FLUID STRUCTURE INTERACTIONS RESEARCH GROUP

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Gothenburg 2010: RANS SIMULATIONS OF THE MULTIPHASE FLOW AROUND THE KCS HULLFORM

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Background

• Gothenburg 2010 – `A Workshop on CFD in Ship Hydrodynamics' is the latest edition in a series of CFD workshops aiming to compare different codes and methodologies for solving pre described ship hydrodynamics problems.

•Our combined submission with QinetiQ Ltd contained simulations for the KCS container ship hullform covering;

- Wave patern at Fn = 0.26,
- Resistance, with sinkage and trim
- And self propulsion at ship point.

Modelling

•Governing Equation: Two-phase Volume of Fluid (VOF) Unsteady Reynolds Averaged Navier-Stokes (URANS) equations.

•Turbulence Modeling: Sheer Stress Transport (Isotropic two equation blended k-ω/k-ε model (Menter 1994)) & Baseline Reynolds Stress (Anisotropic blend of ω & ε Reynolds Stress models).

•Propeller Model: Axial and tangential body force propeller model (Phillips et al. 2009).

Numerical Method

•Discretization: Finite volume method on collocated (nonstaggered) grids.

•Advection Scheme: High resolution (bounded second order).

•Temporal discretization: Second order backward Euler.

•Velocity-pressure coupling : Fully coupled solver.

•Mesh movement: Mesh deformation.

High Performance Computing

•Iridis 3 Linux Cluster (University of Southampton) :

•24 Partitions run on 3, 8 processor nodes, each node has 23 Gb RAM.

Grids, Domains and Boundary Conditions

• Grids: (Case2.1 and 2.3a (Southampton)) Systematically □2 refined structured grids (10,4.5 and 1.5M) y+=1, (Case 2.2b (QinetiQ)) Structured grids (680K, 1M, 1.7M, 3M, 5M and 9M)) y+=10.

•Domain: the domain size matches towing tank dimensions in [Y,Z] and extends +-2.0L from the hull in X. Half the ship is modelled fro Case 2.1 and 2.2b full ship for Case 2.3a.

•Boundary Conditions: Hull has a no-slip wall, X-min (upstream) is uniform velocity (U0) inlet, X-max (downstream) and Z-max (top) is an opening with entrainment, Y-max (side) and Z-min (bottom) use free-slip walls, a longitudinal symmetry plane at Y=0, is used for cases without the propeller.

