



Saturn

Developing Solutions for
Underwater Radiated Noise



SATURN has received funding
from the European Union's
Horizon 2020 research and
innovation programme under
grant agreement No. 101006443.

Technical solutions to mitigate ship noise in the EU SATURN project

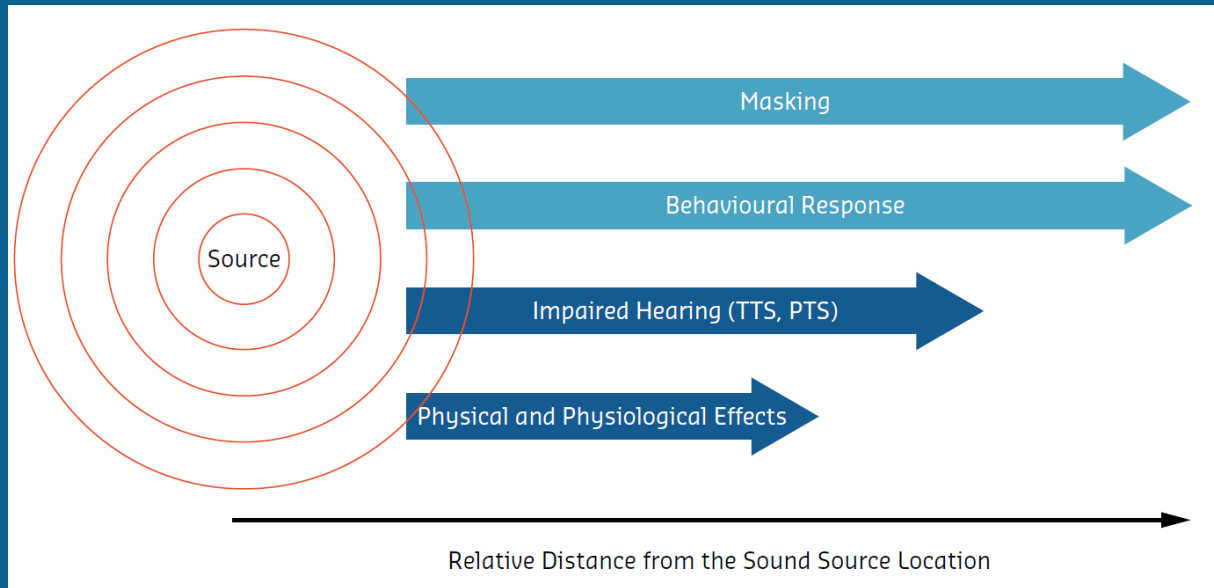
Johan Bosschers (j.bosschers@marin.nl)
[SATURN WP4 research lead]



