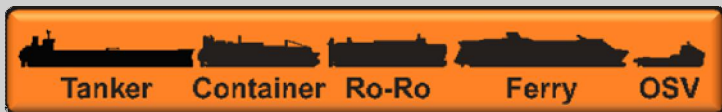


The skeg should be designed so that it directs the flow evenly to the propeller disk. At lower speeds it is usually beneficial to have more volume on the lower part of the skeg and as little as possible above the propeller shaftline. At the aft end of the skeg the flow should be attached to the skeg, but with as low flow speeds as possible.



1.5%-2% lower propulsion power demand with good design. A corresponding improvement of up to 2% in total energy consumption for a container vessel.



[MORE INFO](#)

[BACK](#)