SHIXDOF-AQUAgpusph

SHIXDOF-AQUAgpusph: nonlinear coupled ship motions and sloshing in free surface tanks

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 - 1)Ship as rigid body



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 - 3)Propulsion and manouvering
 4)Other forces



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Hey!

What about me?

Ship as rigid body
 Hydrodynamic forces

- Linear models
- Non-linear models

3)Propulsion and manouvering

4) Other forces

- Industrial applications:
 - LNG transport filling levels definition
 - Supply vessels equipped with anti-roll tanks operational windows
 - Load/unload and installation of ROVs
 - Risers, piping, open sea transfer of liquid cargo...

Existing approaches

- Linear ship motions + non-linear sloshing
 - Kim et al. (2007), Bunnik and Veldman (2010), Zhao et al. (2014)
- Non-linear ship motions + linear sloshing
 - Francescutto et al. (1999), Neves et al. (2009), Holden et al. (2012)
- Non-linear ship motions and sloshing
 - Hashimoto et al. (2012), Mitra et al. (2012)

Existing approaches

- Linear ship motions + non-linear sloshing
 - Kim et al. (2007), Bunnik and Veldman (2010), Zhao et al. (2014)
- Non-line MPS + line FEM
- Non-line ship motions and sl _ning
 - Hashimoto et al. (2012), Mitra et al. (2012)

Existing approaches

- Already existing approaches require solving a linear system of equations for the tanks internal flow computation.
- Performance is a critical point in this application.
- Let's try to use WC-SPH!

- Grid computing paradigm: collection of computer resources from multiple locations to reach a common **goal**.
 - Different platforms/architectures
 - Different facilities
 - One single ship, several tanks

- Grid computing paradigm: collection of computer resources from multiple locations to reach a common **goal**.
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- Client-Server system should be implemented.



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Initialization stage

Simulation stage

Initialization

- The daemon has 3 main tasks:
 - Kill the zombie simulations
 - Receive the initial condition
 - Launch AQUAgpusph

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Forces









They may not finish at the same time instant

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~10⁴ particles





~10⁴ particles



Conclusions

- A tool to perform nonlinear ship motion simulations, considering the coupling with the flow inside a tank, has been presented.
- The implementation, following the GRID computing paradigm, has been introduced.
- Results for a well known Series 60 hull geometry have been discussed.
- The global performance of the coupled system has been analysed, showing that it can be considered as a competitive alternative.

Future work

- Explicit time scheme ↔ Courant condition?
- Beowulf systems / clusters
- Optimization (e.g. traffic reduction)
- Multiple tanks
- Experiments!





37th International Conference on Ocean, Offshore and Arctic Engineering (OMAE 2018) Madrid, Spain June 3-8, 2018



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