The below identified patent application is available for licensing. Requests for information should be addressed to:

PATENT COUNSEL
NAVAL UNDERSEA WARFARE CENTER
1176 HOWELL ST.
CODE 00OC, BLDG. 112T
NEWPORT, RI 02841

Serial Number 10/774642
Filing Date 2/9/04
Inventor Richard B. Philips

If you have any questions please contact James M. Kasischke, Deputy Counsel, at 401-832-4736.
MULTI-HULL SURFACE VESSEL WITH DRAG REDUCTION ON LATERAL HULLS

TO ALL WHOM IT MAY CONCERN:

BE IT KNOWN THAT (1) RICHARD B. PHILIPS, employee and of the United States Government and (2) ROBERT LATORRE, citizens of the United States of America, and residents of (1) Barrington, County of Bristol, State of Rhode Island, and (2) Metairie, County of Jefferson, State of Louisiana, have invented certain new and useful improvements entitled as set forth above, of which the following is a specification.

MICHAEL P. STANLEY
Reg. No. 47108
Naval Undersea Warfare Center
Division, Newport
Newport, RI 02841-1708
TEL: 401-832-4736
FAX: 401-832-1231
MULTI-HULL SURFACE VESSEL WITH DRAG REDUCTION ON LATERAL HULLS

STATEMENT OF GOVERNMENT INTEREST

The invention described herein may be manufactured and used by or for the Government of the United States of America for Governmental purposes without the payment of any royalties thereon or therefor.

BACKGROUND OF THE INVENTION

(1) Field of the Invention

The invention relates to reduction of drag, and its attendant advantages for marine surface vessels, and is directed more particularly to the reduction of drag caused by additional hulls in multi-hull vessels, such as trimarans and pentamarans.

(2) Description of the Prior Art

Multi-hull surface vessels, such as trimarans and pentamarans, are used for civilian and military applications. A multi-hull design provides the advantages of vessel stability at high speeds and increased deck space. In a typical trimaran, the multi-hulls or lateral hulls are substantially smaller than the main hull and have a substantially smaller subsurface area.

While a multi-hull vessel offers the advantages set forth above, the presence of a plurality of hulls increases the drag
forces of the vessel, thereby requiring more power to gain the
high speeds desired.

The theoretical advantages of encompassing a hull with
microbubbles to reduce drag are known and have been realized in
laboratories with model ships operating at modest speeds.
However, the use of microbubbles with full-sized vessels has
generally been unsuccessful because the air/gas flow required for
encompassing the sides of full-sized hulls is too large. A large
air/gas flow requires large air/gas compressors, or the like.
Further, the presence of microbubbles reduces the effectiveness
of exterior propulsion units, such as the vessel's propellers.

As such, there is a need to eliminate the increased drag of
a multi-hull vessel, preferably through efficient microbubble
generation, so that the advantages of such vessels may be
exploited to a greater degree.

SUMMARY OF THE INVENTION

Accordingly, it is a general purpose and primary object of
the present invention to provide a multi-hull vessel in which the
drag of the lateral hulls of the vessel is reduced, thereby
reducing the overall drag of the vessel.

It is a further object of the present invention to
accomplish drag reduction of the lateral hulls by utilization of
microbubbles without a need for compressors on board, and without
affecting propeller efficiency.
With the above and other objects in view, as will hereinafter appear, there is provided a marine surface vessel having a main hull and at least two lateral hulls disposed respectively on opposite sides of the main hull. The vessel is provided with a gas turbine engine disposed in the main hull and adapted in operation to drive the propellers and, in addition, to produce exhaust gas and cooling air, microbubble injectors disposed in subsurface areas of each of the lateral hulls, and conduits placing at least one of the exhaust gas and cooling air discharges in communication with the microbubble injectors. During operation of the gas turbine engine, the gas turbine exhaust and/or cooling air is directed by the conduits to the microbubble injectors to effect generation of microbubbles on the subsurface areas of the lateral hulls to occasion microbubble drag reduction on the lateral hulls.

