

UliSpeed

Vers. 3.3

User's Manual

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UliSpeed.exe was compiled with the Intel® Fortran compiler for Windows. When you start it for the first time, some OS can block the execution and display a message that UliSpeed might contain a risk to your computer. The reason for this message is the fact, that UliSpeed comes without a certificate and Microsoft tries to enforce its own certification process. Since UliSpeed is free software, it is impossible to buy every year an expensive new certificate. You can click on the information button in the message, “accept the risk” and run the program.

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1 INTRODUCTION

The aim of my work is the extended use of the computer in the design spiral. The computer is an ideal tool when it comes to multiple iteration loops as in the optimization process for the design of a sailing yacht. In the past, I published the program UliTank to calculate the hydrodynamic forces on a sailing yachts hull and the program UliSail for the calculation of the sail forces. The logical next step is the combination of both programs to create a velocity prediction program (VPP) that determines the equilibrium of forces and moments. The detailed description of the theoretical background is contained in reference [1]. There are significant differences between the new VPP and classical VPPs, like e.g. the one published by the ORC [2], see [1] for the details. It is no surprise that the additional computations significantly increase the runtime on the computer, but the benefits are more detailed and accurate results and an insight into the flow-field. Such an insight is usually only available from CFD-methods that have longer runtimes, without the possibility to optimize the trim-parameters directly.

The update 3.2. is based on the version 3.1. which was a major change to the program. It solves all the steady state equations for the equilibrium in all 6 degrees of freedom. The results are the boatspeed, the leeway angle and the sinkage, which are determined by the balance of the forces in x, y and z-direction and the heel angle, the trim (pitch) angle, and the rudder angel, which are determined by the balance of the moments around the three axes. Update 3.1 slightly increased the runtime, but it can find new optima that were not found by a manual input of the rudder angle, as in earlier versions. One can now also investigate the impact of a change of the mast position on boatspeed. For the update 3.2. towing tank data was reanalyzed and it contains a better prediction of the side forces and a more detailed estimate of the yaw-moment created by the canoe body. The input files have changed in the update 3.3. compared to the older versions, in addition, the mast rake was added.

2 INSTALLATION OF THE PROGRAM

The zipped file that you downloaded contains the executable file UliSpeed_3.3.exe, this manual, four sub-directories and the excel-file D33.xlsx. You should extract these files into a new folder of your choice (e.g. UliSpeed). Nothing else will be installed on your computer. You can run the program within this folder. It requires a Windows operating system for 64-bit architecture. The subdirectories should not be renamed or deleted. The additional file D33.xlsx contains two sheets with diagrams. It shows you, how the output files can be used, to illustrate the results. If you want to uninstall the program, you just need to delete the complete folder

UliSpeed. On today's machines with several cores, it is possible to run several copies of UliSpeed in parallel. This will speed up the task, when a polar diagram for different courses is desired. You can copy the complete folder in this case and rename the program UliSpeed2.exe etc.

3 THE INPUT FILES

The offsets of the hull are stored in the folder OFFSETS. The name of the file must be OFFS_###.txt. The additional hull-, sail- and control- parameters are stored in the folder INPUT. The name of this file must be USP_###_in.txt. The ### stands for three digits or three characters that the user can choose to distinguish between different projects. The three digits or characters will also be used in the names of the output files. The folder APPEND contains the file that describes the keel and rudder of the yacht. The name of this file is specified in USP_###_in.txt and must be in the form #####.txt, containing eight characters. The structure of the input files can best be understood by examining the examples OFFS_D33.txt, USP_D33_in.txt and AP_DEL33 that are contained in the downloaded folders. These three files describe the yacht Dehler 33 of the year 1996.

3.1 The offset-file

It is mandatory to describe the hull surface in the form of offsets. Other descriptions of the surface (e.g. an IGES-file) are not supported. The hull offsets are the x,y,z-coordinates of the surface points along the sections from keel to deck level. Each section can have different z-values. The x-axis lies in the symmetry-plane in the fore and aft direction. The y-axis has its origin in the symmetry-plane and runs at right angles to it. The z-axis is parallel to the mast. The positive directions of the x- and z-axis must be specified in USP_###_in.txt. The origins of the x- and z-axis are automatically determined by the program. When the sections are fixed in the CAD-model, the transom and some stations forward of the designed waterline should be included, since the size of the transom- and bow- overhang has an influence on the resistance. There are three different formats that can be read by the program. The chosen format must be declared in USP_###_in.txt.

The simplest format (FORMAT = 1) is just a list of points. Each point starts at a new line and the x-, y- and z-coordinate are separated by a blank, a comma or a tab stop. Make sure that a decimal point is used inside the numbers and no comma. All points that belong to the same section have the same x-coordinate and must be listed consecutively. A change in the x-value will indicate the beginning of a new section. This format is used in the file OFFS_D33.txt and it can be regarded as an example. It was created from an IGES-file using Rhino. The format with the code FORMAT = 2 is used when the offsets are written by the program DELFTship. An example of this format is OFFS_DSH.txt.

The third possibility to import offsets is FORMAT = 3, which specifies the GHS-format. Many CAD-programs offer this export format. UliSpeed starts reading the file at the line with the asterisk. All the lines above are ignored and can be used for comments. Some programs like DELFTship add additional points at deck-level. In this case, the usage of GHS is not possible because UliSpeed can only identify points on the hull-surface or on the symmetry-plane. If there is no other possibility to export the sections, then the deck-points must be deleted manually.

3.2 Hints to create an offset file

The easiest way to create an offset file is to run UliLines-3.3 or UliLines-4.4 with the parameter CADOUT = 4. One only has to move the output file from UliLines to the folder OFFSETS.