Transport Canada Underwater Noise Webinar, January 12, 2022

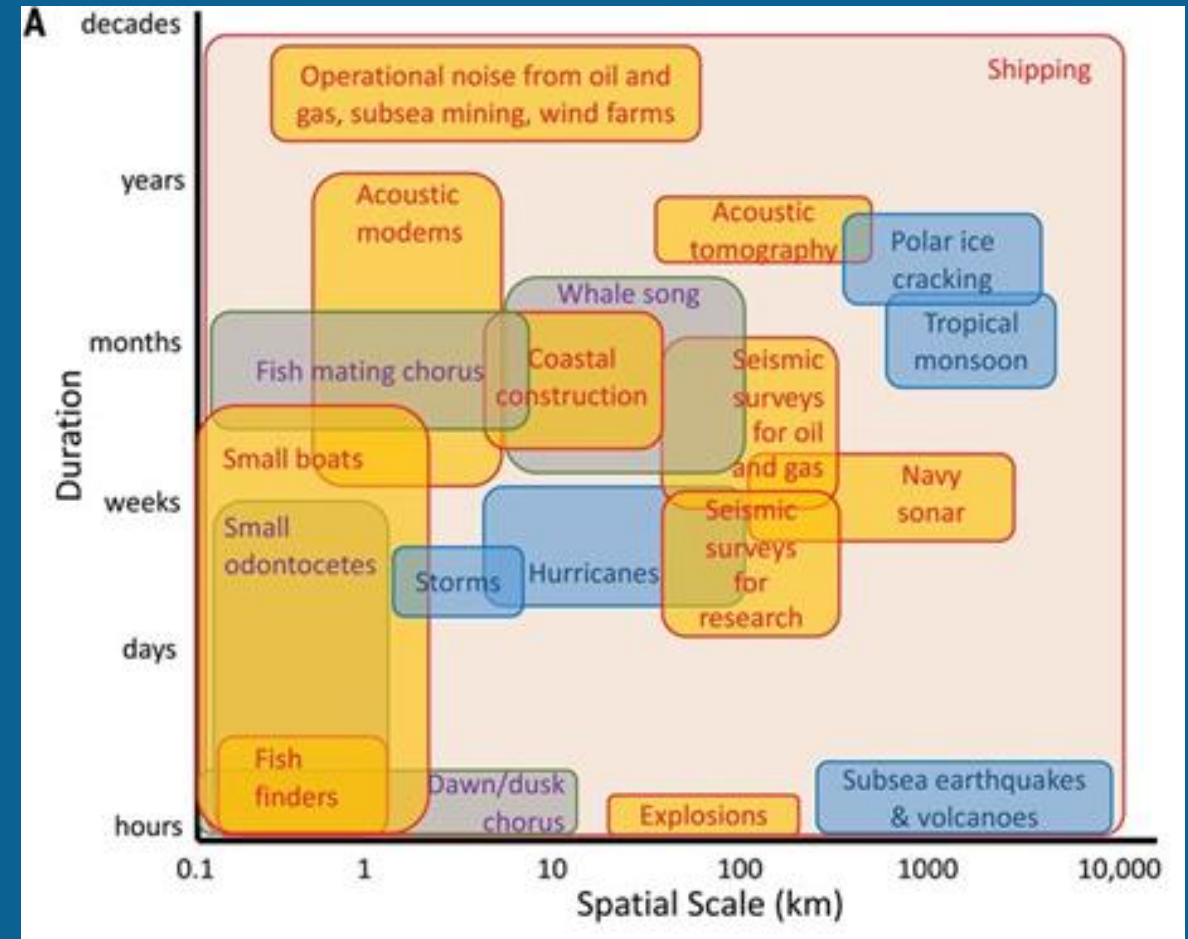


Effects of sound on marine life



European Marine Board (2021)

Natural and Anthropogenic sound



Duarte et al (2021)

EU policy

- **EU Maritime Strategic Framework Directive 2008/56 (MSFD), defines Good Environmental Status for marine waters. Descriptor 11: Underwater noise is at levels that do not adversely affect the marine environment**
- **Decision 2017/848 (2017): Noise levels should be monitored using measurements combined with modelling**
 - **Led to various noise measurement programs: JOMOPANS, JONAS, ...**
- **EU Action Plan Towards Zero Pollution (2021): Review MSFD by 2023, work on EU threshold values for maximum levels of underwater noise stemming from maritime transport, construction, dredging, ...**
- **But defining threshold values asks for quite some research questions to be answered**

SATURN Consortium

Research and Innovation Action under WATERBORNE
Technology Platform (TP)



Call (part) identifier: H2020-MG-2020-SingleStage-INEA

Topic: MG-BG-03-2020 Under water noise mitigation and
environmental impact

Start date: 1st February 2021

Duration: 48 months

Coordinator: UCC, MaREI

Partners: 20 (19 + 1 linked).

