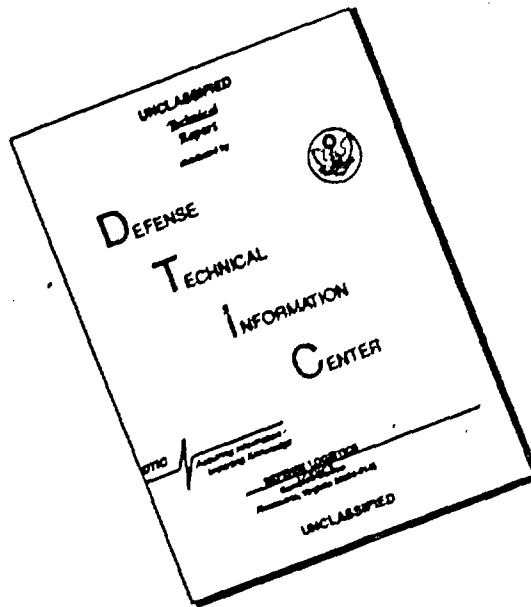


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NAVY DEPARTMENT
DAVID TAYLOR MODEL BASIN

THE IDEAL EFFICIENCY OF OPTIMUM
PROPELLERS HAVING FINITE HUBS
AND FINITE NUMBERS OF BLADES

by

CDR. J. W. Shultz, Jr., USN

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HYDROMECHANICS

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HYDRODYNAMICS LABORATORY
RESEARCH AND DEVELOPMENT REPORT

July 1957

Report No. 1148

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Notation

C_{T_1}	Ideal (non-viscous) thrust coefficient
h	Subscript denoting finite hub
$K_{mn}^{(Z)}$	Integral defined by equation (2)
r	Section radius
R	Propeller tip radius
$x = \frac{r}{R}$	Nondimensional section radius
x_h	Non-dimensional hub radius
Z	Number of Blades
β_i	Hydrodynamic pitch angle
η_i	Ideal efficiency
λ	Advance coefficient
λ_i	Induced advance coefficient $(= \frac{\lambda}{\eta_i} = x \tan \beta_i)$
K	$= K(\lambda_i, Z, x, x_h)$ "Goldstein Factor" or "Circulation Distribution Factor" from reference (8)

Abstract

The ideal (non-viscous) thrust coefficient C_{T_1} related to a range of ideal efficiencies (η_i) and a range of advance coefficients (λ) is calculated for propellers having 3, 4, 5 and 6 blades and having hubs whose diameters are 0.2, 0.3 and 0.4 of the propeller diameter.

Introduction

The relationships between ideal (non-viscous) thrust coefficient C_{T_1} , ideal efficiency η_i and advance coefficient λ for propellers having a finite number of blades but zero hub diameter were determined by Kramer¹ after suitably transforming equations (8) and (11) of Lösch² for finite blade number. The results obtained were based on Goldstein's³ solution of the potential problem, recalculated by Lock,⁴ and Yeatman⁴ and Kramer, himself, and extended by Kramer for large values of λ .

When Lerbs⁵ published a propeller design method using "induction factors," it became possible to compare theoretically the circulation distributions for lightly and moderately loaded propellers. When, as a result of

¹References are listed on page 5

this comparison, it was seen that the condition of normality for lightly loaded propellers could be applied to moderately loaded propellers with good accuracy, "it was then deemed necessary to determine the Goldstein Factor by more accurate methods than had previously been used, particularly for sections near the tip and for large advance ratios."⁶ This was done by Tachmindji and Milam.⁶

Noting the increasing use of propellers with relatively large hubs, Tachmindji⁷ formulated and solved the potential problem for propellers with finite hub diameters. Numerical evaluations are presented by Tachmindji and Milam.⁸

Herein are given relationships between ideal (nonviscous) thrust coefficient C_{T_1} , ideal efficiency η_i ($=0.50, 0.60, 0.70, 0.80, 0.85, 0.90, 0.95, 0.97, 0.99$) and $\lambda = \lambda_i \eta_i$. Kramer's work is thus extended for propellers having finite hubs.