If you have created the hull in Rhino, you should define between 40 and 50 vertical planes. You might want to use a closer spacing at bow and stern. Create the intersections between these planes and the hull surface. Define points on these intersection-curves: go to Curve – Point object – Divide curve by – Number of segments, type "40" and use the option "mark ends = yes". Make sure that there are no other, previously created points on this layer, switch all other layers off and use the command: Save as – Points (*.txt), separated by blanks. Transfer this file into the folder OFFSETS and rename it OFFS_###.txt.

A hull that was created in ProSurf can be exported using the option Data File Output – GHS Output. Prior to that you have to define between 40 and 50 stations using the command: PlaneCuts – Initialize Lines. Many CAD-programs convert the units into feet and change the positive x-direction when the export option GHS is chosen. ProSurf does not do that; the coordinates are exported as drawn. In case the offsets are measured in feet, a value of 0.3048 should be entered for SCALE (see below).

If you use DELFTship to design a hull, you should define 40 to 50 stations using the command: Intersections – Stations. Select the medium precision and write a .txt file via Project – Save as – Stations. Transfer the file into OFFSETS and rename it into OFFS_###.txt. The file OFFS_DSH.txt is an example.

3.3 The file USP_###_in.txt

The purpose of this file is the collection of the control parameters, the geometric parameters of the rig and the input of the environmental conditions. The input file is built by a sequence of line-pairs. The first line always contains an explanation and the second line the numerical value of the parameter. The program reads only every second line and in that line only the first number until the first blank behind this number. The rest of the line is ignored. This is convenient if you want to test different values for a parameter and you want to memorize what has been tested: just move it to the right and type the new value in the left-most position. The input parameters are not all checked for plausibility. You can easily crash the program when you specify silly values!

As an example, we will run the program for a Dehler 33. Let us inspect the file USP_D33_in.txt line by line:

```
Headline:
*      Dehler 33      *
AIRTMP = air temperature in Deg. Celsius
15.0
VTW10  = true wind speed at 10 meters height in (kts)
10.
BETATW = true wind angle relative to centerline in degr.
39.
WATER   1 = fresh water, 2 = seawater with 3.5% salinity
1
WATTEMP = water temperature in Deg. Celsius
15.
CLIMAT = wave climate: 0= no waves, 1= wind driven, 2= individually specified
1
PARAM1 = first parameter wave spectrum: fetch (nm) or wave height (m)
10.      0.15
PARAM2 = second parameter wave spectrum: duration (h) or peak period (s)
2.       7.7
```

In the second line, the user can type a description of the yacht or of the project. This headline will also appear in the output files. AIRTMP specifies the ambient air temperature and VTW10 is the true wind speed at a height of 10 meters in knots. BETATW is the true wind angle (bearing) with the boat at rest, relative to the centerline of the boat. The centerline coincides with the x-axis when the pitch-angle is zero. WATER indicates whether you sail in fresh or in sea water and WATTEMP specifies the water temperature.

The next three parameters are needed to calculate the added resistance in waves. CLIMAT specifies the wave climate. With Climat = 0 you switch off the waves. The value 1 indicates a JONESWAP-spectrum [3]. If you type 2, you can specify wave height and peak period separately. PARAM1 is the first parameter. For Climat = 1 you should prescribe the fetch in nautical miles in this place, for Climat = 2 it is the significant wave height in meters. With PARAM2 you specify the duration of the wind in hours if Climat = 1, or the peak period in seconds, if Climat = 2.

The following parameters define the geometry of the headsail. The DWL is the designed waterline. The z-axis is upward along the mast, starting at the gooseneck. The mast rake has an influence mainly on the yaw balance.

```
LMAST = length of mast above deck level in (m)
14.46
RAKE  = mast rake in (deg.), relative to DWL, positive if leaning aft
3.5
SAILI = vertical length from deck level to mast fitting of forestay = "I" in (m)
12.
JHOIST = length of jib-luff in percent of length of forestay
96.
SAILJ = horizontal distance on deck from forestay to front of mast = "J" in (m)
3.42
LPMAX = maximum of "luff perpendicular" measured at right angle from forestay to clew in % of "J"
142.
HTACK = height of the lower end of the forestay above the DWL in (m), assumed to be general deck level
1.18
HCLEW = height of clew of foresail above deck in (m)
0.7
```

```

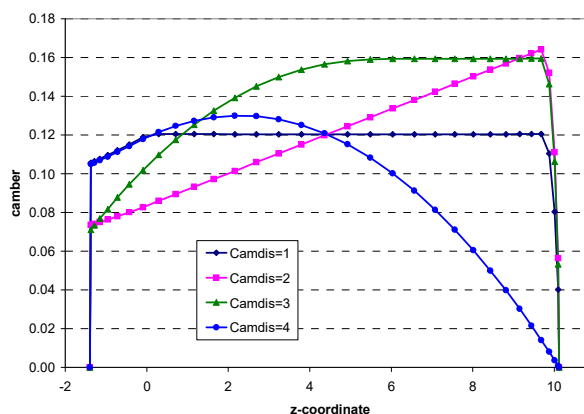
PROFIL = profile of headsail: NACA-mean = 1, parabola = 2
1
SHEETA = sheeting angle, line from tack to jib-car on deck in degr. Sheet at foot rail = 100.
10.    100.
CAMDIS = distribution of camber for the Jib. 1=constant, 2=linear, 3=parabolic, 4=decreasing
3
RTWISTJ = reduction of twistcurve in the middle of the jib in degr., -5.< RTWIST <5., linear=0.
0.

```

The parameter HTACK requires an explanation. The program uses a simplified model of the hull. Cabin and cockpit are ignored and a flush horizontal deck, parallel to the DWL, at a distance of HTACK above the DWL is assumed. This significantly reduces the complexity, without deteriorating the results for an engineering accuracy. The sections in the offset-file are extrapolated in the vertical to the level of HTACK to form this virtual deck.