Countries: 9

Max EU contribution: €8.96 ME

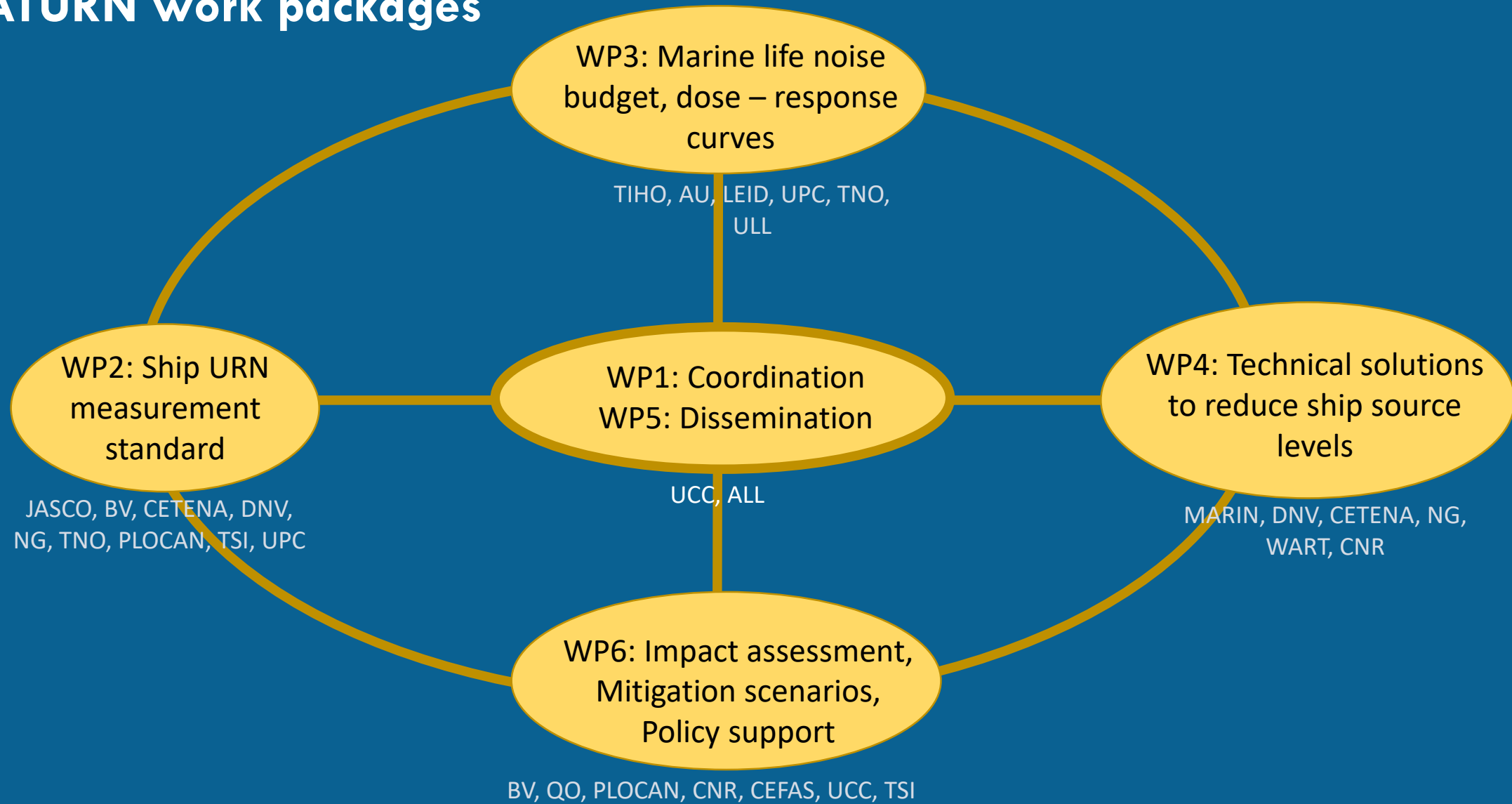


SATURN: DEVELOPING SOLUTIONS TO UNDERWATER RADIATED NOISE



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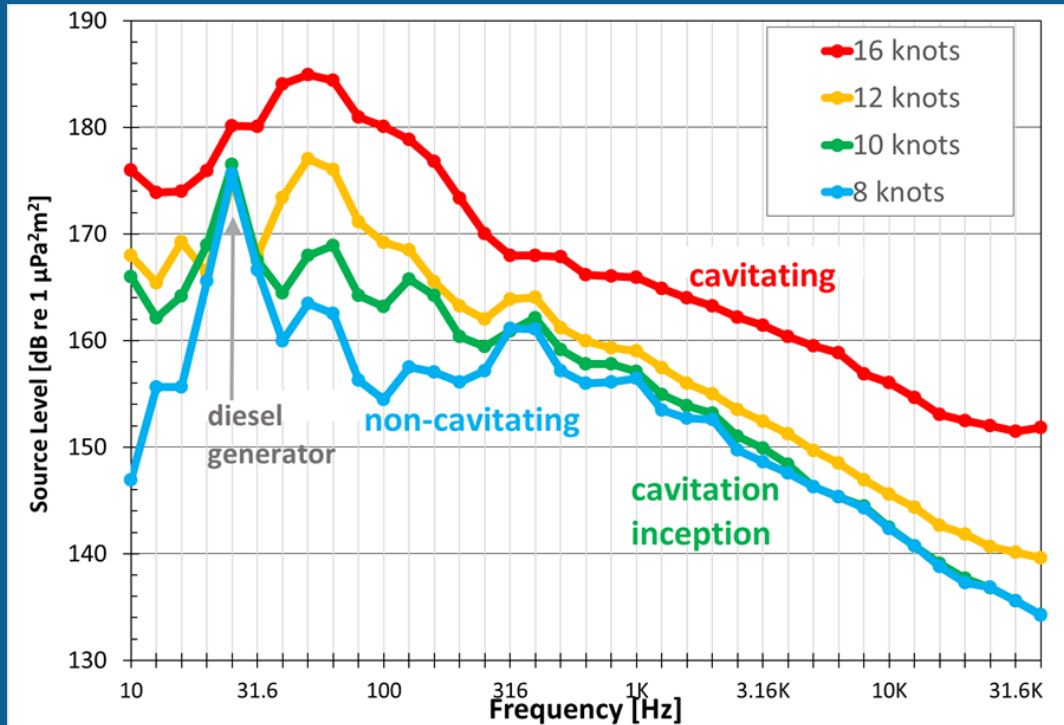
SATURN work packages



Challenges for the shipping industry

- IMO targets 50% reduction in Green House Gase emissions by 2050 compared to 2008
- Introduction of
 - Energy Efficiency Design Index (EEDI)
 - Ship energy Efficiency Management Plan (SEEMP)
 - Energy Efficiency Existing Ship index (EEXI)
 - Carbon Intensity Indicator (CII)
- Can we optimize ships for reduced GHG-emissions and URN ?

Ship source levels



Arveson & Vendittis (2000) 173 m cargo vessel

Sound sources:

