

ADDRESS OF PUBLISHER  
& EDITOR'S OFFICE:

GDAŃSK UNIVERSITY  
OF TECHNOLOGY

Faculty of Ocean Engineering  
& Ship Technology  
G. Narutowicza 11/12  
80-233 Gdańsk, POLAND

EDITORIAL STAFF:

Wiesław Tarełko  
| Editor in Chief  
Janusz Kozak  
| Deputy Editors-in-Chief  
Wojciech Litwin  
| Deputy Editors-in-Chief

Price:  
single issue: 25 PLN

Prices for abroad  
single issue:  
- in Europe EURO 15  
- overseas USD 20

WEB:  
[pg.edu.pl/pmr](http://pg.edu.pl/pmr)

e-mail : [pmr@pg.edu.pl](mailto:pmr@pg.edu.pl)

ISSN 1233-2585

## CONTENS

- |    |   |
|----|---|
| 4  | <b>Guoming Chen, Junhua Hu, An Liu, Jinfu Feng, Qingqing Hu</b><br><i>MOTION CHARACTERISTICS AFTER RICOCHET: AN EXPERIMENTAL INVESTIGATION</i>  |
| 11 | <b>Li Guangnian, Qingren Chen, Yue Liu</b><br><i>EXPERIMENTAL STUDY ON DYNAMIC STRUCTURE OF PROPELLER TIP VORTEX</i>  |
| 19 | <b>Jin Zou, Guoge Tan, Hanbing Sun, Jie Xu, Yongkang Hou</b><br><i>NUMERICAL SIMULATION OF THE DUCTED PROPELLER AND APPLICATION TO A SEMI-SUBMERGED VEHICLE</i>                               |
| 30 | <b>Wenbin Lai, Detang Li, Yonghe Xie</b><br><i>SIMULATION AND EXPERIMENTAL STUDY OF HYDRAULIC CYLINDER IN OSCILLATING FLOAT-TYPE WAVE ENERGY CONVERTER</i>                                    |
| 39 | <b>Karolina Jurczyk, Paweł Piskur, Piotr Szymak</b><br><i>PARAMETERS IDENTIFICATION OF THE FLEXIBLE FIN KINEMATICS MODEL USING VISION AND GENETIC ALGORITHMS</i>                              |
| 48 | <b>Guanghai Gao, Yunjing Cui, Xingqi Qiu</b><br><i>PREDICTION OF VORTEX-INDUCED VIBRATION RESPONSE OF DEEP SEA TOP-TENSIONED RISER IN SHEARED FLOW CONSIDERING PARAMETRIC EXCITATIONS</i>     |
| 58 | <b>Vladimir S. Blintsov, Konstantin S. Trunin, Wiesław Tarełko</b><br><i>DETERMINATION OF ADDITIONAL TENSION IN TOWED STREAMER CABLE TRIGGERED BY COLLISION WITH UNDERWATER MOVING OBJECT</i> |
| 69 | <b>Jan P. Michalski</b><br><i>PARAMETRIC METHOD APPLICABLE IN ASSESSING BREAKOUT FORCE AND TIME FOR LIFTING SLENDER BODIES FROM SEABED</i>  |
| 76 | <b>Xiaoyong Gu, Guohe Jiang, Zhenghua Guo, Shangzhi Ding</b><br><i>DESIGN AND EXPERIMENT OF LOW-PRESSURE GAS SUPPLY SYSTEM FOR DUAL FUEL ENGINE</i>   |
| 85 | <b>Shiye Wang, Li Yao</b><br><i>EFFECT OF ENGINE SPEEDS AND DIMETHYL ETHER ON METHYL DECANOATE HCCI COMBUSTION AND EMISSION CHARACTERISTICS BASED ON LOW-SPEED TWO-STROKE DIESEL ENGINE</i>   |
| 96 | <b>Shen Wu, Pan Zhang, Haijun Wei, Lei Chen</b><br><i>INFLUENCE OF SURFACE TEXTURE PARAMETERS ON FRICTION CHARACTERISTICS UNDER STARVED LUBRICATION</i>                                       |

