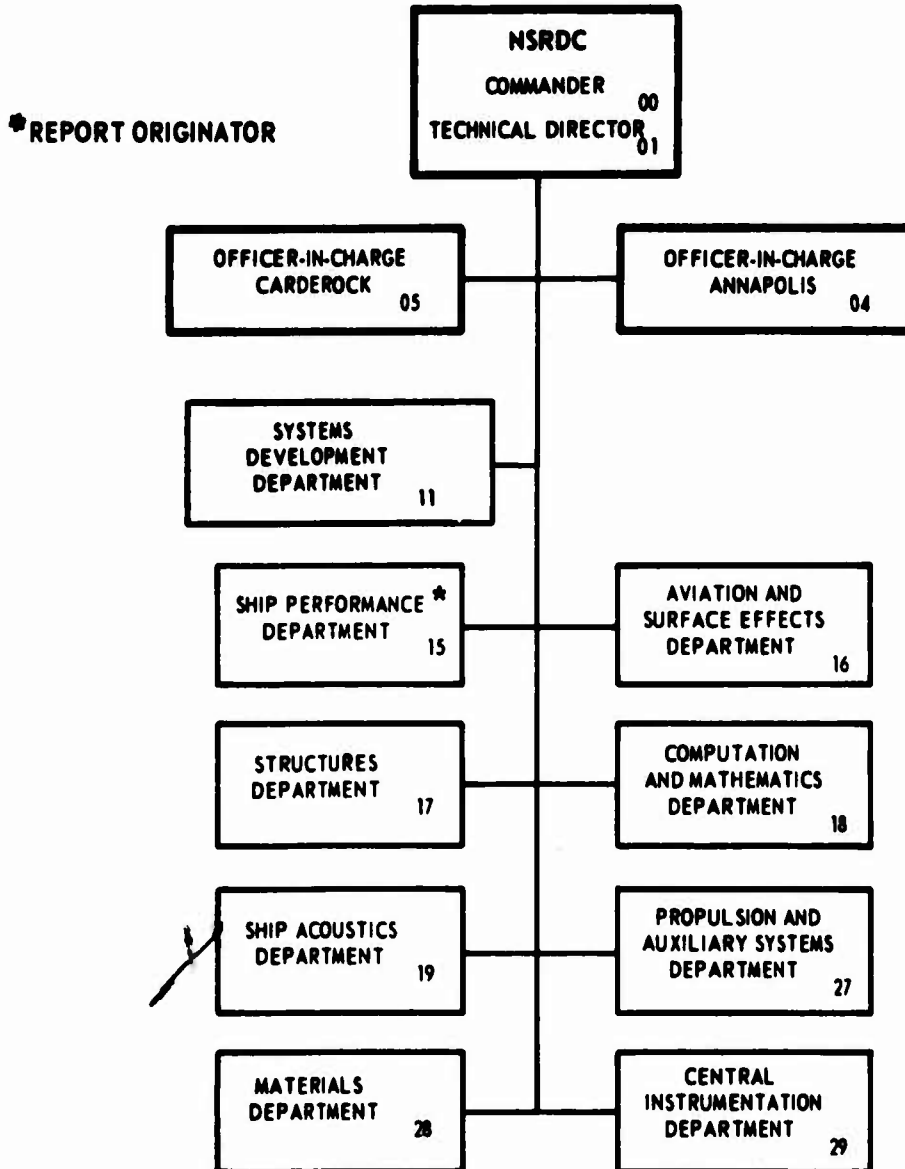
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INTRODUCTION

The United States Coast Guard (USCG) initiated a model experimental program at the Naval Ship Research and Development Center (NSRDC) to aid in the evaluation of a proposed design for a 140-foot WYTM with icebreaking capabilities. In this program NSRDC was requested to provide the following:

- (1) Shaft horsepower (P_S), effective horsepower (P_E), RPM and allied data for the hull with rudder.
- (2) P_S and RPM for the towrope and bollard pull conditions.
- (3) Flow patterns about the underwater portion of the hull and rudder.
- (4) Velocity distribution in way of the propeller and its harmonic analysis.
- (5) Maneuvering and directional stability.

This report covers Items (1) and (2). Data for Items (3), (4), and (5) of the program will be issued in subsequent reports.

PROCEDURE AND EXPERIMENTAL RESULTS

Model 5336 represents a 140-foot WYTM icebreaker constructed in accordance with USCG lines and offsets No. 140 WYTM-0101-1 dated 14 August 1974. A linear ratio of 9.273 was selected so that a 4-bladed stock propeller with a nominal diameter of 11 inches could be used in the powering phase of this program. Additional ship and model data along with hull characteristics are given in Figure 1. Abbreviated hull lines of the WYTM are shown in Figure 2. Fitting room photographs of the model are displayed in Figure 3.

Predictions of P_E , P_S and allied data resulting from the propulsion experiment at the design draft corresponding to 12 feet, trimmed to a level baseline, and a displacement of 666 tons are tabulated in Table 1. The tables are copies of computer output sheets. In this computer program some of the final values are rounded off. The P_E , P_S , RPM and η_S (P_E/P_S) are presented graphically in Figure 4. These data show that when fitted with an 8.5-foot prototype of NSRDC Stock Propeller 4665, the WYTM will attain a speed of about 14.6 knots using 2500 shaft horsepower.

Table 2 gives predictions for P_S and allied data tabulated for the WYTM at the 11-foot draft, even baseline. The P_E , P_S , RPM and η_S are also shown graphically in Figure 5.

All powering predictions reported herein are for the ship operating in smooth, deep, fresh water with a temperature of 40 degrees Fahrenheit. A correlation allowance (C_A) of 0.0004 and the ITTC friction formulation of 1957 were used in all frictional calculations. The open-water characteristic curves for NSRDC Stock Propeller 4665 are shown in Figure 6. Tabulated open-water data are given in Table 3.

Change of level data taken during various experiments are shown in Figure 7. The wave profiles for 10 and 15 knots are shown graphically in Figure 8 for the 12-foot draft condition. Wave profile photographs taken during Experiment 5, the 12-foot draft condition, are shown in Figure 9.

