

Cavitation prediction in high performance sailing, one year later.

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ABSTRACT

In July of 2024, we presented our perspective on the modelling of cavitation from the industry's point of view at the 35th SNH. We explained how cavitation prediction (Legagneux et al., 2023; Perali et al., 2024) was a major need for the accurate modelling of high performance yachts. In particular, we used the example of IMOCA yachts (Fig. 1), where hydrofoil cavitation has a major influence on the longitudinal stability of the boat.

While we showed that 2D RANSE cavitation calculations were possible and indeed used in the design cycle of our last IMOCA's, we also explained why the computational cost of 3D RANSE cavitation modelling was currently too high for an industrial project. Consequently, last year's presentation introduced a test case for a cavitating foil, but contained no calculation results.

In this presentation, we will show the results of calculations on the same test case (Fig. 2), with parametric variations on numerical parameters such as y^+ , time steps, non-linear iterations, cavitation parameters...

We will discuss these results in light of the naval architect's needs, which are on a different time scale as the modelling itself, and explore some possible improvements.



Figure 1: An IMOCA designed by finot-conq in association with Antoine Koch and GSea Design.

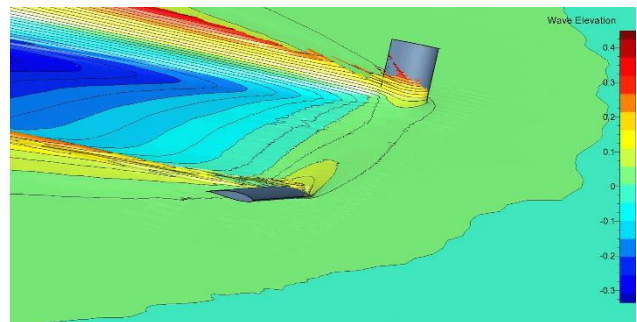


Figure 2: RANSE calculation of the hydrofoil test case.

References

- L. Legagneux, M. Van Den Boogaard, B. Mallol. Improved accuracy in cavitating flows using adaptive grid refinement. In Proceedings of Xth International Conference on Computational Methods in Marine Engineering, 2023.
- P. Perali, F. Hauville, A. Leroyer, J-A. Astolfi, M. Visonneau. Experimental and Numerical Study of the Flow Around Rigid and Flexible Hydrofoils for Wetted and Cavitating Flow Conditions. Journal of Fluids Engineering, 146:(11):1-64, 2024. doi: 10.1115/1.4065296.