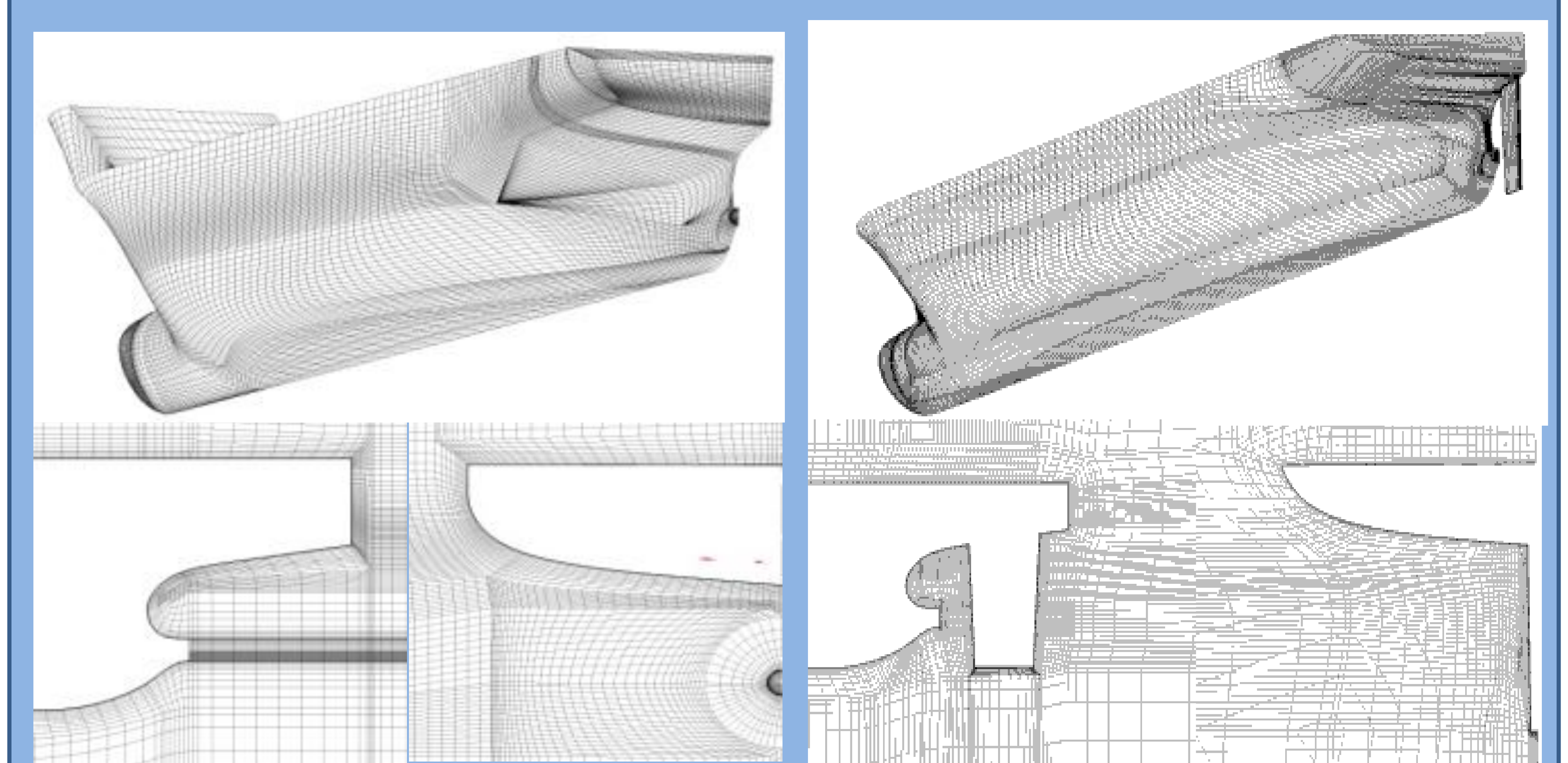


Figure 1: Hull surface mesh and surrounding O-grid structure for Cases 2.1&2.3(left) and 2.2 (right).

Note a comparison of the two meshing strategies, Soton and QinetiQ, was made by conducting the case 2.1 simulations using both meshes (without a rudder).