With PROFIL the profile of the headsail can be specified. Profile no. 1 uses a NACA-mean line, whereas profile no. 2 exhibits the contour of a parabola. When sailing close-hauled up-wind profile 1 will give higher driving forces, but for true wind angles $>70^\circ$ the parabola will give better results. The maximum camber for profile 1 is 18% and for profile 2 it is 36%. SHEETA defines the sheeting point of the headsail on deck. The sheeting angle is measured on deck from the centerline to a line from the chainplate of the forestay to the car on the genoa track. The clearance of the sail to the shrouds and spreaders must be observed. On reaching courses it is better to lead the sheet to the foot-rail. Insert 100. in this case.

The parameter CAMDIS defines the distribution of the camber on the headsail. The number 1 stands for a constant camber on the entire sail. If number 2 is specified, the camber will increase linearly from foot to top, with number 3, the camber will follow a parabolic curve and with number 4 the camber will decrease towards the head. Sailmakers prefer curve 3. In heavy winds curve 4 is helpful to decrease heel.



RTWISTJ modifies the sheeting angle of the jib. If it is set to zero, the angle will increase linearly from foot to top. Measurements of the flying shape on the sailing dynamometer Fujin showed that the top of the sail could twist more under the wind pressure, than the middle of the sail. In this case, the middle of the sail might have a sheeting angle that is 3° reduced compared to the linear distribution. In such a case, RTWISTJ can be set to 3.

The following parameters define the geometry of the spreaders and the position of the shroud. If LSPRED is not zero, the program will check, if the spreader intrudes into the headsail. If this happens, it is necessary to increase X3, or X4, or SHEETA, to increase the distance of the sail to the spreader.

```

LSPRED = length of the upper spreader in (m), if no check required = 0.
0.69
ANGSPR = sweep-back angle of the upper spreader in deg.
20.
ZSPRED = height of the upper spreader above the boom in (m)
6.94
LSPRDL = length of the lower spreader in (m)
0.9
ZSPRDL = height of the lower spreader above the boom in (m)
3.04
DCHNPL = distance of shroud-chainplate from centerline in (m), if no check required = 0.
0.91

```

The following parameters describe the mainsail.

```

SAILP = vertical length of the luff of the unreefed mainsail along the mast = "P" in (m)
12.8
REEFP = vertical height of head of mainsail above the boom in % of "P"
100.
SAILE = horizontal length of the foot of the unreefed mainsail along the boom = "E" in (m)
4.7
MHEAD = horizontal length of the head for square top mainsail in (m), use 0. for pinhead rig
0.1

```

CAMAIN = camber of mainsail: 1 = best lift/drag, 2 = minimum 6%
2

The parameter CAMAIN is introduced to control the camber of the mainsail. Depending on the angle of attack, the program uses the camber that gives the best lift to drag ratio for the given flow conditions. The result is a very flat profile at the foot of the main, which is often not realistic or difficult to produce. CAMAIN = 2 will avoid these flat areas and will allow only a camber of at least 6%. The difference in boat speed is small, but the shape of the sail will change. CAMAIN = 1 is appropriate, if the sail is flattened in high wind speeds.

The mast diameter (long axis of elliptic section) will be calculated from:

$$D_{mast} = D_{mast1} \cdot \sqrt[3]{1 - \left(1 - \left(\frac{D_{mast2}}{D_{mast1}}\right)^3\right) \cdot \frac{z}{P}} \quad z = \text{vertical distance from gooseneck}$$

RTWISTM = reduction twistcurve in the middle of the mainsail in degr.-5.<RTWIST<5., linear=0
3.
HBOOM = height of the upper face of the boom above the DWL in (m)
2.58
MBOOMA = maximum boom-angle when touching the shrouds, in degr.
75.
DMAST1 = long axis of elliptic mast section at gooseneck in (m)
0.13
DMAST2 = DMAST at head of unreefed mainsail, in (m)
0.07
AMAIN = true area of unreefed mainsail in (m2) to calculate roach
35.4
ASTRIG = total lateral area of standing rigging without mast in (m2) for parasitic drag
0.48

The maximum camber of the mainsail is 18%, the profile uses the NACA-meanline. RTWISTM is defined in the same way as RTWISTJ. I recommend to use RTWISTJ = 3 for or a pinhead mainsail to get realistic sail shapes. ASTRIG is the sum of the products length · diameter of all shrouds, backstays, and runners.

Several parameters are required to read and interpret the offset-file:

The parameter FORMAT is a description of the possible offset formats, as described in chapter 3.1. On the line beneath the chosen integer value is submitted.

FORMAT specifies data format in the offset-file: 1= point coordinates; 2= DelftShip; 3= GHS
1
XAXIS positive x-direction in offset-file: 1= from stern to bow; 2= from bow to stern
2
ZAXIS positive z-direction in offset-file: 1= from keel to deck; 2= from deck to keel
1
SCALE = distance at yacht in meters / numerical value of this distance in offset-file
1e-3

XAXIS and ZAXIS tell the program in which direction the values of the coordinates in the offset file increase. The parameter SCALE allows the usage of any offset dimensions, be it a small towing tank model or a full-size ship. UliSpeed requires all dimensions in meters. In this example, the numbers in the offset file are millimeters. The numerical value of the length of the waterline L_{WL} in the offset file is 8700. The full-size yacht has an L_{WL} of 8.7 m. The scale factor is therefore $8.7/8700 = 0.001 = 1e-3$

ZDWL z-coordinate of the DWL, in the dimension and coordinate-system of the offset-file
0.0
XMAST = x-coordinate of forward face of mast, dimensions & coordinate-system of offset-file
3436.
LEK = x-coordinate of LE keel, in the dimension and coordinate-system of the offset-file
4055.
LER = x-coordinate of LE rudder, in the dimension & coordinate-system of the offset-file
8832.

ZDWL is the z-coordinate of the designed waterline in the offset-file. It is necessary to indicate the position of the DWL, because HTACK and HBOOM are defined relative to the DWL. XMAST is the x-coordinate of the position of the forward face of the mast. LEK and LER define the position of the leading edge of the appendages. The intersections of a straight line through the leading edge of the keel and rudder with the bottom of the canoe body are taken for LEK and LER. The x-coordinates of these points must be submitted in the coordinate system and

the dimensions of the offset-file. These four values will be converted in the same way as the coordinates in the point-file OFFS_###.txt, by applying XAXIS, ZAXIS and SCALE.