Predictions of P_S and RPM requirements for towrope pull conditions are shown in Figure 10. The speeds covered in the ahead operation are zero (bollard pull), 3, and 6 knots. The predictions for the bollard pull astern operation are given in Figure 11,

TABLE 1

PREDICTIONS OF SHP, RPM AND ALLIED DATA FOR THE 140-FOOT WYTM
 REPRESENTED BY MODEL 5336 WITH PROPELLER 4665

EXPERIMENTS 4 & 5 DISPLACEMENT 666 TONS DRAFT 12.0 FT - EVEN BASELINE
 CORRELATION ALLOWANCE 0.0004 PROPELLER DIAMETER 8.5 FT

V _S	P _E	P _S	RPM	η _S	1-W _T	J _T	1-W _Q	1-t	η _P	η _H	η _R
5.00	20.	35.	81.9	.565	.745	.540	.755	.810	.505	1.090	1.020
6.00	34.	60.	97.9	.565	.740	.540	.750	.810	.505	1.095	1.020
7.00	56.	99.	115.0	.565	.740	.535	.750	.810	.505	1.095	1.015
8.00	88.	156.	132.6	.565	.740	.530	.745	.810	.510	1.100	1.015
9.00	129.	228.	149.9	.565	.735	.525	.740	.810	.510	1.100	1.010
9.50	154.	272.	158.7	.565	.735	.525	.740	.810	.510	1.100	1.010
10.00	189.	334.	169.0	.565	.735	.520	.740	.810	.505	1.100	1.010
10.50	251.	445.	183.9	.565	.740	.500	.750	.810	.505	1.100	1.020
11.00	319.	567.	198.1	.565	.740	.490	.760	.810	.500	1.090	1.030
11.50	389.	697.	211.4	.560	.750	.485	.765	.810	.500	1.085	1.030
12.00	460.	833.	223.5	.550	.750	.480	.770	.810	.500	1.075	1.030
12.50	536.	986.	235.1	.545	.755	.480	.765	.810	.495	1.075	1.020
13.00	621.	1160.	246.4	.535	.755	.475	.760	.810	.495	1.075	1.005
13.50	747.	1410.	261.4	.530	.755	.465	.760	.810	.495	1.070	1.005
14.00	932.	1780.	280.2	.525	.760	.450	.765	.810	.485	1.065	1.010
14.50	1190.	2300.	302.8	.515	.765	.435	.780	.810	.480	1.060	1.020
15.00	1530.	3050.	328.9	.500	.770	.420	.790	.810	.465	1.050	1.020
15.50	1970.	4070.	358.2	.485	.780	.400	.800	.810	.455	1.040	1.020
16.00	2550.	5490.	391.4	.465	.785	.380	.810	.810	.440	1.030	1.020
16.50	3280.	7410.	427.3	.445	.790	.365	.810	.810	.425	1.025	1.015
17.00	4130.	10080.	463.9	.410	.800	.350	.770	.810	.415	1.010	0.980

TABLE 2

PREDICTIONS OF SHP, RPM AND ALLIED DATA FOR THE 140-FOOT WYTM
FULLY APPENDED REPRESENTED BY MODEL 5305 WITH PROPELLER 4665

EXPERIMENTS 6 & 7 DISPLACEMENT .581 TONS DRAFT 11.0 FT EVEN BASELINE
CORRELATION ALLOWANCE 0.0004 PROPELLER DIAMETER 8.5 FT

V _S	P _E	P _S	RPM	η _S	1-W _T	J _T	1-W _Q	1-t	η _P	η _H	η _R
5.00	20.	33.	82.2	.600	.755	.545	.795	.820	.505	1.085	1.090
6.00	34.	56.	98.4	.600	.755	.550	.790	.820	.505	1.090	1.090
7.00	54.	89.	114.6	.600	.750	.545	.790	.820	.505	1.090	1.085
8.00	82.	137.	131.5	.600	.750	.545	.785	.820	.505	1.095	1.080
9.00	124.	207.	149.6	.600	.745	.535	.780	.820	.510	1.100	1.075
9.50	153.	256.	159.3	.600	.745	.530	.780	.820	.510	1.100	1.070
10.00	191.	321.	170.1	.595	.745	.520	.775	.820	.505	1.100	1.065
10.50	240.	410.	182.3	.585	.745	.510	.775	.820	.505	1.100	1.055
11.00	308.	530.	196.7	.580	.750	.500	.780	.820	.505	1.095	1.050
11.50	370.	648.	209.4	.570	.760	.495	.790	.820	.505	1.080	1.050
12.00	434.	772.	220.1	.560	.755	.490	.780	.820	.500	1.085	1.035
12.50	504.	909.	231.3	.555	.760	.490	.775	.820	.500	1.080	1.025
13.00	593.	1090.	243.7	.545	.760	.485	.770	.820	.500	1.075	1.010
13.50	722.	1350.	259.8	.535	.765	.475	.775	.820	.495	1.065	1.010
14.00	901	1710.	278.7	.525	.770	.460	.780	.815	.490	1.060	1.015
14.50	1140.	2210.	300.9	.515	.775	.445	.795	.815	.485	1.045	1.025
15.00	1480.	2930.	327.4	.505	.780	.425	.810	.810	.470	1.035	1.030
15.50	1920.	3960.	357.8	.485	.790	.405	.820	.805	.460	1.020	1.035
16.00	2470.	5320.	390.0	.465	.795	.390	.830	.800	.445	1.010	1.035
16.50	3140.	7060.	421.7	.445	.790	.365	.810	.800	.430	1.015	1.020
17.00	3890.	9260.	457.7	.420	.805	.355	.820	.795	.420	.990	1.015

TABLE 3

FAIRED OPEN WATER CHARACTERISTICS

PROPELLER 4665 TEST 2

J	K_T	$10K_Q$	η_0
.000	.284	.342	.000
.050	.268	.322	.066
.100	.251	.304	.132
.150	.234	.286	.195
.200	.217	.269	.257
.250	.199	.252	.314
.300	.181	.235	.367
.350	.162	.217	.415
.400	.142	.199	.455
.450	.122	.181	.485
.500	.102	.161	.504
.550	.081	.140	.505
.600	.059	.118	.478
.650	.037	.094	.404
.700	.014	.068	.225
.730	0.000	.052	0.000

SHIP AND MODEL DATA
MODEL 5336

BARE HULL DENSITY RATIO = 1.001756 AT 40 DEG. FW FOR THE SHIP

SHIP	MODEL	
130.0	14.02	LINEAR RATIO = 9.273
130.0	14.02	V/SQRT(LWL) = 1.316
34.2	3.68	CIRCLE K = 2.960
12.0	1.70	CIRCLE P = 1.274
DISPLACEMENT(TONS)	.83FW	XFB/LWL = .518
666. FW	1868.9	XFH/LPP = .518
	51.87	XFF/LWL = .514
WFTED SURF. (S) SQ FT	4.93	1/2 ENT.ANGLE = 27.0 DEG
DESIGN SPEED (V) KTS		