Results – Verification and Validation

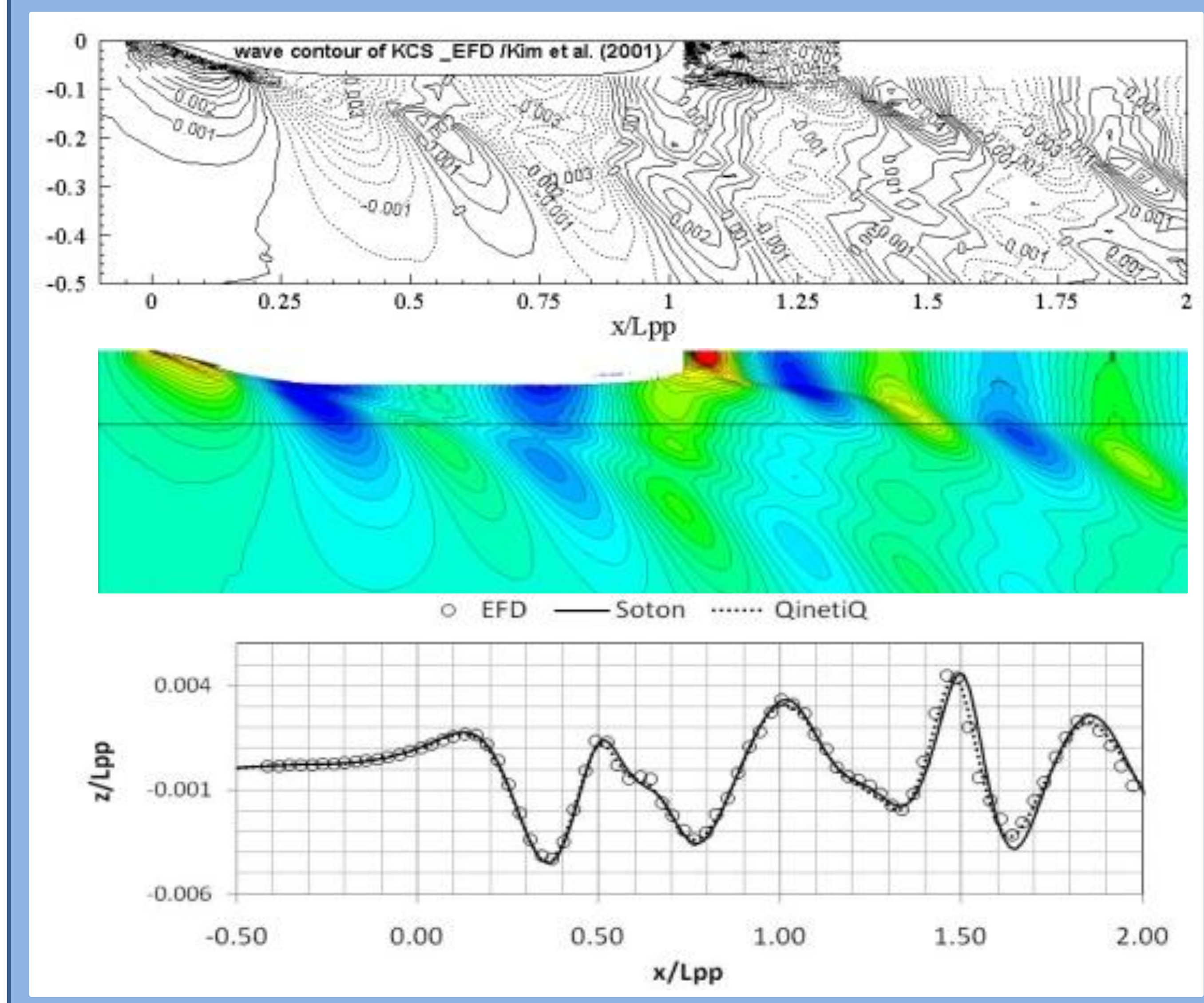
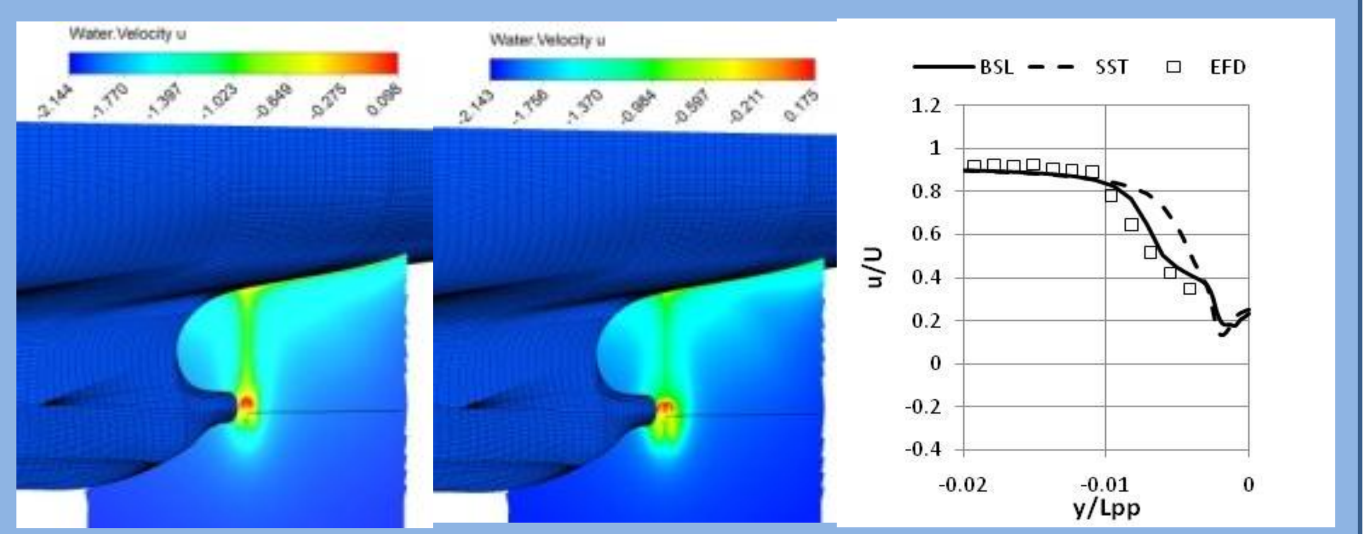


Figure 2 - Case 2.1: Free surface contour plots for EFD (top), Soton CFD (middle) and comparison of a wave cut at y/L=0.15 for both Soton and QinetiQ meshes with EFD data (bottom).