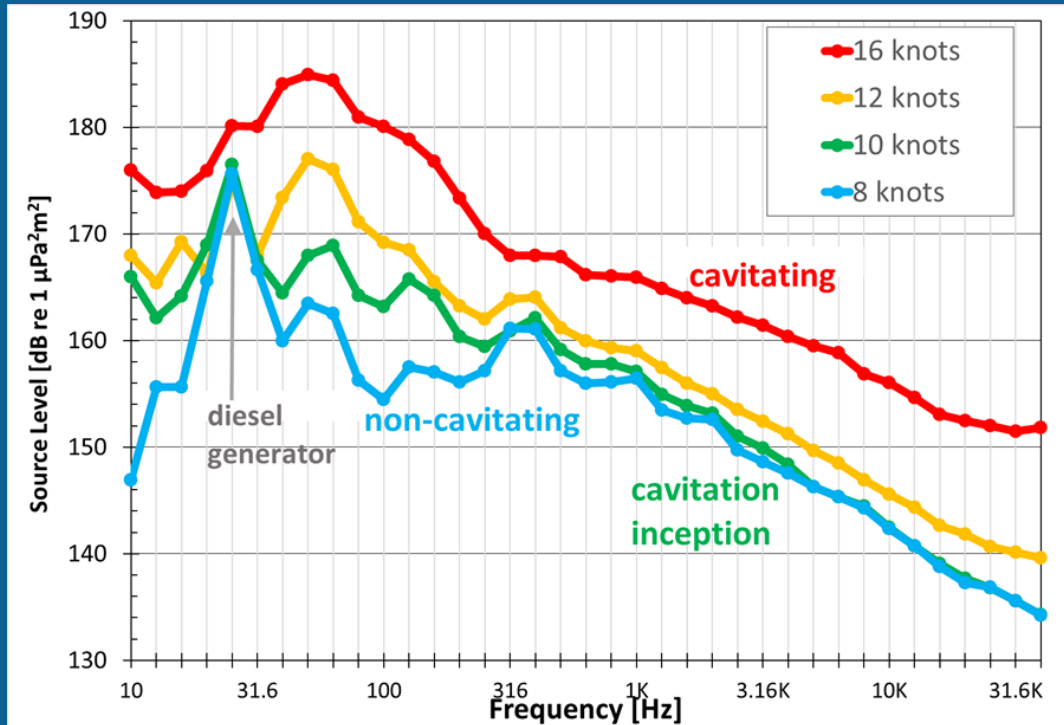
- Propeller cavitation
- Main propulsor engine
- Auxiliary machinery



MARIN



Ship source levels

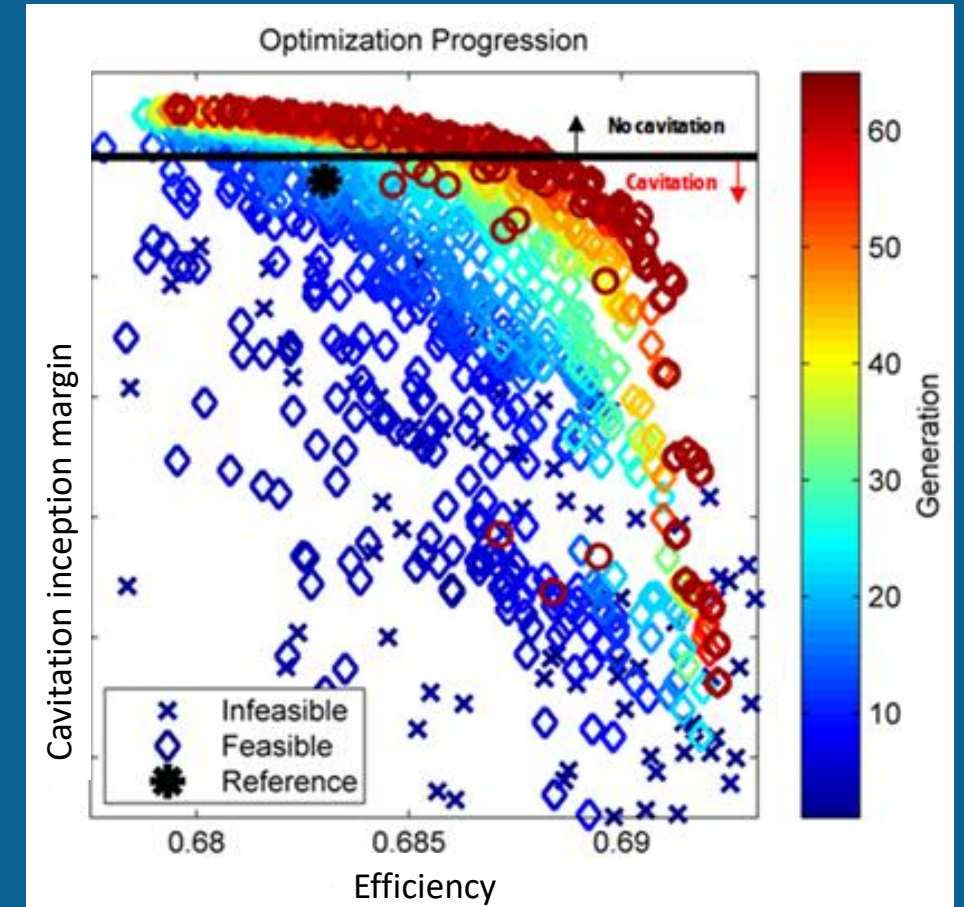


Arveson & Vendittis (2000) 173 m cargo vessel

Sound sources:

- Propeller cavitation
- Main propulsor engine
- Auxiliary machinery

Propeller design trade-off



Propeller optimization for efficiency and cavitation inception speed [MARIN]

