A Methodology for the Holistic, Simulation Driven Ship Design Optimization under uncertainty.

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ABSTRACT: The change of scenery in shipping has been evident over the past 20 years. The ever changing oil and fuel price, tough and cyclical market conditions, the constant societal pressure for a «green» environmental footprint combined with ever demanding international safety regulations create the new framework in which commercial ship designs are subject to. As a result of this current status of shipping commercial a change of attitude in the philosophy and process of ship design is required in order to shift towards new approaches where holistic approaches are deemed necessary. Apart from considering all the interrelationships between the subsystems that consist the vessel lifecycle and supply chain considerations are the key in successful and «operator oriented» designs.

The methodology herein presented is built and fully integrated within the computer aided engineering (CAE) software CAESES that integrates in the design process CFD codes. It can be successfully used for the optimization of either of the basic design of a vessel or the operation of an existing vessel with regards to the maximization of the efficiency, safety and competitiveness of the final design. Stability, strength, powering and propulsion, safety, economics, operational and maintenance and in service management considerations are tightly integrated within a fully parametric model. This tight integration enables the user to simulate the response of the model in variations of the geometrical, design variables of the vessel (including its propeller) under conditions of simulation and uncertainty. For each of the potential design candidates, its operation is simulated based and assessed on a lifecycle basis and under conditions of uncertainty. The uncertainty modelling is extensive and in several levels including but not limited to Economic, Environmental, and Operational uncertainty as well an accuracy modelling of the methodology itself. The methodology is applied on the iron and coal seaborne trade and more specifically the case of large bulk carriers. The uncertainty models are based on Big Data statistical analysis, from the on-board real time monitoring systems of a fleet of 15 vessels for a period of more than 18 months on the examined trade

1 INTRODUCTION

For centuries the backbone of global trade and prosperity has been international shipping, with the vast majority of transportation of raw material as well as manufactured goods being conducted through seaborne trade. While the 20th century saw the expansion of shipping coincident with the industrial revolution, the first decade of the 21st posed a series of challenges for commercial shipping. The economic recession combined with a fall in freight rates (due to tonnage overcapacity as well as a global economic slowdown in terms of growth per capita) has threatened the financial sustainability of numerous companies. At the meantime, following the Kyoto protocol and the societal pressure for greener shipping gave birth to a number of international environmental regulations legislated by the UN International Maritime Organization (IMO) and classification societies that set the scheme for future as well as existing ship designs. Among others, future vessels' carbon emissions are controlled both by technical and operational measurements while the must also incorporate ballast treatment facilities to mitigate the risk reduced biodiversity (especially in sensitive ecosystems such as reefs) due to the involuntary carriage of evasive species inside water ballast tanks.

When focusing in the dry bulk cargo transportation, the carriage of major bulk commodities, i.e. iron ore, coal and grain the iron ore and coal dominate this market with 650 and 690 million tons respectively in 2005 as per Stopford [1]. This number grew significantly to 1,364 million tons of iron ore and 1,142 million tons transported by sea in 2017 in accordance with United Nations UNCTAD Report [2]. The total dry bulk seaborne trade in 2017 totaled at 4,827 million tons making iron ore and coal the dominant commodities with 28.3% and 23.7% of the total trade.

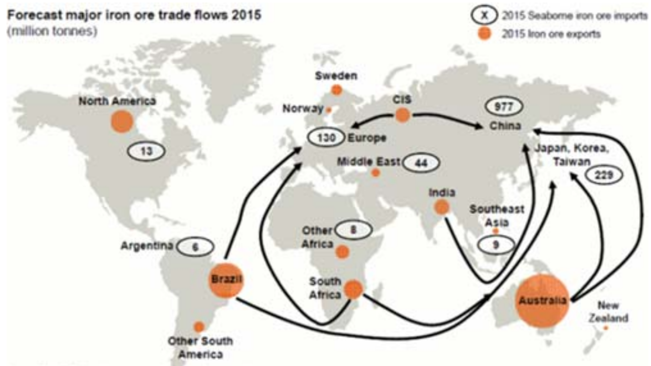


Figure [1]: Major Iron Ore Trades

The rapid expansion of Chinese economy created a constant demand for both iron and coal. On the other hand the major iron ore exporters are located in South America (primarily Brazil) and Australia. From the other hand, coal production in order of mil tons is concentrated in Indonesia, Australia and Russia with 383, 301, and 314 mil tons accordingly. Serving the supply chain and flow of iron ore and coal. The coal consumers are the Atlantic market consisted by Western European countries (Germany and the UK) and the Pacific market, which consists of developing and OECD Asian importers, notably Japan, Korea and Chinese Taipei. The Pacific market currently accounts for about 57% of world seaborne steam coal trade. For the past half century global bulk shipping has focused on providing tonnage to serve the above trade with vessels of considerable size due to limited size restrictions both due to ever expanding port terminals as well as to the absence of physical restrictions (e.g. Panama Canal). The present paper focuses on vessels intended for this trade which can be grouped in the Capesize / Very Large Ore Carrier (VLOC) segment of the shipping market.

The design of such and all bulk carriers in general for the past decade (2008-2018) focused on the increase of efficiency by two means: increase of cargo carrying capacity and decrease of energy demands. In most cases the optimization, if any, is based on a single design point in terms of both speed and loading condition (draft and thus displacement). This paper in turn proposes the herein developed and proposed holistic methodology intended for the optimization of the basic design of large bulk carriers based on their actual simulated operational profile, for their entire lifecycle and under conditions of uncertainty. The speed and trading profile is simulated for the entire economic life of the vessel and the optimization focuses on the minimization of all operating costs, maximization of income, minimization of internal rate of return (IRR) summarized by the Required Freight Rate (RFR) from one hand and from the other the minimization of the energy footprint of the vessel expressed by the Energy Efficiency Design Index (EEDI) , simulated Energy Efficiency Operating Index (EEOI), lifecycle emissions as well as the minimization of the required water ballast amount for stability in order to minimize (or even eliminate) the energy and costs for the treatment of water ballast onboard. From the safety point of view the optimization targets on the minimization of the risk of structural failure without unnecessary increases of the lightship weight.

2 OVERVIEW OF THE HOLISTIC METHODOLOGY

Holism (from ὅλος holos, a Greek word meaning all, whole, entire, total), is the idea that natural systems (physical, biological, chemical, social, economic, mental, linguistic, etc.) and their properties, should be viewed as wholes, not as collections of parts. This often includes the view that systems somehow function as wholes and that their functioning cannot be fully understood solely in terms of their component parts. Within this context the authors have developed such methodologies in the Ship Design Laboratory of NTUA with use of the Computer Aided Engineering (CAE) software CAESES developed by Friendship Systems that can simulate ship design as a process in a holistic way. This approach has been applied in a variety of cases in the past such as tanker design optimization [Nikolopoulos, 9] as well as to containership design [Koutroukis, 13].

Holistic Ship Design

The methodology is holistic, meaning that all of the critical aspects of the design are addressed under a common framework that takes into account the lifecycle performance of the ship in terms of safety efficiency and economic performance, the internal system interactions as well as the trade-offs and sensitivities. The workflow of the methodology has the same tasks as the traditional design spiral with the difference that the approach is not sequential but concurrent.

Simulation Driven Design

The methodology is also simulation driven, meaning that the assessment of the key design attributes for each variant is derived after the simulation of the vessel's operation for its entire lifecycle instead of using a prescribed loading condition and operating speed (Nikolopoulos, Boulougouris [15]). The operation simulation takes into account the two predominant trade routes large bulk carriers are employed in and models the operation based on actual operating data from a fleet of large bulk carriers (Capesize and Newcastlemax). By employing such a technique, the actual operating conditions and environment with all uncertainties and volatilities connected to the latter is used to assess the merits of each variant of the optimization ensuring that the design will remain robust and attain its good performance over a range of different environments and for its entire lifecycle. The dimensioning of the principal components, e.g the main engine and propeller is based on the margin allowed from a limit state condition assumed in the analysis.

Design under Uncertainty

A new novel approach with regards to uncertainty is introduced in the herein discussed version of this methodology. The entire methodology is evolved from deterministic to probabilistic by the introduction of various levels of uncertainties in the following levels:

a. Environmental Uncertainties

b. Market Uncertainties

c. Methodology Uncertainty.

Design and Simulation Environment

The environment in which the methodology is programmed and is responsible for the generation of the fully parametric hull surfaces is the CAESES CAE which is a CAD-CFD integration platform developed for the simulation driven design of functional surfaces like ship hulls, propeller and appendages, but also for other applications like turbine blades and pump casings. It supplies a wide range of functionalities or simulation driven design like parametric modeling, integration of simulation codes, algorithms for systematic variation and formal optimization. The offered technologies are:

- Complex fully parameterized models can be generated. Additionally, (non-parametric) imported shapes can be manipulated with parameterized transformations. Feature modeling, special parametric curve and surface types, as well as transformation techniques support those tasks.