LWL COEFFICIENTS

CH = .447	CPE = .59	LF/L = .55
CP = .593	CPR = .60	LP/L = 0.00
CX = .754	CVP = .62	LR/L = .45
CYP = .717	CVPA = .63	L/RX = 3.80
CZF = .55	CVPF = .62	RX/TX = 2.84
CPA = .55	CMF = .68	D-L = 303.28
	CWA = .76	CWS = 15.15

LPP COEFFICIENTS

CR = .451
CP = .600
L/RX = 3.80
D-L = 303.28
FTE = 0.00
TTE = .16

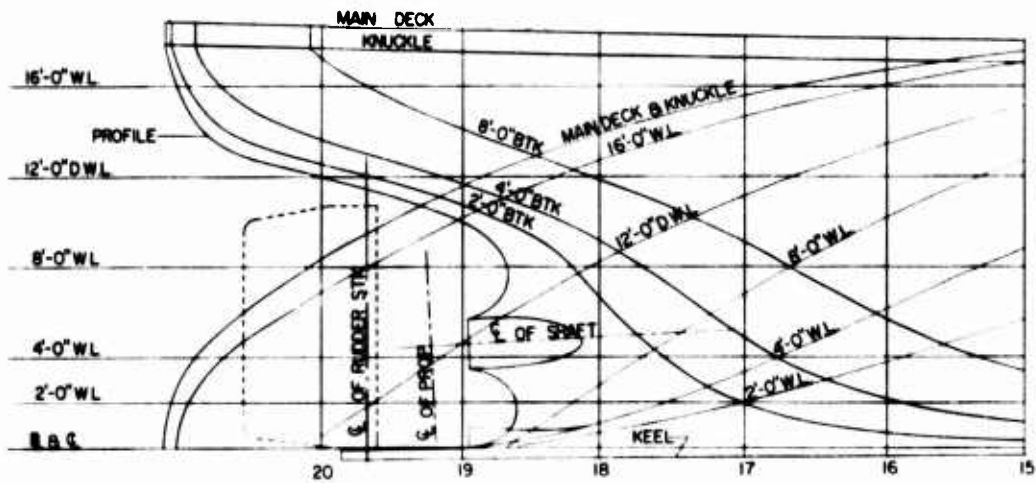
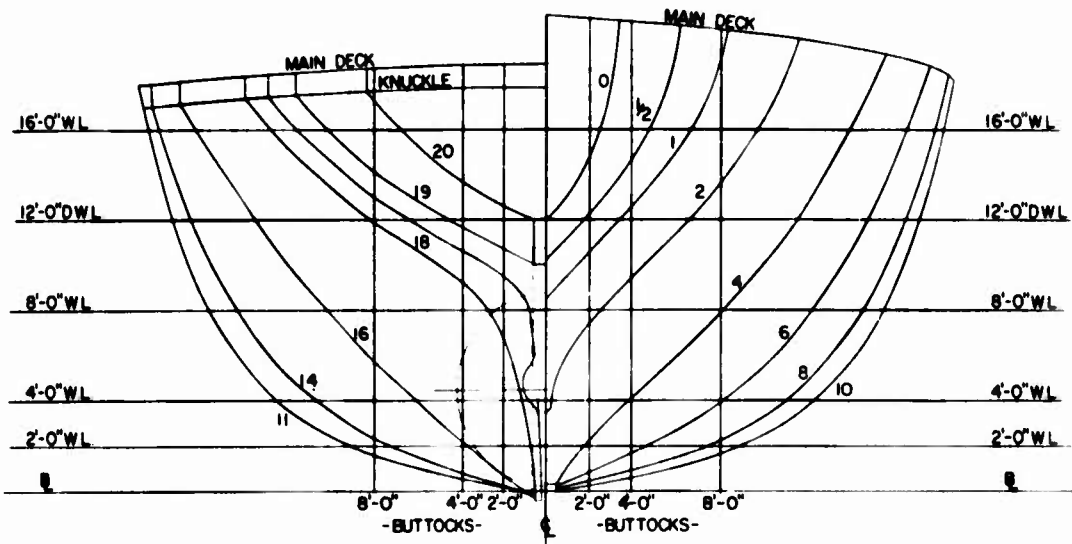
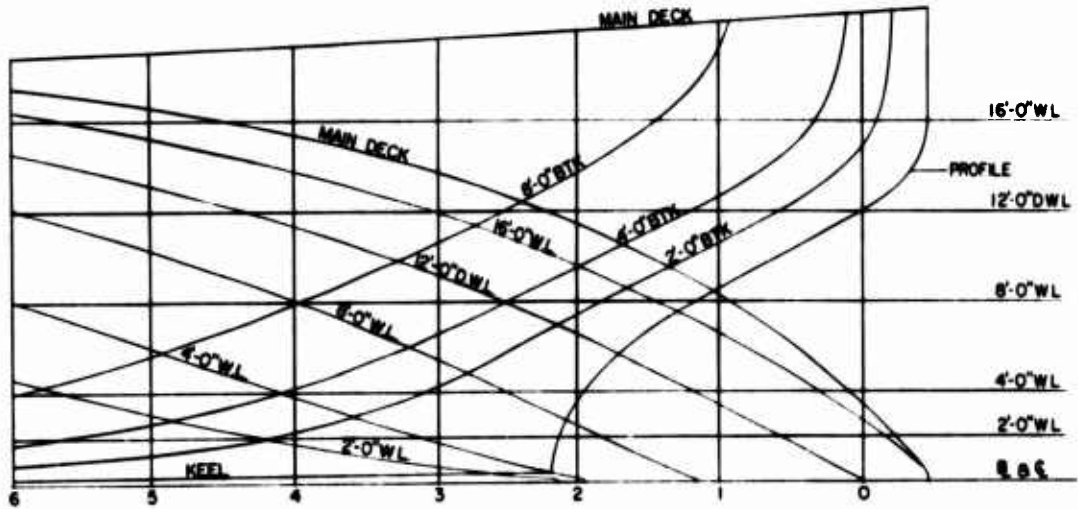
FWD STATIONS

0.00	.50	1.00	1.50	2.00	2.50	3.00	4.00	5.00	6.00	7.00	8.00	9.00	10.00
A/AX	.010	.038	.083	.147	.227	.304	.458	.602	.729	.831	.906	.955	.988
R/RX	.104	.203	.298	.387	.468	.541	.670	.775	.856	.916	.957	.982	.996