Possible GHG-URN win-win situations

- Electric propulsion systems
- Wind propulsion
- Air bubbles / layers / chambers
- Speed reduction
- Alternative propulsors
-



Ferry 'Basto Electric'



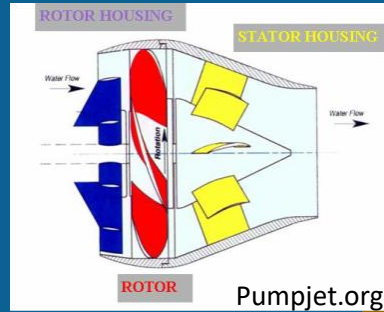
ship 'Shin Aitoku Maru'



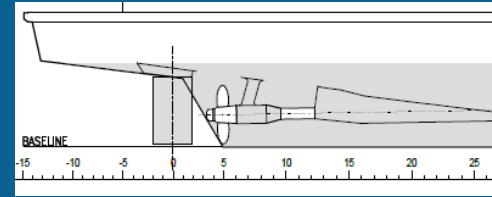
Various ship types (Silverstream)

SATURN WP4 – Technical solutions

- T4.3: Pumpjet [CNR & CETENA]

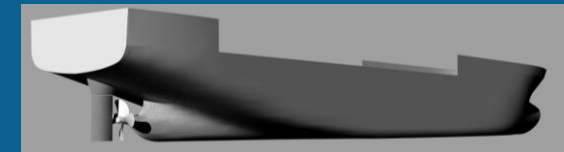
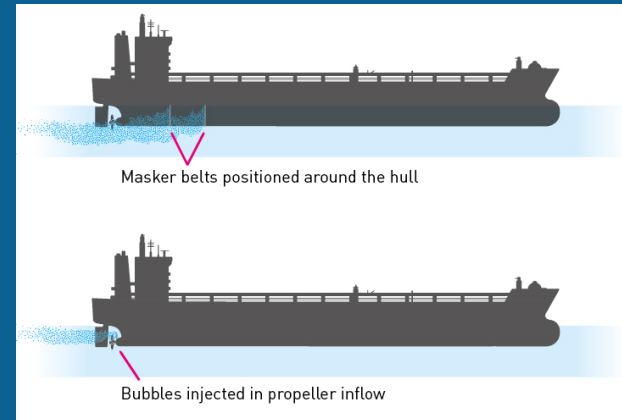


- T4.5: Trochoidal propulsor [NAVAL GROUP]