Method of Computation

The basic equation for the computation is Kramer's equation (1.1) (notation is changed to agree with that in use at the David Taylor Model Basin):

$$C_{T_1} = \frac{8(1-\eta_i)}{\eta_i^4} K_{31}^{(2)} + \frac{8(1-\eta_i)^2}{\eta_i^5} K_{52}^{(2)} \quad (1)$$

$$K_{mn}^{(Z)} = \int_{-1}^1 \frac{K X^m}{(a_1^2 + X^2)^n} dX \quad (2)$$

where C_{T_i} = ideal thrust coefficient

η_i = ideal efficiency

$K = K(\lambda_i, Z, X, X_h)$ = "Goldstein Function" or "Circulation Distribution Factor" from reference (8)

$$\lambda_i = X \tan \beta_i = \frac{\lambda}{\eta_i}$$

β_i = hydrodynamic pitch angle

λ = advance ratio

Z = number of blades

$X = \frac{r}{R}$ nondimensional section radius

$X_h = \frac{\text{hub diameter}}{\text{propeller diameter}}$

h = subscript denoting finite hub

The integrations of $K_{mn}^{(Z)}$ were performed using a desk computer and Simpson's first and second rules.

Presentation of Results

Curves relating C_{T_1} , η_i and λ for 3, 4, 5 and 6 bladed propellers having 0.2, 0.3 and 0.4 hub diameter ratios are given in Figures 1-4 Appendix B. In addition, curves taken from Kramer's curves for zero hub and 4 bladed are plotted on Figure 2 in order to show a comparison with propellers having finite hubs.

For more convenient use in interpolating for values of λ_i and X_h between those given, Tables 1-4, Appendix A, give values of C_{T_1} as a function of Z , λ_i , η_i and X_h .

The results presented are considered accurate within one in the third significant figure throughout the range covered.

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Appendix A

Tables of $C_{T1} - \eta_i - 1/\lambda_i$ for 3, 4, 5 and 6
bladed propellers

Table I

Ideal Thrust Coefficient, C_{T1} , for THREE-BLADED Propellers

$\frac{1}{\lambda}$	3.0	3.5	4.0	4.5	5.0	5.5	6.0
$x_h = 0.2$							
0.50	3.3514	3.8587	4.2842	4.6338	4.9356	5.1848	5.3954
0.60	1.9089	2.1860	2.4177	2.6104	2.7715	2.9066	3.0208
0.70	1.0777	1.2278	1.3529	1.4567	1.5434	1.6160	1.6774
0.80	0.5632	0.6386	0.7011	0.7529	0.7961	0.8322	0.8627
0.85	0.3786	0.4282	0.4693	0.5033	0.5316	0.5553	0.5753
0.90	0.2278	0.2570	0.2812	0.3011	0.3178	0.3317	0.3434
0.95	0.1034	0.1164	0.1271	0.1360	0.1433	0.1495	0.1547
0.97	0.0598	0.0672	0.0734	0.0784	0.0827	0.0862	0.0892
0.99	0.0192	0.0216	0.0236	0.0252	0.0265	0.0276	0.0286
$x_h = 0.3$							
0.50	3.0441	3.5161	3.9152	4.2510	4.5316	4.7690	4.9696
0.60	1.7296	1.9876	2.2053	2.3882	2.5409	2.6700	2.7792
0.70	0.9742	1.1140	1.2318	1.3306	1.4130	1.4826	1.5414
0.80	0.5080	0.5782	0.6372	0.6866	0.7278	0.7626	0.7919
0.85	0.3411	0.3873	0.4261	0.4586	0.4857	0.5085	0.5278
0.90	0.2050	0.2322	0.2551	0.2742	0.2901	0.3035	0.3149
0.95	0.0929	0.1051	0.1152	0.1237	0.1308	0.1367	0.1418
0.97	0.0537	0.0607	0.0665	0.0714	0.0754	0.0788	0.0817
0.99	0.0173	0.0195	0.0213	0.0229	0.0242	0.0252	0.0262
$x_h = 0.4$							
0.50	2.6321	3.0563	3.4218	3.7291	3.9965	4.2214	4.4142
0.60	1.4917	1.7240	1.9239	2.0918	2.2380	2.3608	2.4662
0.70	0.8381	0.9643	1.0727	1.1637	1.2429	1.3095	1.3665
0.80	0.4361	0.4995	0.5540	0.5996	0.6394	0.6728	0.7014
0.85	0.2924	0.3343	0.3702	0.4002	0.4264	0.4484	0.4673
0.90	0.1755	0.2002	0.2214	0.2391	0.2546	0.2675	0.2786
0.95	0.0795	0.0905	0.0999	0.1078	0.1147	0.1204	0.1254
0.97	0.0459	0.0522	0.0576	0.0622	0.0661	0.0694	0.0722
0.99	0.0148	0.0168	0.0185	0.0199	0.0212	0.0222	0.0231

