Errata

The Table given below shows Correction in the Report (only for hard copy edition).

1. Correction of Volume Ⅰ Appendix 7 List of Member Organizations

Page No. and Side (Left/ Right)	Correction Line from the top(↓) or bottom（↑）	Before Correction	After Correction
P.378 R	19th line (↑)		Jiangsu University of Science and Technology School of Naval Architecture and Ocean Engineering No.2 Mengxi Road Zhenjiang 212003 Attn.: Prof. Renqing Zhu Tel.: +86 511 84401133 Fax: +86 511 84421823 E-mail:zjcyzlq@public.zj.js.cn URL: http://202.195.195.151/index.asp

2. Correction of Volume Ⅱ The Specialist Committee on Azimuthing Podded Propulsion

Page No. and Side (Left/ Right)	Correction Line from the top(↓) or bottom（↑）	Before Correction	After Correction
P.563	Report name	Final Report and Recommendations to the 25th ITTC	Report and Recommendations to the 25th ITTC
P.563 R	14th line (↑) and 16 th line (↑)	Continue the review of hydrodynamics of POD propulsion for special applications including fast ships, ice going ships (Liaise with the Ice committee) and special POD arrangements…	Continue the review of hydrodynamics of pod propulsion for special applications including fast ships, ice going ships (Liaise with the Ice committee) and special pod arrangements…
P.564 L	10th line (↓)	3.1 General Remarks It is very obvious …on high speed RO/RO vessel (HAMANASU).	3.1 General Remarks It is very obvious …on high speed RO/RO vessel (Hamanasu).
P.564 L	16th line (↑) and	SES (Super Eco-Ship) projects…. The projects started from 2001 and can be divided into two	SES (Super Eco-Ship) projects …. The projects started in 2001 and can be divided into two

	15th line(↑)	**projects**.	**phases**.
P564 L	**4th line （↑）and 2nd line (↑)**	The first vessel of SES …. was delivered **2007** and the first vessel of SES phase 2 “Shige Maru”was **2008**.	The first vessel of SES … was delivered **in 2007** and the first vessel of SES phase 2 “Shige Maru”was **in 2008**.
P.567 R	**1st line (↓)**	**9.4**. This is one of the demonstrators developed under the “Super Eco-Ship”…	**9.2**. This is one of the demonstrators developed under the “Super Eco-Ship”…
P.568 R	**18th line （↑）and 14th line （↑）**	**5.2.2 Test conditions** The test conditions for an open water test of **a podded propeller** are … of rotation: • Rpm close to the matching **podded propulsor** open water test ….	**5.2.2 Test conditions** The test conditions for an open water test of **a pod unit** are … of rotation: • Rpm close to the matching **propeller** open water test ….
P.571 R	**10th line （↑）**	**(7) Full scale correction** The drag of the model pod … as described in Section **6.2**, to arrive …	**(7) Full scale correction** The drag of the model pod … as described in Section **6.3**, to arrive ….
P.572 R	**24th line （↑）**	For the pod housing drag, …However,… Furthermore, scale effects are present on the measured pod housing drag and they should be corrected for as described in Section **3.2**.	For the pod housing drag, …However,… Furthermore, scale effects are present on the measured pod housing drag and they should be corrected for as described in Section **6.3**.
P.574 L	**8th line (↑)**	$\Delta R_{POD} = \Delta R_{BODY} + \Delta R_{STRUT} + \Delta R_{INT} + \Delta R_{LIFT}$ ↓ $R_{POD} = R_{BODY} + R_{STRUT} + R_{INT} + R_{LIFT}$	
P.574 R	**12th line (↓) and 14th line**	Where (1+k) is appropriate form factor described in Section **6.2.1** and **6.2.2**, R_F is frictional resistance of the respective component	Where (1+k) is appropriate form factor described in Section **6.3.1** and **6.3.2**, R_F is frictional resistance of the respective component**.**
P.574 R	**14th line （↑）and 12th line （↑）**	Although the contribution of the interference drag,….. important its expression in the above formula is…..and hence there will no scale effect associated …	Although the contribution of the interference drag,….. important**,** its expression in the above formula is …and hence there will **be** no scale effect associated…
P.575 L	**6th line （↑）**	The first equation can be applied …..	The first equation **for the inflow velocity** can be applied …
P.575 R	**5th line (↓)**	**6.4 Consideration from pod resistance tests** In order to validate the simple approach for the pod resistance prediction proposed in Section **3.2** and …	**6.4 Consideration from pod resistance tests** In order to validate the simple approach for the pod resistance prediction proposed in Section **6.3** and …
P.575 R	**13th line (↓)**	The results of a puller type…, are compared with the predicted ones	The results of a puller type…, are compared with the predicted ones

		based on Section **3.2**, …	based on Section **6.3**, …
P.577 R	**14th line （↑） and 11th line （↑）**	As stated in Section 3 …, these are summarised in Table **6.3**. In order to compare…methods included previously in Table **6.3**, the propulsor…	As stated in Section 3 …, these are summarised in Table **6.1**. In order to compare…methods included previously in Table **6.1**, the propulsor…
P.580 R	**1st line (↓)**	CFD to the pod case shown in Tables **4** and **6.5.** The extrapolation procedure…	CFD to the pod case shown in Tables **6.2** and **6.4** The extrapolation procedure…
P.582 R	**5th line （↑）**	**Podded Propeller Open Water Test** …Especially, the answers to the questionnaire about the method to fix the **POD** dynamometer have wide variety….	**Podded Propeller Open Water Test** …Especially, the answers to the questionnaire about the method to fix the **pod** dynamometer have wide variety….
P.586	**8th line (↓)**	**８．REVIEW AND ANALYSIS OF CAVITATION BEHAVIOUR OF PODDED PROPUSORS UNDER THE EFFECT OF POD STEERING ANGLE**	**８REVIEW AND ANALYSIS OF CAVITATION BEHAVIOUR OF PODDED PROPULSORS UNDER THE EFFECT OF POD STEERING ANGLE**
P.599 L	**7th line （↓）**	**10. TECHNICAL CONCLUSIONS** (2) A lot of complex system…has appeared **and they** are not deeply studied so far …	**11. TECHNICAL CONCLUSIONS** (2) A lot of complex system…has appeared **but the methods to test and analyse them** are not deeply studied so far …
P.599 L	**12th line (↓) 13th line (↓) and 15th line (↓)**	**10. TECHNICAL CONCLUSIONS** (3) A pod performance at off design condition or … important to affect on not only **cavutation** and **vbration** but also fuel consumption**. Tjere** are many papers mentioned above cavitation and vibrations at pod steering conditions **however**, it is also important …	**10. TECHNICAL CONCLUSIONS** (3) A pod performance at off design condition or … important to affect on not only **cavitation** and **vibration** but also fuel consumption. **There** are many papers mentioned above cavitation and vibrations at pod steering conditions**. However**, it is also important ….
P.599 L	**18th line (↓) and 19th line (↓)**	**10. TECHNICAL CONCLUSIONS** (4) CFD **becaomes** very strong tool now to **evaluater** the scale effect of pod housing drag and extrapolation method.	**10. TECHNICAL CONCLUSIONS** (4) CFD **becomes** very strong tool now to **evaluate** the scale effect of pod housing drag and extrapolation method.