- External simulation codes, be it in-house codes or commercial codes can be conveniently coupled in a multitude of ways: tool-specific coupling, coupling via a common data interface on XML basis, project based coupling with template files and communication via the Component Object Mode (COM) interface. Except for the first one, all interfaces can be set up by the user.

A range of different algorithms for systematic variation, single- or multi- objective optimization is offered from the so-called Design Engines.

The holistic methodology proposed has the following workflow:

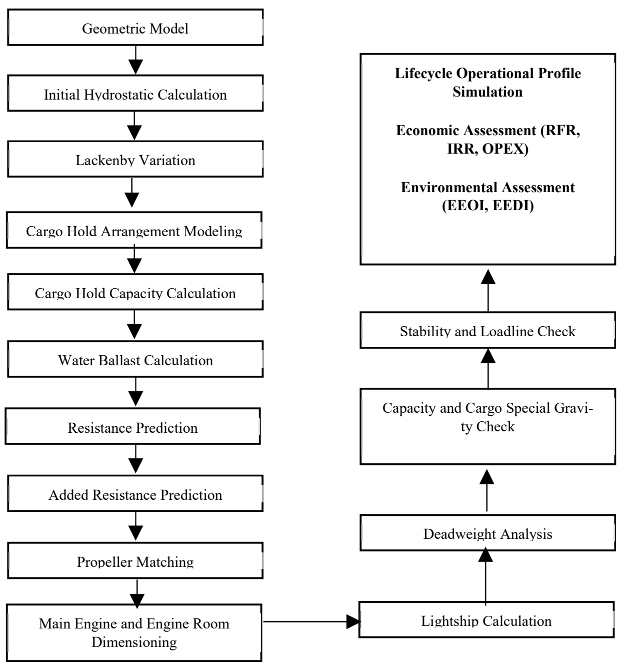


Figure [2]: Workflow of the Proposed Methodology

2.1 *Geometric Core*

The core of this methodology and any similar developed in a CAD/CAE system is the geometrical model (geometrical core). The original surface is produced as group of parametric sub-surfaces modeled in the CAESES.

2.2 *Initial Hydrostatic Properties*

The hydrostatic calculation aims on checking the displacement volume, block coefficient and center of buoyancy of the design. It is performed by an internal computation of FFW and for its execution a dense set of offsets (sections) is required as well as a plane and a mirror plane.

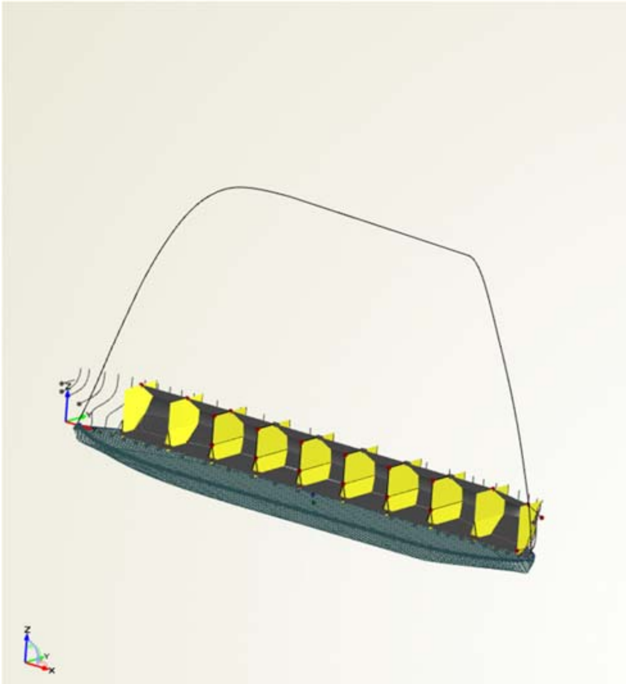
2.3 *Lackenby Variation*

In order to be able to control the desired geometrical properties of the lines, and more specifically the block coefficient (Cb) and the longitudinal centre of buoyancy (LCB), the Lackenby variation is applied. This variation is a shift transformation that is able to shift sections aft and fore accordingly. Instead of applying quadratic polynomials as shift functions, fairness optimized B-Splines are used allowing the selection of the region of influence and the smooth transition as well. The required input for the transformation is the extent of the transformation which in this case is from the propeller position to the fore peak and the difference of the existing and desired Cb and LCB as well[9].

Picture [1]: Finalized hullform after Lackenby variation

2.4 *Cargo Hold Modeling*

Using the output surface from the Lackenby variation, the cargo hold arrangement is generated with a feature of the Friendship Framework and its capacity is calculated.
The cargo hold surfaces and their respective parametric entity were realized within CAESES. Furthermore, the hydrostatic calculations of CAESES were used to calculate the capacity of the cargo holds, which is necessary for most of the computations. The parameters/variables controlling this area were the positions of the bulkheads, the position of the Engine Room bulkhead, the frame spacing as well as some local variables such as the hopper width and angle, the topside tank dimensions (width and height), the lower stool height and length and double bottom height.
The capacity of each tank is calculated by creating offsets for each one of the tank surfaces and joining them together. Afterwards, a hydrostatic calculation of the tanks takes place and the total capacity can be checked. Furthermore, a calibration factor derived from the parent hull is introduced in order to take into account the volume of the structural frames inside the cargo holds as well as a factor in order to derive with the Bale and Grain capacities.
The result of the parametric tank modeling can be also seen at the CAESES snapshot (picture [2])



Picture [2]: Parametric Cargo Hold surfaces

2.5 *Resistance Prediction*

Calm Water Resistance

The resistance prediction of this model uses a hybrid method and two different approaches, depending on the optimization stage.

Initially, during the design of experiment and the global optimization phase, where a great number of variants is created there is a need for high processing speed and subsequently computational power. For this particular reason the Approximate Powering Method of Holtrop[4] is used that derives from editing statistical data and is a very fast method. Especially in bulk carriers it is very accurate too, since the wave making resistance as well as the viscous pressure resistance are very small fractions of the total resistance with the frictional resistance (direct function of the wetted surface) dominating all resistance components due to the dimensions and very small Froude number. The only inaccuracy of this method can be identified in the local viscous resistance effects and is common to all prediction methods.

However, in order to improve the prediction accuracy, especially for of design conditions such as the ballast condition, the coefficients for each component of the resistance used in Holtrop and Mennen methodology were recalibrated against the parent vessel model tests while the coefficients used for the powering prediction were calibrated both from model tests and analytical CFD calculations on the parent vessel (Nikolopoulos and Boulougouris [18]). In subject publication the constants and parameters from Holtrop and Mennen approximate power method were systematically varied with use of genetic algorithms with the goal of calibrating the method for minimum error against the statistical database used. The calibration database is consisted by the model tests (in both design, scantling and ballast loading conditions) of 7 different vessels with very similar geometric characteristics (full hull forms) and Froude number of the parent and target vessels. In total 111 points of power vs. speed for the Laden conditions and 61 points of power vs. speed for the Ballast conditions were assessed.

The calibration was performed by a systematic optimization approach. The optimization variables were the statistic coefficients as well as power values used in Holtrop methodology with a relatively big margin of variance as well as the introduction of some additional terms in existing equations. Then the methodology would be applied for each speed /power point of the model tests and the difference in powering would derive. The minimization of this difference is the optimization target of this particular sub problem. The applied algorithm for the optimization was the NSGA II with roughly 4000 variants being produced in two steps for each condition. The first step was the calibration of the equations for the calculation of the bare hull resistance and power (EHP-Effective Horse Power) while the second calibrated the equations for applying the self-propulsion problem and thus calculating the delivered horse power (DHP).The result was an average difference of -4.3% and -0.20% of the EHP and DHP respectively, for the Ballast Condition and -1.94% and -6.5% of the EHP and DHP respectively for the Laden Conditions with the Holtrop results being more conservative (over estimation) than the model tests. The standard deviation, variances as well as a full statistical analysis was produced and the prediction error of the methodology was modelled in the IBM SPSS with a non-linear regression method as a function of the vessels dimensions, block coefficient and wetted surface and subsequently programed in the methodology.

The entire Holtrop method is programmed within the Framework and is also generated as a feature for later use. Actual data from the geometric model is also used, such as the entrance angle, prismatic coefficients etc, making the process more precise and representing of the specific design.

Added Resistance due to Wind

The vessel's added resistance due to wind is calculated for two separate occasions in subject methodology. The first being for the assessment for sizing the main engine at a prescribed condition for the latter and second, within the simulation of the vessel's operation for each leg and stage of the simulated voyage route. The tool used for the resistance is the formula of Fujiwara et al [25] which is also used in the ISO15016-2015 [20] when doing corrections in the measurements obtained in sea trials. Subject method is considered as reliable, robust and accurate as the formula contains sensitivities and correlations with the hull and deckhouses geometry (via the use of projected surfaces).