Table II

Ideal Thrust Coefficient, C_{T1} , for FCUB-BLADED Propellers

η/λ	3.0	3.5	4.0	4.5	5.0	5.5	6.0
$x_h = 0.2$							
0.50	3.7639	4.2684	4.6787	5.0142	5.2882	5.5150	5.7034
0.60	2.1434	2.4176	2.6401	2.8214	2.9693	3.0915	3.1931
0.70	1.2098	1.3577	1.4772	1.5743	1.6534	1.7188	1.7730
0.80	0.6322	0.7060	0.7655	0.8136	0.8528	0.8851	0.9119
0.85	0.4249	0.4734	0.5124	0.5439	0.5695	0.5906	0.6081
0.90	0.2596	0.2841	0.3069	0.3254	0.3404	0.3528	0.3630
0.95	0.1160	0.1278	0.1388	0.1469	0.1535	0.1590	0.1635
0.97	0.0671	0.0743	0.0801	0.0848	0.0885	0.0917	0.0942
0.99	0.0216	0.0239	0.0257	0.0272	0.0284	0.0294	0.0302
$x_h = 0.3$							
0.50	3.4914	3.9646	4.3505	4.6647	4.9212	5.1331	5.3117
0.60	1.9836	2.2410	2.4504	2.6206	2.7594	2.8739	2.9706
0.70	1.1172	1.2560	1.3686	1.4600	1.5344	1.5959	1.6477
0.80	0.5826	0.6519	0.7080	0.7534	0.7903	0.8208	0.8465
0.85	0.3912	0.4367	0.4735	0.5032	0.5274	0.5474	0.5642
0.90	0.2351	0.2618	0.2834	0.3009	0.3150	0.3267	0.3366
0.95	0.1066	0.1184	0.1280	0.1357	0.1420	0.1472	0.1515
0.97	0.0616	0.0684	0.0739	0.0783	0.0819	0.0848	0.0873
0.99	0.0198	0.0220	0.0237	0.0251	0.0262	0.0272	0.0280
$x_h = 0.4$							
0.50	3.0981	3.5309	3.8893	4.1823	4.4244	4.6256	4.7967
0.60	1.7598	1.9917	2.1868	2.3461	2.4776	2.5869	2.6799
0.70	0.9865	1.1140	1.2193	1.3052	1.3760	1.4349	1.4850
0.80	0.5133	0.5771	0.6297	0.6725	0.7078	0.7372	0.7622
0.85	0.3442	0.3862	0.4208	0.4489	0.4721	0.4914	0.5078
0.90	0.2066	0.2313	0.2516	0.2682	0.2818	0.2931	0.3028
0.95	0.0936	0.1046	0.1136	0.1209	0.1270	0.1320	0.1362
0.97	0.0541	0.0604	0.0655	0.0697	0.0732	0.0760	0.0785
0.99	0.0174	0.0194	0.0210	0.0224	0.0235	0.0244	0.0252

