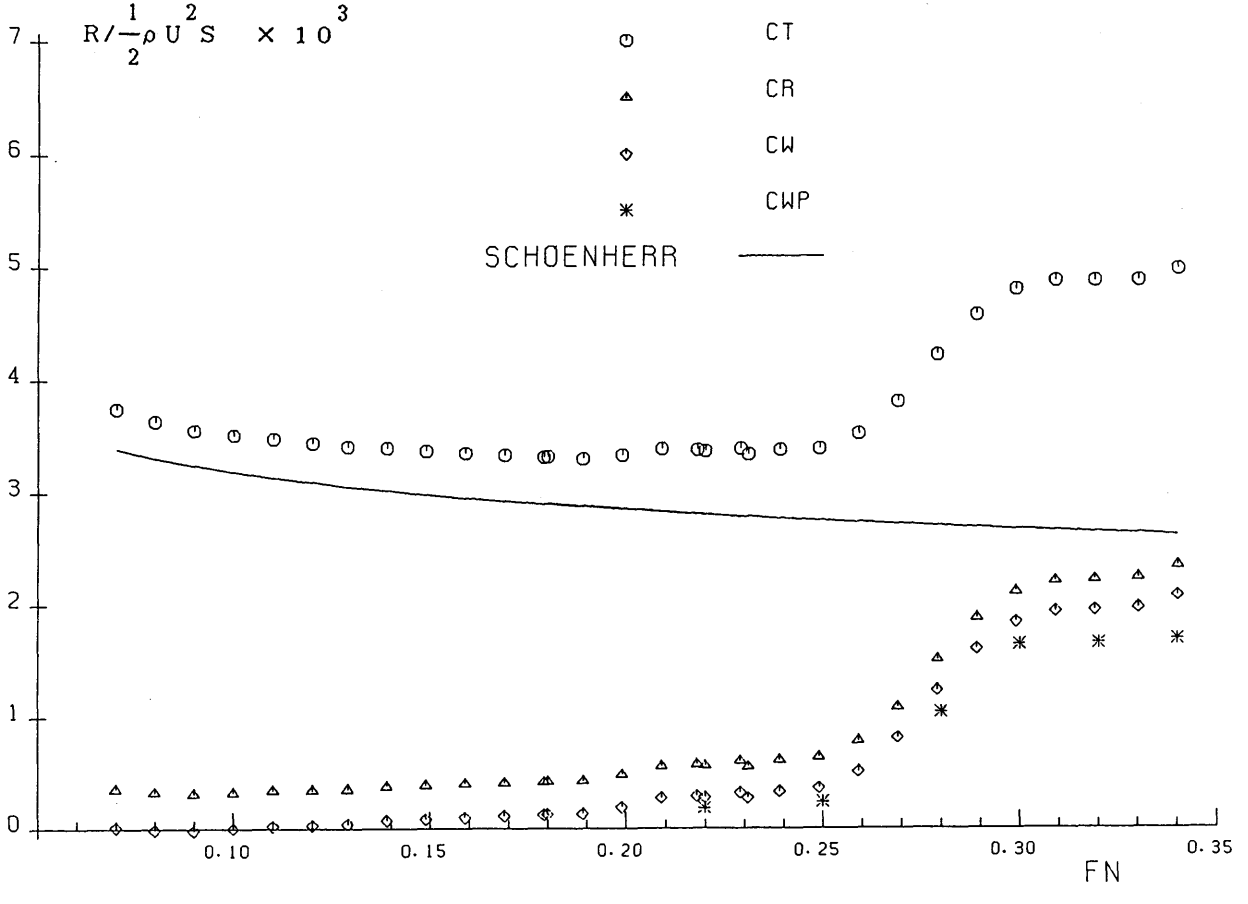

Fig. 5.1.1 Resistance curves

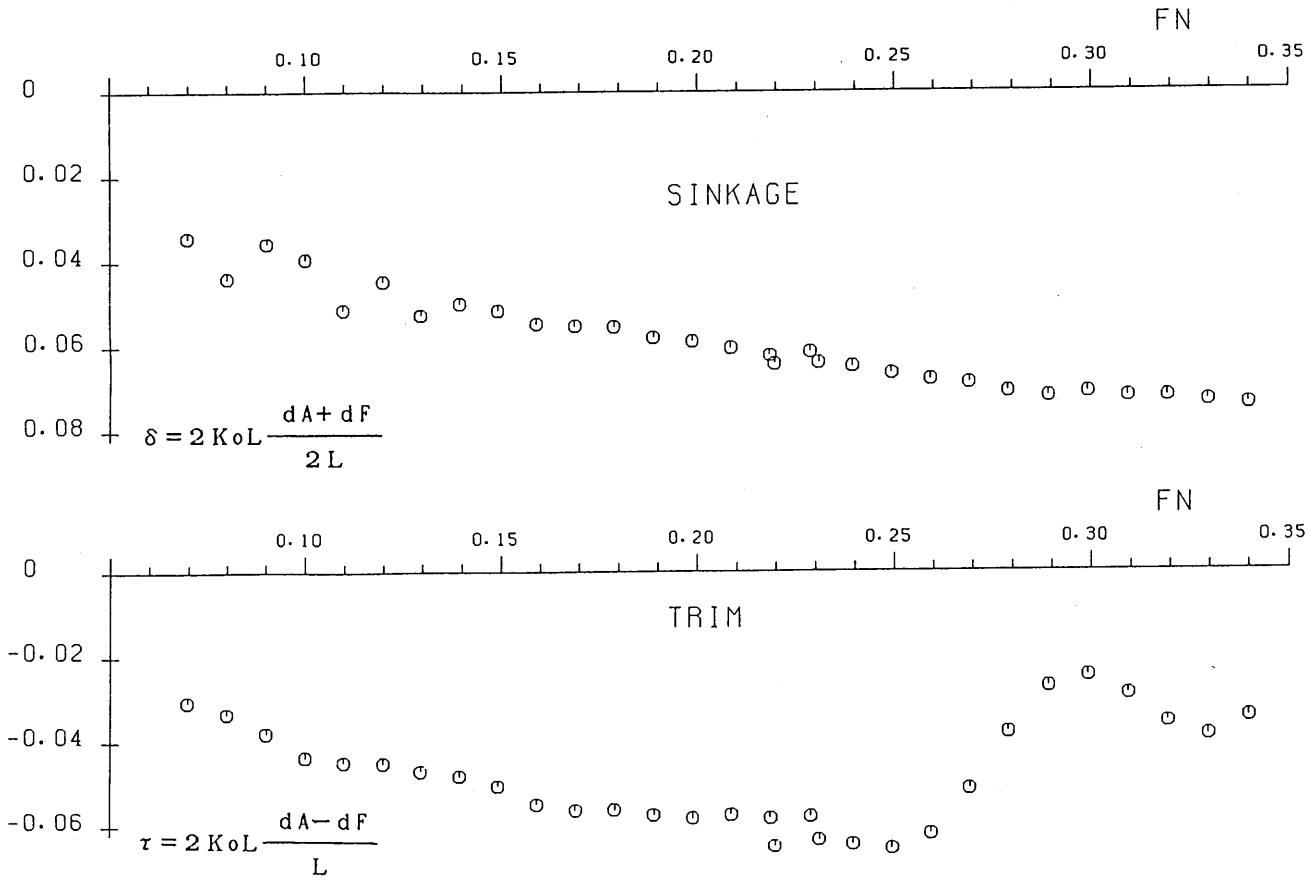

Fig. 5.1.2 Trim and sinkage curves

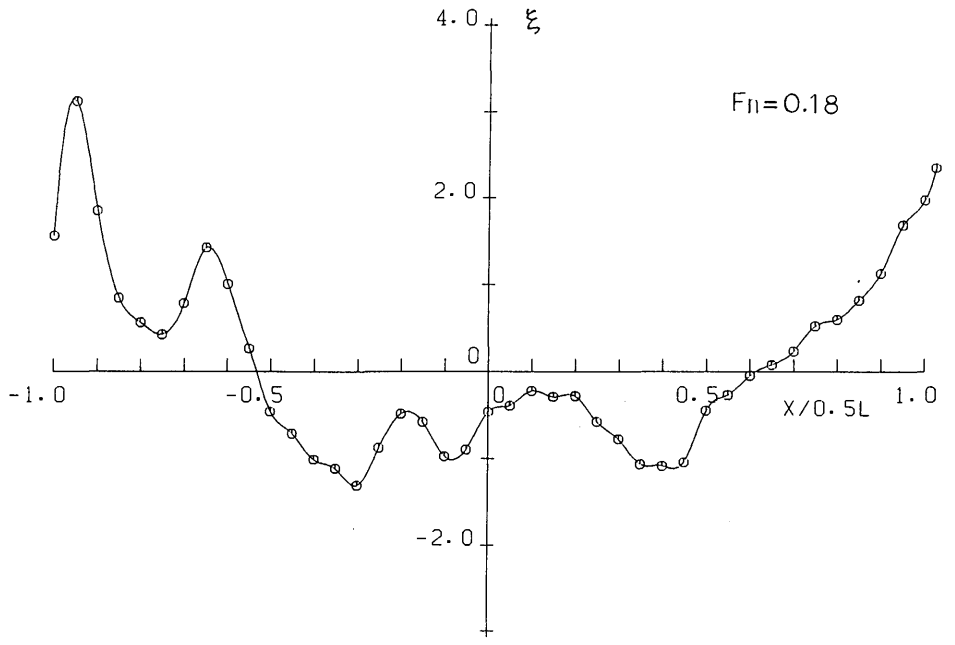

Fig. 5.2.1 Wave profile along the hull at Fn=0.18

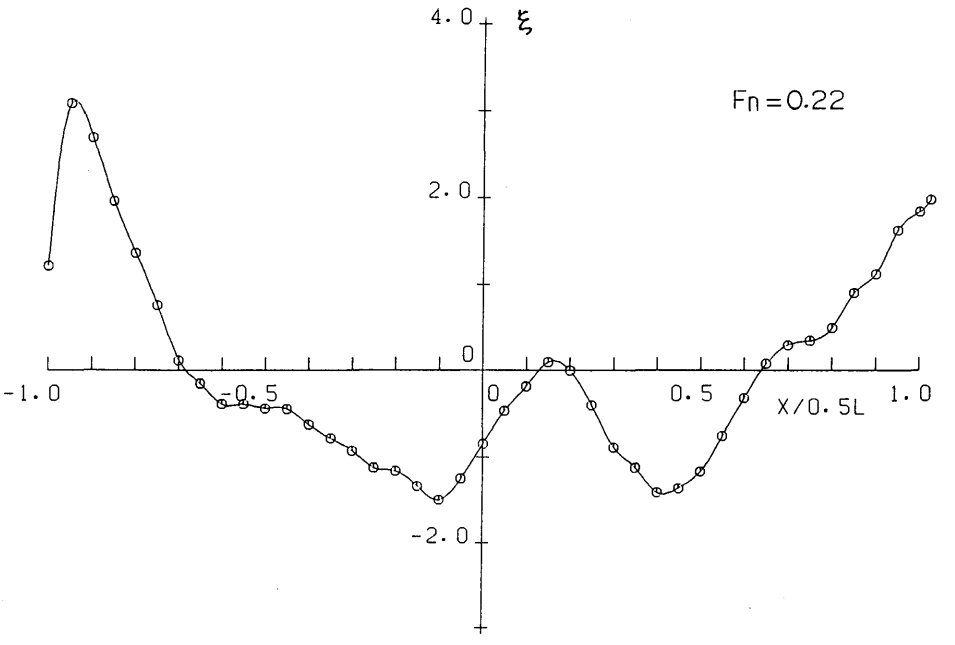

Fig. 5.2.2 Wave profile along the hull at Fn=0.22

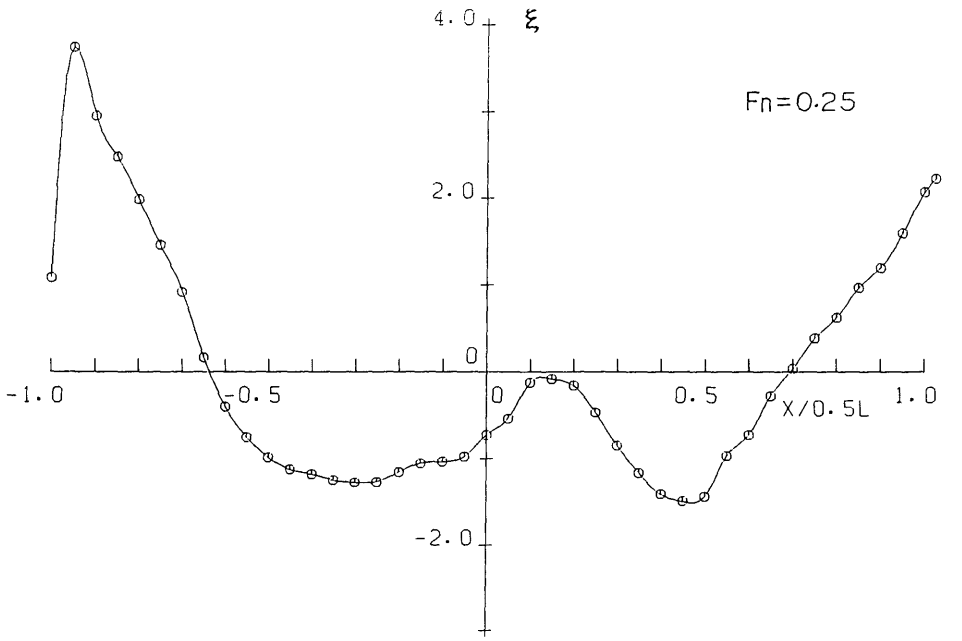

Fig. 5.2.3 Wave profile along the hull at Fn=0.25

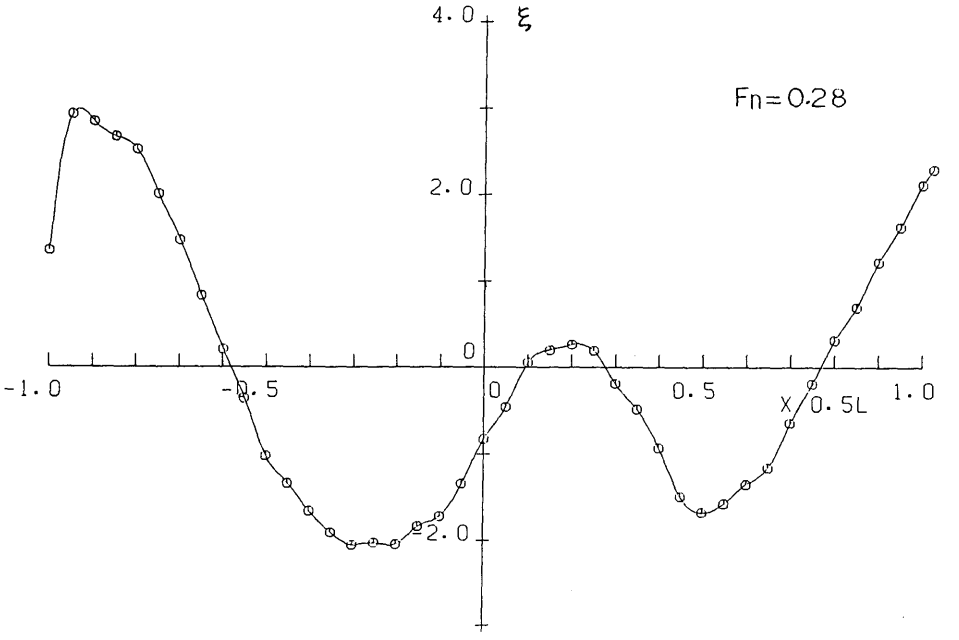

Fig. 5.2.4 Wave profile along the hull at Fn=0.28

