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Marine Propellers and Propulsion, Fourth Edition, offers comprehensive, cutting edge coverage to equip marine engineers, naval architects or anyone involved in propulsion and hydrodynamics with essential job knowledge. Propulsion technology is a complex, multidisciplinary topic with design, construction, operational and research implications. Drawing on experience from a long and varied career in consulting, research, design and technical investigation, John Carlton examines hydrodynamic theory, materials and mechanical considerations, and design, operation and performance. Connecting essential theory to practical problems in design, analysis and operational efficiency, the book is an invaluable resource, packed with hard-won insights, detailed specifications and data. Features comprehensive coverage of marine propellers, fully updated and revised, with new chapters on propulsion in ice and high speed propellers Includes enhanced content on full-scale trials, propeller materials, propeller blade vibration, operational problems and much more Synthesizes otherwise disparate material on the theory and practice of propulsion technology from the past 40 years' development, including the latest developments in improving efficiency Written by a leading expert on propeller technology, essential for students, marine engineers and naval architects involved in propulsion and hydrodynamics Results of calculations of the landing-flare paths of a series of hypothetical airplanes having systematically varying characteristics are presented in chart form to show the effect of lift-drag ratio and stalling speed on landing-flare velocities and distance requirements. Results indicate that airplanes landing at low lift-drag ratios will be required to start the landing flare at relatively high altitudes and will have relatively high sinking speeds at the start of the flare and at an altitude of 50 feet. Airplanes having high stalling speeds will require relatively large horizontal distances for either power-on or power-off landing flares. The

field of sports ergonomics is now recognised as an interdisciplinary area in its own right. This book forms the proceedings of the 3rd International Conference on Sport, Leisure and Ergonomics, providing a particular focus on disabled athletes, health and fitness educations and sports equipment. The Maritime Engineering Reference Book is a one-stop source for engineers involved in marine engineering and naval architecture. In this essential reference, Anthony F. Molland has brought together the work of a number of the world's leading writers in the field to create an inclusive volume for a wide audience of marine engineers, naval architects and those involved in marine operations, insurance and other related fields. Coverage ranges from the basics to more advanced topics in ship design, construction and operation. All the key areas are covered, including ship flotation and stability, ship structures, propulsion, seakeeping and maneuvering. The marine environment and maritime safety are explored as well as new technologies, such as computer aided ship design and remotely operated vehicles (ROVs). Facts, figures and data from world-leading experts makes this an invaluable ready-reference for those involved in the field of maritime engineering. Professor A.F. Molland, BSc, MSc, PhD, CEng, FRINA. is Emeritus Professor of Ship Design at the University of Southampton, UK. He has lectured ship design and operation for many years. He has carried out extensive research and published widely on ship design and various aspects of ship hydrodynamics. * A comprehensive overview from best-selling authors including Bryan Barrass, Rawson and Tupper, and David Eyres * Covers basic and advanced material on marine engineering and Naval Architecture topics * Have key facts, figures and data to hand in one complete reference book The problem of the build-u of lift on two- and three-dimensional wings flying at high speeds is discussed as a boundary-value problem for the classical wave equation. Kirchhoff's formula is applied so that the analysis is reduced, just as in the steady state, to an investigation of sources and doublets. Some simple applications of this method are considered, including the determination of the starting lift of a three-dimensional wing and the potential functions for some types of unsteady vortex motion. Collection of selected, peer reviewed papers from the 2013 International Conference on Mechanics and Mechatronics (ICMM2013), October 4-6, 2013, Guilin, Guangxi, China. The 150 papers are grouped as follows: Chapter 1: Applied Mechanics; Chapter 2: Mechanical Engineering and Manufacturing Technology; Chapter 3: Applied Materials Engineering and Materials Processing Technology; Chapter 4: Technology and Method for Measurement, Test, Detection and Monitoring; Chapter 5: Control and Automation Technologies. Four lifting-line methods were compared with flight test data from a research Puma helicopter and the accuracy assessed over a wide range of flight speeds. Hybrid CFD methods were also examined for two high-speed conditions. A parallel analytical effort was performed with the lifting-line methods to assess the effects of modeling assumptions and this provided insight into the adequacy of these methods for load predictions. Includes the Committee's Reports no. 1-1058, reprinted in v. 1-37. This report presents an elementary analysis of the induced velocity created by a field of vortices that reside in the wake of a rotor blade. Progress achieved by other researchers in the last 70 years is briefly reviewed. The present work is presented in four stages of complexity that carry a lifting-line representation of a fixed wing into a single-blade rotor. The