The difference (distance) between XMAST and LEK has a significant influence on the resulting yaw-moments and hence on the rudder angle that balances these moments. The optimizer will trim the loads on jib and mainsail in such a way that the required rudder angle and therefore the rudder drag are small.

Additional parameters are required to describe the forces and moments on the hull:

```
DISPL = mass displacement of the yacht in (kg), including crew and/or water ballast
3950
CREWRL = crew-weight on the rail (or water ballast) in (kg), = 0 if crew is in cockpit
80
DCOG = shift of center of gravity forward in % of LOA to trim bow down, compared to DWL
0.
KG = distance from keelpoint K (deepest point of CB) to center of gravity in (m)
0.44
RGYRA = radius of gyration in (m)
2.5
```

DISPL is the weight of the yacht in kilograms, as sailed, including all equipment, water ballast and all crew. The weight of the crewmembers, who are sitting on the weather-rail to reduce heel, is CREWRL. If they are sitting on the lee-rail to increase heel, the value is negative. This parameter can also be used to specify the water ballast. DCOG is the shift of the center of gravity forward in x -direction, compared to the position that is defined by the DWL. The program determines first the actual waterplane for the given DISPL, parallel to the DWL. An additional positive DCOG will then trim down the bow, a negative value will raise it. If the value is higher than 3 per cent of the LOA the trim angle might be so large, that the iteration does not converge. The parameter can be used e.g. to investigate the change in boatspeed between an immersed and a dry transom.

The keelpoint K is the deepest point of the canoe body (CB). The center of gravity is often close to the DWL. In such a case, $KG \sim T_{CB}$. The radius of gyration around the y -axis RGYRA is required for the calculation of the added resistance in waves. It is often close to a quarter of the over-all-length.

Next, we define the appendages: APPEND is the name of the text-file in the folder APPEND that contains the description of keel and rudder. The name must consist of eight characters plus the extension .txt. The content of this file is described in paragraph 3.4.

```
APPEND = name of the file that contains the description of the appendages: AP_XXXXX.txt
AP_DEL33.txt
```

Two more inputs are required to calculate the resistance of the hull:

```
KS = sand grain roughness of the antifouling in (mm), if polished = 0.
0.05
PIPA = drag area of propeller installation in (m2) according to ORC-formula
0.00367 0.0152
```

Sailing yachts usually do not have a polished hull surface, but are painted with an antifouling. The roughness of the paint has an impact on the viscous resistance of the hull. The table on the next page lists test results that are given in the literature [4] for the equivalent sand grain roughness KS .

surface	KS (mm)
hydraulically smooth (polished)	0
typical as applied antifouling coating	0.03
deteriorated coating or light slime	0.1
heavy slime	0.3
small calcareous fouling or weed	1.0
medium calcareous fouling	3.0
heavy calcareous fouling	10.0

The drag of the propeller is calculated using the ORC-formula [2]. The ORC provides a description of how the equivalent drag area PIPA is determined.

The position of the anemometer is required, if you want to check your instrument readings on the water:

```
XANEMO = distance of the anemometer from the mast center forward on centerline in (m)
0.2
ZANEMO = distance of the anemometer above the mast top in (m)
0.2
```

The next four values are the initial starting values for the trim parameters. The angles must be inserted in radian. The conversion factor is:

$$\text{angle in radian} = (\text{angle in degrees}) \cdot \pi / 180$$

It is possible to type 100. in individual places, in this case a default value will be used.

```
X1 = Sheeting angle mainsail at boom in (rad)
100.
X2 = twist mainsail in (rad)
100.
X3 = headsail camber perpendicular to forestay at clew
0.08 100.
X4 = twist headsail in (rad)
100.
X3MIN = lower limit for headsail camber at clew
0.05
```

The parameter CAD specifies the CAD-program that is used to read the scripting files.

```
CAD = 1 if scripting is required for RHINO, = 2 if scripting is required for DELFTSHIP
1
```

The program uses lower and upper bounds that depend on the starting values and which cannot be changed:

```
X1MIN = MAX(X1-0.1,0.)          X1MAX = MIN(X1+0.1,MBOOMA)
X2MIN = MAX(X2-0.2,0.05)       X2MAX = MIN(X2+0.2,1.5)
X3MIN = MAX(X3-0.05,X3MIN)     X3MAX = MIN(X3+0.05,0.18) NACA, (...0.36) parabola
X4MIN = MAX(X4-0.2,0.05)       X4MAX = MIN(X4+0.2,1.5)
```

This is done to avoid fruitless searches in irrelevant areas. The parameter X3 specifies the camber at the clew, but in doing so, it also specifies the tension of the sheet and the sheeting angle at the clew, because these values are interrelated. The parameter X3MIN is a user specified lower limit for X3. It was introduced, because the optimizer tends to propose jibs with a small camber, whereas sailmakers prefer fuller shapes for dynamic reasons. For such cases a minimum of 0.09 (= 9%) seems appropriate.

It is advisable to save the downloaded input file without altering it. It can be used as a template for further input files in the future. Additional empty lines between the lines with input are not allowed.

There are three additional files in the INPUT-folder. They are called Delft_RAW_kyy0.2.txt, 0.25.txt and 0.3.txt. These files are needed for the calculation of the added resistance and must not be deleted or altered.