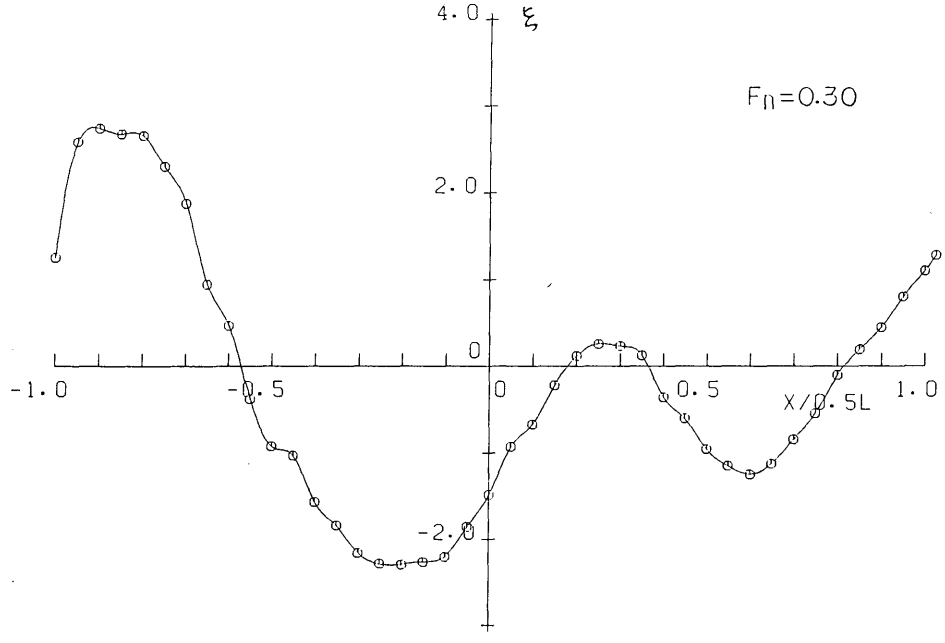

Fig. 5.2.5 Wave profile along the hull at Fn=0.30

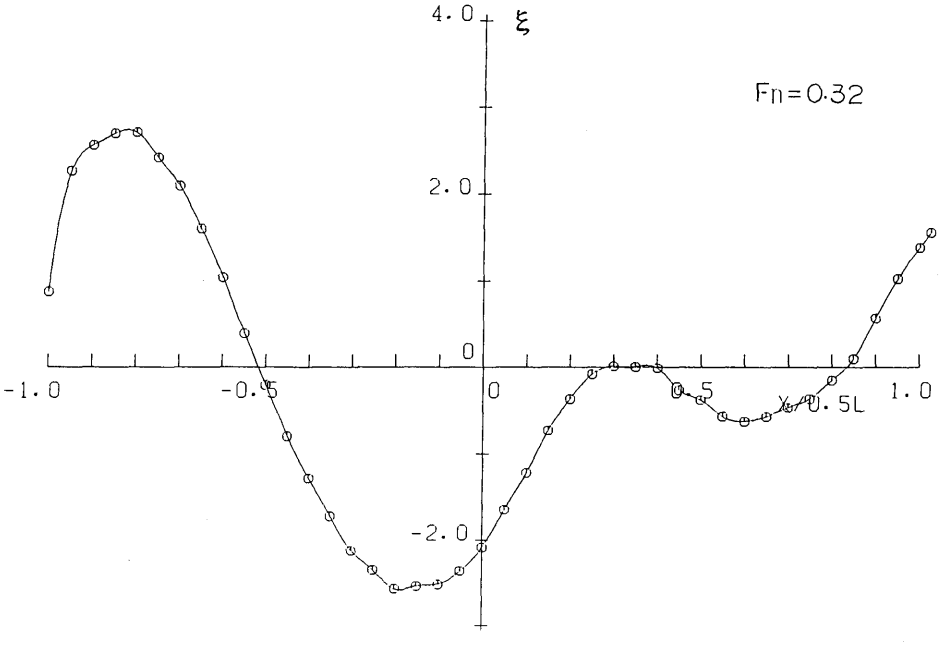

Fig. 5.2.6 Wave profile along the hull at Fn=0.32

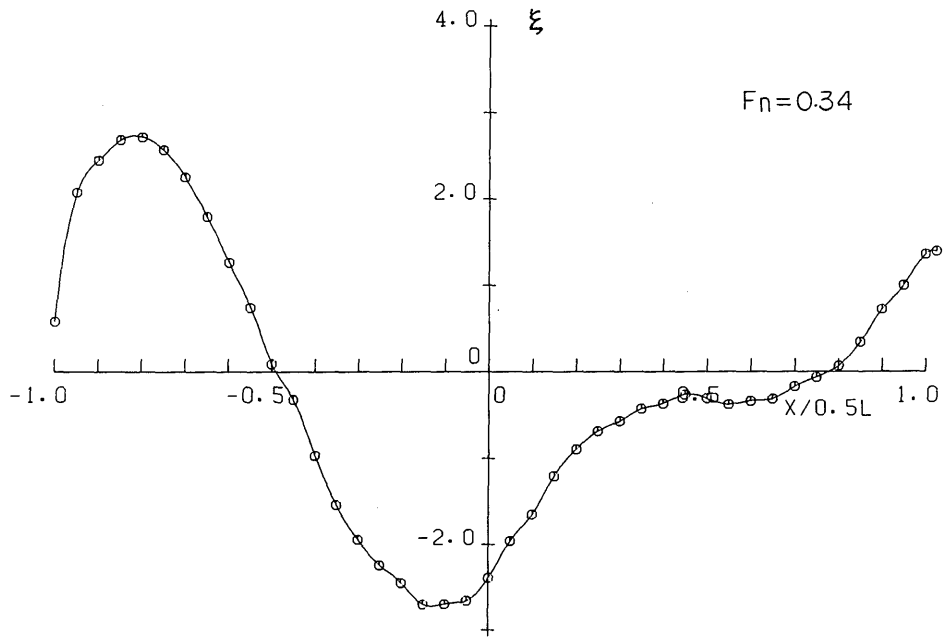

Fig. 5.2.7 Wave profile along the hull at Fn=0.34

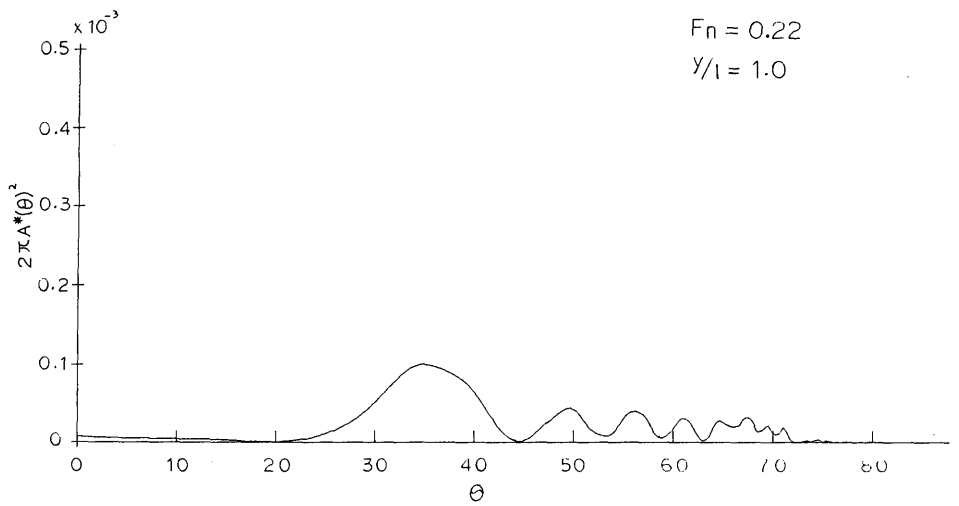

Fig. 5.3.1 Amplitude function for y/l=1.0 at Fn=0.22

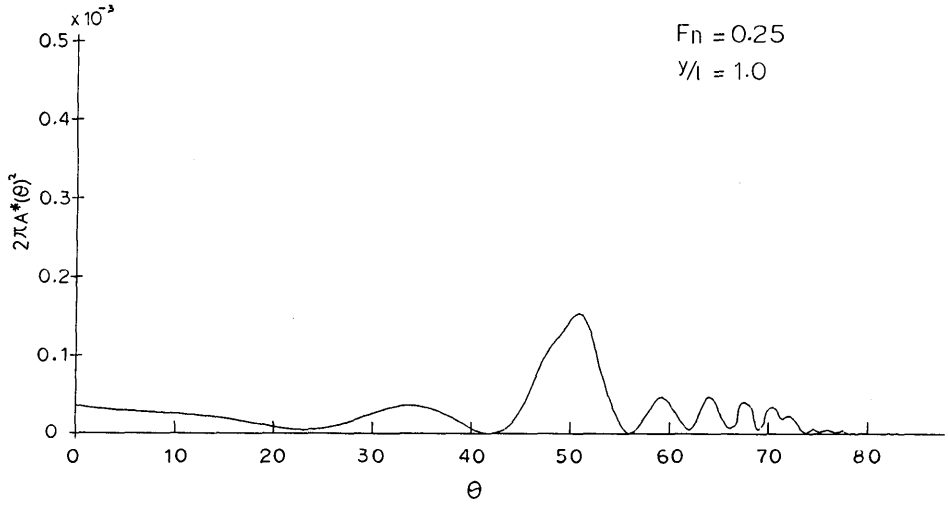

Fig. 5. 3. 2 Amplitude function for y/l=1.0 at Fn=0.25

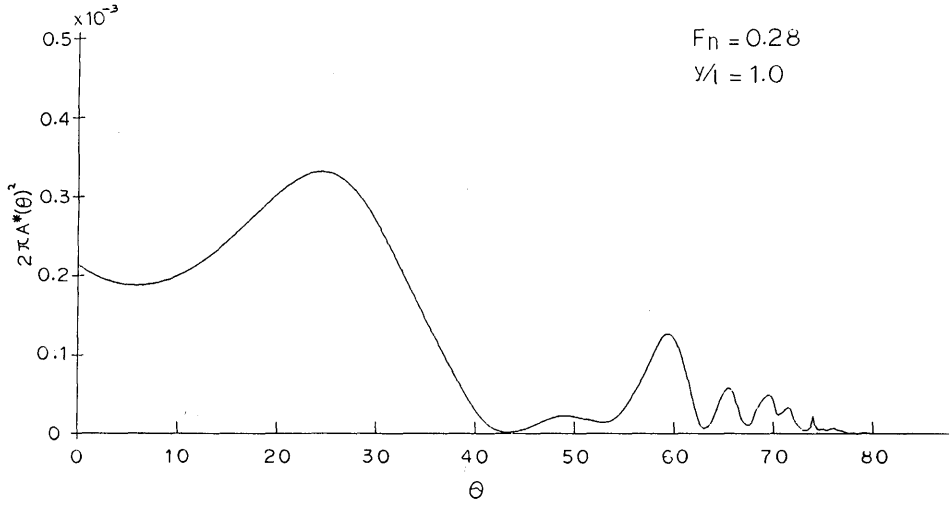