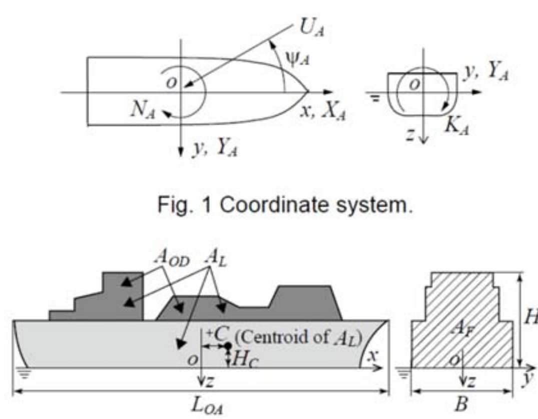


Figure []: Coordinate system and input used in Fuiwara empirical formula for the estimation of added resistance due to wind [25]

Added Resistance due to Waves

The added resistance due to waves is similarly used in the two modules mentioned previously, namely main engine sizing and operational simulation. The tool used for the added resistance estimation is different depending on the stage of the optimization. For the initial stage, empirical formulae based on the Maruo far field are utilized while in a second stage, integrated panel codes using potential theory to solve the seakeeping motions problem and then through added mass calculate the added resistance.

For the first stage, after assessing the method of Kwon et al [14].[15] as well as STAWAVE2 (as presented in ISO15016-2015 [20]) the new method of Liu and Papanikolaou [25] for the estimation of added resistance in head waves is chosen instead.

The method of Liu and Papanikolaou offer a fast and efficient calculation alternative to running a panel code, strip theory code or using RANS codes. The formula is based on best fitting of available experimental data for different types of hull forms. The formula, has been simplified to the extent of using only the main ship particulars and fundamental wave characteristics for the estimation of ship's added resistance.

The formula takes the below form:

$$R_{AW} = R_{AWR} + R_{AWM}$$

$$R_{AWR} = \frac{2.25}{2}\rho g B \zeta_a^2 \alpha_d \sin^2 E \left(1 + 5\sqrt{\frac{L_{pp}}{\lambda}} Fn\right)\left(\frac{0.87}{C_B}\right)^{1+4\sqrt{Fn}}$$

$$R_{AWM} = 4\rho g \zeta_a^2 B^2 / L_{pp} \bar{\omega}^{b_1} \exp\left[\frac{b_1}{d_1}\left(1-\bar{\omega}^{d_1}\right)\right] a_1 a_2$$

Where:

$$E = \operatorname{atan}(B / 2L_E)$$

$$\alpha_T = 1 - e^{-2kT}$$

$$a_1 = 60.3 C_B^{1.34}\left(\frac{0.87}{C_B}\right)^{1+Fn}$$

$$a_2 = \begin{cases} 0.0072 + 0.1676Fn & \text{for } Fn < 0.12 \\ Fn^{1.5}\exp(-3.5Fn) & \text{for } Fn \geq 0.12 \end{cases}$$

$$\bar{\omega} = \begin{cases} \dfrac{\sqrt{L_{pp}/g}\sqrt[3]{\dfrac{k_{yy}}{L_{pp}}}0.05^{0.143}}{1.17}\omega & \text{for } Fn < 0.05 \\ \dfrac{\sqrt{L_{pp}/g}\sqrt[3]{\dfrac{k_{yy}}{L_{pp}}}Fn^{0.143}}{1.17}\omega & \text{for } Fn \geq 0.05 \end{cases}$$

For C_b<0.75 :

$$b_1 = \begin{cases} 11.0 & \text{for } \bar{\omega} < 1 \\ -8.5 & elsewhere \end{cases}$$

$$d_1 = \begin{cases} 14.0 & \text{for } \bar{\omega} < 1 \\ -566\left(\dfrac{L_{pp}}{B}\right)^{-2.66} * 6 & elsewhere \end{cases}$$

For C_b>0.75:

$$b_1 = \begin{cases} 11.0 & \text{for } \bar{\omega} < 1 \\ -8.5 & elsewhere \end{cases}$$

$$d_1 = \begin{cases} 566\left(\dfrac{L_{pp}}{B}\right)^{-2.66} & \text{for } \bar{\omega} < 1 \\ -566\left(\dfrac{L_{pp}}{B}\right)^{-2.66} * 6 & elsewhere \end{cases}$$

The L_E has been defined as the distance from the fore peak to the position where the maximum ship breadth is reached.

Fouling Related Resistance

The last environmental related added resistance factor taken herein into account both in the design modules (propulsion prediction and main engine selection) as well as input in the operational simulation module is that of marine biological fouling. More specifically, as the hull of the ship ages the average roughness values increases due to hull biological fouling. The effect of the hull roughness for the vessel's resistance can be calculated from the below formula (International [19]):

$$\frac{\Delta R}{R} = \frac{\Delta C_F}{C_T} = 0.044 * \left[(k_2/L)^{1/3} - (k_1/L)^{1/3}\right]$$

With k_2 and k_1 being the current and previous hull roughness respectively. The hull roughness increase on an annual basis is also estimated from [International [18]] which starts from an average of and continues on an exponential rate. Furthermore, in order to further enhance the lifecycle considerations, the dry docking recoating is taken into account in the 5, 10, 15, 20 and 25 year interval with a reduction of the roughness to a level 10% higher than the previous coating system (e.g roughness in 5 years is 10% higher than the newbuilding value, roughness in 10 years is 10% than the 5 year value etc). The starting roughness value at the delivery stage of the vessel is assumed to be an average value of 97.5 microns (derived from minimum 75 and maximum 120 microns).

The power increase corresponding to the above resistance increase is approximated by the following formula (International [19]):

$$1 + \frac{\Delta P}{P} = \frac{1 + \Delta R/R}{1 + \Delta\eta/\eta}$$

With the increase on the propeller open water efficiency being:

$$\frac{1}{1 + \Delta\eta/\eta} = 0.30 * \left(1 + \frac{\Delta R}{R}\right) + 0.70$$

2.6 *Propeller Model*

While the vessel's Propeller is not modelled geometrically at this current stage, it is assumed to be a part of the Wagenigen B-Series of propellers. All the Wagenigen polynomials are modeled within the methodology (Bernitsas [17]) so the open water diagrams of a propeller with a selected pitch, diameters, blade number and expanded area ratio can be derived. Following this, the self-propulsion equilibrium is conducted in the design speed in an iterative manner in order to derive with the final propulsion coefficients, shaft horse power, torque, thrust and propeller revolutions (RPM). This is in turn used for the propeller-engine matching and the propulsion plant dimensioning.
The optimal selection of the propeller parameters (diameter, pitch, blades) is also part of the global/preliminary design stage

2.7 *Main Engine and Engine Room dimensioning*

Main Engine
After the propeller is dimensioned, the Main engine should be matched to that hull and propeller. In order to avoid the well-known (and rather recent) risk of underpowered vessels, instead of employing a weather and fouling margin (typically 15%), a dimensioning condition was in turn used as determined by users. This condition is such that the vessel should maintain the full speed and corresponding engine load, power and RPM at head and beam waves corresponding to sea state 5, with adverse (head) current of 1.5 knots, roughness due to fouling corresponding to 4 years without cleaning and the corresponding head wind of sea state 5. In addition to the power requirements of the above an RPM of 10% (in accordance with MAN B&W requirements []) is imposed as well as an additional margin of 5% which is considered for derating the main engine and ensuring smaller Specific Fuel Oil Consumption (SFOC).
For the final requirements the main engine is matched with the existing "G-Type", "ultra-long stroke", engines available from MAN[6]. Firstly an "engine library" with alternative configurations is created, which is utilized in the selection module in combination with an internal iterative procedure ensures that the engine will have sufficient light running margin and that the layout point on the diagram is close to the L2L4 line corresponding to bigger torque/MEP margins and smaller SFOC values.
From the above the final SFOC curve from 10% to 100% is produced and corrected for the actual engine layout.
All engines within the engine selection library are Tier III compliant in accordance with the MARPOL Annex VI, Regulation 13 as amended by the IMO MEPC 66 requirement [26] for ships built after the 1st of January of 2016. Additionally the engine library contains all three different available NOx abatement technologies, namely: Exhaust Gas Recirculation (EGR), High Pressure Selective Catalytic Reaction (HPSCR) and Low Pressure Selective Catalytic Reaction (LPSCR). The choice of which technology will be applied is one of the optimization variables. Furthermore, in future development, the engine library will be expanded also with Gas engines.
In addition to SFOC curves, curves of steam production from 20% to 100% are produced. These are used in turn as steam production curves in the operation simulation, in order to assess the potential load (if required) of the composite boiler to match the steam consumption requirements.