3.4 The file AP_#####_in.txt

The appendages are defined in this file. The general structure is as in USP_###_in.txt. The file for the Dehler 33 is named AP_DEL33.txt. An explanation line by line follows:

```
* keel Dehler 33 full scale *
ACOFFK section area coefficient
0.648
TFIN draft of fin-keel from root (highest point) to tip, at right angle to waterplane (m)
1.6
SWEEP sweep angle of fin-keel at 1/4-cord-line in degrees
10.0
```

The first line is just comments that will not be read. ACOFFK is the section area coefficient, which is defined as the section area divided by chord and by max. thickness. TFIN is the draft of the fin-keel from the deepest point of the canoe-body to the tip of the keel at the trailing edge, measured at a right angle to the designed waterplane. SWEEP is the angle of a straight line 25% behind the leading edge of the keel, measured against the vertical.

The following table is a description of the geometry of the keel. For a given distance vertically downward from the root, the chord and the thickness ratio of the section must be inserted. The thickness ratio is the maximum

thickness of the foil-section divided by the chord. This method of describing the geometry allows for a large variety of keel-forms that need not to have straight contours.

```
Chord (m), thickness ratio, for the given vertical position
0.8868 0.1224 at fin-root, tangential to deepest point of canoe body
0.8868 0.1224 at 19.51% TFIN down from root
0.8868 0.1183 at 38.27% TFIN down from root
0.8868 0.1171 at 55.56% TFIN down from root
0.8868 0.1210 at 70.71% TFIN down from root
0.9310 0.1252 at 83.15% TFIN down from root
1.2042 0.1384 at 92.39% TFIN down from root
1.2312 0.1563 at 98.08% TFIN down from root
```

The parameter KSTYPE defines the section-shape of the keel.

```
KSTYPE keel foil section type: 63 = NACA 63(2)A015, 64 = NACA 64(2)A013, 00 = NACA0012
64
```

Integer 63 defines the section NACA 63₂A015. Integer 64 refers to the form NACA 64₂A013, and 00 designates the NACA 0012 profile. The lift and drag coefficients for these foil sections were calculated with the program XFOIL [5] with natural transition as a function of different Reynolds-numbers and different thickness ratios. If the section of the keel does not match exactly the NACA profile family, the position of the maximum thickness should be the guidance for the choice. NACA 64 has it at 40%, NACA 63 at 35% and NACA 0012 at 30% of the chord.

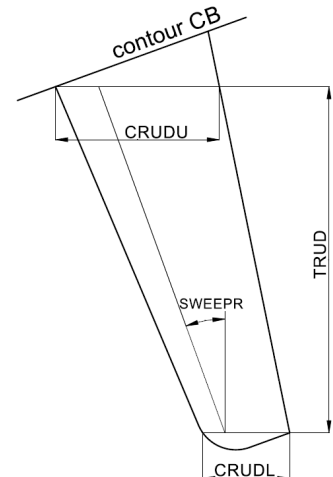
Three parameters describe a ballast bulb, if provided:

```
BULBL length in (m) of additional ballast bulb at tip of fin, without bulb type 0.
0.
BULBW width of ballast bulb in (m)
0.
BULBH height of ballast bulb in (m)
0.
```

The description of the rudder is similar to the keel.

The sketch to the right explains several parameters. The upper chord is measured parallel to the waterplane at the top of the leading edge, the lower chord parallel at the end of the trailing edge. TRUD is measured at right angle to DWL for one rudder and at right angle to the centerline for twin rudders, always between upper and lower chord.

The first line in the file is just a comment. Two additional measurements are required for twin rudders. DYRUD is the shortest distance of the top of the rudder to the symmetry-plane, INCLIN the inclination-angle of the blade to the vertical.



```
* rudder Dehler 33 *
DYRUD for twin rudders = y-distance of root from centerline in (m), for one rudder = 0.
0.
INCLIN for twin rudders = inclination to vertical in (deg.), for one rudder = 0.
0.
CRUDU chord length at upper end of LE, parallel to the waterplane (m)
0.512
CRUDL chord length at lower end of TE, parallel to the waterplane (m)
0.223
TRUD rudder span along the blade, at right angle to centerline from CRUDU to CRUDL (m)
1.366
SWEEP sweep angle 1/4-cord-line relative to the line that defines TRUD, in degrees
20.2
TCRDU thickness ratio of upper section at top (-)
0.16
TCRDL thickness ratio of lower section at tip (-)
0.11
ACOFFR section area coefficient
0.6648
RSTYPE rudder foil section type: 63 = NACA 63(2)A015, 64 = NACA 64(2)A013, 00 = NACA0012
64
```

When I developed the program, my emphasis was on speed and simplicity, not on nice graphics. Without a graphical interface, it might be tedious to create the input file for the first time, but it saves a lot of time afterwards, when you only want to test small changes.

4 RUNNING THE PROGRAM

When opening UliSpeed.exe the following window will appear and will ask you for the identifier of the input file (depending on the setting of your command prompt options, the background colour might be black). Here in the example the identifier for the file was "d33".

```

C:\Users\Uli\Desktop\UliSpeed\UliSpeed_3.2\UliSpeed_3.3.exe
*****
*          UliSpeed 3.3          *
*   Copyright (C) 2025 Ulrich Remmlinger   *
*   This is research code, commercial usage *
*   and distribution not allowed.          *
*   You run this program at your own risk  *
*   The author accepts no warranty and no liability *
*   For more details see www.remmlinger.com *
*****

If you agree to the above conditions,
type 3 characters ### and press ENTER
input file INPUT/USP_###_in.TXT will be used
d33

HTACK in offset-file = 0.800 instead of 1.180
sections extrapolated to level of HTACK

      X1      X2      X3      X4      Phi  Vboat(kt)  F-merit spikes
0.001570  0.351006  0.080000  0.559839  17.566  5.7836  5.6104  0 new best value

max. number of iterations to optimize the trim parameters,
between 100 and 500 is recommended:
100

```

The program will use the initial parameters X1–X4 and solve the equations for the equilibrium of forces and moments. The result is printed in one line. X1, X2 and X4 are displayed in radians. Phi is the heel angle in degrees, Vboat is the boat speed in knots and F-merit is a figure of merit that is gained from Vboat by multiplication with a penalty for spikes and the waviness of the induced velocities. The last figure in the line is the number of spikes. The solution is usually not unique. There might be several possible solutions for a given set of the parameters X1–X4. If the code does not find a converged solution, it is often sufficient to alter the starting values only slightly. If there are too many spikes, it often helps, to increase the sheeting angles. At large true wind angles ($> 90^\circ$) spikes cannot be avoided. If a converged solution is not found for the initial starting values, the program will try again with larger or smaller parameters. If the iteration only converged for the changed trim parameters of the second try and if it is important for you, to get a result for your original initial parameter set, the program offers you the choice to retry a run with the original values.