AFT STATIONS

11.00	12.00	13.00	14.00	15.00	16.00	17.00	17.50	18.00	18.50	19.00	19.50	20.00
A/AX	.993	.963	.899	.782	.614	.412	.306	.202	.110	.034	.010	0.000
R/RX	.996	.982	.950	.885	.787	.650	.568	.480	.378	.269	.152	.029

FIGURE 1 8



ABBREVIATED LINES AND BODY PLAN
OF UNITED STATES COAST GUARD 140-FOOT WYTM

FIGURE 2



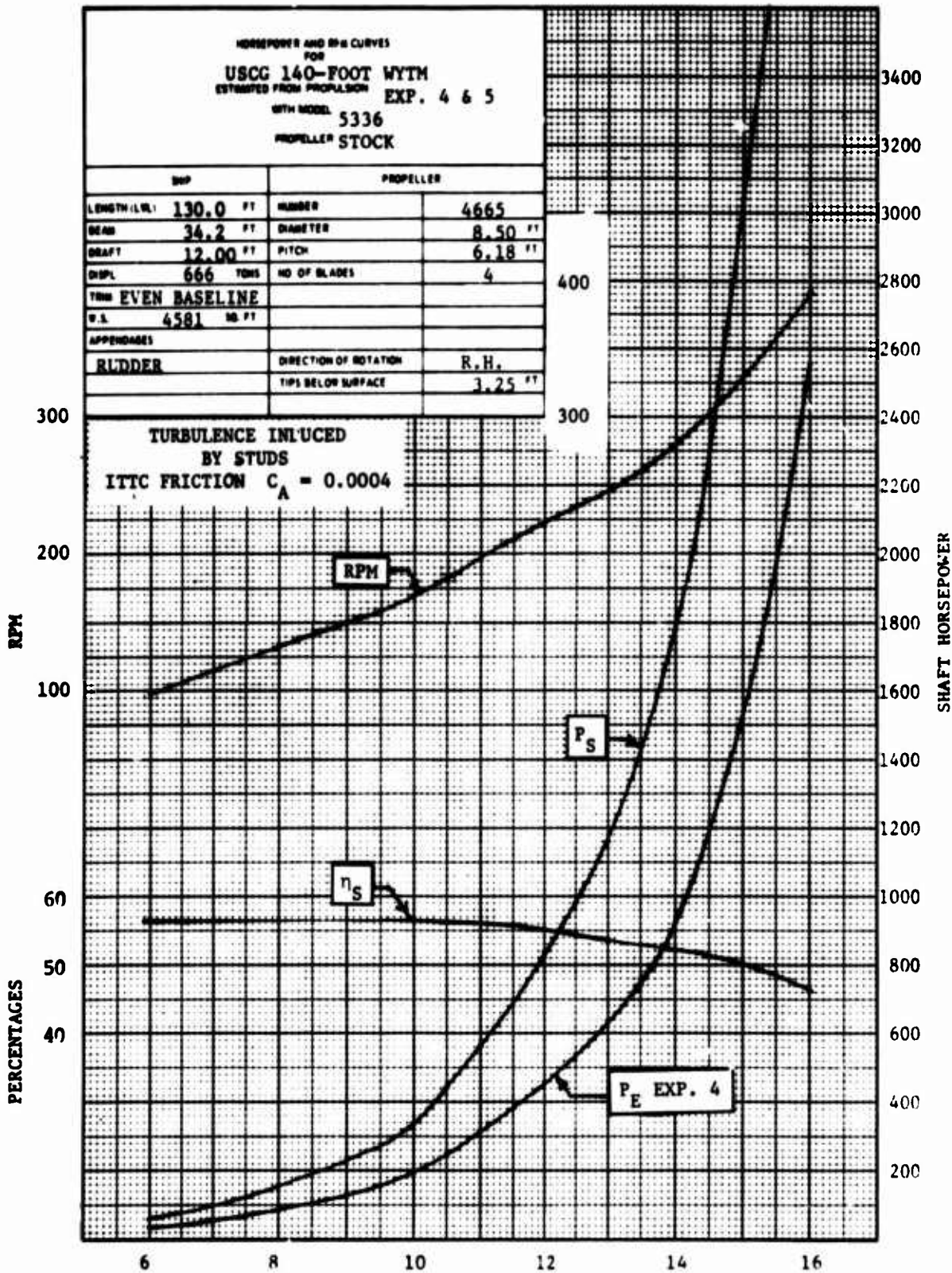
**FITTING ROOM PHOTOGRAPHS OF MODEL 5336 REPRESENTING
THE UNITED STATES COAST GUARD 140-FOOT WYTH**

FIGURE 3

HORSEPOWER AND RPM CURVES
FOR
USCG 140-FOOT WYTH
ESTIMATED FROM PROPELLER EXP. 4 & 5
WITH MODEL 5336
PROPELLER STOCK

SHIP		PROPELLER	
LENGTH (LWL)	130.0 FT	NUMBER	4665
BEAM	34.2 FT	DIAMETER	8.50 FT
DRAFT	12.00 FT	PITCH	6.18 FT
DISPL	666 TONS	NO OF BLADES	4
TRIM EVEN BASELINE			
W.S. 4581 NO. FT			
APPENDAGES			
RUDDER		DIRECTION OF ROTATION	R.H.
		TIPS BELOW SURFACE	3.25 FT