Diesel Generators
The electrical balance analysis of the parent vessel is non-dimensionalized for each consumer and each condition respectively and the ratios are used within the methodology to determine the load of each consumer for the generated variants and thus the electrical load for a each condition.
The required alternator output is calculated based on this (after including a safety factor), while the prime movers (diesel generators) of the alternators are sized by assuming an 85% electrical efficiency.

Exhaust Gas Boilers
Similarly to the case of the electrical balance, the steam balance of the vessel is also non-dimensionalized. For applications of fuel tank heating (whether bunker or settling/service tanks) the steam consumption (in kg/h) is non-dimensionalized by the fuel tank capacity (calculated in intact stability module)

2.8 *Lightship Weight Prediction*

The lightship calculation follows the traditional categorization in three weight groups, the machinery weight, the outfitting weight and the steel weight.

Machinery Weight
The machinery weight calculation is based on the average of two methods: the Watson-Gilfillan formula and the calculation based on the Main Engines weight respectively.
The machinery weight estimation is based on a empirical formula due to Watson-Gilfillan[5] :

$$Wm = Cmd * Pb^{0.89} \quad (1)$$

The average is used to balance out any extreme differences, and the coefficients of the Watson-Gilfillan formula are calibrated for low speed, two stroke engines based on statistic data available for a fleet of bulkers.

Outfitting Weight
The outfitting weight is also based on the average of two independent calculations. The Schneekluth method is one and the use of empirical coefficients for sub-groups of that particular weight group is the other one.

Steel Weight
During the initial design stages, and the selection of optimal main dimensions, it is necessary to identify the effect of the change of the principal dimensions of a reference ship on the structural steel weight. Thus, at first, an accurate calculation of the steel weight of the reference ship is conducted. Following this, the "Schneekluth Lightship Weight Method" was applied [Papanikolaou, 6]. Given that the steel weight for the parent vessel was available as derived from summing the individual steel block weights (from the shipbuilding process) a TSearch algorith was employed in order to vary the values of the statistical coefficients and constants of subject methodology with the objective of the minimization of the difference between the actual and calculated values for the steel weight. The result was an accuracy of 0.3% which is more than acceptable within the scope of basic/preliminary design. The error was modeled also in the IBM SPSS as a function of the principal particulars and block coefficient.

2.9 *Deadweight Analysis*

The deadweight of the vessel is comprised by subgroups such as the consumables, the crew weight and the deadweight constant. The Deadweight analysis is the prediction of the payload of the vessel based on the calculation of the consumables.
As mentioned before, the consumables for the machinery is calculated, namely the Heavy Fuel Oil for the main engines, and diesel generators, the Lubricating Oils of the engines and generators.
Furthermore, based on the number of the crew members (30), the fresh water onboard is calculated as well as the supplies and the stores of the vessel.

2.10 *Stability and Loadline Check*

The initial intact stability is assessed by means of the metacentric height of the vessel (GM). The centre of gravity of the cargo is determined from the capacity calculation within the framework while the centre of gravity for the lightship and consumables is determined from non-dimensioned coefficients (functions of the deck height) that derive from the information found in the trim and stability booklet of the parent vessel. All the above are calculated with the requirements of the IMO Intact Stability Code for 2008[3].

2.11 *Operational Profile Simulation*

This module is an integrated code within the methodology that simulates the actual operating conditions of the vessel for its entire lifecycle. Two trade routes are considered, the Brazil to China roundtrip and the Australia to China roundtrip. Each voyage is split into legs depending on distinctive sea areas.

For the Australia to China roundtrip the following legs are considered:

- Leg A: Sea Passage from W. Australia loading ports to Philippines being subdivided into 4 sub-legs.
- Leg B: Sea Passage from Phillipines to Discharging port being subdivided into 4 sub-legs.
- Leg C: Only for the ballast leg to Australia a stop in Singapore for bunkering is considered.

For the Brazil to China roundtrip the following legs are considered:

- Leg A: Sea Passage from the Brazilian Loading port to the Cape of Good Hope in South Africa. This leg is subdivided into 4 equal sub-legs.
- Leg B: From the Cape of Good Hope in S.Africa to Indonesia and is subdivided into 4 equal sub-legs
- Leg C: Sea Passage through the Malacca straight and Singapore including a port stay in Singapore for bunkering operations.
- Leg D: Sea Passage from Singapore through the Taiwanese straight into the discharging port of China. This leg is subdivided into to 2 sub-legs.

<u>Input Data</u>

For each one of the legs (given distance in nautical miles) the average speed and added resistance curves are input as well as the loading of the generators, the maneuvering time. If the leg includes a discharging, loading or bunkering port the port stay in hours is also used. Based on this profile the voyage associated costs together with the fuel costs are calculated on a much more accurate and realistic basis.

The input variables of the operation simulation model for each model can be seen in the below table [2].

<u>Added Resistance</u>

For each leg, stage and corresponding time step the added resistance module is called from within the operational simulation module in order to calculate the added resistance. The final estimation is a probabilistic one, which means that the added resistance for different wave directios, wave heights and wave lengths is estimated and then a probabilistic figure is derived based on the probability distribution functions modeled from the onboard measurement data.

<u>Environmental Parameters Modeling</u>

The operating speed for which the added resistance (and thus added propulsion power) is calculated is also probabilistic.
Initially the uncertainty of the average operating speed per leg is applied. The probabilities of having a ±15% deviation from the estimated average of each leg are calculated from the probability density function derived from onboard data analysis. A probabilistic steaming speed is then produced from the weighted average of the higher and lower speeds.

<u>Currents</u>

The second source of uncertainty with regards to the operating speed is environmental and is related to the local currents. For each leg/sea area a statistical analysis from onboard collected data, reveals both the average as probability distribution of the current speed and current direction. In the simulation module these calculated probability distribution functions are used in order to estimate the probability of encountering a high, medium and low current (their amplitude is determined from the minimum, maximum and average speed from the onboard data). The correction to the operating speed is positive for the cases of astern current and negative for ahead current. The ahead and astern currents are considered for an "operating envelope" of ±45 degrees both in the ahead and astern term, as the side currents will only yield deviation rather than speed loss.
From the above mentioned two corrections the probabilistic ship speed is derived based on which both the calm water required delivered power is calculated as well as the added resistance and power calculations takes place.

<u>Fouling</u>

The fouling margin, is also calculated depending on the age of the vessel in the respective simulation stage by calling the fouling resistance calculation module described previously

Operational Simulation Input Parameters	Unit
ISO corrected SFOC Curve	
Speed Power Curve - Calm Water	
Auxiliary Engines Power	kW
SFOC curve for auxiliary Engines	
Auxiliary Engine Load during Cargo Hold Cleaning	%
Time for Cargo Hold Cleaning	hours
Main Engine SMCR	kW
Main Engine Load in Maneuvering	%
Cylinder Oil Feed Rate (normalized average)	gr/kWh
Electrical Power Required during Normal Sea Going	kW
Blowers Electrical Power	kW
Required Electrical Power during Maneuvering	kW
Main Engine SFOC during Maneuvering	g/kW
Sulphur Content in Fuel	%
Main Dimensions	
Length Overall	m
Length Between Perpendiculars	m
Breadth	m
Voyage Draft	m
Wind Profile	
Total Lateral Projected Area	m^2
Total Transverse Projected Area	m^2
Lateral Projected Area of Superstructures above deck	m^2
Fujiwara Hc	m
Height of Superstructures	m
Added Resistance	
Wave Length Probability Distribution Function Curve	
Entrance Angle Length	m
Fouling – Resistance Increase due to roughness	N
Propulsion	
Thrust Deduction Curve	
Wake Fraction Curve	
Propeller Diameter	
Number of Blades	
Expanded Area Ratio	m^2
Pitch over Diameter Ratio	
Propeller Shaft Mechanical Efficiency	
Relative Rotative Efficiency	
Speed – RPM Curve	
Loading /Discharging Port	
Auxiliary Engine Load during Loading	%
Time in Loading/Discharging Port	hours
Time for maneuvering	hours
Sea Passage Leg	
Distance	miles
Average Transit Speed	knots
Probability of Head Current	
Probability of Astern Current	
Low Current Velocity	knots
Mid Current Velocity	knots
High Current Velocity	knots
Sea Passage Leg – Singapore (additional)	
Maneuvering Time	hours
Port Stay for Bunkering	hours
Auxilliary Engine Load in Port	%

Table[2]: Operational Simulation Input Parameters

2.12 *Economic Model*

In total the code calculates the Operational Expenditure (OPEX), the Capital Expenditure (CAPEX), the Required Freight Rate (RFR), the Internal Rate of Return (IRR) as well as the IMO Energy Efficiency Operational Index (EEOI).

The Economic model also follows the principle of simulation driven design and design under uncertainty. The uncertainties in the economic model can be identified both in terms of the shipping market as well as the fuel prices which directly the fuel costs (burden to owners that operate in the tramp/spot markets).