The screenshot at the end of the run is depicted on the next page. When the iteration has converged, you can select the number of iterations to optimize the trim parameters. If you type "0" the current result will be used for the output files. In case of optimization, the code will maximize the figure of merit. Each line shows the parameters X1–X4 that were proposed by the optimizer IFFCO and the results Phi, Vboat and F-merit. The printed results for the optimum at the end of the run are in addition the leeway Delta, the rudder angle, the sinkage Ztrimm, the longitudinal trim angle Ptrimm relative to the water plane, the apparent wind angle AWA, the sail force F_{x_aero} in x-direction and the side force F_{S_aero} . The sail trim parameters at the optimum X1–X4 are listed at the end. If the history of the search shows you, that there are still significant differences between successive best values, you can continue the search by typing the number of the additional iterations.

Sometimes it happens that the search is trapped at a local optimum, which is still quite different from the global optimum. In a first step, one can continue with 100 additional iterations. If a better optimum is still not found, one should look at the coefficients in the output file and start all over again with newly adapted starting values.

```

C:\Users\Uli\Desktop\UliSpeed\UliSpeed_3.2\UliSpeed_3.3.exe
0.000000 0.343681 0.069048 0.590760 18.145 5.8409 5.7502 0
0.000000 0.343681 0.068940 0.590135 18.142 5.8420 5.7505 0
0.000000 0.343681 0.068940 0.591385 18.147 5.8407 5.7507 0
0.000000 0.356310 0.068945 0.594716 17.703 5.8144 5.7258 0
0.000000 0.346409 0.068941 0.591615 18.059 5.8367 5.7488 0
0.000000 0.344487 0.068940 0.591012 18.120 5.8401 5.7505 0
0.000000 0.343921 0.068940 0.590835 18.137 5.8410 5.7506 0
0.000000 0.343728 0.068940 0.590774 18.143 5.8413 5.7507 0
0.000000 0.343685 0.068940 0.590761 18.144 5.8414 5.7507 0
0.000000 0.343681 0.068940 0.590760 18.144 5.8414 5.7507 0
0.000000 0.343681 0.068940 0.590760 18.144 5.8414 5.7507 0
0.000313 0.343681 0.068832 0.590760 18.126 5.8412 5.7511 0
0.000000 0.343056 0.068832 0.590760 18.169 5.8423 5.7509 0
0.000000 0.344306 0.068832 0.590760 18.125 5.8411 5.7511 0
0.000000 0.343681 0.068723 0.590760 shroud cuts into jib-foot
0.000000 0.343681 0.068940 0.590760 18.144 5.8414 5.7507 0
0.000000 0.343681 0.068832 0.590135 18.142 5.8425 5.7509 0
0.000000 0.343681 0.068832 0.591385 18.147 5.8412 5.7512 0 new best value

F_merit = 5.75117693593298
V_boat = 5.84122822131499
Phi = 18.1467035151536
Delta = 2.77541298590557
Rudder = 3.31001727145568
Z_trim = 4.955479804473933E-002
P_trim = 1.833826035636777E-002
AWA = 23.3701787141152
Fx_aero = 520.849087626667
FS_aero = 2232.86069183513
Nspike = 0
PENALTY = 1.541649837501904E-002

IFFCO found this optimum:
X1 = 0.000000000000000E+000
X2 = 0.343680706622533
X3 = 6.883153237629012E-002
X4 = 0.591384699150412
IFFCO used 103 function evaluations.
execution time 27.14 minutes

Do you want to continue the iterations?
If YES, type the additional number of iterations, if NO, type 0
0
press Enter to quit

```

5 THE OUTPUT FILES

There are six files in the folder USP. The file OUT_d33.TXT repeats the results that were printed on the screen plus more information about the hull in the heeled and trimmed attitude. The following is an example:

All results calculated with UliSpeed 3.2
for details see www.remmlinger.com

* Dehler 33 *

```

Hull geometry defined in: OFFSETS/OFFS_D33.txt
Appendages defined in: APPEND/AP_DEL33.txt
Input data in file : INPUT/USL_d33_IN.txt
hull properties in heeled attitude with sinkage and trim:
displacement (kg)      = 3950.
crew on rail (kg)      = 80.
waterline length (m)   = 9.216
beam in waterplane (m) = 2.274
draft of canoe body (m) = 0.497
COG aft of LE keel (m) = 0.865
trimming moment (Nm)   = 0.
in upright condition, flat water, zero speed:
maximum draft (m)      = 2.022

```

The weight of the crew on the rail could also represent the water ballast. The position of the center of gravity is given relative to the leading edge of the keel, which is defined by LEK. The trimming moment in Nm is the one, which is required to achieve the shift that DCOG prescribes. If two men (80 kg each) move three meters forward from the center of the cockpit, it creates a trimming moment of $2 \cdot 80 \text{ kg} \cdot g \cdot 3 \text{ m} = 4800 \text{ Nm}$. If they move aft, the moment is negative. Moving the water ballast in longitudinal direction can also trim the boat.