analysis leads to the conclusion that the lifting rotor's spiraling vortex wake structure has very high induced power when compared to the ideal wing. For an advanced ratio of one-half, induced power is on the order of 10 times that of the wing when the comparison is made at wingspan equal to rotor diameter and wing and rotor having equal lift.Harris, Franklin D.Ames Research CenterLIFTING ROTORS; VELOCITY DISTRIBUTION; FIXED WINGS; WAKES; VORTICES The flight of dragonfly demonstrates an important feature of varying phase differences between forewing and hindwing stroke cycles. A majority of dragonfly species employ an inclined stroke plane and benefit from drag-based lift mechanism. In the dissertation, I investigated the aerodynamic effects of forewing-hindwing phase differences by testing a pair of dynamically scaled robotic dragonfly wing models. The results showed that for hovering flight, in-phase flight enhanced lift force on the forewing by 17%; antiphase reduced the lift generation on the hindwing, but it was beneficial to vibration suppression and power efficiency. The results may explain the behavior of the dragonfly that in-phase is commonly used in acceleration mode and antiphase is commonly observed in hovering mode. Wing-wing interaction in forward flight was always beneficial for forewing lift while detrimental for hindwing lift; the hindwing lift was slightly reduced when phase was 0~90˚ and significantly reduced by up to 60% with 270˚phase. This result explains why dragonflies employ 50~100˚during forward flight, but 270˚ is never favored. I further qualitatively investigated the wing-wing interaction mechanism using the Digital Particle Image Velocimetry (DPIV) system, and found that a large downwash flow was generated by forewing motion, which was responsible for lift reduction of the hindwing. The downwash passed through the dorsal side of the forewing, which coincided with the hindwing stroke area. On the other hand, an upwash generated by hindwing motion enhanced the forewing lift. The upwash was proved to be a result of hindwing leading-edge vortex (LEV). I summarized that dragonflies alter the phase differences to control timing of the occurrence of flow interaction to achieve certain aerodynamic effects. To investigate the correlations between aerodynamic forces and flow field, two approaches were attempted to predict lift by analyzing flow field from aspects of velocity and vorticity, respectively. In the velocity approach, lift was calculated by applying momentum theorem to a controlled volume that enclosed wing model and the results matched lift measurements well. Particularly, the sectional lift predictions on the 9 th and 10 th sections provide a close match to force measurements too. The vorticity method calculated lift by integrating the circulation bound to the wing model based on Kutta-Joukowski theorem. Nevertheless, the predictions showed a 1/8 cycle delay compared with measurements and the mismatch between the measurements and predictions from circulation method were persistent. In addition, the circulation lift from LEV was already above the magnitude of measured lift, implying that the LEV may not contribute to lift generation in the way that previous studies suggested. The results from this dissertation may bring challenges to the conventional conclusions regarding circulation lift and LEV lift enhancement in flapping flight aerodynamics. An analysis has been made of the effects of spanwise variations of gust velocity in isotropic turbulence on a gust-alleviation system which employs an angle-of-attack vane mounted ahead of the wing to sense the vertical gust velocity. The wing flaps were moved in response to the vane deflection by a linear second-order servosystem to produce a lift opposite to that produced by the gust. Consideration of spanwise variation of gusts has indicated design parameters (gain and natural frequency of flap servosystem and vane location) that give substantial reduction of the lift due to gusts. An analytical solution is obtained for the perturbation velocity potential for transonic flow about lifting wing-body configurations with order-one span-length ratios and small reduced-span-length ratios and equivalent-thickness-length ratios. The analysis is performed with the method of matched asymptotic expansions. The angles of attack which are considered are small but are large enough to insure that the effects of lift in the region far from the configuration are either dominant or comparable with the effects of thickness. The modification to the equivalence rule which accounts for these lift effects is determined. An analysis of transonic flow about lifting wings with large aspect ratios is also presented. Results of an investigation in the Langley full-scale tunnel of the induced flow near a lifting rotor are given. Measurements of stream angles and velocities were made in several transverse planes along and behind the rotor in four different conditions representative of the cruising and high-speed ranges of flight. These measurements indicate that available theory may be used to calculate with reasonable accuracy the induced flow over the forward three-quarters of the disk for these flight conditions provided that a realistic nonuniform rotor disk-load distribution is assumed. Rearward of the three-quarter-diameter point, calculations of the induced velocity are increasingly inaccurate due to the rolling up of the trailing-vortex system. Farther rearward, well behind the rotor, the flow may be represented more accurately by the flow behind a uniformly loaded wing. The 53 technical papers in this book show the improvements and design techniques that researchers have applied to performance and racing engines. They provide an insight into what the engineers consider