Fig. 5. 3. 3 Amplitude function for y/l=1.0 at Fn=0.28

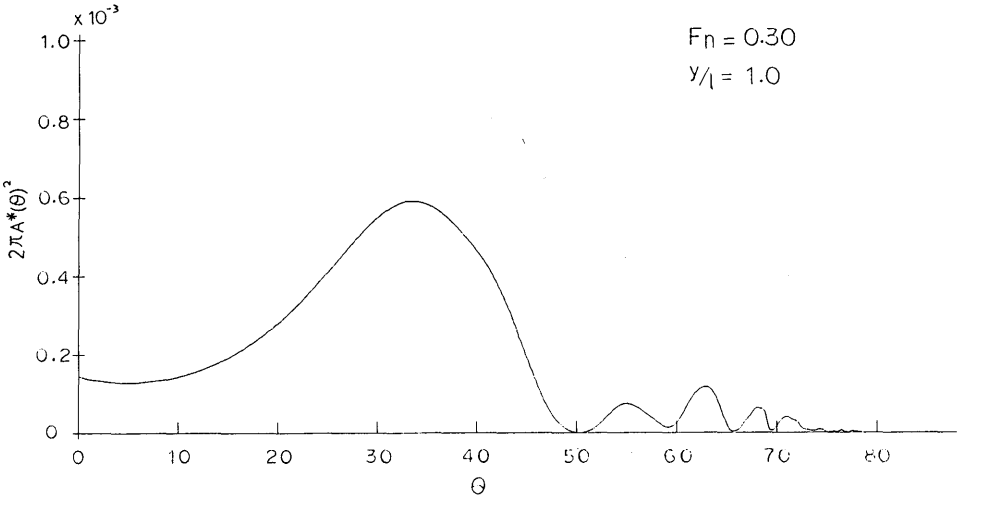

Fig. 5. 3. 4 Amplitude function for y/l=1.0 at Fn=0.30

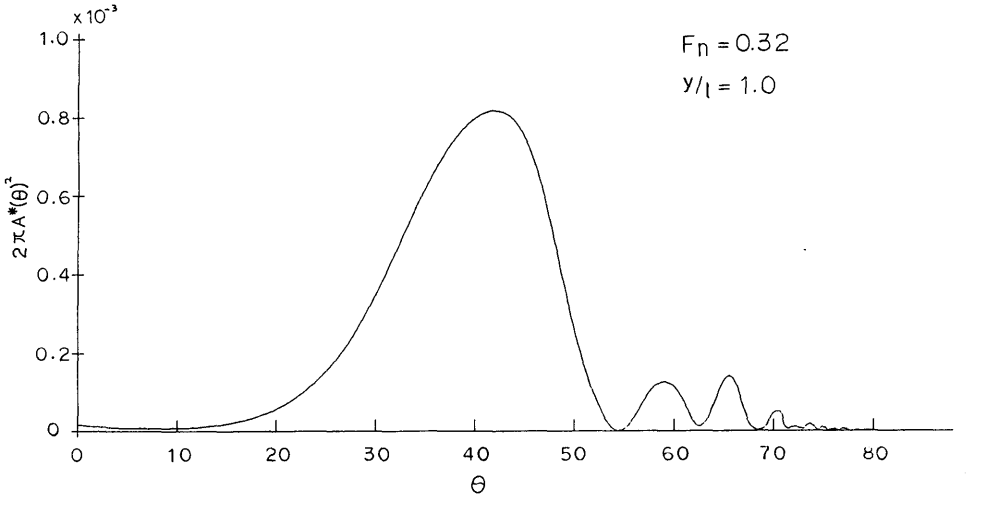

Fig. 5. 3. 5 Amplitude function for y/l=1.0 at Fn=0.32

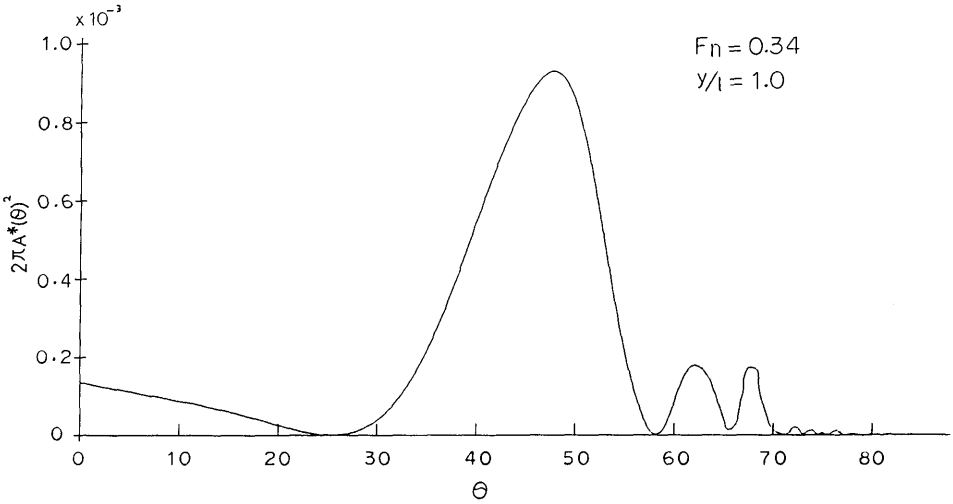

Fig. 5.3.6 Amplitude function for y/l=1.0 at Fn=0.34

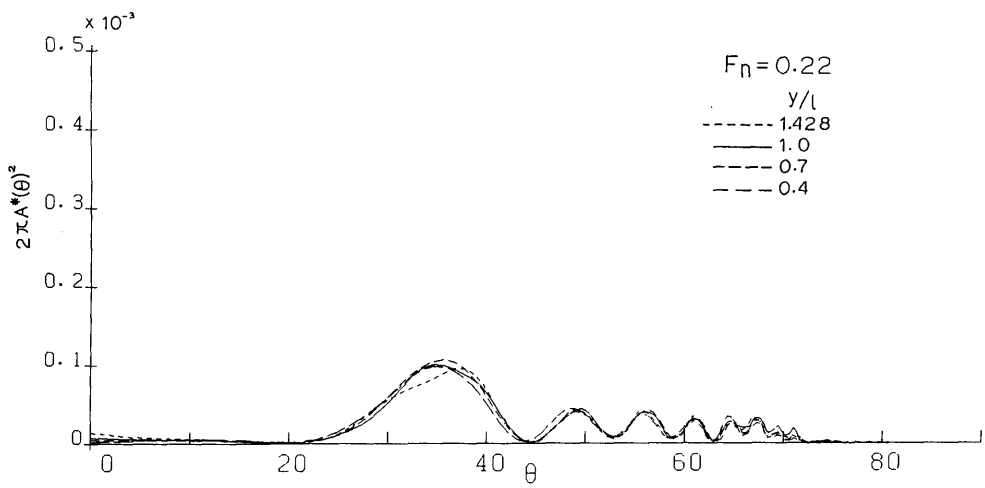

Fig. 5.3.7 Comparison of weighed amplitude functions
for y/l=0.4, 0.7, 1.0 and 1.4286 at Fn=0.22