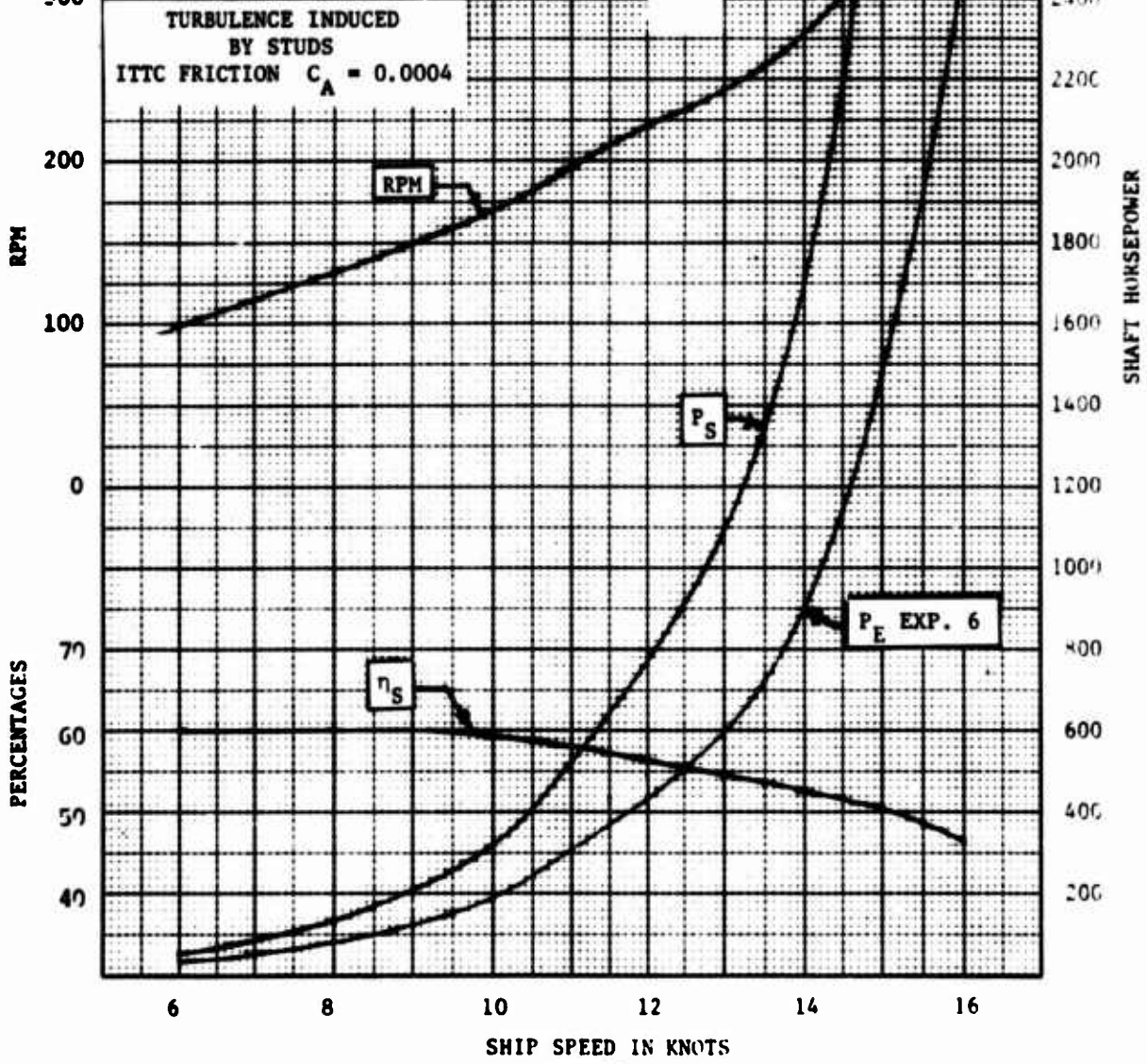
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BY STUDS
ITTC FRICTION $C_A = 0.0004$



SHIP SPEED IN KNOTS
FIGURE 4

HORSEPOWER AND RPM CURVES
FOR
USCGC 140-FOOT WYTH
EXP. 6 & 7
WITH MODEL 5336
PROPELLER STOCK

SHIP		PROPELLER	
LENGTH OVER	130.0 FT	NUMBER	4665
BEAM	34.2 FT	DIAMETER	8.50 FT
DRAFT	11.0 FT	PITCH	6.18 FT
DISP.	581 TONS	NO OF BLADES	4
TRIM EVEN BASELINE			
W.L. 4160 SB FT			
APPENDAGES			
KELDER		DIRECTION OF ROTATION R.H.	
		TIPS BELOW SURFACE 2.25 FT	