**ADDRESS OF PUBLISHER  
& EDITOR'S OFFICE:**

**GDAŃSK UNIVERSITY  
OF TECHNOLOGY**

**Faculty of Ocean Engineering  
& Ship Technology  
G. Narutowicza 11/12  
80-233 Gdańsk, POLAND**

- 107 **Tomasz Kwaśniewski, Marian Piwowarski**  
*DESIGN ANALYSIS OF HYBRID GAS TURBINE-FUEL CELL POWER PLANT  
IN STATIONARY AND MARINE APPLICATIONS*
- 120 **Zbigniew Korczewski, Konrad Marszałkowski**  
*ENERGY ANALYSIS OF THE PROPULSION SHAFT FATIGUE PROCESS IN A  
ROTATING MECHANICAL SYSTEM  
PART II IDENTIFICATION STUDIES – DEVELOPING THE FATIGUE DURABILITY  
MODEL OF A DRIVE SHAFT*
- 125 **Paweł Śliwiński**  
*THE INFLUENCE OF WATER AND MINERAL OIL ON MECHANICAL LOSSES  
IN A HYDRAULIC MOTOR FOR OFFSHORE AND MARINE APPLICATIONS*
- 136 **Jerzy Girtler**  
*LIMITING DISTRIBUTION OF THE THREE-STATE SEMI-MARKOV MODEL OF  
TECHNICAL STATE TRANSITIONS OF SHIP POWER PLANT MACHINES AND  
ITS APPLICABILITY IN OPERATIONAL DECISION-MAKING*
- 145 **Xiaowen Li, Zhaoyi Zhu, Yan Li, Zhe Hu**  
*DESIGN AND MECHANICAL ANALYSIS OF A COMPOSITE T-TYPE CONNECTION  
STRUCTURE FOR MARINE STRUCTURES*
- 158 **Tomasz Ferenc, Tomasz Mikulski**  
*VALIDATION PROCESS FOR COMPUTATIONAL MODEL OF FULL-SCALE  
SEGMENT FOR DESIGN OF COMPOSITE FOOTBRIDGE*
- 168 **Krystian Buszman, Małgorzata Gloza**  
*DETECTION OF FLOATING OBJECTS BASED ON HYDROACOUSTIC AND  
HYDRODYNAMIC PRESSURE MEASUREMENTS IN THE COASTAL ZONE*
- 176 **Ryszard Kłos**  
*ULTRASONIC DETECTION OF THE INTRAVASCULAR FREE GAS  
PHASE IN RESEARCH ON DIVING*
- 187 **Yang Ju, Zhengxian Wei, Li Huangfu, Feng Xiao**  
*A NEW LOW SNR UNDERWATER ACOUSTIC SIGNAL CLASSIFICATION METHOD  
BASED ON INTRINSIC MODAL FEATURES MAINTAINING DIMENSIONALITY  
REDUCTION*

---

## Editorial

POLISH MARITIME RESEARCH is the scientific journal with a worldwide circulation. This journal is published quarterly (four times a year) by Gdansk University of Technology (GUT). On September, 1994, the first issue of POLISH MARITIME RESEARCH was published. The main objective of this journal is to present original research, innovative scientific ideas, and significant findings and application in the field of :

### Naval Architecture, Ocean Engineering and Underwater Technology,

The scope of the journal covers selected issues related to all phases of product lifecycle and corresponding technologies for offshore floating and fixed structures and their components.

All researchers are invited to submit their original papers for peer review and publications related to methods of the design; production and manufacturing; maintenance and operational processes of such technical items as:

- all types of vessels and their equipment,
- fixed and floating offshore units and their components,
- autonomous underwater vehicle (AUV) and remotely operated vehicle (ROV).

We welcome submissions from these fields in the following technical topics:

- ship hydrodynamics: buoyancy and stability; ship resistance and propulsion, etc.,
- structural integrity of ship and offshore unit structures: materials; welding; fatigue and fracture, etc.,
- marine equipment: ship and offshore unit power plants: overboarding equipment; etc.