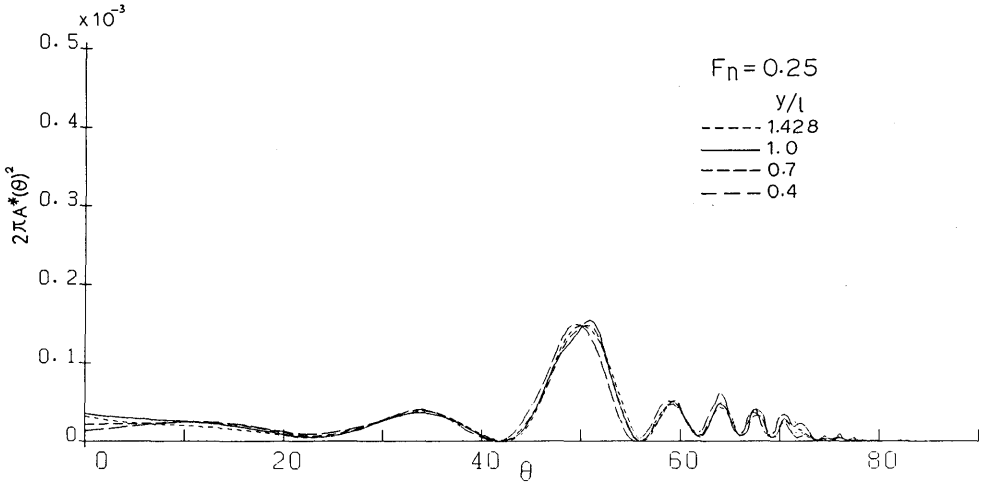

Fig. 5.3.8 Comparison of weighed amplitude functions for y/l=0.4, 0.7, 1.0 and 1.4286 at Fn=0.25

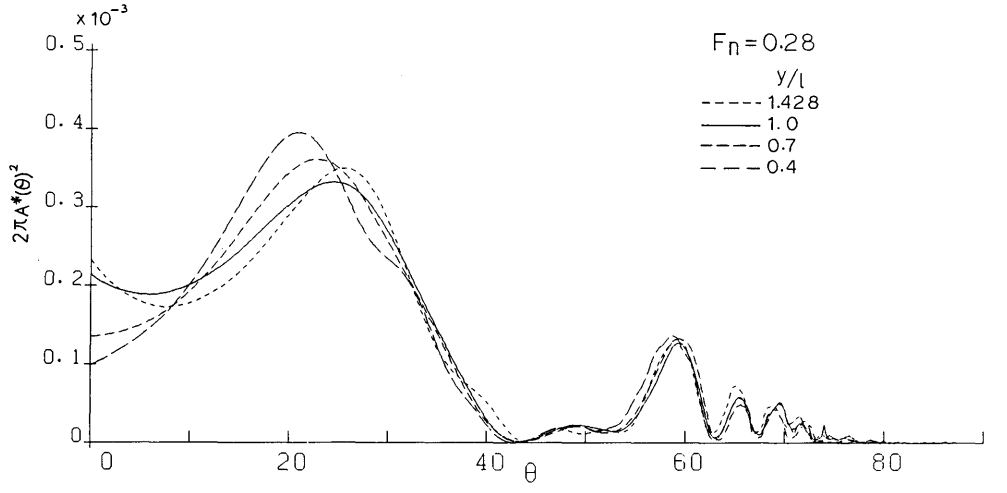

Fig. 5.3.9 Comparison of weighed amplitude functions for y/l=0.4, 0.7, 1.0 and 1.4286 at Fn=0.28

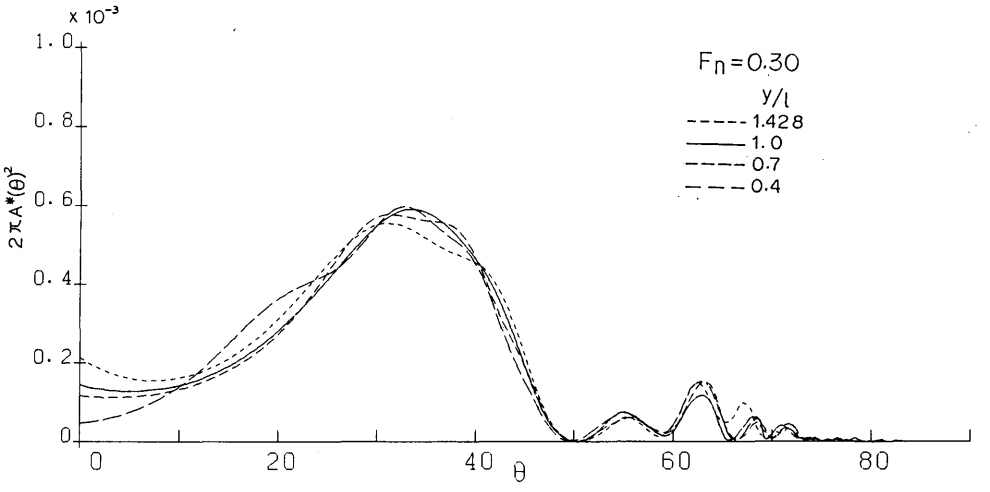

Fig. 5.3.10 Comparison of weighed amplitude functions for y/l=0.4, 0.7, 1.0 and 1.4286 at Fn=0.30

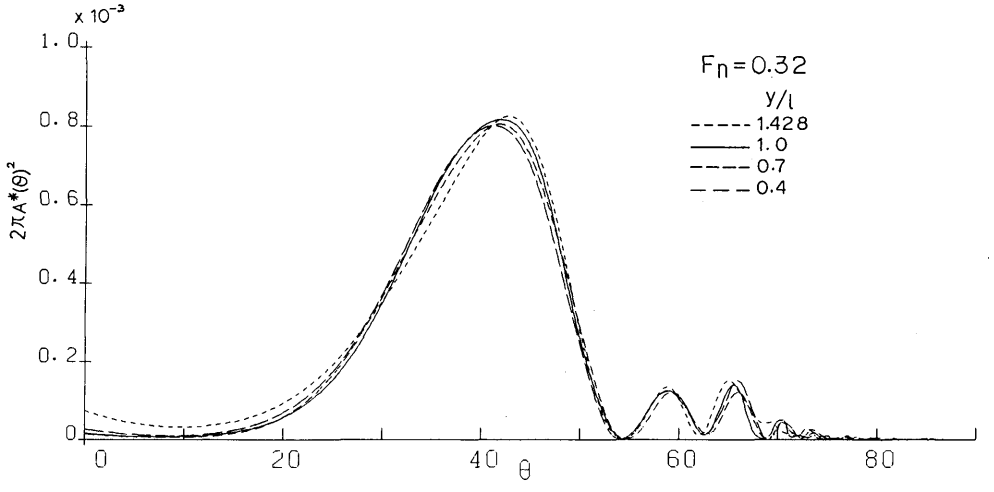

Fig. 5.3.11 Comparison of weighed amplitude functions for y/l=0.4, 0.7, 1.0 and 1.4286 at Fn=0.32

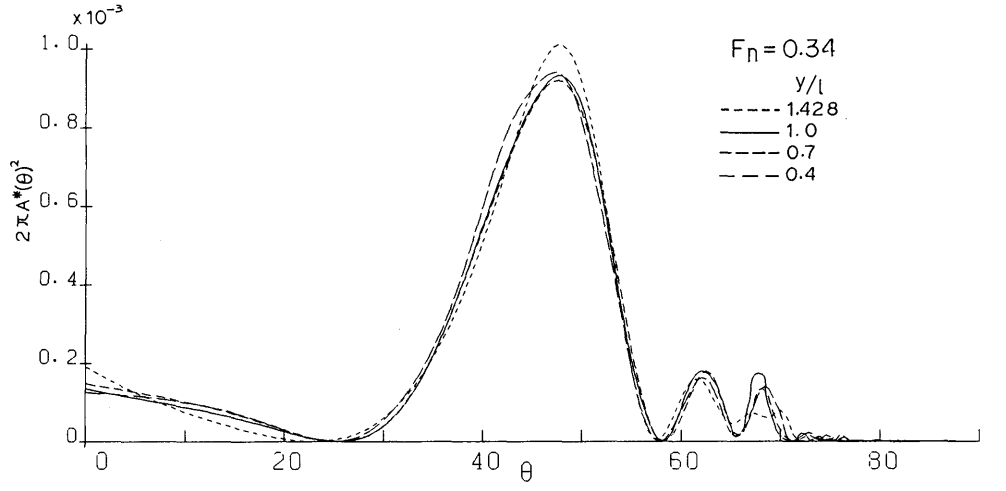

Fig. 5.3.12 Comparison of weighed amplitude functions for y/l=0.4, 0.7, 1.0 and 1.4286 at Fn=0.34

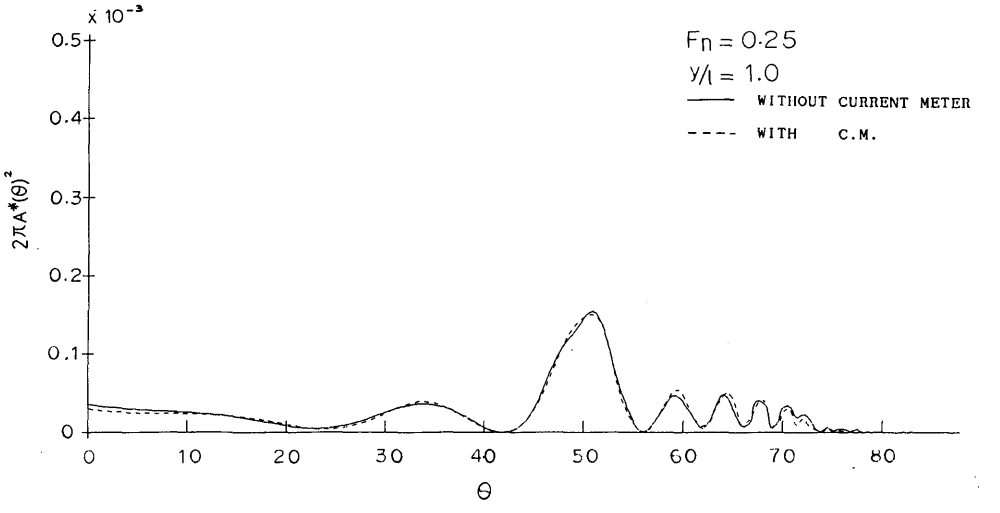

Fig. 5.3.13 Comparison of weighed amplitude functuins with and without the current meter for y/l=1.0 at Fn=0.25

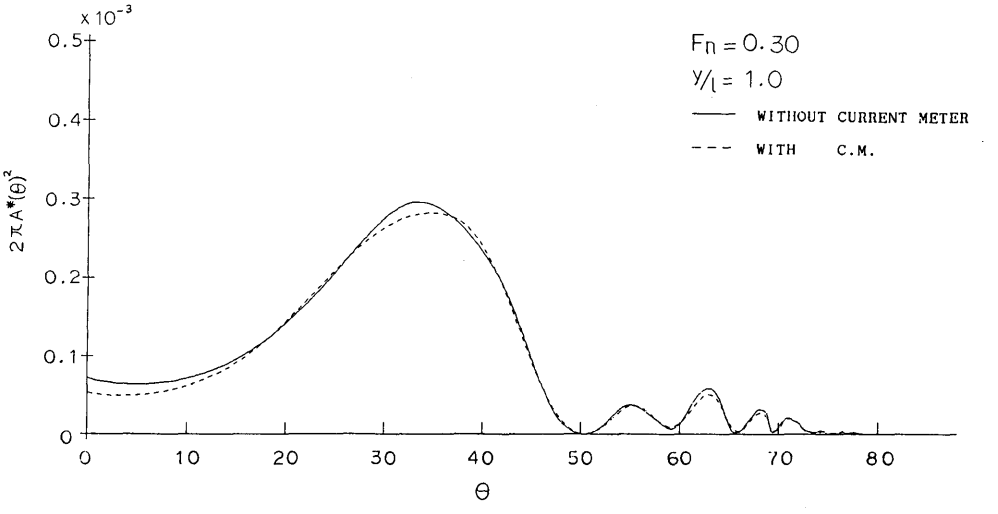

Fig. 5.3.14 Comparison of weighed amplitude functuins with and without the current meter for y/l=1.0 at Fn=0.30