Twin-screw ferry, Loa= 168 m

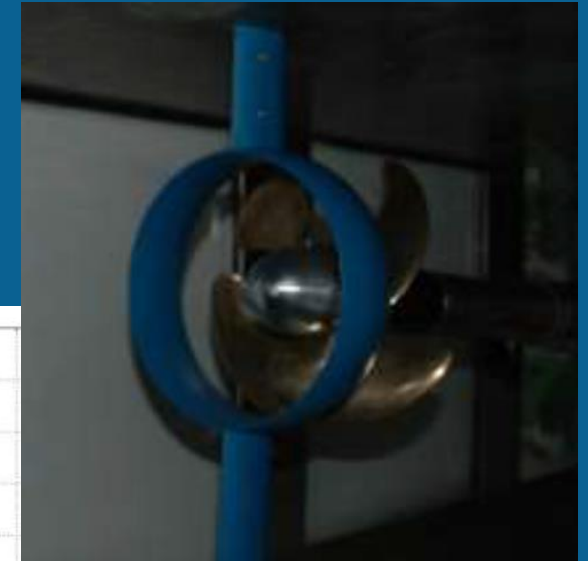
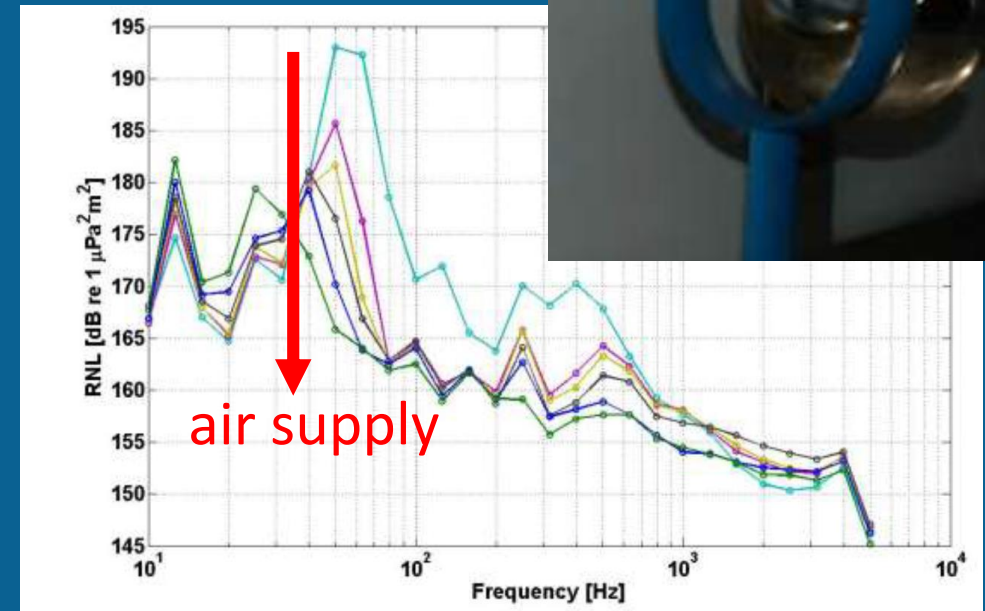
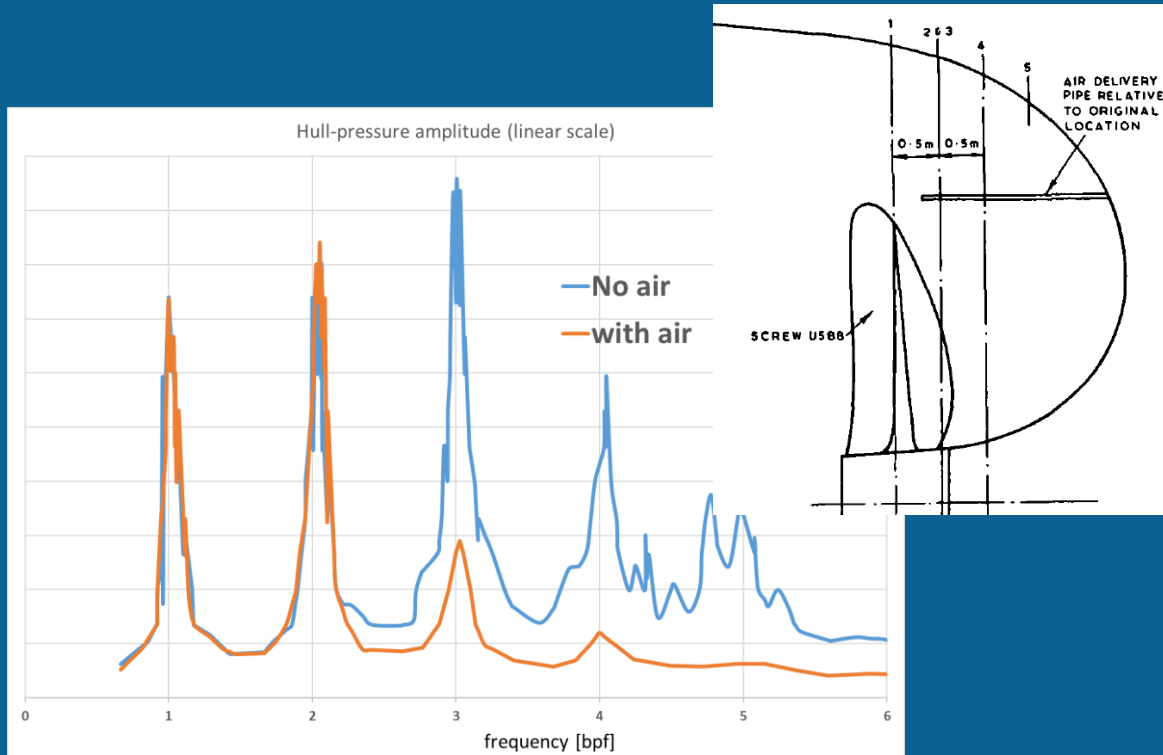
- T4.4: Injection of air bubbles [MARIN]
 - Includes propeller design study with Wärtsilä NL