Table III

Ideal Thrust Coefficient, C_{T1} , for FIVE-BLADED Propellers

λ_i	3.0	3.5	4.0	4.5	5.0	5.5	6.0
$x_h = 0.2$							
0.50	4.0250	4.5214	4.9182	5.2370	5.4954	5.7070	5.8817
0.60	2.2915	2.5506	2.7748	2.9465	3.0855	3.1991	3.2928
0.70	1.2932	1.4377	1.5524	1.6440	1.7181	1.7785	1.8283
0.80	0.6756	0.7475	0.8043	0.8496	0.8861	0.9158	0.9403
0.85	0.4540	0.5012	0.5383	0.5679	0.5917	0.6111	0.6271
0.90	0.2731	0.3007	0.3225	0.3398	0.3537	0.3650	0.3743
0.95	0.1239	0.1362	0.1458	0.1534	0.1595	0.1645	0.1686
0.97	0.0716	0.0786	0.0841	0.0885	0.0920	0.0948	0.0972
0.99	0.0230	0.0253	0.0270	0.0284	0.0295	0.0304	0.0311
$x_h = 0.3$							
0.50	3.7814	4.2462	4.6164	4.9124	5.1510	5.3456	5.5054
0.60	2.1482	2.4001	2.6001	2.7597	2.8881	2.9929	3.0788
0.70	1.2098	1.3451	1.4522	1.5375	1.6060	1.6619	1.7077
0.80	0.6309	0.6981	0.7512	0.7934	0.8272	0.8547	0.8773
0.85	0.4236	0.4676	0.5024	0.5299	0.5520	0.5700	0.5847
0.90	0.2545	0.2804	0.3007	0.3168	0.3297	0.3402	0.3488
0.95	0.1154	0.1268	0.1358	0.1429	0.1486	0.1533	0.1570
0.97	0.0667	0.0732	0.0784	0.0824	0.0857	0.0883	0.0905
0.99	0.0214	0.0235	0.0252	0.0264	0.0275	0.0283	0.0290
$x_h = 0.4$							
0.50	3.4165	3.8451	4.1876	4.4638	4.6862	4.8678	5.0180
0.60	1.9362	2.1689	2.3545	2.5040	2.6242	2.7223	2.8035
0.70	1.0879	1.2132	1.3128	1.3930	1.4574	1.5100	1.5535
0.80	0.5660	0.6284	0.6780	0.7178	0.7497	0.7758	0.7973
0.85	0.3796	0.4206	0.4530	0.4791	0.5000	0.5171	0.5312
0.90	0.2279	0.2519	0.2710	0.2862	0.2985	0.3085	0.3168
0.95	0.1032	0.1139	0.1223	0.1290	0.1345	0.1389	0.1425
0.97	0.0596	0.0657	0.0705	0.0744	0.0775	0.0800	0.0821
0.99	0.0192	0.0211	0.0226	0.0239	0.0248	0.0256	0.0263

Table IV

Ideal Thrust Coefficient, C_{T1} , for SIX-BLADED Propellers

$\frac{V_\infty}{V_{tip}}$	3.0	3.5	4.0	4.5	5.0	5.5	6.0
$x_h = 0.2$							
0.50	4.2048	4.6913	5.0764	5.3830	5.6296	5.8298	5.9942
0.60	2.3934	2.6564	2.8639	3.0285	3.1607	3.2679	3.3558
0.70	1.3905	1.4914	1.6021	1.6897	1.7599	1.8167	1.8632
0.80	0.7054	0.7753	0.8300	0.8731	0.9076	0.9354	0.9582
0.85	0.4740	0.5198	0.5555	0.5836	0.6061	0.6242	0.6390
0.90	0.2851	0.3119	0.3328	0.3492	0.3622	0.3728	0.3814
0.95	0.1294	0.1412	0.1504	0.1576	0.1634	0.1680	0.1718
0.97	0.0748	0.0816	0.0868	0.0909	0.0942	0.0969	0.0990
0.99	0.0240	0.0262	0.0279	0.0292	0.0302	0.0310	0.0317
$x_h = 0.3$							
0.50	3.9806	4.4350	4.7912	5.0731	5.2981	5.4794	5.6269
0.60	2.2612	2.5067	2.6985	2.8499	2.9706	3.0678	3.1467
0.70	1.2734	1.4048	1.5071	1.5878	1.6519	1.7035	1.7453
0.80	0.6640	0.7291	0.7796	0.8193	0.8508	0.8761	0.8967
0.85	0.4458	0.4884	0.5214	0.5472	0.5678	0.5843	0.5976
0.90	0.2678	0.2928	0.3121	0.3272	0.3392	0.3488	0.3565
0.95	0.1214	0.1325	0.1410	0.1476	0.1529	0.1571	0.1605
0.97	0.0702	0.0765	0.0813	0.0851	0.0881	0.0906	0.0925
0.99	0.0226	0.0246	0.0261	0.0273	0.0283	0.0290	0.0296
$x_h = 0.4$							
0.50	3.6407	4.0993	4.3880	4.6473	4.8542	5.0212	5.1583
0.60	2.0633	2.2897	2.4671	2.6069	2.7183	2.8081	2.8819
0.70	1.1593	1.2807	1.3756	1.4502	1.5097	1.5576	1.5969
0.80	0.6031	0.6634	0.7104	0.7473	0.7766	0.8002	0.8196
0.85	0.4045	0.4440	0.4747	0.4988	0.5180	0.5334	0.5460
0.90	0.2428	0.2699	0.2839	0.2980	0.3092	0.3182	0.3256
0.95	0.1100	0.1202	0.1281	0.1344	0.1393	0.1433	0.1465
0.97	0.0635	0.0694	0.0739	0.0775	0.0803	0.0826	0.0844
0.99	0.0204	0.0223	0.0237	0.0248	0.0257	0.0265	0.0270