The market uncertainty is predominately expressed by the uncertainty of the vessel's Earnings. Through the Clarkson's Shipping intelligence database (Clarkson's [21]), a probability distribution function for the Capesize earnings was produced based on the data from 1990 to 2015 which cover a typical vessel's economic (and engineering) lifetime. Based on the earnings the probability of high (150,000 USD/day TCE), mid (35,000 USD/day TCE) and low (5,000 USD/day TCE) were calculated and thus a probabilistic value for the vessel's annual as well as lifecycle (by applying the interest rates) profitability was derived. Apart from this earnings directly affect the other shipping markets, namely the acquisition market (both the S&P and Newbuilding market; for the case herein presented the second as well as the scrap market. For this particular reason and in order to further enhance the correlation to the vessel's design the newbuilding prices and scrap prices were expressed (after suitable adjustment) per ton of lightship and were correlated from the Clarkson's Shipping Intelligence database to the Earnings of the vessel with the following formulas:

$$NBprice = 157.335 * Earnings^{0.269}$$

And

$$Scrap\_price = 25.648 * Earnings^{0.244}$$

For both equations the value returned is USD/ton of lightship and serve as magnification factors for the acquisition and residual values of the vessel. Furthermore, the two last which are used for the CAPEX calculation, are also probabilistic by applying the same probabilities that are used for High, Mid and Low Earnings with the respective amounts introduced in the above presented formulas.

By this way, it is able to accurately depict the volatility of the market and the response of each design variant as well as the effect of its dimensions to its lifecycle economic performance.

This is further enhanced by the calculation of the Fuel Price cost which is outside the usual time charter provisions of bulker Charter Party agreements. The Fuel prices cost is also probabilistic with the probabilities for High (1500 USD/ton), Mid (450 USD/ton) and Low (150 USD/ton) prices being derived from the probability distribution function that was calculated from the Clarkson's Shipping Intelligence Database.

This is a key point of this methodology, namely to optimize the vessel's design under uncertainty as the produced designs correspond to a more realistic scenario and the dominant variants of the optimization have a more robust behavior over a variety of exogenous governing market factors.

The derived probabilistic values of RFR and the deterministic value of the EEOI are the functions/targets used in the optimization sequence later.

2.13 *Energy Efficiency Design Index Calculation*

The Energy Efficiency Design Index (EEDI) is calculated according to the formula proposed in the IMO resolution MEPC.212(63), using the values of 70 % deadweight and75% of the MCR of the engines and the corresponding reference speed:

$$EEDI = \frac{\left(\prod_{j=1}^{M} f_j\right)\left(\sum_{i=1}^{nME} P_{ME(i)} * C_{FME(i)} * SFC_{ME(i)}\right) + \left(P_{AE} * C_{FAE} * SFC_{AE}\right)}{f_i * Capacity * V_{ref} * f_w} +$$

$$\frac{\left\{\left(\prod_{j=1}^{M} f_j * \sum_{i=1}^{nPTI} P_{PTI(i)} - \sum_{i=1}^{neff} f_{eff(i)} * P_{AEeff(i)}\right) * C_{FAE} * SFC_{AE}\right\} - \left(\sum_{i=1}^{neff} f_{eff(i)} * P_{eff(i)} * C_{FME} * SFC_{ME}\right)}{f_i * Capacity * V_{ref} * f_w} \quad (4)$$

The minimization of this index is one of the primary targets of the conducted optimization. The engine power is directly related to the resistance of the hullform, while the deadweight is also related to both the hullform in terms of displacement and to ship's lightship weight.

2.14 *Modeling Uncertainties from Big Data Analysis*

One of the novel aspects of this methodology has been the use of big data and the statistical analysis of the latter with the IBM SPSS toolkits for the creation of linear and non-linear regression formulas as well as probability distribution functions and descriptive statistical studies. The big data taken into account and analyzed (as already described in the various subcomponents of the methodology) are in two categories:

a. Onboard data (write about their origin) and production of PDF for environmental criteria.

The Onboard data were collected from two the installed Vessel Performance Monitoring (VPM) System of a fleet of Capesize and Newcastlemax bulkers that operate both in the Brazil and Australia trade routes. This VPM system collects real time data (30sec logging and averaging into 5 minute intervals) of the vessel's Alarm and Monitoring System (AMS) and the vessel's navigational data from the Voyage Data Recorder (VDR) into an onboard server. This gathering, together with the use of signals from torque meters and flow meters provides an extensive database that is used for the statistical analysis with the IBM SPSS toolkit of the following parameters:

1. Operating Speed
   Normal PDF with a Mean and Standard Deviation depending on the leg of the passage.
2. Wind Speed
   Normal PDF with a Mean and Standard Deviation depending on the leg of the passage.
3. Wind Direction
   Normal PDF with a Mean and Standard Deviation depending on the leg of the passage.
4. Current Velocity
   Exponential with a scale of around 1 to 1.5 depending on the leg of the passage.
5. Current Direction
   Normal PDF with a Mean and Standard Deviation depending on the leg of the passage.

b. Clarkson's Ship Intelligence Database for the modelling of market conditions.

The Clarkson's Shipping Intelligence Database (Clarkson's [21]) has been used extensively for the market modeling and studying of the correlations for the following parameters:

1. Capesize Earnings (1990 to 2015)
   Lognormal PDF with Scale=23194.925 and Shape=0.830
2. Fuel Price - IFO380 (1990 to 2015)
   Lognormal PDF with Scale=246.930 and Shape=0.711
3. Fuel Price – MGO (1990 to 2015)
   Triangular PDF with min=101.25, max=1268.13 and mode=120.65.

3 DESIGN CONCEPT

3.1 *Large Bulk Carrier Market*

The focus of the present study lies within the large bulk carrier segment. The market for subject vessel size is positioned on the seaborne transportation of primary bulk commodities for industrial activities (iron ore, nickel ore and other major minerals) as well as for energy in the form of coal.

As already mentioned previously, the trade routes for the above mentioned markets are between Latin America and the Far East (China primarily and then Korea and Japan) as well as between Australia and again the Far East. The optimal vessel for the maintenance of an efficient supply chain in these two routes is the primary objective of this study.

Traditionally in such markets Capesize markets have been employed as well as Very Large Ore Carriers (VLOCs). During the last decade a new class of vessels has been emerged, known as Newcastlemax as they are the largest vessels that can enter and load in the Coal Terminal of Newcastle in Australia

3.2 *Baseline Vessel – 208k Newcastlemax*

As in any ship design optimization case study it is imperative that a baseline is set in the form of the parent vessel used as a primary source of reference as well as calibration for the methodology and all the formulas/computations applied in the latter. For this particular reason it is necessary to have as complete data as possible for the parent vessel in order to achieve a better degree of accuracy as well as being able to make proper comparison during the analysis of the dominant variants of the optimization front.

The vessel chosen for this study belongs to the new category segment of Newcastlemax Bulkers and is a newly delivered vessel. The baseline parametric geometry has been adapted to fit the hull form lines available. As mentioned in the previous chapter the model test results of subject vessel were used to calibrate and better adapt Holtrop statistical methodology for the prediction of powering along the entire speed-power curve. The principal particulars of the vessel can be found in the below table:

Baseline Vessel Principal Particulars	
Length over all	299.98
Lengthbetween perpendiculars	294
Beam	50
Scantling Draft	18.5
Deck Height	25
Cb	0.8521
Main Engine Specified MCR (kW)	17494 @ 78.7 RPM / MAN B&W 6G70ME-C9.2
Deadweight (tons)	Abt 208,000
Lightship Weight (tons)	26,120
Cargo Hold Capacity (m^3)	224,712.1

Table [6]: Baseline Vessel Principal Particulars

3.3 *Proposed Design Concept Characteristics*

A small Froude number (slow speed) and full hull form is herein proposed as the base hull for the global optimization. The absence of a bulbous bow is evident as it is a recent trend in bulk carrier design as such absence assists in the reduction of the vessel frictional resistance (primary resistance component) while the wave making resistance is not increased. The effect of the bulbous bow on the above as well as the added resistance are investigated in depth in separate study. In addition the use only of an electronically controlled Main Engine is considered and no Energy Saving Devices (wake equalizing duct, preswirl fin, bulbous rudder etc) are considered since there is no such device installed on the parent vessel and further to the above such devices and their effect is to be considered in a post analysis study.

<u>Simulation driven design , choice of hullform parameters</u>
The assessment of the design is derived from the simulation of the operational, economic and trading profile (as per methodology in chapter In other words instead of using only one design point (in terms of draft and speed) multiple points are used derived from actual operating data of a shipping company.

<u>Newcastlemax design concept</u>
The maximum moulded dimensions (Length Over All and Breadth) for subject study in the optimization problem set also as optimization constraints are the maximum allowable dimensions in order to load in the port Newcastle in Australia.

