



Wind Propulsion – WiSP JIP

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Differences in Rules and Regulations

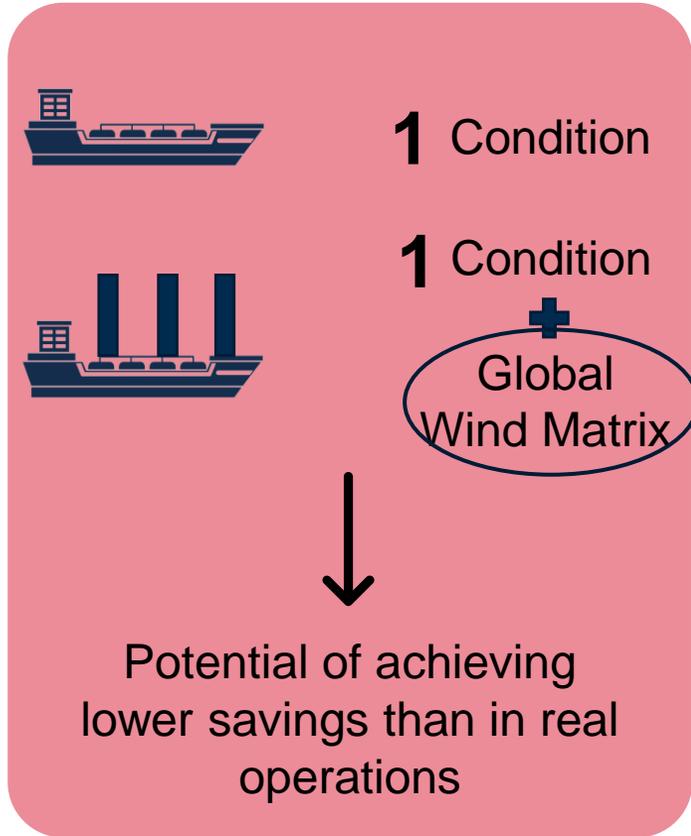
Wind Assisted

Structures & Materials	Stability	Maneuverability	Navigational Safety	Sea Trials	EEDI	Risk assessment
<ul style="list-style-type: none"> Depending on rules and notations Not considered as primary source of power 	<ul style="list-style-type: none"> Worst case determination 	<ul style="list-style-type: none"> Maneuverability calculation in IMO regulation Maneuverability sea trial 	<ul style="list-style-type: none"> Bridge visibility Radar Lights Helicopter 	<ul style="list-style-type: none"> Performance verification 	<ul style="list-style-type: none"> Wind matrices EEDI sea trial 	<ul style="list-style-type: none"> Safety, interference with main propulsion system, etc.

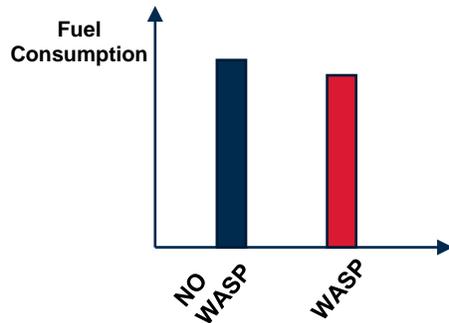
Wind Propelled

Structures & Materials	Stability	Maneuverability	Navigational Safety	Sea Trials	EEDI	Risk assessment
<ul style="list-style-type: none"> More stringent requirements since considered as primary propulsor Redundancy (engine as backup?) 	<ul style="list-style-type: none"> Worst case determination 	<ul style="list-style-type: none"> Criteria for maneuverability Minimum propulsion power not applicable 	<ul style="list-style-type: none"> Potentially more blockage issue for lights and navigation 	<ul style="list-style-type: none"> Wind conditions? Performance verifications? 	<ul style="list-style-type: none"> Not applicable 	<ul style="list-style-type: none"> More factors to consider since wind is the main source of power

EEDI/EEEXI Design Index



- Averaging of gains
- An operational-like quantity
- No effect of route optimization



CII Operational Index