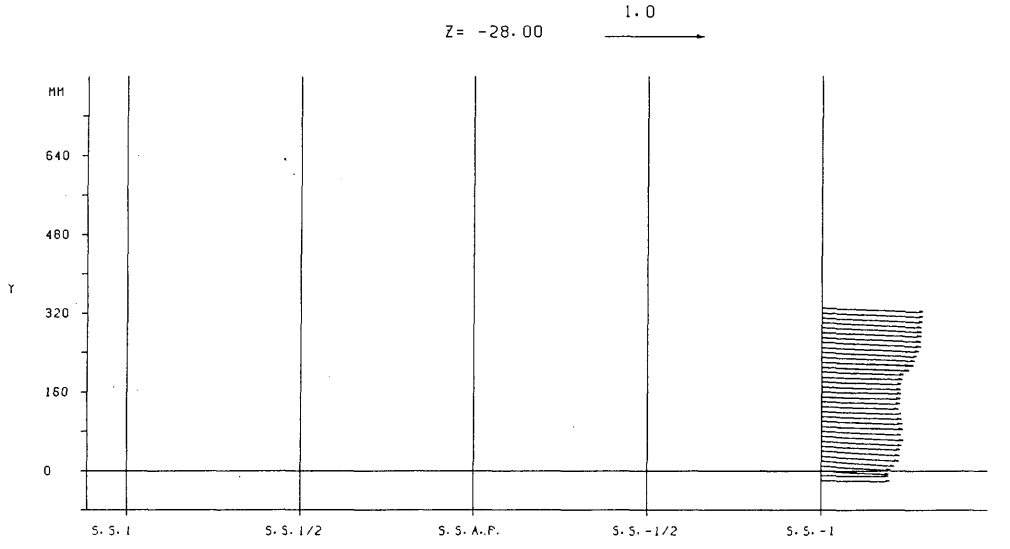

Fig. 5.4.1 Velocity distribution on the horizontal plane at z/l=−0.0008

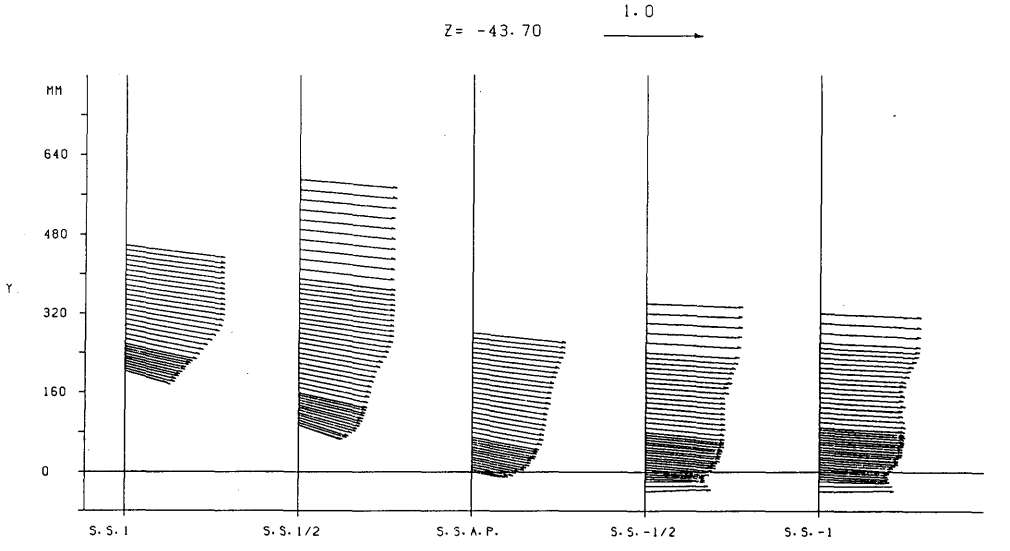

Fig. 5.4.2 Velocity distribution on the horizontal plane at z/l=−0.00125

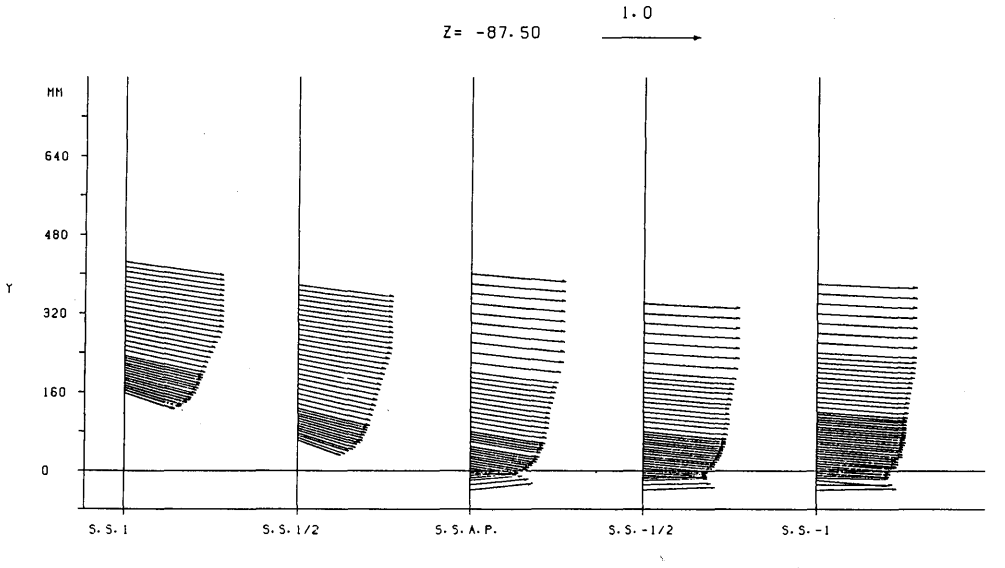

Fig. 5.4.3 Velocity distribution on the horizontal plane at z/l=—0.0025

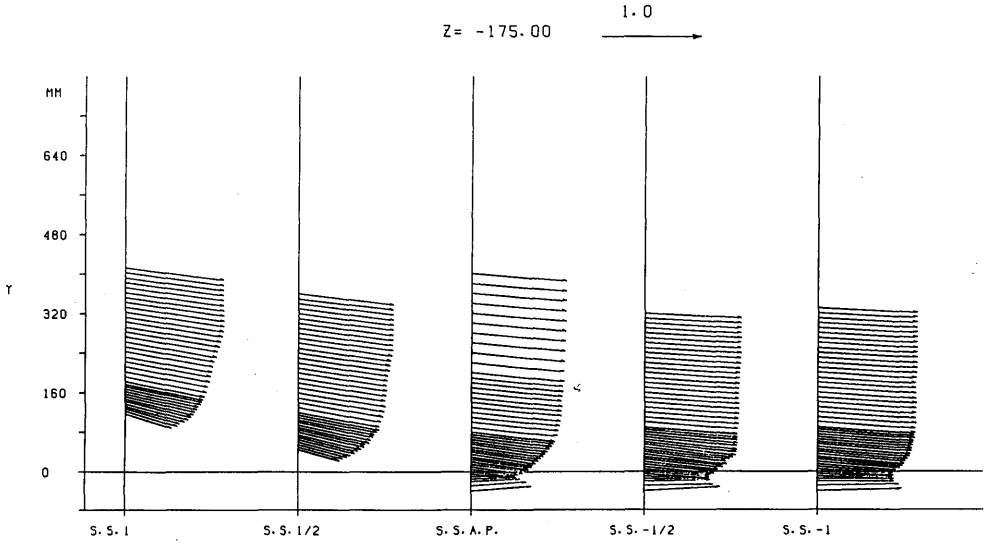

Fig. 5.4.4 Velocity distribution on the horizontal plane at z/l=—0.0050

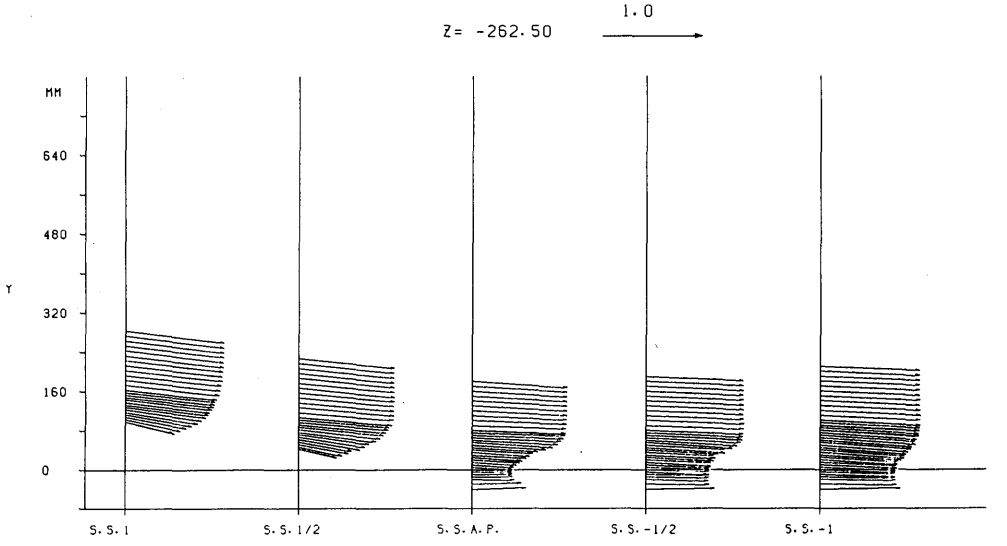