3.4 *Optimization Target/Goals*

The target of any optimization procedure is always to achieve the most desiring values/properties for the set optimization objectives. The alteration of the designs and assessed entries is performed through the systematic variation of their distinctive parameters, while each one of the designs must comply with the set constraints, e.g. stability criteria/maximum dimensions or deadweight
The generic targets or objectives in almost any ship design optimization problem are:
<u>Competitiveness,</u>

The market and economic competitiveness of a an individual vessel variant is the core of any optimization as a vessel will always be an asset (of high capital value) and can be expressed by the following indices:

1. *Required Freight Rate.*
   The required freight rate is the hypothetical freight which will ensure a break even for the hypothetical shipowner between the operating costs, capital costs and its income based on the annual voyages as well as collective cargo capacity and is such expressed in USD per ton of cargo.

2. *Operating Expenditure (OPEX)*
   The operating expenditure expressed on a daily cost includes the cost for crewing, insurance, spares, stores, lubricants, administration etc. It can indicate apart from the operator's ability to work in a cost effective structure, how the vessel's design characteristics can affect. The lubricant cost is based on actual feed rates used for subject engines as per the relevant service letter SL2014-537 of MAN [14].

3. *Capital Expenditure (CAPEX).*
   The CAPEX is a clear indication of the cost of capital for investing and acquisition of each individual design variant. The acquisition cost is calculated from a function derived from actual market values and the lightship weight for vessels built in Asian shipyards, and more specifically in China.

<u>Efficiency</u>
The merit of efficiency is herein expressed by the IMO EEOI index. Although on the design basis in practice the IMO Energy Efficiency Design Index is used as a KPI and measure of the merit of efficiency in new design concepts as well as for any newbuild vessel, in this study the calculated Energy Efficiency Operating Index is used instead. The reason for this change is the use of the Operational Profile simulation module which contains from a wide statistical database of a bulker operator the daily average speed per each stage of each voyage leg (refer to par. 2.10) thus given the cargo capacity calculation (par. 2.4) the EEOI can be accurately derived, which can depict more accurately the efficiency of the design given the fact that it takes into account all operating speeds (instead of one design speeds) and all operating drafts (instead of the design draft) thus expressing the actual transport efficiency of each variant by a simple ration of tons of CO2 emitted (direct function of the tons of fuel consumed) to the tons of cargo multiplied by the actual distance covered (in nautical miles). In addition to the above , each operational practice such as slow steaming is taken into a full account, also considering side implications (for example the use of two diesel generators in the normal sea going condition instead of one in order to cover the blower's electrical load). Furthermore, the minimization of the required ballast water amount for the ballast conditions is set as optimization target.

3.5 *Design Variables*

From the below table [5], one can identify the selected design variables of the subject optimization problem. The latter are in three categories; principal dimensions, hull form characteristics (Cb, LCB and Parallel Midbody) and cargo hold arrangement parameters. The more detailed design variables of the hull form arrangement for the detailed shape of the bulbous bow (if any), flair and stem shape as well as stern shape are going to be assessed in a separate optimization study with the use of integrated CFD codes.

Design Variable	Lower Boundary	Upper Boundary	
Length between Perpendiculars	275	320	
Length Overall	280	325	
Beam	42	55	
Draft	16.5	19.5	
Deck height	24	27	
Hopper Height	7	10	
Hopper Breadth (m)	2.5	4	
Topside Height (m)	5	9	
Topside Breadth (m)	8	12	
Inner Bottom Height (m)	2	3	
Block Coefficient Cb	0.84	0.87	
LCB (%Lbp)	0.49	0.55	
Bilge Height (m)		2.4	8
Bilge Width (m)		2.4	8
Propeller Diameter (m)		8	10
Propeller Expanded Area Ratio		0.35	0.55
Propeller Pitch over Diameter		0.75	1.2

Table [7]: List and range of design variables of the optimization problem.

3.6 *Optimization Procedure*

The optimization procedure applied for this study follows the rational of any optimization loop in engineering as it is evident from Figure [4].

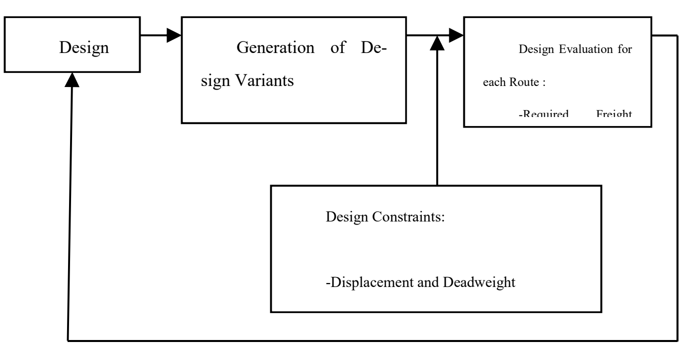


Figure [4]: The optimization Loop applied.

For each iteration of the same loop the design variables receive their input values from the «design engine» applied in the Friendship Framework. The design engine can either be a random number generator or an optimization algorithm depending on the optimization stage. The applied values then trigger the generation of a new variant from the holistic, parametric model that utilizes the developed methodology for that matter.

After the variant generation, the Design Objectives, which are selected as the measures of merit of each variant are logged and assessed accordingly while at the meantime the Design Constraints imposed are checked for compliance. The Design constraints chosen for this application were the calculated values for Deadweight, Cargo Specific Gravity and the Stability Criteria of the 2008 Intact Stability Code. The size restrictions (in terms of vessel's dimensions) were not used in constraints given the fact they were taken into account in the applied range of the Design Variables.

The optimization procedure described in this paper can be described as a stepped (multi stage) one. At first, it is necessary to explore and fully understand both the design space (potential for improvement with given constraints) as well as the sensitivity of the methodology by a Design of Experiments procedure, using a system available random number generator that follows the Sobol sequence procedure [30]. The sensitivity analysis is a very important, preparatory step in which it is ensured that no major, unreasonable manipulations occur. In addition to that it is important to see that the results are realistic both on a quantitative and qualitative basis, with the latter in need of particular attention since the design ranking and selection is the essence of optimization (the value of a favored design is not important than the relationship with all the other produced designs).

The following formal optimization runs utilize genetic algorithm techniques (NSGA II algorithm [28]). The formal optimization runs involve the determination of the number of generations and the definition of population of each generation to be explored. Then the generated designs are ranked according to a number of scenarios regarding the mentality of the decision maker. One favored design is picked to be the baseline design of the next optimization run, where the same procedure is followed. When it is evident that there little more potential for improvement the best designs are picked using the same ranking principles with utility functions, and are exported for analysis.

Both the SOBOL and NSGA II algorithms as well as a plethora of other variant generation and optimization algorithms are fully integrated and available within the Friendship Framework.

3.7 *Design of Experiment (DoE)*

The Design of Experiment has the primary purpose of the calibration, test and sensitivity check of the methodology from one hand as well as the investigation for the optimization margin. From the first indications, as anticipated, there is a strong scale effect which one can say that dominates this particular optimization problem. This effect is very common in ship design were the largest vessels usually dominate the smaller since the increase of cargo capacity does not trigger an equivalent increase in the powering requirements or the vessel's weight. In addition to the scaling effect it was observed as in the formal optimization algorithm that there was a strong linear correla-

tion between the Required Freight Rate (RFR) and the EEOI, which was also anticipated since both functions use cargo capacity.
The feasibility index was in a very high level (above 90%). In total 250 designs were created.