Appendix B

Curves of $C_{T_1} - \eta_i - \lambda$ for 3, 4, 5 and 6 bladed
propellers

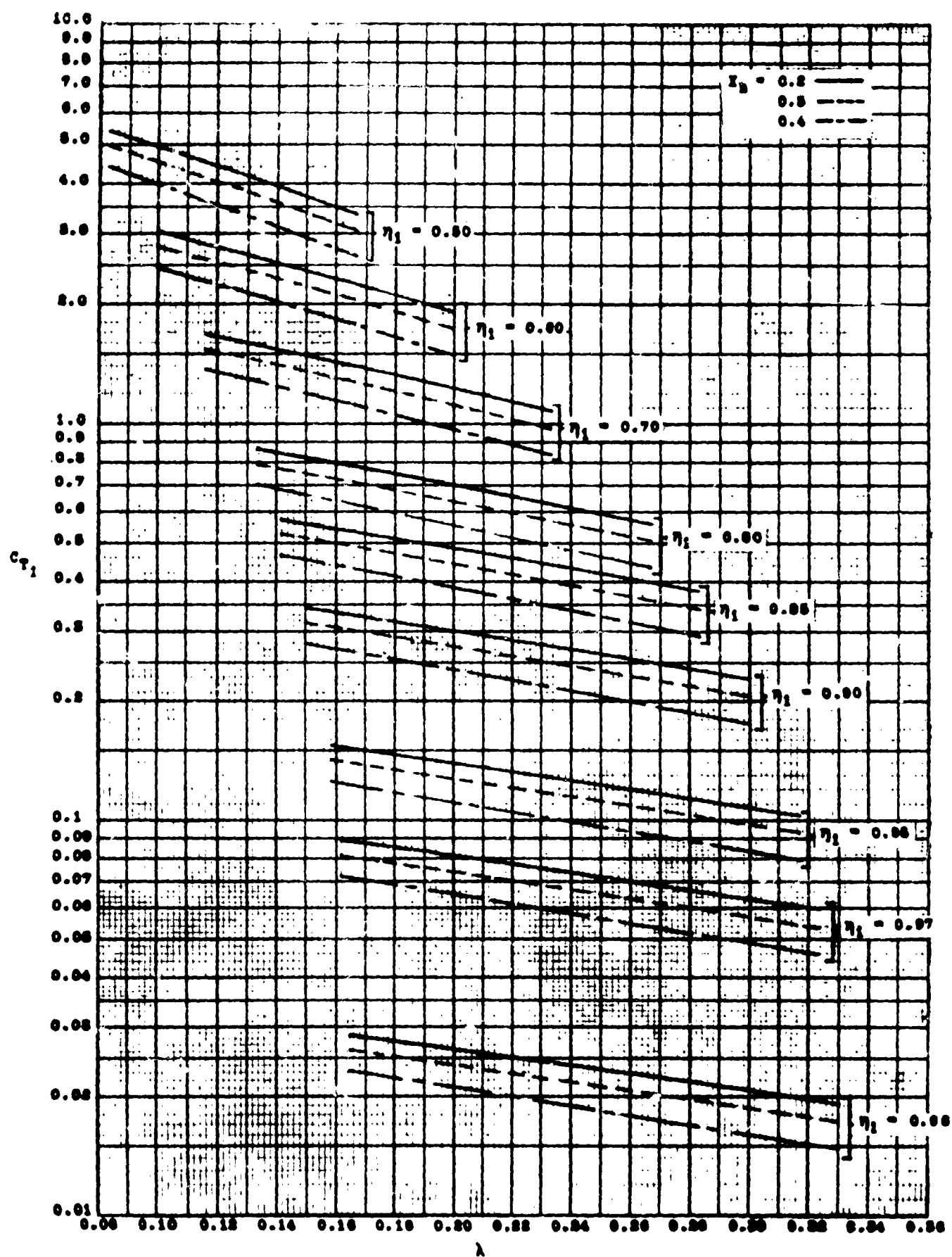