SHIP SPEED IN KNOTS
FIGURE 5

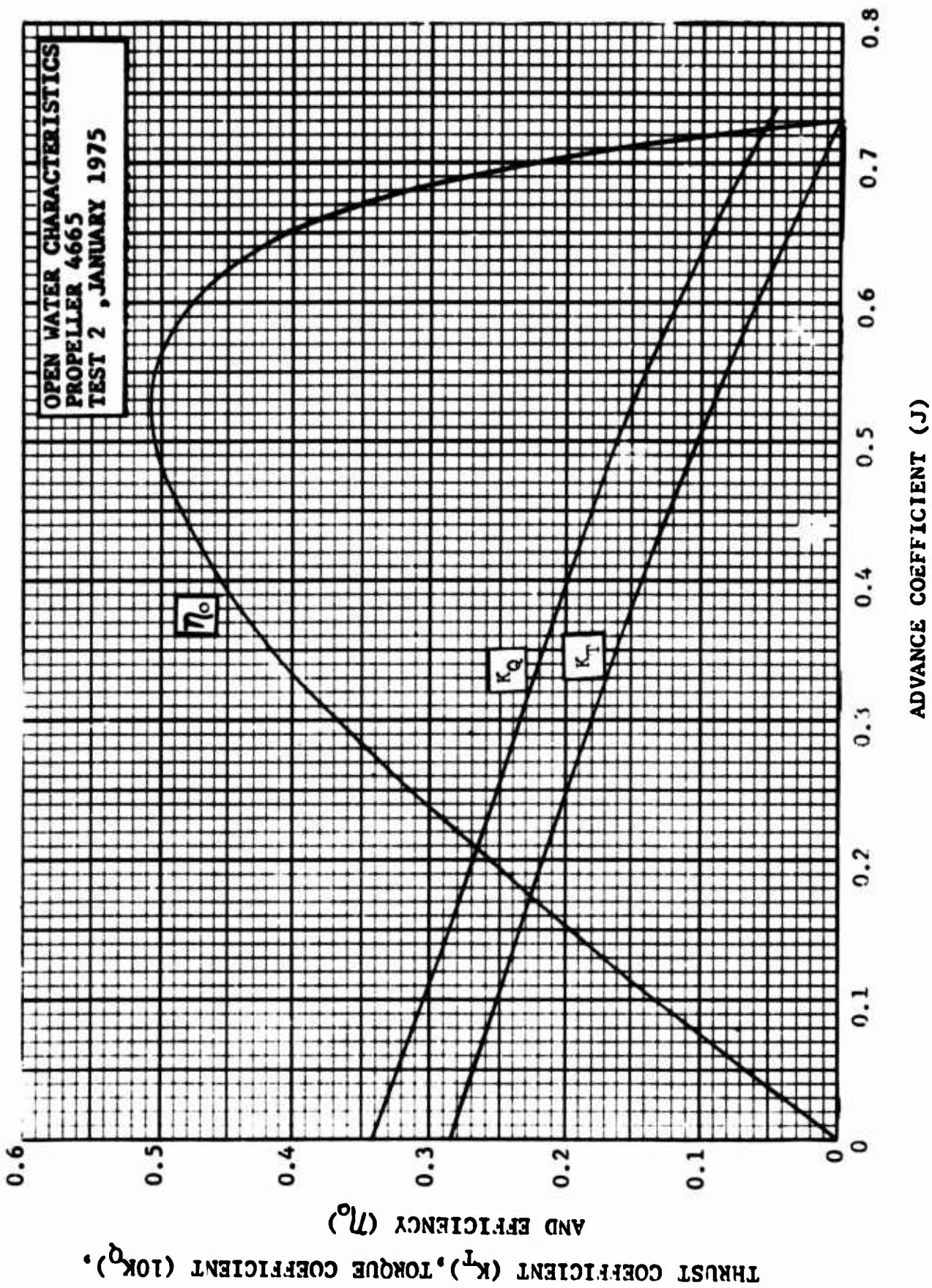




FIGURE 6

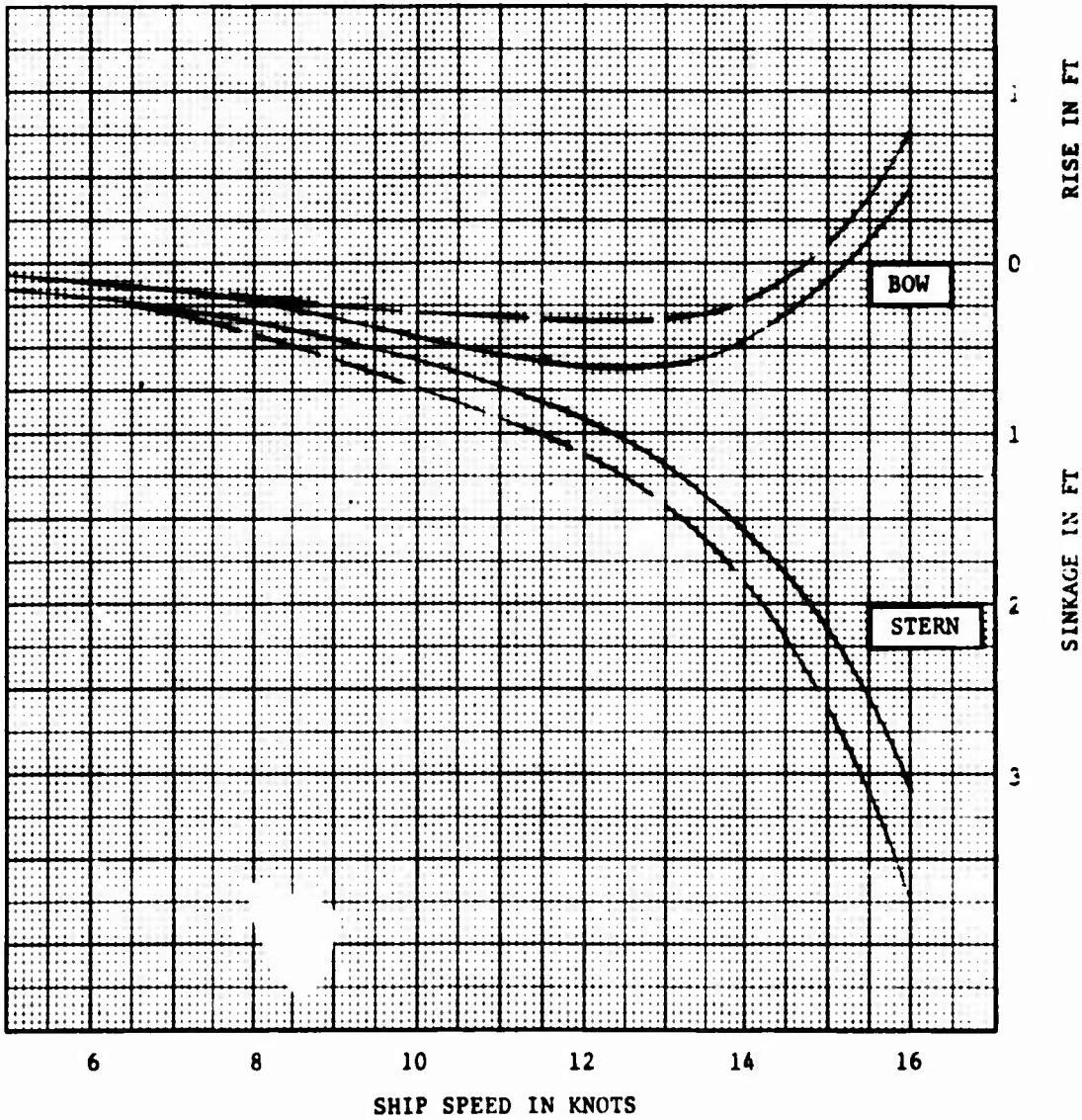
CHANGE OF LEVEL CURVES

FOR

USCG 140-FOOT WYTM

REPRESENTED BY MODEL 5336

EXPERIMENT	DISPLACEMENT	DRAFT	TRIM
4 & 5	666 TONS	12 FT	EVEN BASELINE 
6 & 7	581 TONS	11 FT	EVEN BASELINE 



SHIP SPEED IN KNOTS
FIGURE 7

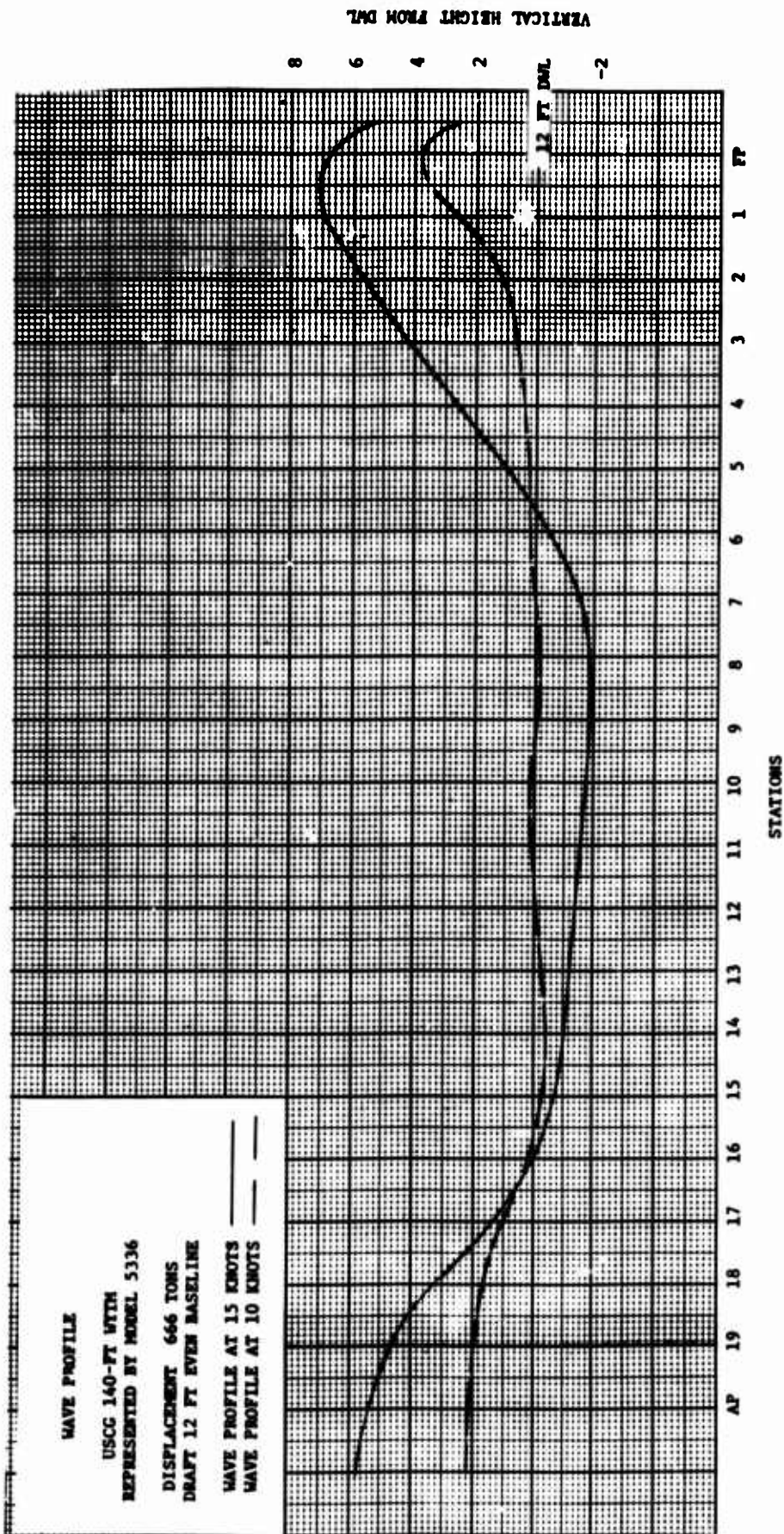


