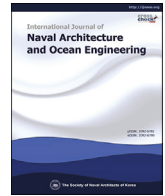




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Corrigendum to “An experimental study on the stern bottom pressure distribution of a high-speed planing vessel with and without interceptors” [Int. J. Nav. Archit. Ocean Eng. (2020) 691-698]

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The authors would like to correct values in Tables 1 and 4 and change Fig. 11. The modified tables and figure are as shown below.

Table 1

Principal particulars of the test model.

	Unit	Full scale	Model scale
Length overall (LOA)	m	24.68	1.61
Breadth	m	5.20	0.34
Depth	m	2.40	0.16
Draft	m	0.87	0.06
LCG from A.P.	m	10.21	0.67
Deadrise angle at stern	degree		12.00
Scale ratio	–		15.33

Table 4

Difference of resistance and running attitude.

	Unit	$Fn_B = 3.0$		$Fn_B = 3.5$		$Fn_B = 4.0$	
		Interceptor 1mm	Interceptor 2mm	Interceptor 1mm	Interceptor 2mm	Interceptor 1mm	Interceptor 2mm
Resistance difference	%	12.67	20.94	9.26	22.94	10.23	26.90
Trim difference	%	–21.03	–31.72	–20.81	–31.88	–16.84	–33.68
Rise of CG difference	%	–0.56	–18.88	–2.94	–21.07	–5.36	–20.76

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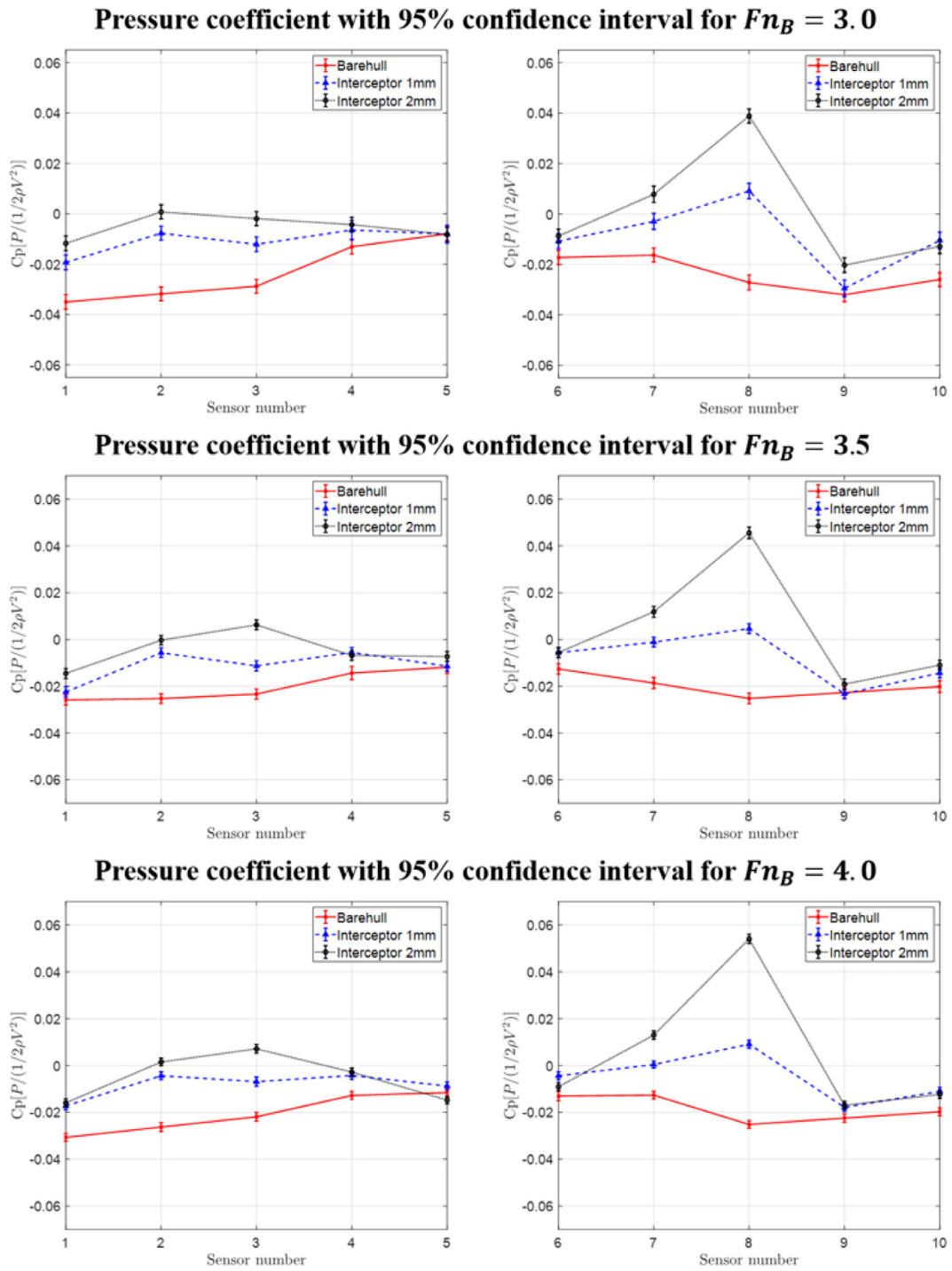


Fig. 11. Nondimensional pressure at each sensor.

The editors and the authors would like to apologize for any inconvenience caused.