3.8 *Global Optimization Studies*

In this stage of the formal, global design optimization the NSGA II algorithm is utilized. The latter is a genetic, evolutionary algorithm that is based on the principles of biological evolution (Darwin [10]). As in the biological evolution each design variant is an individual member of a population of a generation. Each individual of the population is assessed in terms of the Optimization Objectives, as well as its relation to the desired merits. For the application in ship design optimization it is usual to apply a large population for each generation with an adequate number of generations. The large population combined with a high mutation probability ensures that the design space is properly covered, while the number of generations ensures that there is a push towards the Pareto frontier for each case of objective combination. For this particular application a combination of 17 generations with 100 variants population each was selected. The mutation probability was increased from the default value by CAESES of 0.01 to 0.05 in order to increase mutation events that trigger the variation of the design variables and thus have a wider design space.
In Figure [5], the scatter plot of the generated design population is depicted, with the RFR of each design on the x-axis and the respective EEOI on y-axis. A distinctive linear correlation between the EEOI and RFR is evident. This has been observed regardless of the use of uncertainty functions and is attributed to the direct linear correlation of the fuel consumed and CO2 emissions (through the carbon conversion factors). We can see that the both the baseline as well as dominant variants are close to the middle of the straight cloud line comprised by the generated designs. It should be noted that the vessels with lower RFR has significantly increased OPEX and Required Ballast Water amount values making them thus less favored in the decision making process.
In Figure [6], the scatter plot of the RFR vs CAPEX is found. A clear Pareto frontier is formulated on which the decrease of CAPEX triggers in turn an increase in the RFR. This pattern can be attributed to the fact that these two objectives are contradicting. The RFR can be decreased by the increase of cargo carying capacity (and thus income) but this in turn will increase the vessel size and thus building cost. The CAPEX is comprsied by the acquisition (new building) cost and dry-docking costs both of which have been formulated as a non-lnear function of the vessel's lightship. Rather interestingly, the baseline design is far from the pareto frontier to an increased CAPEX compared to the dominant variants, which have the smallest CAPEX values.
The scatter plot of the RFR vs the OPEX (Figure [7]), shows the same pattern as the previous plot of CAPEX. Again here, the relationship of RFR to OPEX is antagonistic as the larger vessels with lower RFR values will have larger installed engines which will have significantly higher maintenance costs (non-linear function of vessel's SMCR) and require higher crewing and insurance costs (non-linear function of the vessel's GT). Like in the case of CAPEX the baseline design has a distance from the frontier, but in this case this is smaller due to the small OPEX of this vessel.
Lastly, an interesting and clear Pareto frontier is observed in the scatter plot between the Required Ballast Water Amount and the vessel's OPEX. Here, the increase of Required Ballast will also correspond to an increase of the OPEX, which is rather sharp. The front is therefore localized at the bottom left corner of the graph. The underlying mechanism between this relationship is that the Ballast Water amount required, determines the ballast pumps capacity and in turn the Ballast Water Treatment System (BWTS) capacity and both of them Auxiliary Engines rating. The running cost of the BWTS is a significant component of the OPEX, both due to the higher maintenance costs of the electric generating plant but due to the cost of chemicals both for treatment and neutralization. The same will also apply for the relationship of Required Ballast Amount with CAPEX since the cost of the installation of the BWTS system is significant and an exponential function of the Ballast Pumps Capacity which is calculated basis on the Required ballast amount and ballasting and de-ballasting time (constant).

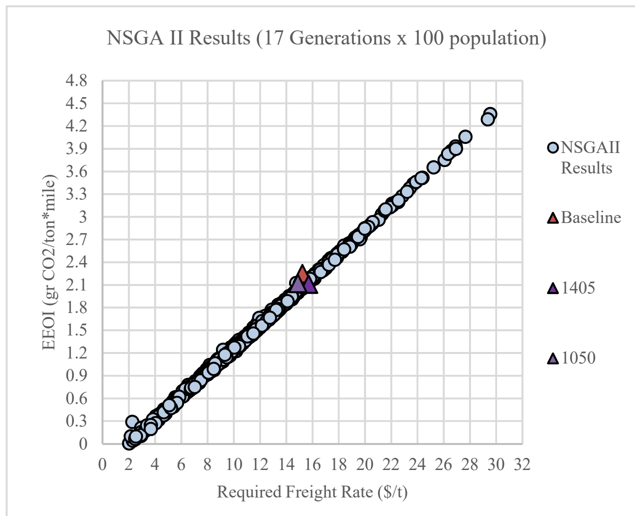


Figure [5]: Scatter plot of the Optimization Results: RFR vs EEOI

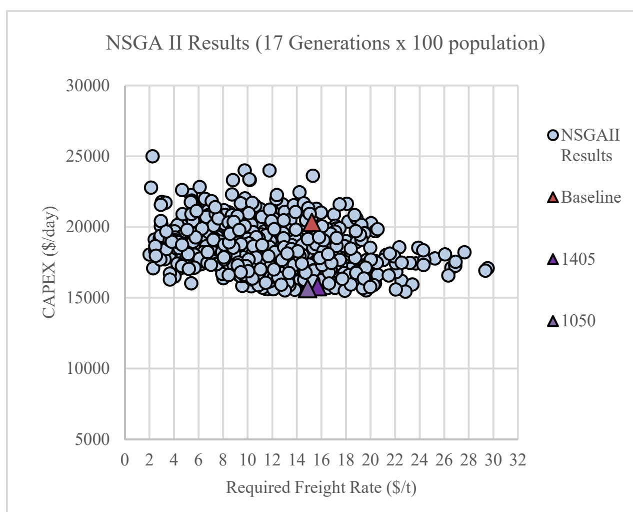


Figure [6]: Scatter plot of the Optimization Results: RFR vs CAPEX

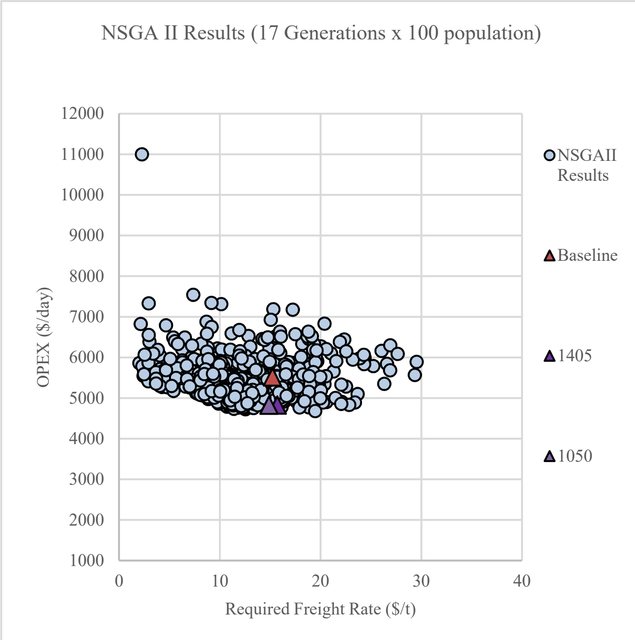


Figure [7]: Scatter plot of the Optimization Results: RFR vs OPEX

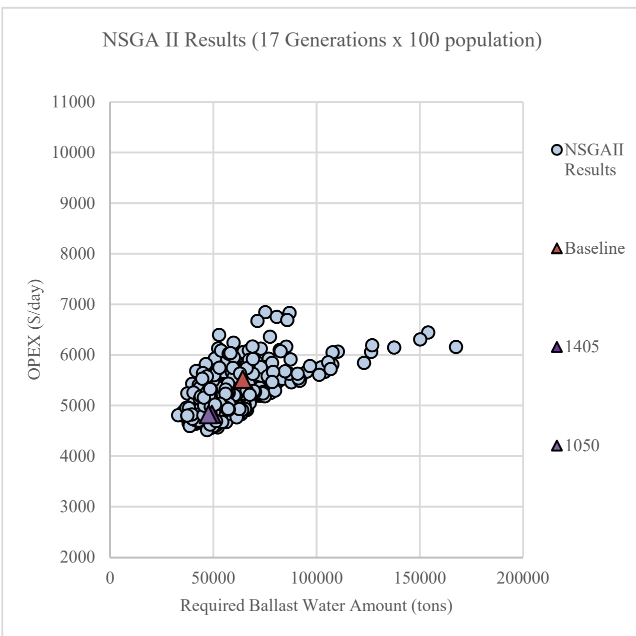


Figure [8]: Scatter plot of the Optimization Results: Required Ballast Water Amount vs OPEX

3.9 *Dominant Variant Ranking*

One of the most critical steps during optimization of any system is the selection and the sorting of the dominant variants. For this particular reason it is necessary to follow a rational, rather than an intuitive, approach in order to consider in an unbiased way all trade-offs that exist. One such method is utility functions technique.

The optimum solution in our case would dispose the minimum EEOI, RFR, OPEX and CAPEX values. Instead of using fixed weights for the set criteria in the evaluation of the variants, we rather assume a utility function as following

$$U = w_{EEOI} * u(EEOI) + w_{RFR} * u(RFR) + w_{CAPEX} * u(CAPEX) + w_{OPEX} * u(OPEX) \quad (5)$$

The maximization of this utility function is the objective now, and the dominant variants of those 10 most favorable with respect to the 4 defined utility scenarios (Table [8]) resulting in the identification and sorting of 40 designs with best performance according to each utility scenario.