FIG 1 $C_{T_1} - \eta_1 - \lambda$ Relationship for THREE-BLADED Propellers

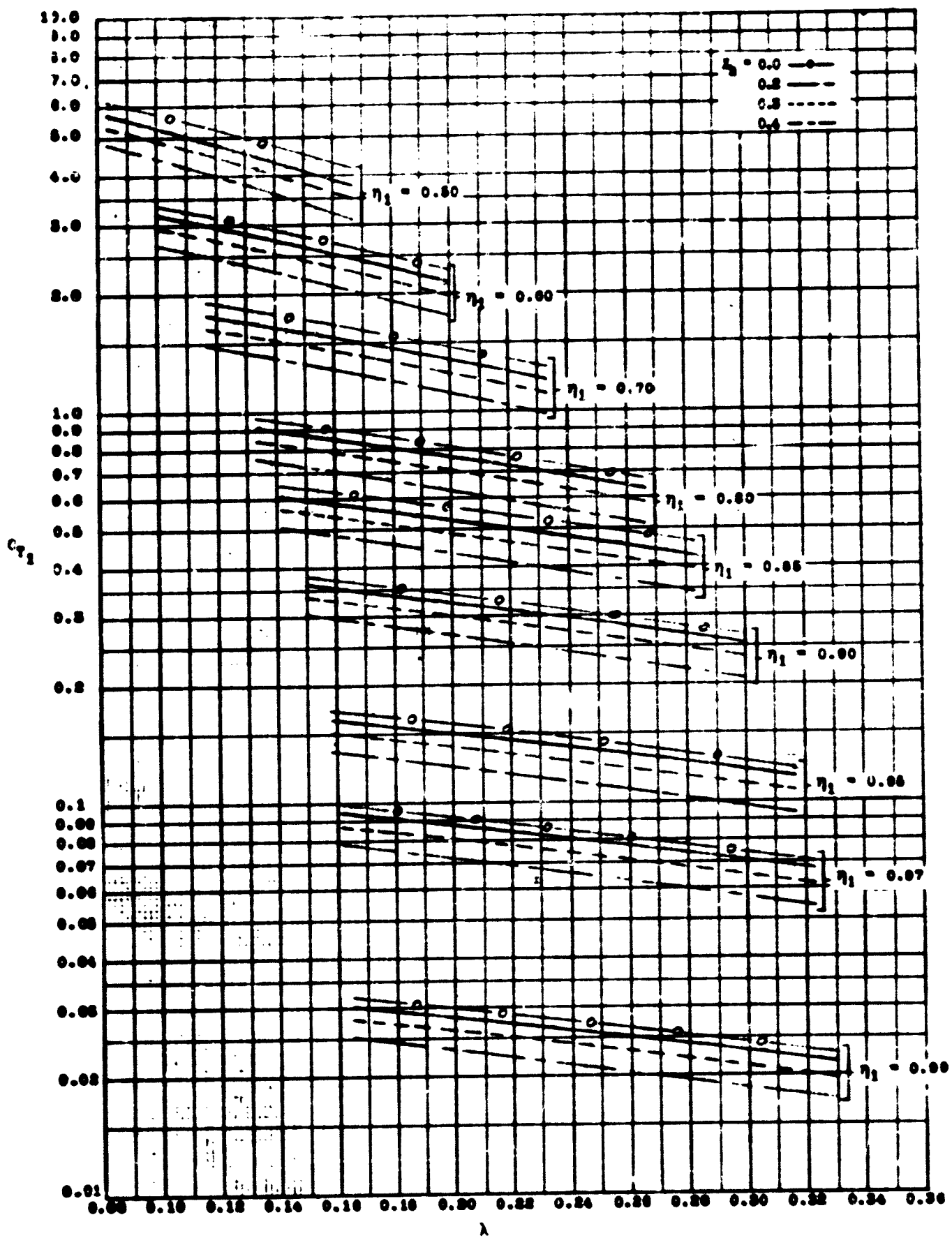


FIG 2 $C_{p1} - \eta_1 - \lambda$ Relationship for FOUR-BLADED Propellers

