Special Issue

Unconventional Marine Vehicles

Message from the Guest Editor

Unconventional hulls, e.g., planing and stepped hulls, catamarans and multihulls, small waterplane area twin hulls (SWATHs), slice SWATHs, air cushion vehicles (ACV), and surface effect ships (SES), wing-in-ground (WIG), and hydrofoils, are of great interest in the marine industries and in the researcher community, as these unconventional ships could be the best-fit solution for specific issues that conventional hulls fail to ensure, in particular, the capability to reach high speeds, reduce hull motion, or increase payloads. However, unconventional hulls are not so easy to investigate in terms of experimental test, due to difficulties in recreating and evaluating the complex phenomena underpinning an unconventional hull's physical behaviors. Today, the increase of computational resources and tools, such as CFD methods (RANS, LES, SPH, etc.), gives researchers great support in the investigation of the performances (resistance, seakeeping, and maneuverability attitude) of unconventional hulls, also in the early design stage. This Special Issue aims to collect state-of-the-art contributions about the investigation and analysis of performances of unconventional hulls.

Guest Editor

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About the Journal

Message from the Editor-in-Chief

Journal of Marine Science and Engineering (*JMSE*, ISSN: 2077-1312) focuses on research in the fields of Ocean Engineering, Coastal Engineering, Physical Oceanography, Geological Oceanography, Marine Biology, and Marine Environmental Science. It publishes reviews, regular research papers, and short communications, as well as Special Issues on particular subjects. Our aim is to encourage scientists to publish their experimental and theoretical results in as much detail as possible. There is no restriction on the maximum length of the papers.

Editor-in-Chief

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