Maximum Objective Weight	U1	U2	U3	U4
RFR_	0.2	0.3	0.2	0.1
EEOI	0.2	0.1	0.1	0.3
OPEX	0.2	0.1	0.3	0.1
CAPEX	0.2	0.2	0.1	0.3
Required Ballast Water Amount	0.2	0.3	0.3	0.2

Table [8]: Weights used for the utility functions

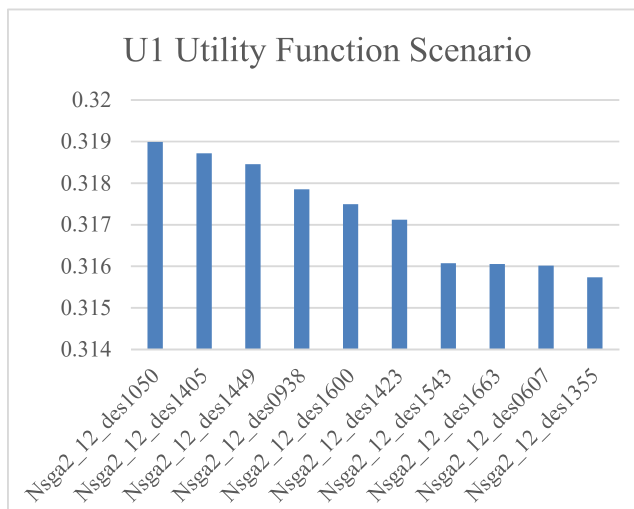


Figure [8]: Ranking of Dominant Variants with U1 Scenario

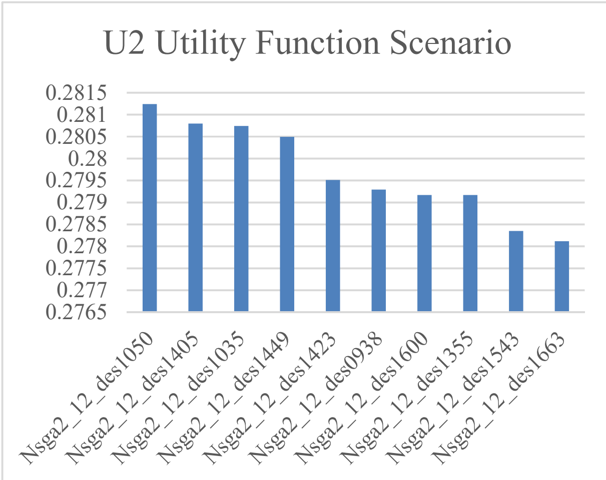


Figure [9]: Ranking of Dominant Variants with U2 Scenario

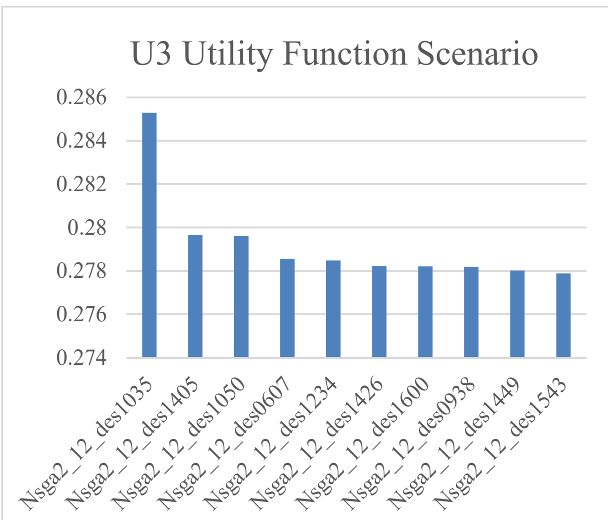


Figure [10]: Ranking of Dominant Variants with U3 Scenario

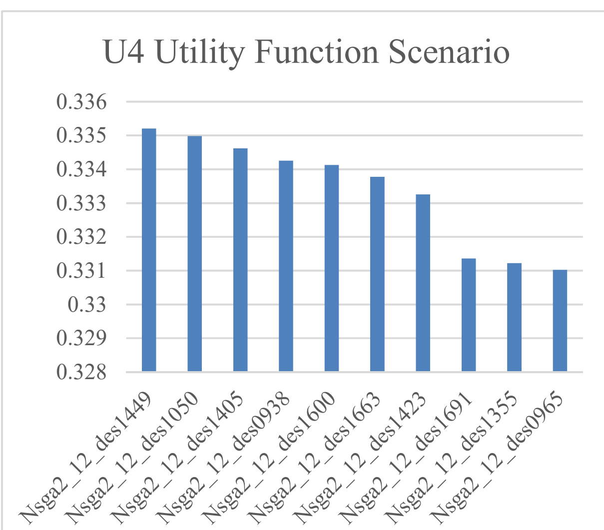


Figure [11]: Ranking of Dominant Variants with U4 Scenario

From the above ranking (Figures [8] to to [11]) it is very interesting to observe that there is a certain repetition in the top three dominant variants from the ranking procedure. Furthermore, for scenario U3 where there is an equal weight for all objectives, the three top dominant variants are the ones from scenario's U1 and U2. All the above illustrate that the peak on the observed pareto front is strong and apart from that, the dominant variants that can be selected (e.g 1405, 1050, 1035) perform better in a robust way under different assumptions and weights from the decision maker point of view. The characteristics of these three variants can be found in the table [9]

Particulars	**Baseline**	**ID1405**	**ID1050**	**ID1035**
Lbp (m)	**294**	275	276.1	277.8
Beam (m)	**50**	42.15	42.353	42.718
Deck Height (m)	**25**	25	25.26	26.53
Cb	**0.8538**	0.8599	0.8555	0.844
LCB	**0.51986054**	0.52	0.499	0.5480
LOA (m)	**299.98**	279	278	278.7
Draft (m)	**18.5**	16.59	17.02	16.93
Topside Breadth (m)	**12**	8.27	11.33	9.468
Topside Height (m)	**9**	5.15	7.71	5.024
Hopper Height (m)	**10**	9.98	9.046	8.529
Hopper Breadth (m)	**4**	3.25	3.42	3.412
Double Bottom Height (m)	**2.5**	2	2.85	2.14
Propeller Diameter (m)	**9**	9.27	8.87	8.05
Propeller P/D	**0.9**	0.942731	0.763	0.804
Propeller Expanded Area Ratio	**0.55**	0.516	0.4544	0.459
Bilge Height (m)	**2.4**	5.19	2.16	6.901
Bilge Width (m)	**2.4**	6.06	2.58	2.512

Table [9]: Principal Particulars of baseline and dominant variants

4 DISCUSSION OF THE RESULTS- FUTURE PERSPECTIVES

From the table below (10), we can observe that for design 1405 an increase of the RFR of 3% was observed with a decrease however of the EEOI by 6%, of the OPEX by 12% and CAPEX and Required Ballast Water amount by 23%. Design I.D 1050 seems to be more promising as the improvements in EEOI, OPEX, CAPEX and Required Ballast Amount are marginally higher than these of the I.D 1405, however the RFR is 2.23% lower than that of the baseline. The marginal reduction of the RFR can be justified by the reduction of generally vessel size primarily in terms of beam and length (beam given the fact that these vessels are not stability limited) and thus the reduction of the initial capital cost, while in the meantime the cargo capacity has inevitably decreased , reducing thus the profitability of the vessel.

Particulars	Baseline	1405	Difference %	1050	Difference %
RFR	15.22	15.69	3.09	14.88	-2.23
EEOI	2.25	2.11	-6.22	2.12	-5.78
OPEX	5520	4827	-12.55	4823	-12.63
CAPEX	20322	15771	-22.39	15648	-23.0
Required Ballast Water Amount	64244	49298	-23.26	47616	-25.88

Table [10]: Design Objectives of the Baseline vs the Dominant Variants

From the above discussion we can conclude that the novel methodology herein proposed for the simulation driven design with lifecycle, supply chain and the actual operating in service parameters can successfully trigger a reduction in the RFR and EEOI via systematic variation and advanced optimization techniques. However, this is a preliminary work restricted only into illustrating the applicability and potential of this method. The following work is planned for the next steps:

1. Integration of a Rankine panel code, for the vessel motions and added resistance calculation in irregular waves. This is developed at the moment and expected to finish within the next months.
2. Systematic variation of the modeled uncertainties and sensitivity analysis of the current model.
3. Move to a dynamic simulation, instead of quasi-steady state with a finer time grid of minutes. The data are already structured and processed and the aim is to depict transitional and dynamic phenomena.
4. Integration of calculation of both design and service structural loads (bending moments and shearing forces) as per IACS Common Structural Rules in the Steel Structural model.
5. Lifecycle assessment to include also a wastage model for the vessel's structure, such as the one proposed by Soares et al [31].
6. Use of dynamic energy functions similar to those developed by Chicowicz et al [27] for the modeling of the propulsion and auxiliary machinery plants.
7. Integration of equipment age degradation models for the main engine and auxiliary machinery (generators, boilers etc).
8. Expansion of optimization variables also to engine tuning, Tier III compliance (EGR, HPSCR, LPSR, Gas Engines) elements of which are already modeled.

5 ACKNOWLEDGEMENTS

The authors would like to express their deep gratitude to their mentor and teacher, Professor Apostolos Papanikolaou, from the Ship Design Laboratory at the National Technical University of Athens whose lectures on ship design and holistic optimization have been the inspiration for this paper. Furthermore, authors would like to acknowledge the help of Star Bulk Carriers Corporation in providing valuable data from their operating fleet and reference drawings.

6 ACKNOWLEDGEMENTS

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