FIGURE 8



PSD 342337



PSD 342336



PSD 342340



PSD 342338



PSD 342339

WAVE PROFILE PHOTOGRAPHS OF MODEL 5336 REPRESENTING
THE UNITED STATES COAST GUARD 140-FOOT WYTM

FIGURE 9

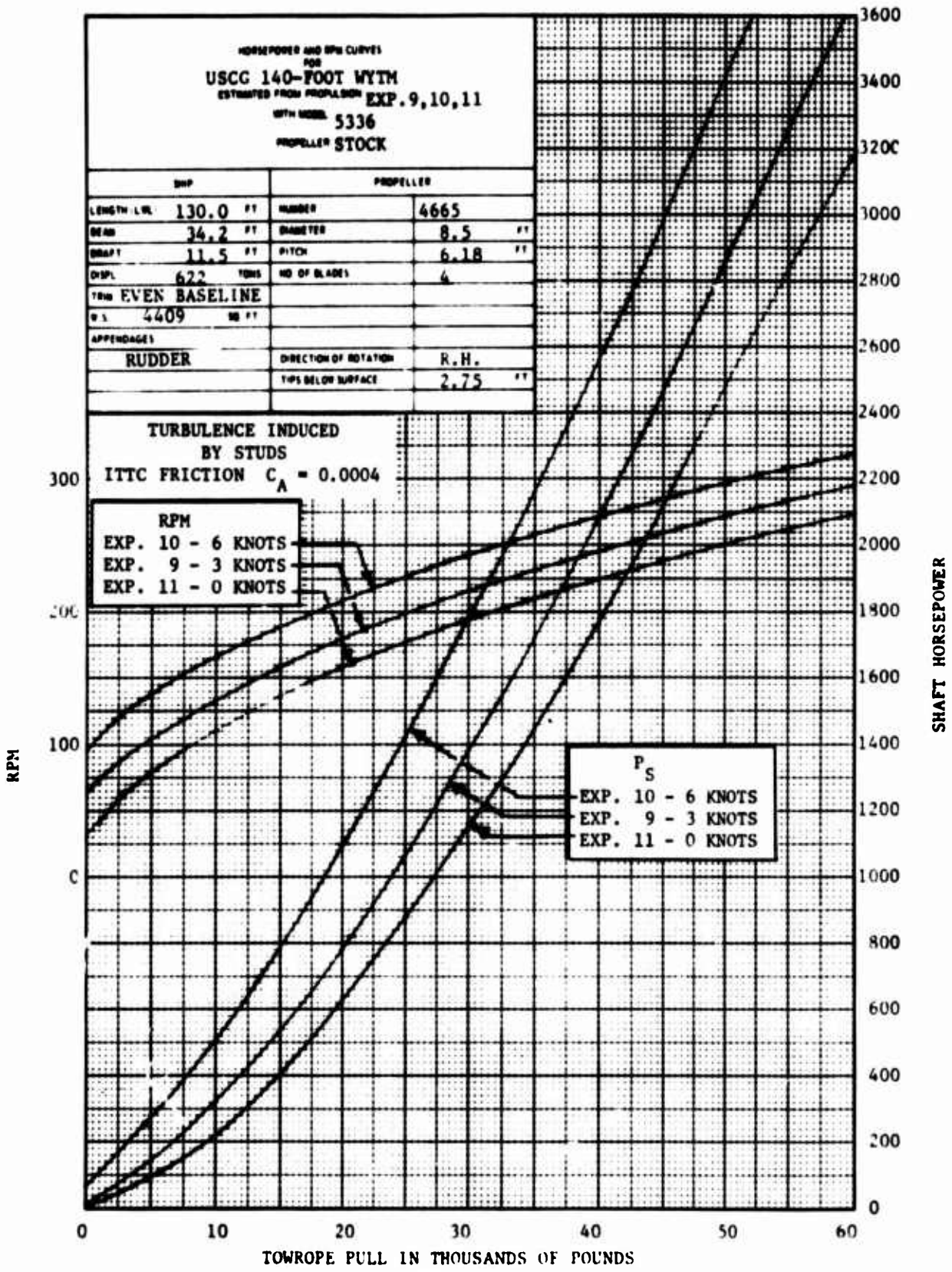
HORSEPOWER AND RPM CURVES
 FOR
USCG 140-FOOT WYTH
 ESTIMATED FROM PROPELLER EXP. 9, 10, 11
 WITH MODEL 5336
 PROPELLER STOCK