'Streamline' chemical tanker, Lpp= 94 m

Cavitation sound mitigation using air bubbles

- Injecting air bubbles in propeller cavitation

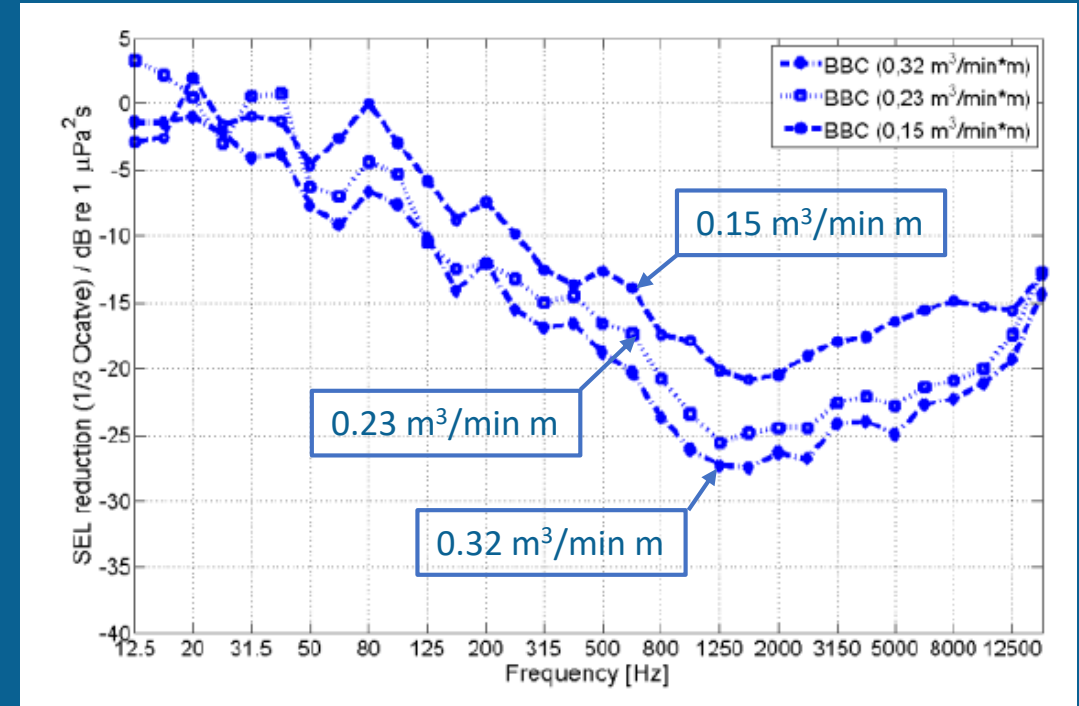


Hadler, English & Gupta (1984)

EU FP7 SONIC D3.3 (2015) Rolls-Royce measurements

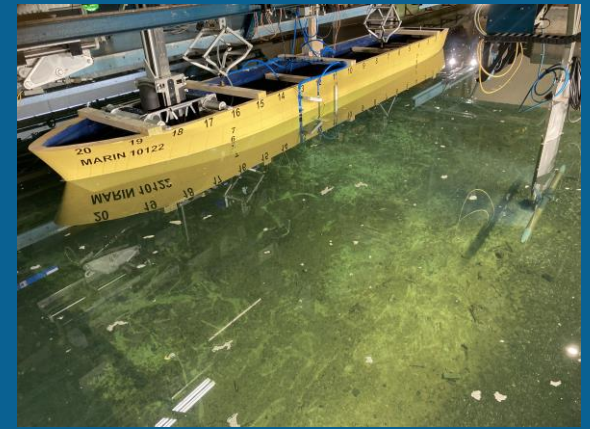
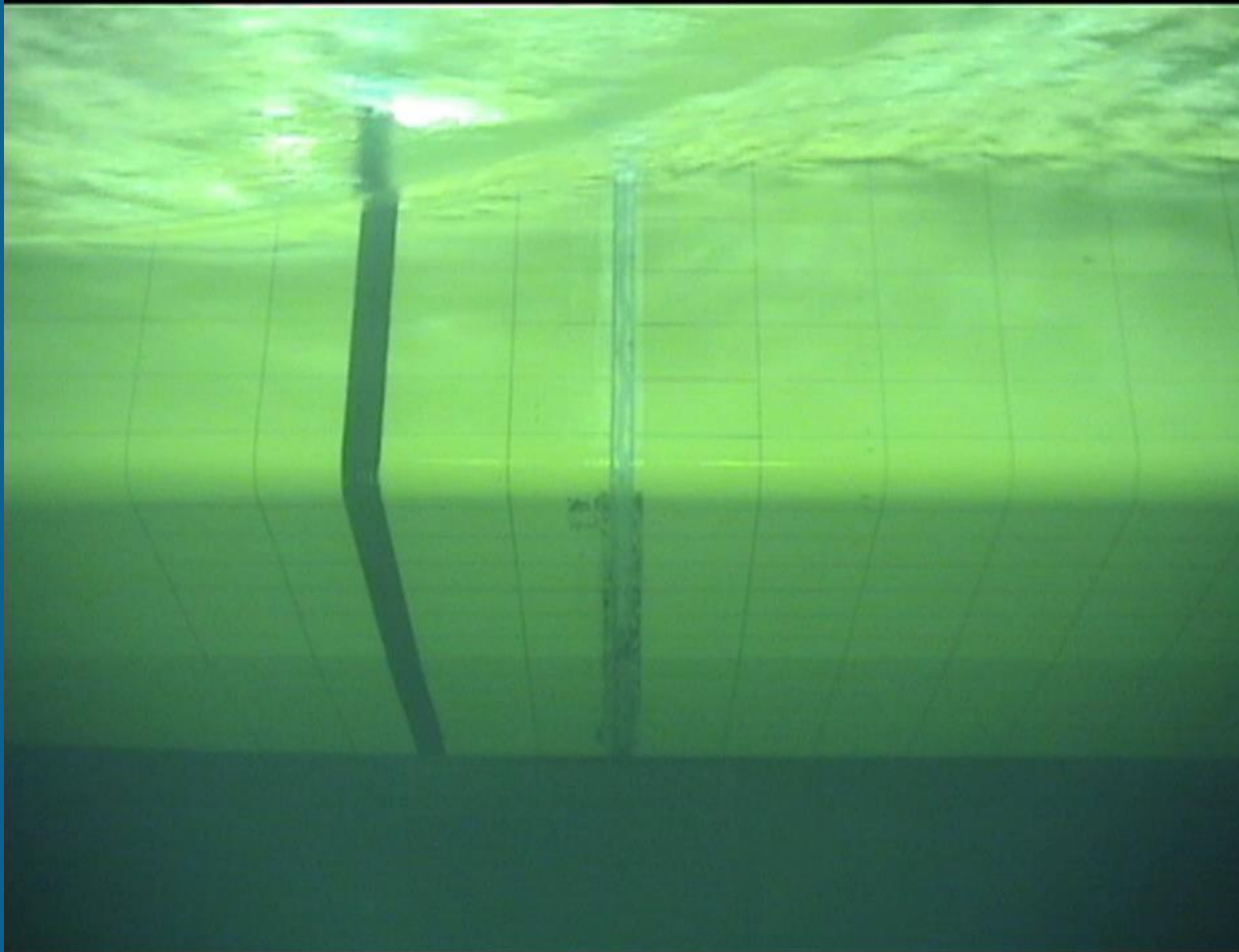
Sound isolation using air bubbles