Figure 3 - Case 2.1: Comparison of axial velocity at prop plane with SST (left), BSL (middle) and both plotted against EFD data (right).



The free surface simulations for Case 2.1 (Figure 2) shows good correlation between the numerical results and the EFD data for both contour plots and wave cuts. The BSL turbulence model was found to be significantly better at capturing the prop plane velocities (Figure 3).

The resistance components for a towed hull free to sink and trim closely agreed with the experimental data (Figure 4) and were validated using the least squares approach of Eca & Hoeksra, 2008.

The body force propeller model in Case 2.3a simulated the action of the propeller well, but due to the inaccuracies in the nominal wake failed to correctly simulate the experimental data (Table 1 and Figure 5).

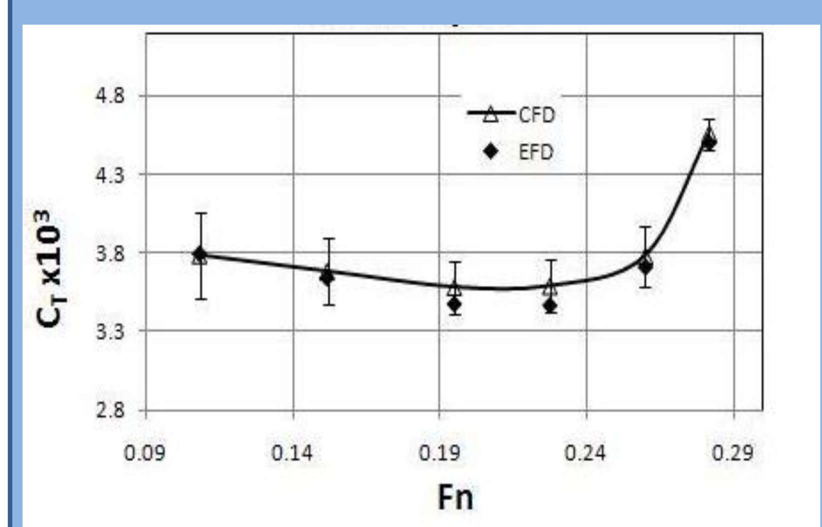


Figure 4 - Case 2.2b: Total simulated resistance, plotted with uncertainty, compared to EFD data.

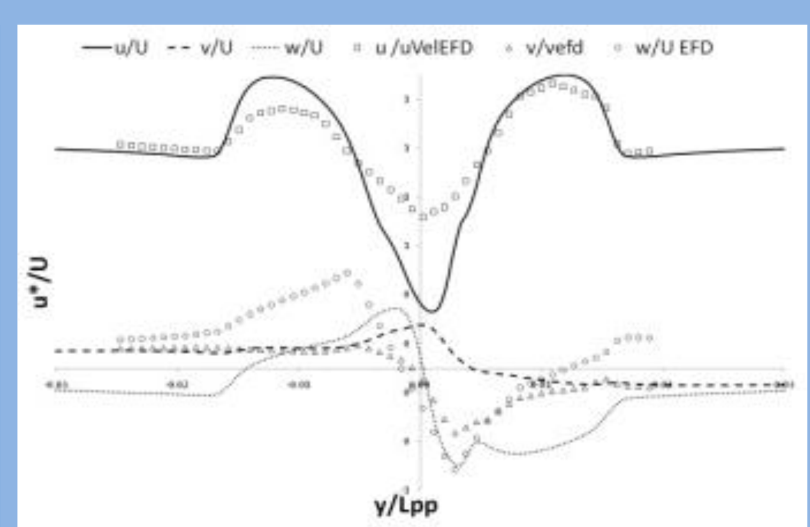


Figure 5 – Case 2.3a: velocity components at the propeller plane.

Parameters	EFD	Coarse (1.5M)	Medium (3.4M)	Fine (9M)
$CT\times10^3$	4.162	4.344	4.321	4.287
$CF\times10^3$		2.903	2.959	2.988
$CP\times10^3$		1.441	1.362	1.300
K_T	0.170	0.200	0.199	0.202
K_Q	0.0288	0.034	0.033	0.034
w_T	0.208	0.281	0.279	0.296
n (rps) (for given SFC)	9.5	9.463	9.464	9.358

Table 1 - Case 2.3a: Table of propeller model characteristics.

FSI Away Day 2011

QinetiQ

Acknowledgement

This project is supported by funds from UK Sport

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