Fig. 5.4.5 Velocity distribution on the horizontal plane at z/l=−0.0075

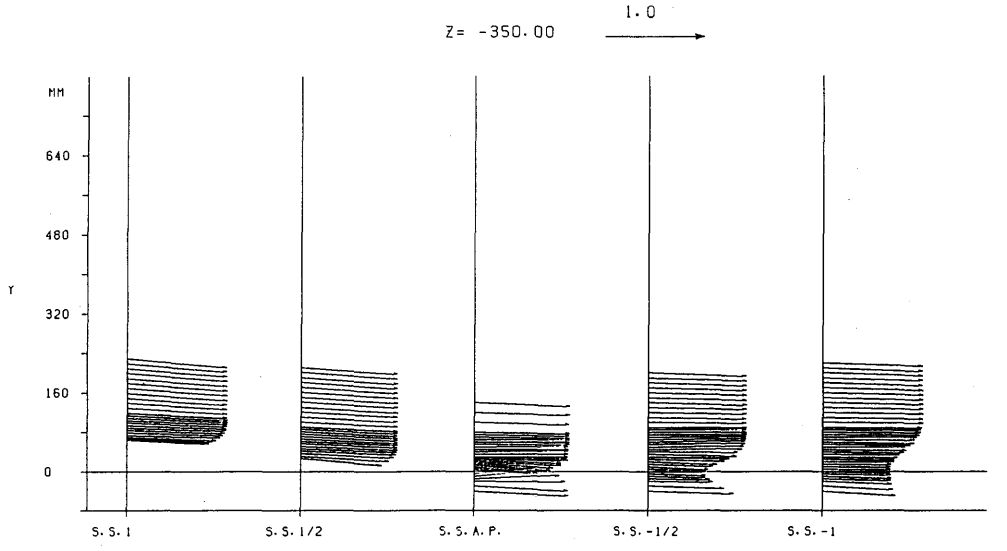

Fig. 5.4.6 Velocity distribution on the horizontal plane at z/l=−0.0100

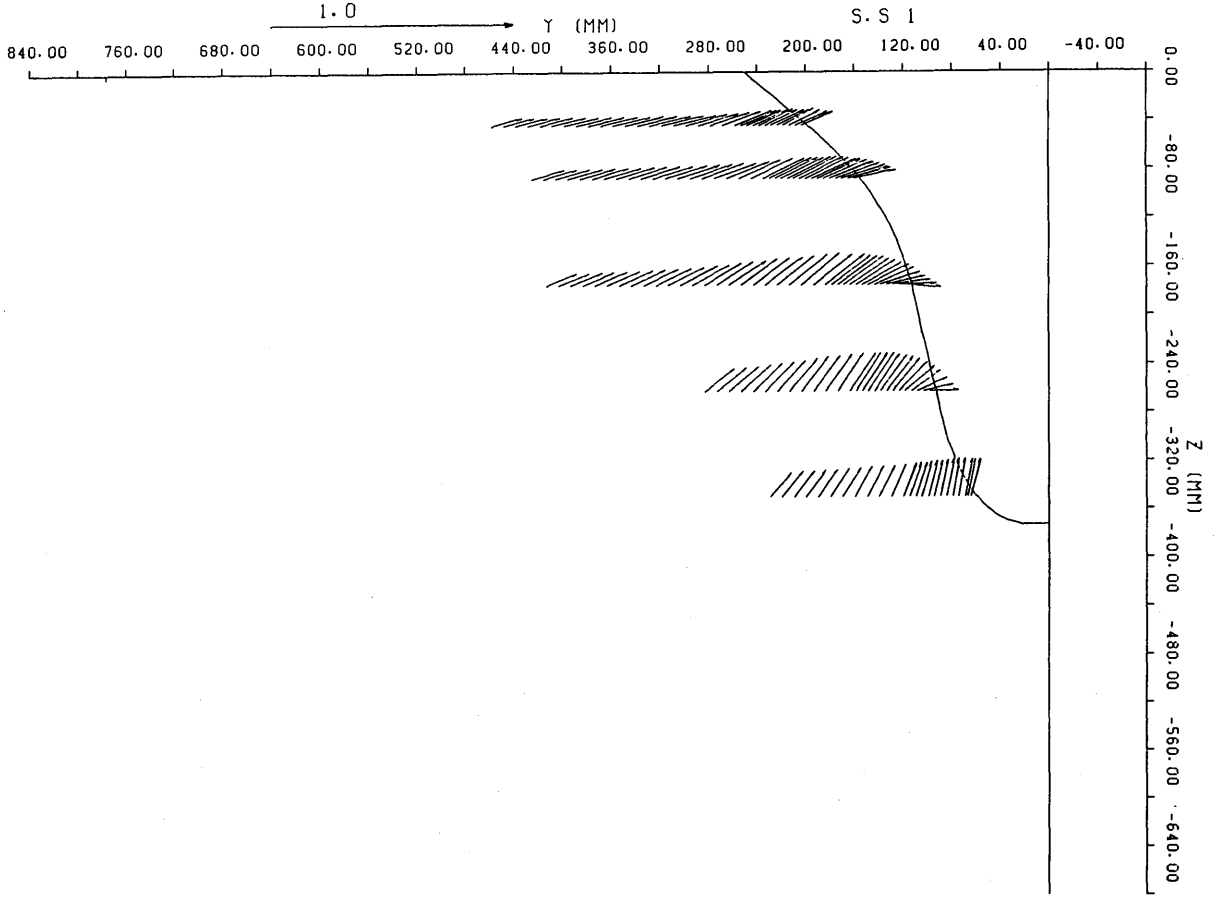

Fig. 5.4.7 Velocity distribution on the vertical plane at S.S. 1

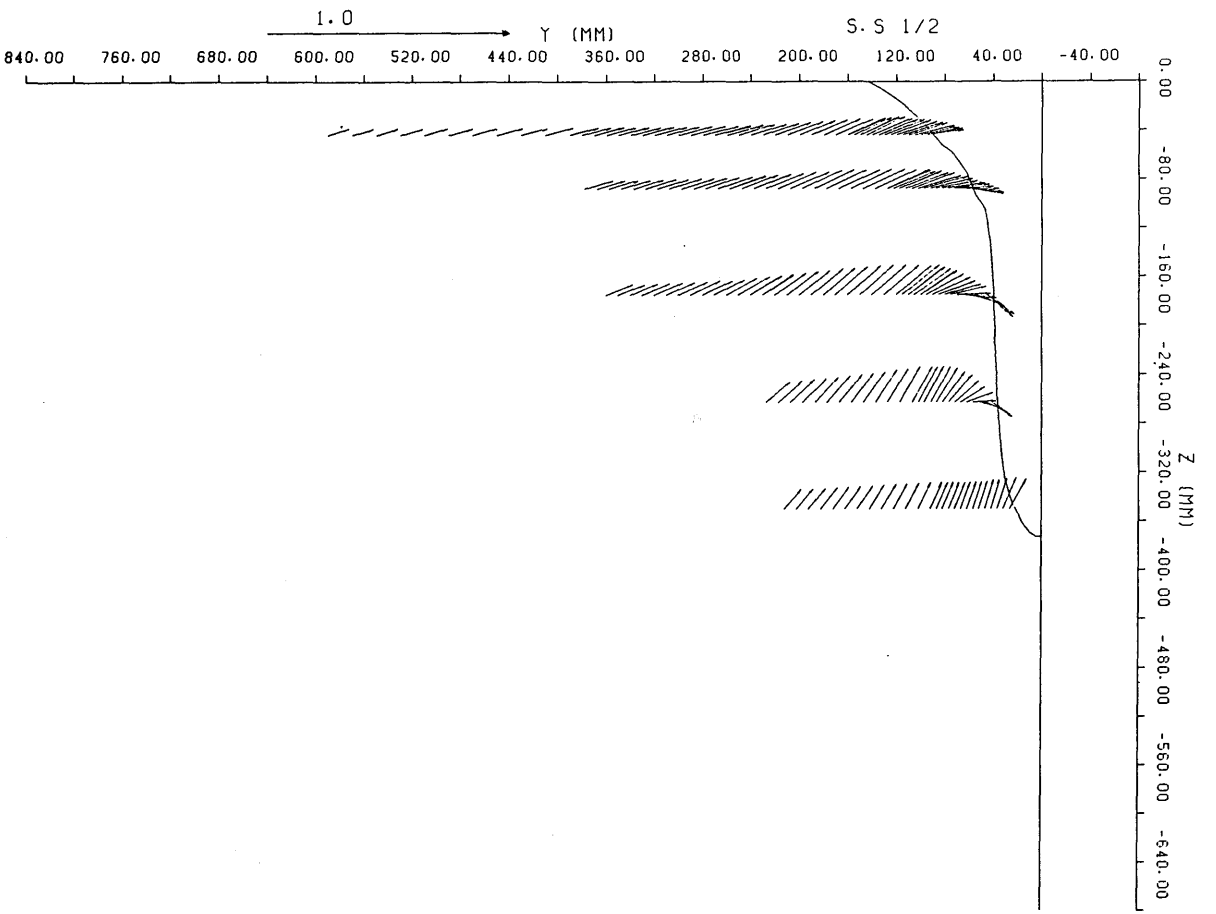

Fig. 5.4.8 Velocity distribution on the vertical plane at S.S. 1/2

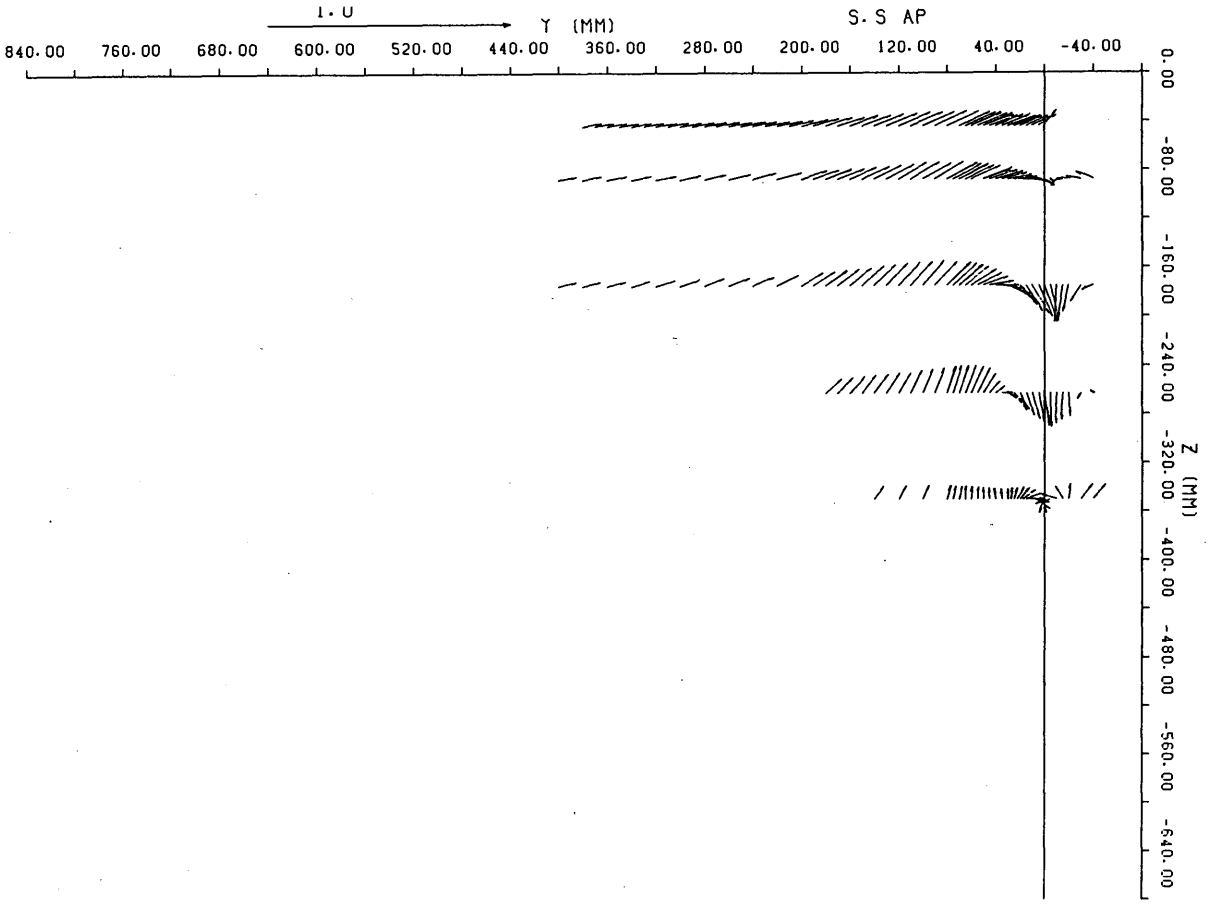

Fig. 5.4.9 Velocity distribution on the vertical plane at S.S. A.P.