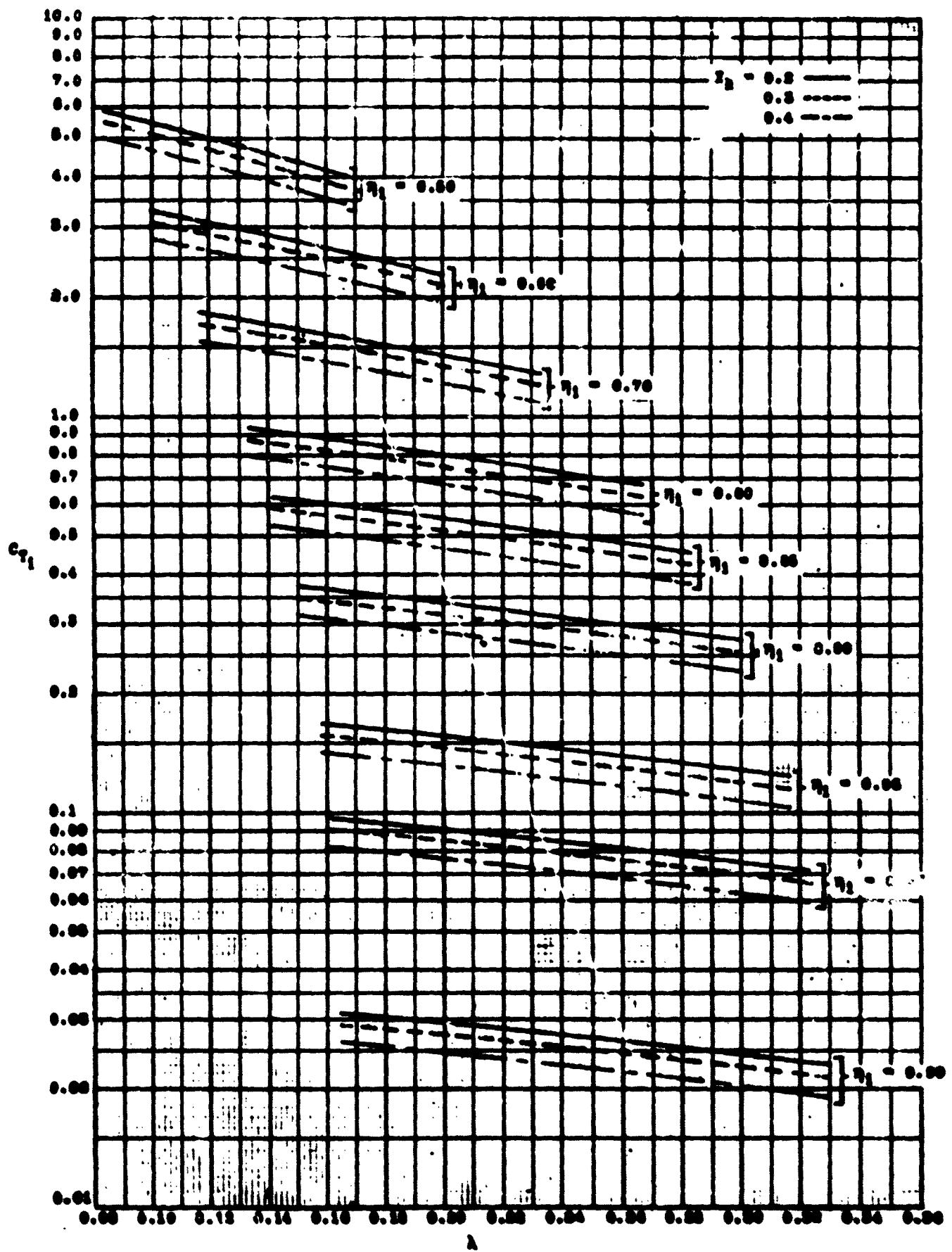


FIG 8 $C_{T1} - \eta_1 - \lambda$ Relationship for FIVE-BLADED Propellers