The sea state is described by the significant wave height and the peak period. The value for the natural turbulence in the water is used for the computation of the boundary-layer along the hull. All angles are measured against the centerline. The leeway must be added, if the angle relative to the track-line is required.

```
sea state:
all wind angles are measured against the centerline
V wind true =      10.0 kts.
TWA         =      39.0 deg.
modified JONSWAP spectrum
wave height =      0.22 m
peak period =      2.06 s
turbulence  =      0.30 %
```

The rig properties repeat the input values. The position of the jib-sheet-car on deck is described by the angle between the symmetry-plane and a line from the forestay chainplate to the jib-car and by its distance to the symmetry-plane.

```
rig properties:
main hoist =      100.0 %.
Jib profile =      NACA
LP Jib     =      142.0 %
CAMDIS     =      3
position of jib-car on deck:
sheet. angl =      10.0 deg.
to centerln =      1.00 m
```

F_x aero is the aerodynamic force in the direction of the x-axis. F_y aero is the side force at right angle to F_x and to the mast. F_S aero is the side force parallel to the waterplane.

The apparent wind angle AWA is given at the combined geometric center of the sails. The rudder angle is required to balance the boat. sinkage is the movement of the center of gravity relative to the surrounding water surface in the vertical direction. The pitch-angle is measured between the x-axis and the horizon.

```
 $F_x$  aero      =      520.849 N
 $F_y$  aero      =      2305.342 N
 $F_S$  aero      =      2232.861 N
heel.moment    =      17609.06 Nm
V boat         =      5.841 kts.
AWA            =      23.370 deg.
heel angle     =      18.147 deg.
leeway         =      2.775 deg.
rudder ang.    =      3.310 deg.
weather helm   = +
sinkage        =      -0.047 m
draft increase = +
pitch-angle    =      -1.233 deg.
bow up         = +
```

A criterion for the balance of the boat follows. The specific load is the side force created by the foil, divided by the foil area. If the load on the rudder is much greater than the load on the keel, the boat displays a weather helm and a significant rudder drag. In such a case, the optimizer will try to reduce the rudder drag, using a sail trim that increases the sail force on the headsail and reduces the force on the mainsail. The judgment about the balance of moments applies only to the chosen TWA and wind speed. For a well-balanced boat, it is necessary to find a compromise that is acceptable at all relevant sailing conditions. During the design phase, it is of course possible to move the keel in the opposite direction instead of moving the mast/sails.

```
specific load on rudder is 1.95 times that of keel
shifting the sail force forward would improve the balance
```

The following drag components are the components in the direction of the track-line, not in the direction of the x-axis. These are the viscous resistance of the canoe body, the induced resistance caused by the side force that is produced by the canoe body, the drag forces of keel and rudder including the induced drag, the wave making (= residual) resistance of the hull, the additional resistance in waves and the propeller drag. If a ballast bulb is fitted, this drag will also be listed. The units are Newtons.

```
drag components in the direction of travel:
Rviscous cb    =      318.0 N
Rinduced cb    =      17.6 N
R keel         =      60.0 N
R rudder       =      55.6 N
R residual     =      105.4 N
```

```

ad in waves =      58.6  N
R propeller =      13.4  N

VMG          =      4.356 kts.

```

VMG is the velocity made good, head on to the direction of the true wind.

The quality of convergence can be judged by the number of spikes and by the penalty function, the lower, the better. A higher penalty indicates a waviness of the induced velocities along the span of the sails. The viscosity will prohibit such waviness in the real flow and the optimizer will therefore search for smoother, more realistic solutions.

```

optimization of trim parameters:
F_merit      =      5.751
Nspike       =      0
PENALTY      =      0.1542E-01

```

The meaning of the sail trim parameters is the same as explained for the input file:

```

Sail trim parameters in rad
X1 =      0.0000
X2 =      0.3437
X3 =      0.0688
X4 =      0.5914

Sail trim parameters in deg.
sheet angl. main =      0.00 deg.
twist main      =      19.69 deg.
camber jib @clew =      6.88 %
twist jib       =      33.88 deg.

```

The shape of the unreefed mainsail, including roach, can be calculated by the following equation for the chord c :

```

shape of the mainsail: chord c can be calculated from:
c = SQRT(A*(B-z))+C
A =      3.42445
B =      14.53694
C =      -2.35557
z = height above boom in meters

```

If you want to compare the results from UliSpeed to those calculated with a CFD-program, the CFD-program needs the apparent wind at 10 meters above the waterplane as input:

```

apparent Wind at 10 m height above and parallel to
waterplane and relative to the centerline,
add the leeway if the angle to the track line is required
V apparent =      14.873 kts
AWA        =      23.833 deg

```

The following information about the wind at the mast top is helpful, if you want to compare the measured speed of your boat on the water with the predictions from UliSpeed. The anemometer at the mast top does not indicate the exact apparent wind, because the circulation of the sails distorts the onset flow. Since UliSpeed uses the Biot-Savart-law, it is possible to calculate the apparent wind at the anemometer. If you want to compare your measurements on the water, you should insert for VTW10 and BETATW in the input file values that produce the calculated values at the masthead, which match your instrument readings. It is assumed, that the anemometer heels like the boat.

```

apparent wind, measured with anemometer at masttop
components at right angle to the mast, angle against the centerline
indicated windspeed 15.23 kts
indicated direction 27.01 deg

```

The file Vi_d33.TXT contains a listing of the induced velocities u_i and w_i for the 31 panels of the headsail and the 31 panels of the mainsail. It should be checked for spikes and waviness. In the file Coeff_d33.TXT one can find the coefficients and aerodynamic characteristics as a function of the height in z -direction. Lift- and drag coefficients are calculated based on the apparent wind speed and angle. This distribution gives an insight into the flow around the sails. The listed sheeting angles as a function of z are measured at a right angle to the mast for the mainsail and at a right angle to the forestay for the headsail. The camber is measured along the chord in the direction of the apparent wind. There is also a description of the apparent wind (angle and speed) as a function of z . Excel can read the text-files and one can use the data to create diagrams that explain the flow. The file

D33.xlsx shows possible interpretations. These excel-diagrams should always be created because the program is not a foolproof tool that can be trusted blindly. It requires some knowledge about aerodynamics to interpret the results. The description of the lifting-line method in [6] points to possible failures and weaknesses. Please be aware, that the resulting trim parameters describe the optimal flying shape of the sails. The shape is for the stretched sails under load.