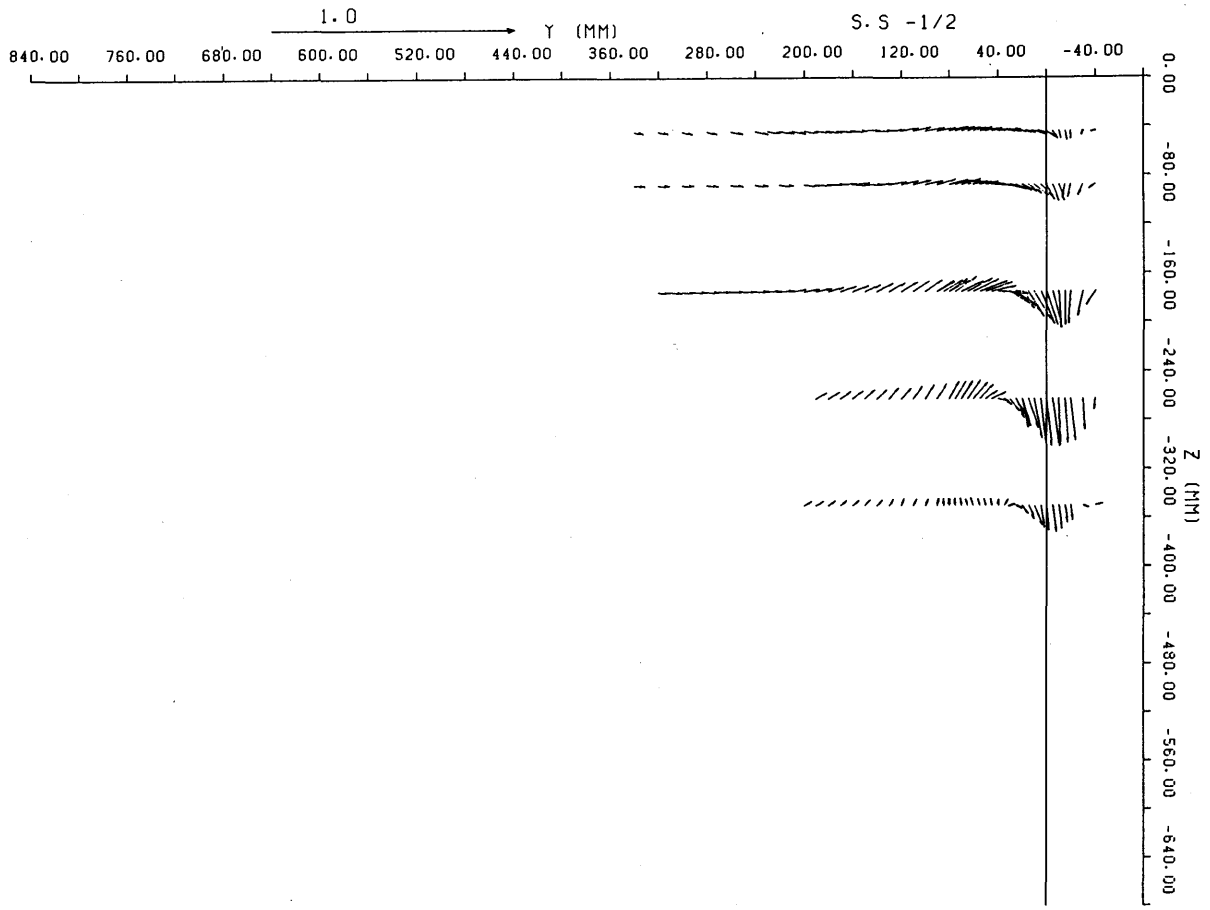

Fig. 5.4.10 Velocity distribution on the vertical plane at S.S. −1/2

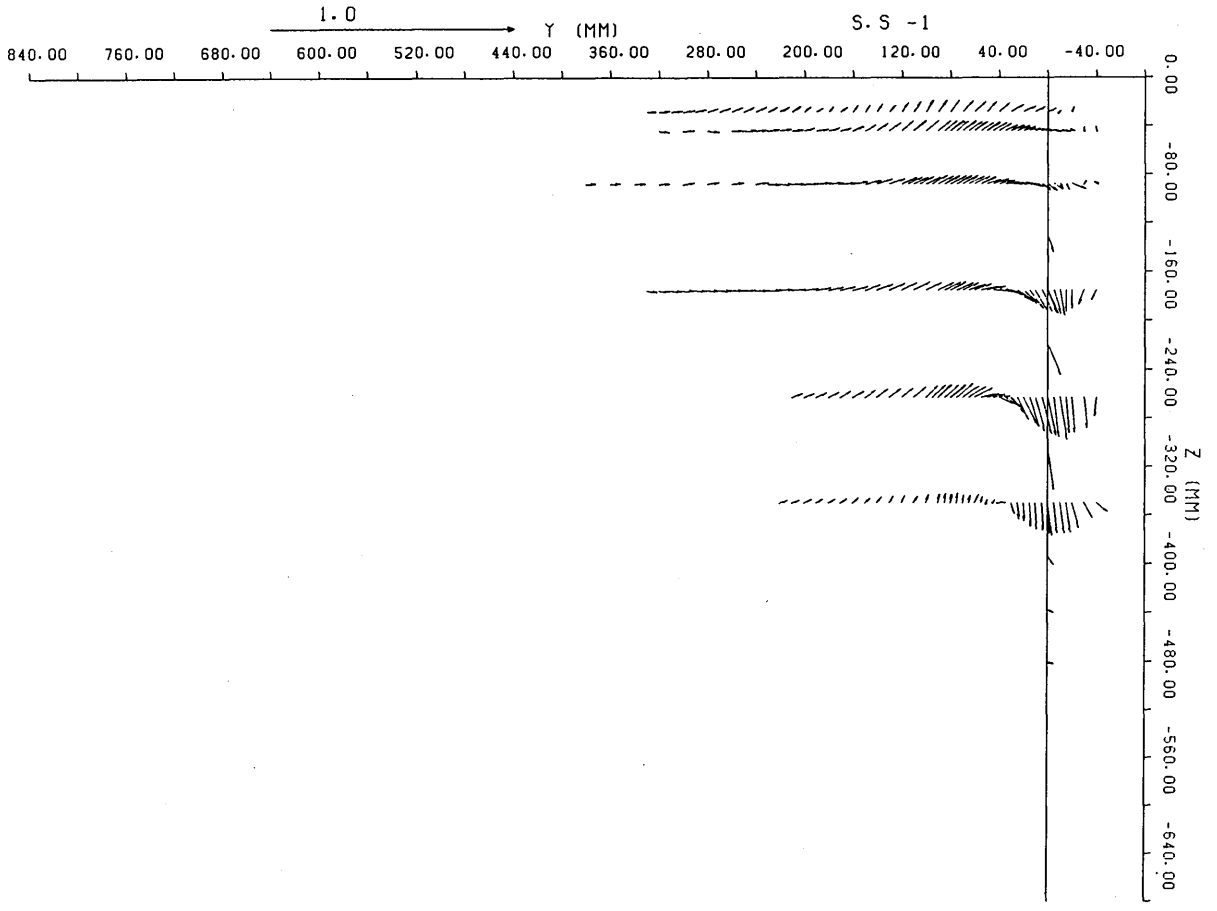

Fig. 5.4.11 Velocity distribution on the vertical plane at S.S. −1

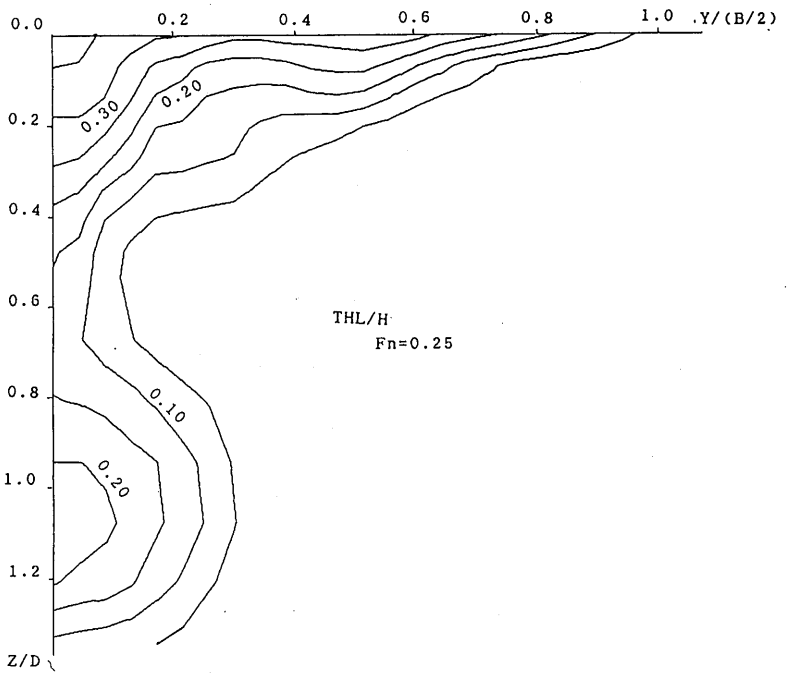

Fig. 5. 5. 1 Total head loss contour at Fn=0.25

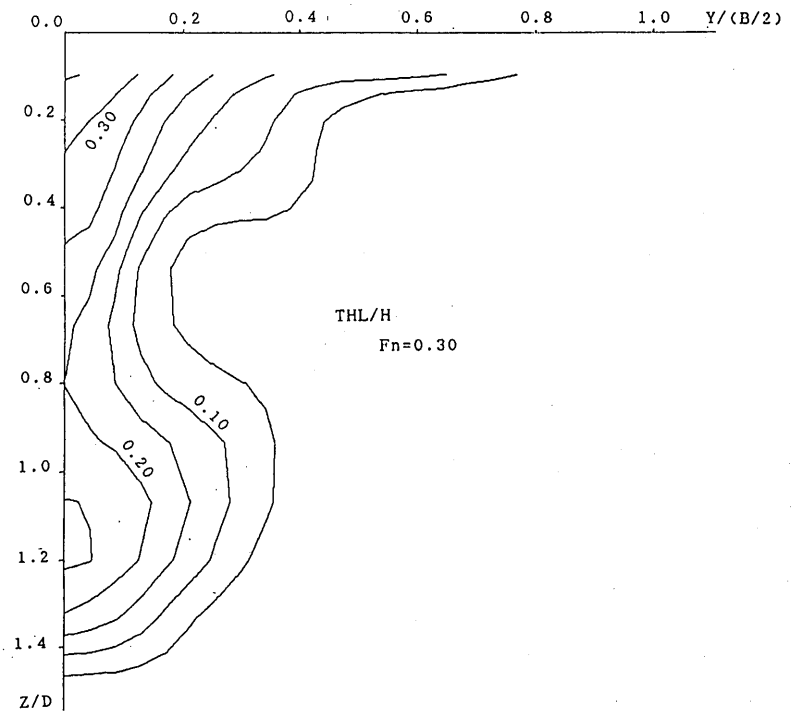

Fig. 5. 5. 2 Total head loss contour at Fn=0.30

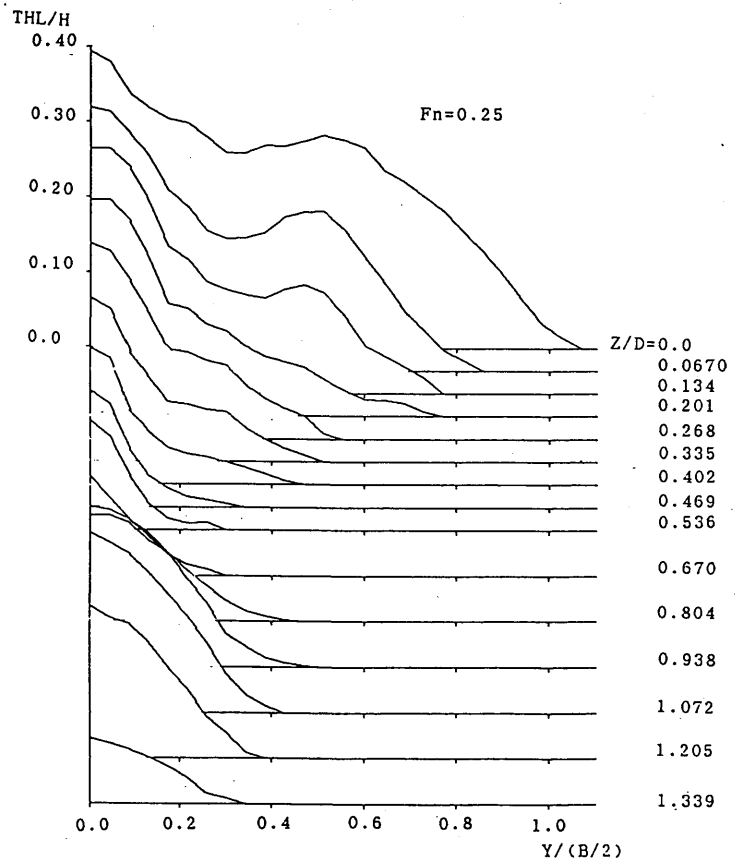

Fig. 5.5.3 Sideward distribution of total head loss at Fn=0.25