The above and other features of the invention, including various novel details of construction and combinations of parts, will now be more particularly described with reference to the accompanying drawings and pointed out in the claims. It will be understood that the particular device embodying the invention is shown by way of illustration only and not as a limitation of the invention. The principles and features of this invention may be employed in various and numerous embodiments without departing from the scope of the invention.
BRIEF DESCRIPTION OF THE DRAWINGS

Reference is made to the accompanying drawings in which is shown an illustrative embodiment of the invention, from which its novel features and advantages will be apparent, wherein corresponding reference characters indicate corresponding parts throughout the several views of the drawings and wherein:

FIG. 1 is a side view of one form of multi-hull vessel illustrative of an embodiment of the present invention;

FIG. 2 is a top view of the vessel illustrative of the embodiment of the present invention with the view taken from reference line 2-2 of FIG. 1; and

FIG. 3 is a front view of the vessel illustrative of the embodiment of the present invention with the view taken from reference line 3-3 of FIG. 2.

DESCRIPTION OF THE PREFERRED EMBODIMENT

It has been found that the application of microbubble drag reduction is rendered attractive in multi-hull vessels in view of the underwater area of lateral hulls, that is, the hulls outboard of the main hull. A microbubble system used only on lateral hulls, which are not provided with propellers, avoids the issues associated with the negative impact of microbubble systems on the performance of propulsion propellers.
It will be apparent that the above description pertaining to a trimaran vessel applies equally to a pentamaran vessel, or other multi-hull type of surface vessel.

Referring now to FIGS. 1-3 wherein like numerals refer to like elements throughout the several views, it will be seen that a traditional trimaran 20 is provided with a main hull 22 on which is mounted at least one propulsion propeller 24, and outboard of the main hull a first lateral hull 26 to port of the main hull 22, and a second lateral hull 28 to starboard of the main hull 22. An athwartship extending deck structure 30 is supported by all three hulls 22, 26, 28.

The vessel 20 is powered by a gas turbine engine 32 which produces exhaust gas and cooling gas through discharge lines 34; however alternative gas-producing power generators may be used in lieu of the gas turbine engine 32.

The discharge lines 34 convey gas to distribution lines 36, each of which extends to a microbubble injector 38 located in an outside area but preferably a subsurface area 40 of one of the lateral hulls 26, 28. The subsurface area 40 is defined as the area of the lateral hulls 26 normally under the surface of the water.

The microbubble injectors 38 typically are strips or plates of porous material, typically in the range of 40% - 50% open area defined by holes in the range of 1/16 to 1/8 inch. The plates preferably are disposed every twenty feet, or so, along the
subsurface area of the lateral hulls. The microbubble injectors
may extend completely around the bottom of the lateral hulls
26 and 28, as shown in FIG. 3.

The microbubbles are generated by either, or both, of the
gas turbine exhaust gas and cooling air, both of which are
otherwise vented to the atmosphere and/or underwater.

Surface effect ships (SES) are surface vessels provided with
an air cushion capability. Such ships ride on an air cushion, at
least in part. Such vessels, in operation, experience relatively
low surface area in contact with the water. Thus, a multi-hull
SES presents even less of a subsurface area than a regular multi-
hull vessel.

To improve performance in either an SES or non-SES type
vessel, a non-wetting hull coating (teflon, silicon, or the like)
may be applied to the surface areas of the hull of the SES.

There is thus provided a multi-hull vessel in which the drag
of the lateral hulls is reduced, thereby reducing the overall
drag of the vessel, and permitting increased speed and reduced
fuel requirements. The drag reduction is accomplished without
affecting the efficiency of the propulsion propellers mounted on
the main hull.

It will be understood that many additional changes in the
details, materials, steps and arrangement of parts, which have
been herein described and illustrated in order to explain the
nature of the invention, may be made by those skilled in the art
within the principles and scope of the invention as expressed in the appended claims.
MULTI-HULL SURFACE VESSEL WITH DRAG REDUCTION ON LATERAL HULLS

ABSTRACT OF THE DISCLOSURE

A marine surface vessel having a main hull and at least two lateral hulls disposed respectively on opposite sides of the main hull. The vessel includes an engine disposed in the main hull producing exhaust gas and cooling air, microbubble injectors disposed in subsurface areas of each of the lateral hulls, and conduits in fluid communication with the microbubble injectors. Upon operation of the engine, the exhaust and/or cooling air produced by the engine is directed by the conduits to the injectors to effect generation of microbubbles on the subsurface areas of the lateral hulls to occasion microbubble drag reduction on the lateral hulls.