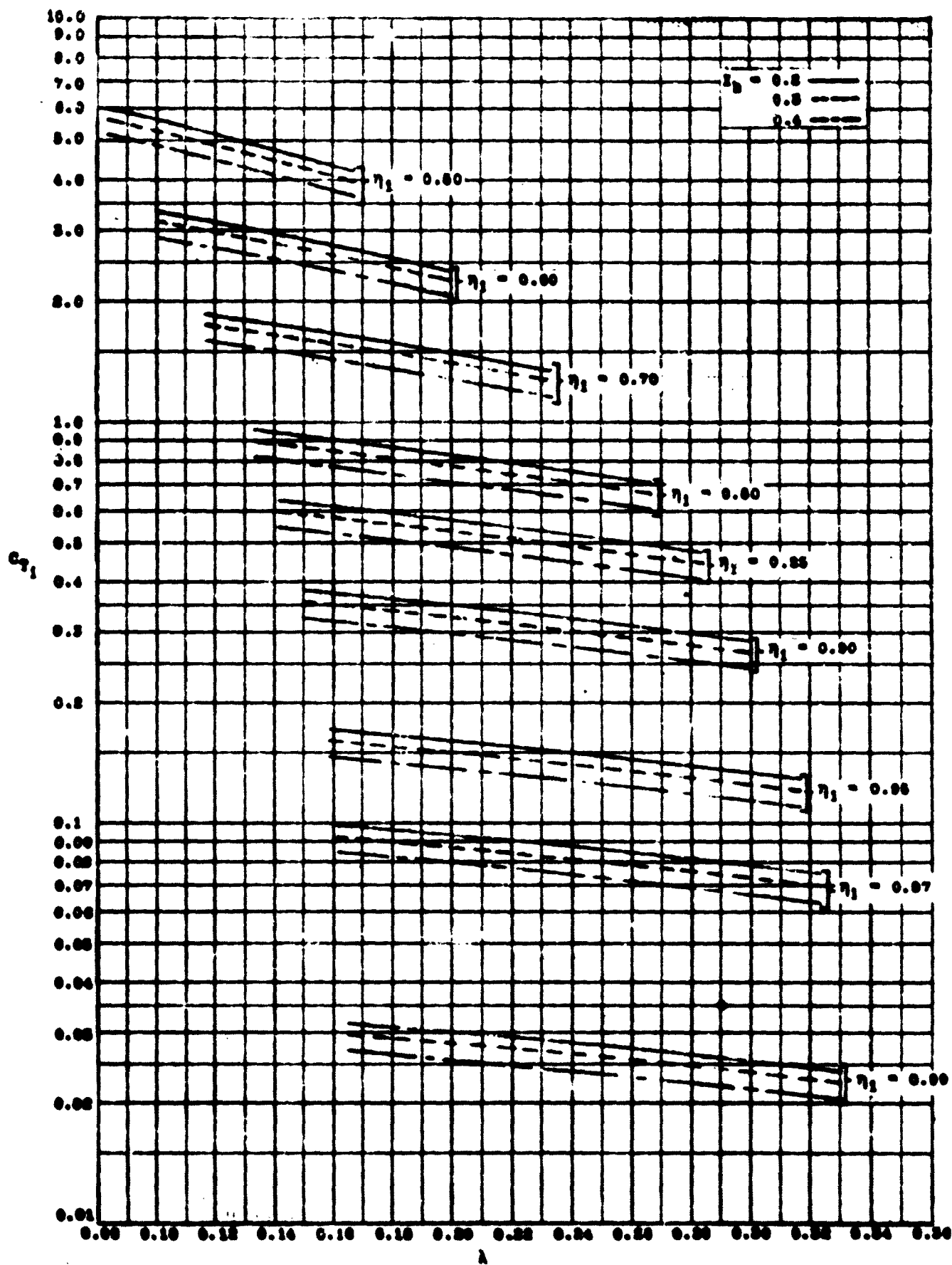


FIG 6 $C_T - \eta_1 - \lambda$ Relationship for SIX-BLADED Propellers

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