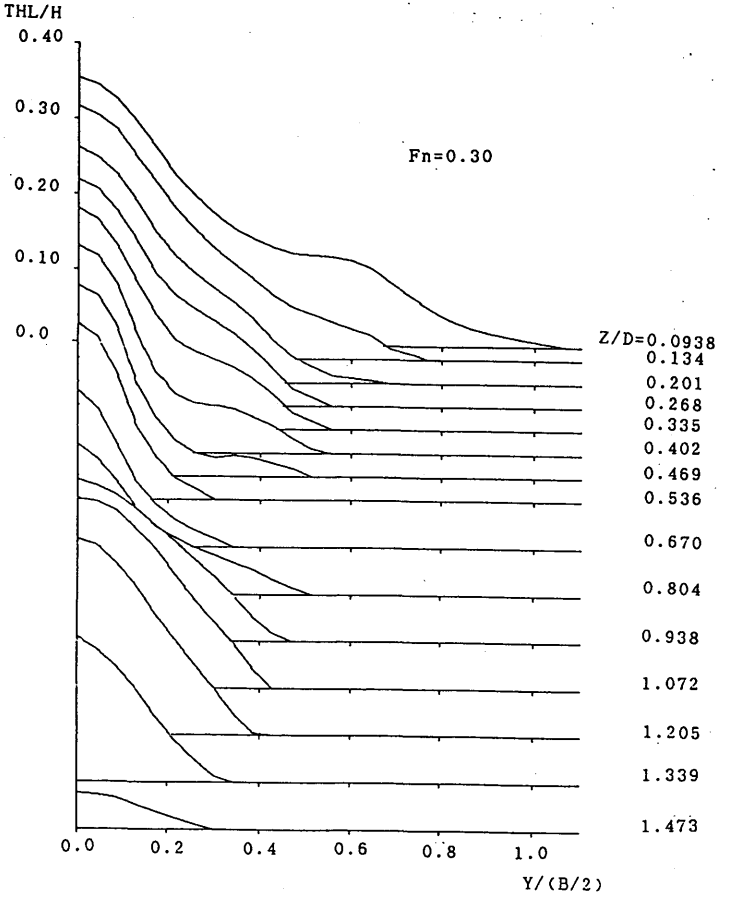

Fig. 5.5.4 Sideward distribution of total head loss at Fn=0.30

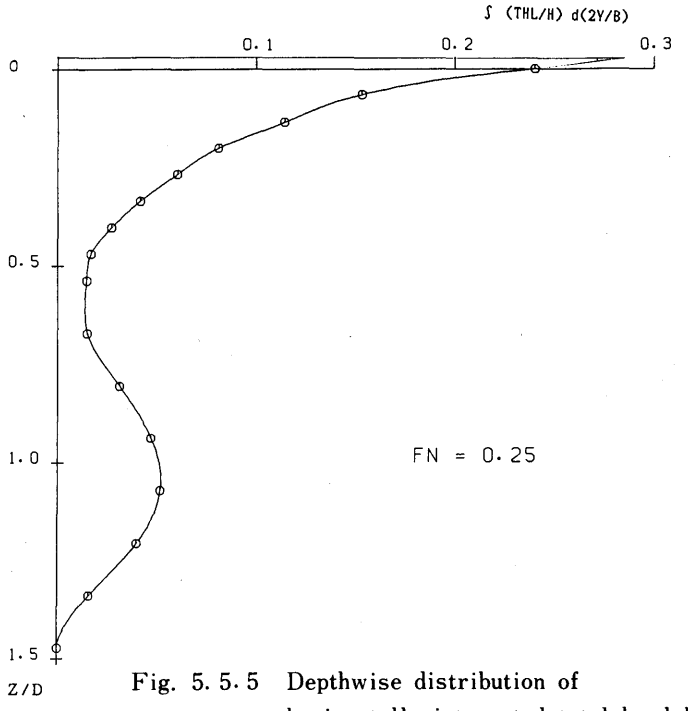

Fig. 5.5.5 Depthwise distribution of horizontally integrated total head loss at Fn=0.25

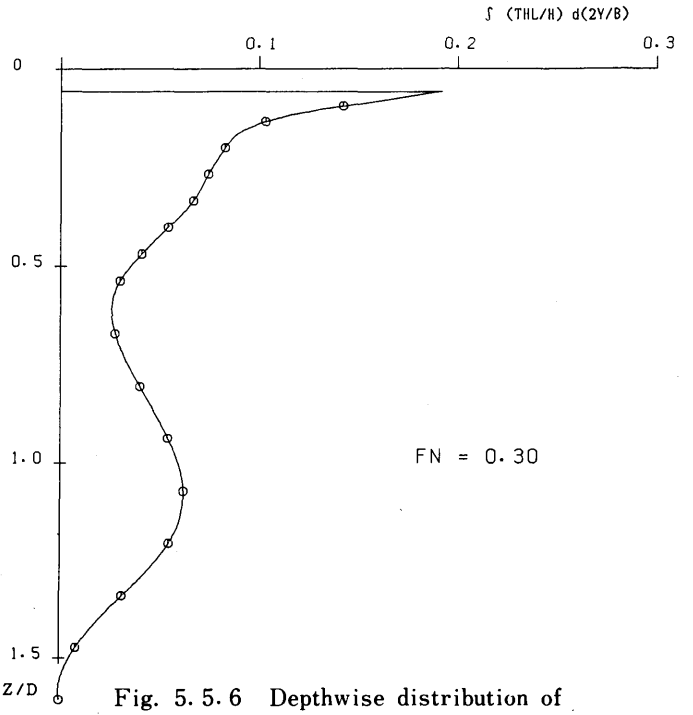

Fig. 5.5.6 Depthwise distribution of horizontally integrated total head loss at Fn=0.30

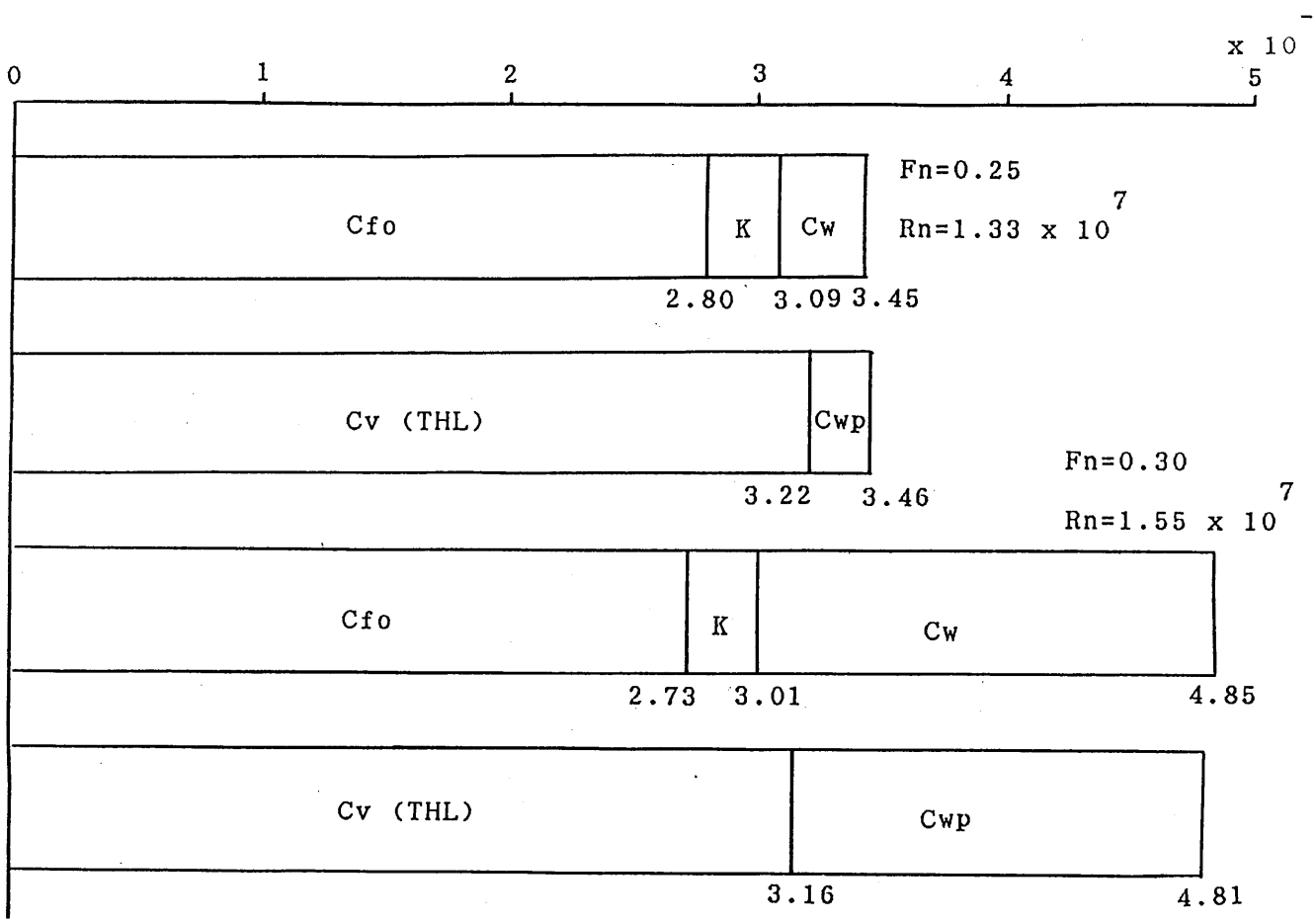

Fig. 5.5.7 Comparison of resistance components