to be the top improvements needed to advance engine technology; and cover subjects such as: 1) Direct injection; 2) Valve spring advancements; 3) Turbocharging; 4) Variable valve control; 5) Combustion evaluation; and 5) New racing engines. Designing and building structures that will withstand the unique challenges that exist in Subsea operations is no easy task. As deepwater wells are drilled to greater depths, engineers are confronted with a new set problems such as water depth, weather conditions, ocean currents, equipment reliability, and well accessibility, to name just a few. A definitive reference for engineers designing, analyzing and instilling offshore structures, Subsea Structural Engineering Handbook provides an expert guide to the key processes, technologies and equipment that comprise contemporary offshore structures. Written in a clear and easy to understand language, the book is based on the authors 30 years of experience in the design, analysis and instillation of offshore structures. This book answers the above mentioned crucial questions as well as covers the entire spectrum of subjects in the discipline, from route selection and planning to design, construction, installation, materials and corrosion, inspection, welding, repair, risk assessment, and applicable design solutions. It yields a roadmap not only for the subsea engineer but also

the project managers, estimators and regulatory personnel hoping to gain an appreciation of the overall issues and directed approaches to subsea engineering design solutions. Up-to-date technical overview of deepwater riser engineering Easy to understand Coverage of design, analysis and, stallation Addresses issues concerning both fixed and floating platforms Covers techincal equipment such as Subsea Control Systems, Pressure Piping, Connectors and Equipment Layout as well as Remotely-operated vehicles The mechanical engineering curriculum in most universities includes at least one elective course on the subject of reciprocating piston engines. The majority of these courses today emphasize the application of thermodynamics to engine ef?ciency, performance, combustion, and emissions. There are several very good textbooks that support education in these aspects of engine development. However, in most companies engaged in engine development there are far more engineers working in the areas of design and mechanical development. University studies should include opportunities that prepare engineers desiring to work in these aspects of engine development as well. My colleagues and I have undertaken the development of a series of graduate courses in engine design and mechanical development. In doing so it becomes quickly apparent that no suitable te- book exists in support of such courses. This book was written in the hopes of beginning to address the need for an engineering-based introductory text in engine design and mechanical development. It is of necessity an overview. Its focus is limited to reciprocating-piston internal-combustion engines – both diesel and spa- ignition engines. Emphasis is speci?cally on automobile engines, although much of the discussion applies to larger and smaller engines as well. A further intent of this book is to provide a concise reference volume on engine design and mechanical development processes for engineers serving the engine industry. It is intended to provide basic information and most of the chapters include recent references to guide more in-depth study. Since the education of aeronautical engineers at Delft University of Technology started in 1940 under tae inspiring leadership of Professor H.J. van der Maas, much emphasis has been placed on the design of aircraft as part of the student's curriculum. Not only is aircraft design an optional subject for thesis work, but every aeronautical student has to carry out a preliminary airplane design in the course of his study. The main purpose of this preliminary design work is to enable the student to synthesize the knowledge ob tained separately in courses on aerodynamics, aircraft performances, stability and con trol, aircraft structures, etc. The student's exercises in preliminary design have been directed through the years by a number of staff members of the Department of Aerospace Engineering in Delft. The author of this book, Mr. E. Torenbeek, has made a large contribution to this part of the study programme for many years. Not only has he acquired vast experience in teaching airplane design at university level, but he has also been deeply involved in design-oriented re search, e.g. developing rational design methods and systematizing design information. I am very pleased that this wealth of experience, methods and data is now presented in this book. This study successfully described the mechanics of flapping hovering flight within the framework of conventional aerodynamics. Additionally, the theory proposed and supported by this research provides an entirely new way of looking at animal flapping flight. The mechanisms of biological flight are not well understood, and researchers have not been able to describe them using conventional aerodynamic forces. This study proposed that natural flapping flight can be broken down into a simplest model, that this model can then be used to develop a mathematical representation of flapping hovering flight, and finally, that the model can be successfully refined and compared to biological flapping data. This paper proposed a unique theory that the lift of a flapping animal is primarily the result of velocity across the cambered span of the wing. A force analysis was developed using centripetal acceleration to define an acceleration profile that would lead to a spanwise velocity profile. The force produced by the spanwise velocity profile was