SHIP		PROPELLER	
LENGTH L.WL	130.0 FT	NUMBER	4665
DEAD	34.2 FT	DIAMETER	8.5 FT
DRAFT	11.5 FT	PITCH	6.18 FT
DISPL.	622 TONS	NO OF BLADES	4
TRAIL EVEN BASELINE			
W.L. 4409 NO FT			
APPENDAGES			
RUDDER		DIRECTION OF ROTATION	R.H.
		TIPS BELOW SURFACE	2.75 FT

TURBULENCE INDUCED
 BY STUDS
 ITTC FRICTION $C_A = 0.0004$

RPM
 EXP. 10 - 6 KNOTS
 EXP. 9 - 3 KNOTS
 EXP. 11 - 0 KNOTS

P_S
 EXP. 10 - 6 KNOTS
 EXP. 9 - 3 KNOTS
 EXP. 11 - 0 KNOTS

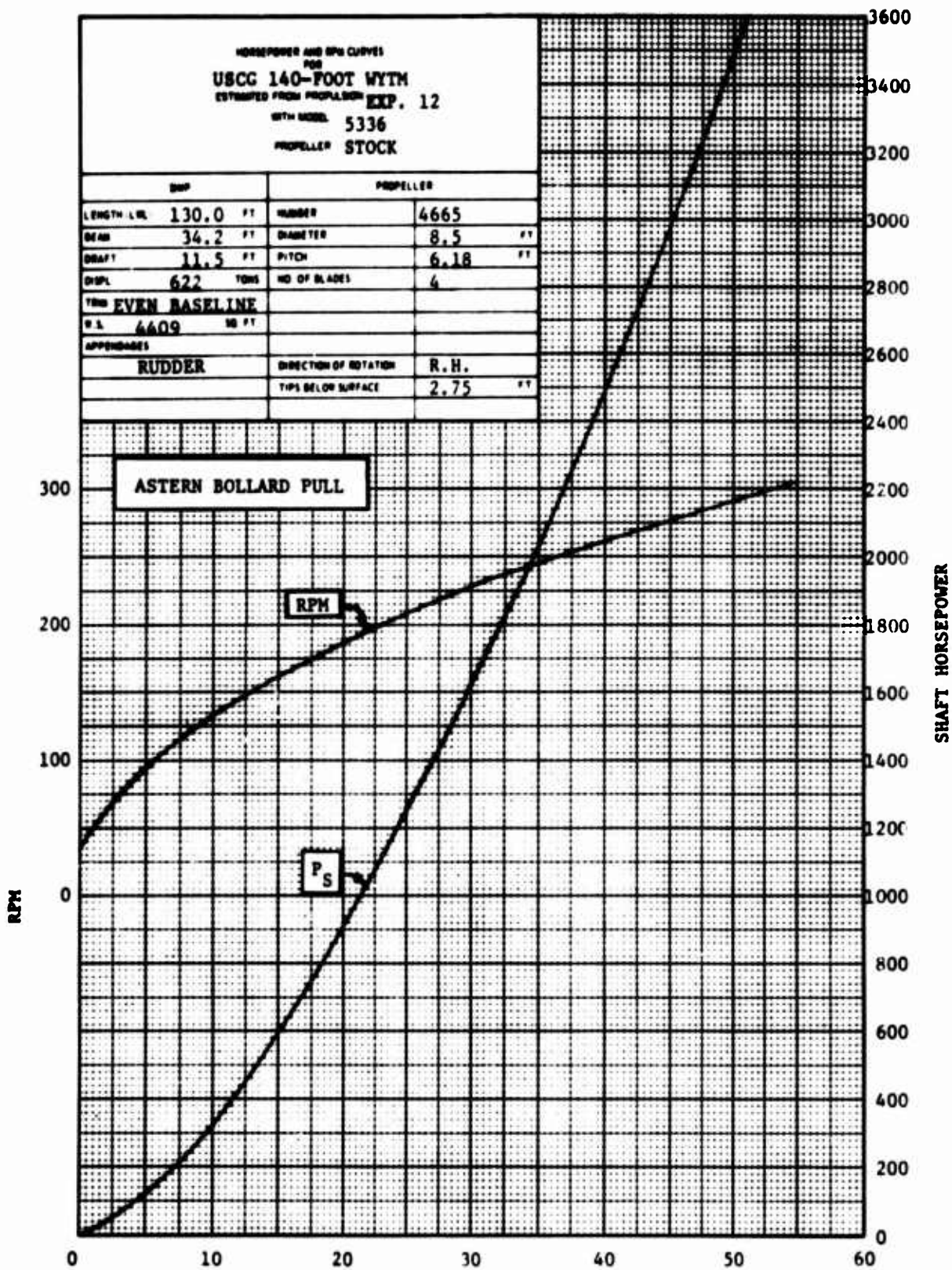


TOWROPE PULL IN THOUSANDS OF POUNDS

FIGURE 10

HORSEPOWER AND RPM CURVES
 FOR
 USCG 140-FOOT WYTH
 ESTIMATED FROM PROPELLER EXP. 12
 WITH MODEL 5336
 PROPELLER STOCK

SHIP		PROPELLER	
LENGTH L.W.L.	130.0 FT	RUDDER	4665
BEAM	34.2 FT	DIAMETER	8.5 FT
DRAFT	11.5 FT	PITCH	6.18 FT
DISPL.	622 TONS	NO OF BLADES	4
TWIN EVEN BASELINE			
N.L. 4609 IN FT			
APPENDAGES			
RUDDER		DIRECTION OF ROTATION	R.H.
		TIPS BELOW SURFACE	2.75 FT



ASTERN BOLLARD PULL IN THOUSANDS OF POUNDS
 FIGURE 11