It should also be kept in mind, that the 2D-coefficients, which are used to calculate the sail forces, were determined with XFOIL [5] for ideal conditions. In real life, the sails will have wrinkles and the profile will not exactly follow the optimal shape. Small disturbances at the surface can already lead to local flow separation. The boat speed might be smaller than the computed value.

The files MAST_d33.txt, MAIN_d33.txt and JIB_d33.txt contain scripts that can be read by a CAD-program. See the next chapter for their usage.

6 3D-SURFACES in CAD

You can use the CAD-programs RHINO or DELFTSHIP to create 3D-surfaces of the flying shapes of the sails, that were determined by UliSpeed. You must specify the CAD-program in the input file. The next steps are:

6.1 Creating the surfaces in RHINO

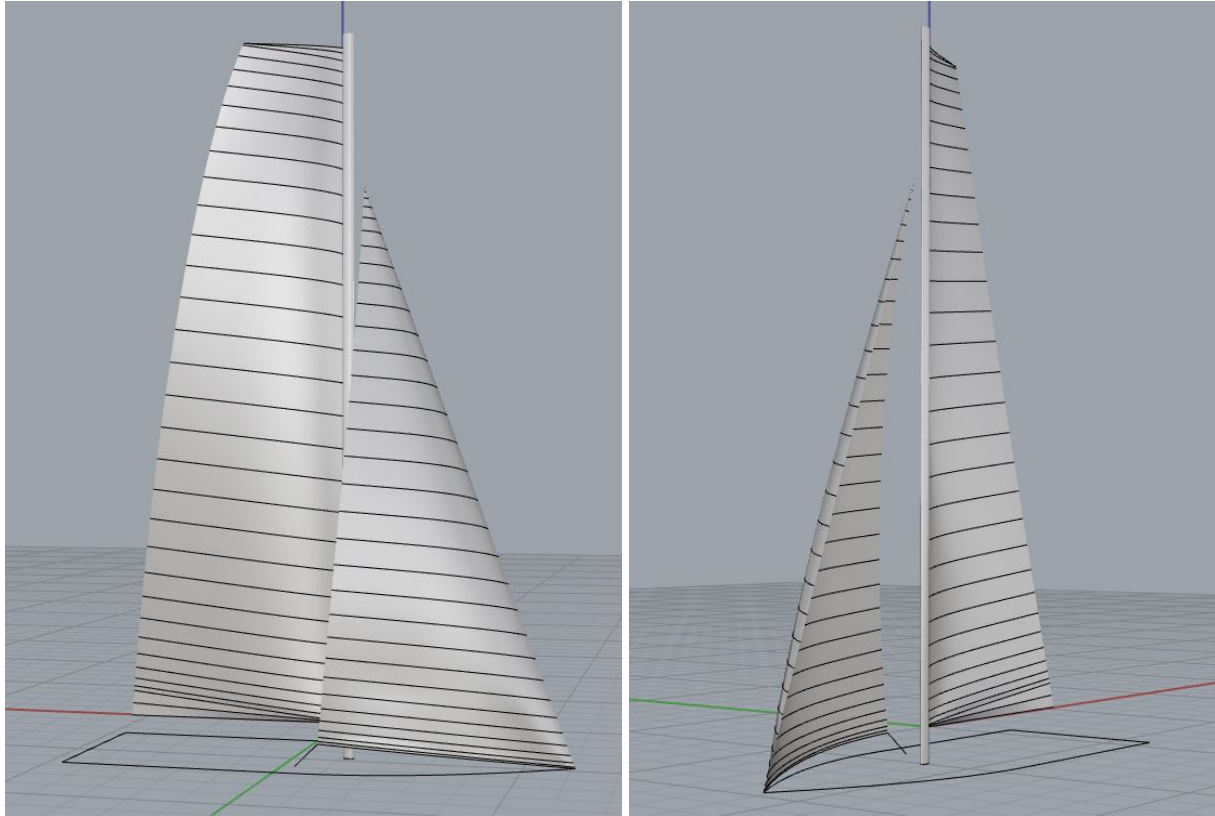
From the Menu in Rhino use Tools > Commands > read from file > go to the file "MAIN_d33.txt" in the folder USP and open it. It will take some time until all curves are read. You have to wait until the "loft options dialog box" opens. Leave the surface as it is and click on OK. Go to the layer-list and name the layer "MAIN". Create a new layer and name it "JIB". Make this the active layer and switch off the layer "MAIN". Go again to Tools > Commands > read from file > go to the file "JIB_d33.txt" and open it. Accept the lofted surfaces by clicking OK. At last, you should create the new layer "MAST", make it active and switch off all other layers. Then > read from file > go to the file "MAST_d33.txt". You can now switch on all layers and you will see all sails in their correct position. The menu-point render provides shaded views.

6.2 Creating the surfaces in DELFTSHIP

Go to Load > Import > Surface and go to the file "MAIN_d33.txt" in the folder USP and open it. The lofted surface will be displayed. Go to "Save As" and select "Part". Open in the same way the file "JIB_d33.txt" and save the created surface also as a .part-file. The two .part-files can now be loaded into DELFTSHIP and can be viewed together. The mast is not available.

The sails are shown in both CAD-programs in the coordinate system of the boat; the origin is at the goose-neck. The water-plane would be inclined to the mast by the heel- and pitch-angle. The following pictures are screen-shots of the Pogo 40 S2 at a true wind angle of 40° and a wind speed of 16 knots. The CAD-Program is Rhino5. The lines on the sails are sections in the direction of the streamlines. If you require an IGES-file of your sails, you can write me an e-mail.

Good luck with your computations. Feedback reaches me at ulrich@remmlinger.com



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