determined using a computational fluid dynamics analysis of flow on the simplified wing model. The overall forces on the model were found to produce more than twice the lift required for hovering flight. In addition, spanwise lift was shown to generate induced drag on the wing. Induced drag increased both the model wing's lift and drag. The model allowed the development of a mathematical representation that could be refined to account for insect hovering characteristics and that could predict expected physical attributes of the fluid flow. This computational representation resulted in a profile of lift and drag production that corresponds to known force profiles for insect flight. The model of flapping flight was shown to produce results similar to biological observation and experiment, and these results can potentially be applied to the study of other flapping animals. This work provides a foundation on which to base further exploration and hypotheses regarding flapping flight. The book summarises the outcom of a priority research programme: 'Analysis, Modelling and Computation of Multiphase Flows'. The results of 24 individual research projects are presented. The main objective of the research programme was to provide a better understanding of the physical basis for multiphase gas-liquid flows as they are found in numerous chemical and biochemical reactors. The research comprises steady and unsteady multiphase flows in three frequently found reactor configurations, namely bubble columns without interiors, airlift loop reactors, and aerated stirred vessels. For this purpose new and improved measurement techniques were developed. From the resulting knowledge and data, new and refined models for describing the underlying physical processes were developed, which were used for the establishment and improvement of analytic as well as numerical methods for predicting multiphase reactors. Thereby, the development, lay-out and scale-up of such processes should be possible on a more reliable basis. The volume set LNAI 11740 until LNAI 11745 constitutes the proceedings of the 12th International Conference on Intelligent Robotics and Applications, ICIRA 2019, held in Shenyang, China, in August 2019. The total of 378 full and 25 short papers presented in these proceedings was carefully reviewed and selected from 522 submissions. The papers are organized in topical sections as follows: Part I: collective and social robots; human biomechanics and human-centered robotics; robotics for cell manipulation and characterization; field robots; compliant mechanisms; robotic grasping and manipulation with incomplete information and strong disturbance; human-centered robotics; development of high-performance joint drive for robots; modular robots and other mechatronic systems; compliant manipulation learning and control for lightweight robot. Part II: power-assisted system and control; bio-inspired wall climbing robot; underwater acoustic and optical signal processing for environmental cognition; piezoelectric actuators and micro-nano manipulations; robot vision and scene understanding; visual and motional learning in robotics; signal processing and underwater bionic robots; soft locomotion robot; teleoperation robot; autonomous control of unmanned aircraft systems. Part III: marine bio-inspired robotics and soft robotics: materials, mechanisms, modelling, and control; robot intelligence technologies and system integration; continuum mechanisms and robots; unmanned underwater vehicles; intelligent robots for environment detection or fine manipulation; parallel robotics; human-robot collaboration; swarm intelligence and multi-robot cooperation; adaptive and learning control system; wearable and assistive devices and robots for healthcare; nonlinear systems and control. Part IV: swarm intelligence unmanned system; computational intelligence inspired robot navigation and SLAM; fuzzy modelling for automation, control, and robotics; development of ultra-thin-film, flexible sensors, and tactile sensation; robotic technology for deep space exploration; wearable sensing based limb motor function rehabilitation; pattern recognition and machine learning; navigation/localization. Part V: robot legged locomotion; advanced measurement and machine vision system; man-machine interactions; fault detection, testing and diagnosis; estimation and identification; mobile robots and intelligent autonomous systems; robotic vision, recognition and reconstruction; robot mechanism and design. Part VI: robot motion analysis and planning; robot design, development and control; medical robot; robot intelligence, learning and linguistics; motion control; computer integrated manufacturing; robot cooperation; virtual and augmented reality; education in mechatronics engineering; robotic drilling and sampling technology; automotive systems; mechatronics in energy systems; human-robot interaction. This book presents the select proceedings of the International Conference on Advances in Sustainable Technologies (ICAST 2020), organized by Lovely Professional University, Punjab, India. It gives an overview of recent developments in the field of fluid dynamics and thermal engineering. Some of the topics covered in this book include HVAC systems, alternative fuels, renewable energy, nano fluids, industrial advancements in energy systems, energy storage, multiphase transport and phase change, conventional and non-conventional energy theoretical and experimental fluid dynamics, numerical methods in heat transfer and fluid mechanics, different modes of heat transfer, fluid machinery, turbo machinery, and fluid power. The book will be useful for researchers and professionals working in the field of fluid dynamics and thermal engineering.

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