- Bubble screens are used to mitigate pile driving noise



Insertion loss by bubble screen, Bellman (2014)

T4.4 First tests on bubble injection below ship hull



Effect on propeller performance:

- Thrust reduction by 4%
- Efficiency reduction by 1%

WP4 – Task descriptions

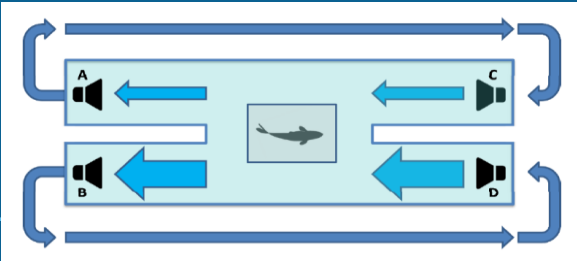
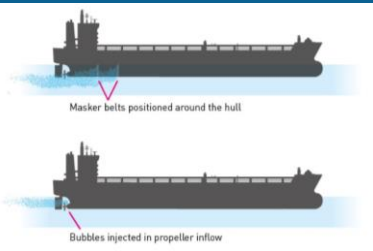
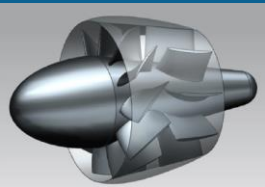
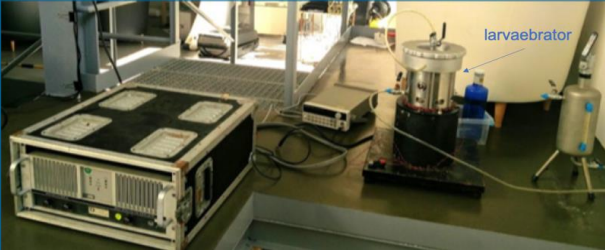
- Improvement of Knowledge, Design tools, and Design evaluation tools
 - T4.1: Extend knowledge of mechanisms [CNR, CETENA]
 - T4.2: Improve numerical and experimental prediction tools [CNR, CETENA, MARIN, NG]
- Design and evaluate technical solutions (scale models)
 - T4.3: Pumpjet [CNR, CETENA]
 - T4.4: Propeller design and air bubbles [MARIN, Wärtsilä NL]
 - T4.5: Trochoidal propulsor [NAVAL GROUP]
- Analyse costs and benefits of technical solutions and review other solutions
(use dose-response from WP3, provide input for WP6)
 - T4.6: Costs and benefits of new technical solutions (in T4.3, T4.4 and T4.5) [CETENA, DNV]
 - T4.7: Establish source level assessment matrix of different propulsors and solutions [CNR, CETENA, DNV, MARIN, NG]

WP4 – Timeline

Task	Description	Participant	Y1: feb 2021- jan 2022				Y2: feb 2022- jan 2023				Y3: feb 2023- jan 2024				Y4: feb 2024- jan 2025			
4.1	Mechanisms of URN	CNR+ CETENA								D4.1								
4.2	Improve computational and experimental tools	Naval Group														D4.5		
4.3	SL reduction twin screw vessel (pumpjet)	CNR + CETENA												D4.2				
4.4	SL reduction single-screw vessel (air bubbles)	MARIN + Wartsila												D4.3				
4.5	SL reduction non-conventional propulsor	Naval Group												D4.4				
4.6	Cost-benefit analysis of solutions	CETENA + DNV-GL																D4.6
4.7	SL assessment matrix	CETENA + ALL																D4.7

Innovative solutions being developed

W P	SATURN Project Output									
2	Harmonised test signal package									
2	Shallow water source level measurement technique									
2	On board source level measurement system									
2	Particle motion modelling & mapping methodology									
3	Larvaebrator									
3	Dosimeter analysis tool									
3	Migradrome									
3	Novel combination of biomarkers for stress detection									
3	Updated DEPONS model									
4	Trochoidal Propulsor (acoustic and efficiency performance)									
4	Air bubble masker system									
4	Using air bubbles to mitigate cavitation									
4	Pump jet propulsor for noise reduction									
5	App for science communication									
6	Decision support tool – URN in Marine Spatial Planning									
6	Virtual Research Environment for URN									
	Technology advancement (from TRL x-to TRL y)	TRL 1	TRL 2	TRL 3	TRL 4	TRL 5	TRL 6	TRL 7	TRL 8	TRL 9





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