---

### Scientific Board

**Chairman : Prof. JERZY GIRTLEK - Gdańsk University of Technology, Poland**

**Vice-chairman : Prof. CARLOS GUEDES SOARES, Universidade de Lisboa, Lisbon, Portugal**

**Vice-chairman : Prof. MIROSŁAW L. WYSZYŃSKI - University of Birmingham, United Kingdom**

<b>Prof. POUL ANDERSEN</b> Technical University of Denmark Kongens Lyngby Denmark	<b>Prof. STOJCE DIMOV ILCEV</b> Durban University of Technology Durban South Africa	<b>Prof. JERZY EDWARD MATUSIAK</b> Aalto University Espoo Finland
<b>Prof. JIAHN-HORNG CHEN</b> National Taiwan Ocean University Keelung Taiwan	<b>Prof. YORDAN GARBATOV</b> Universidade de Lisboa, Lisbon Portugal	<b>Prof. JERZY MERKISZ</b> Poznan University of Technology Poznan Poland
<b>Prof. VINCENZO CRUPI</b> University of Messina Messina Italy	<b>Prof. STANISŁAW GUCMA</b> Maritime University of Szczecin Szczecin Poland	<b>Prof. VALERI NIEKRASOV</b> Admiral Makarov National University of Shipbuilding Mikolaiv Ukraine
<b>Prof. MAREK DZIDA</b> Gdansk University of Technology Gdansk Poland	<b>Prof. ANTONI ISKRA</b> Poznan University of Technology Poznan Poland	<b>Prof. JOZEF SZALA</b> UTP University of Science and Technology Bydgoszcz Poland
<b>Prof. ODD MAGNUS FALTINSEN</b> Norwegian University of Science and Technology Trondheim Norway	<b>Prof. JAN KICINSKI</b> Institute of Fluid-Flow Machinery - Polish Academy of Sciences Gdansk Poland	<b>Prof. TADEUSZ SZELANGIEWICZ</b> Maritime University of Szczecin Szczecin Poland
<b>Prof. MASSIMO FIGARI</b> University of Genova Genova Italy	<b>Prof. ZBIGNIEW KORCZEWSKI</b> Gdansk University of Technology Gdansk Poland	<b>Prof. DRACOS VASSALOS</b> University of Strathclyde Glasgow United Kingdom
<b>Prof. HASSAN GHASSEMI</b> Amirkabir University of Technology Tehran Iran	<b>Prof. JOZEF LISOWSKI</b> Gdynia Maritime University Gdynia Poland	

# ENERGY ANALYSIS OF THE PROPULSION SHAFT FATIGUE PROCESS IN A ROTATING MECHANICAL SYSTEM PART II IDENTIFICATION STUDIES – DEVELOPING THE FATIGUE DURABILITY MODEL OF A DRIVE SHAFT

Zbigniew Korczewski  
Konrad Marszałkowski  
Gdańsk University of Technology, Poland

## ABSTRACT

*The article presents a continuation of research carried out concerning identification of energy consequences of mechanical fatigue within a propeller shaft in a rotating mechanical system, while working under conditions of the loss of the required alignment of shaft lines. Experimental research was carried out on a physical model reflecting a full-sized real object: i.e., the propulsion system of the ship. It is proven, by means of an active experiment, that changes in propeller shaft deflection are reflected in the amount of dissipated kinetic energy of masses in rotational motion and the accumulated internal energy in its construction material. Adoption of a high-cycle fatigue syndrome, consisting of diagnostic symptoms determined from the action of the propeller shaft associated with the transformation of mechanical energy into work and heat, as well as with the generation of mechanical vibrations and elastic waves of acoustic emission, is proposed. To assess the diagnostic information quantity brought about by the defined features of propeller shaft fatigue, an experimental research program was developed and implemented, in which two statistical hypotheses are verified: the significance of the impact of the values enforcing the fatigue process, presented in the first part of the article, and the adequacy of the regression equation describing the fatigue durability of the propeller shaft in the energy aspect, constituting the second part of the article. This finally gives us the opportunity, after the appropriate translation of the model test results into full-sized real objects, to develop a methodology to diagnose marine propeller shaft fatigue in operating conditions. The third part of the article is devoted to this issue*

**Keywords:** marine gas turbine, inlet air fogging, applicability

## INTRODUCTION

Identification tests of the rotating mechanical system experimentally confirmed the lack of significance of the impact of one variable (of two) enforcing the drive shaft fatigue process associated with its rotational speed (statistically proven in the first part of this article); while searching for a mathematical function describing the process of shaft fatigue with respect to its durability, only one significant quantity forcing its deflection (fatigue) was taken into account: specifically, the load mass  $m_{load}$  [2,5,6].

Thus, an identification experiment based on the statically determined complete study plan of the physical system

was carried out. In this plan, the range of changes in the input value  $m_{loadc}$  was determined in the same way as for the elimination experiment – i.e., from 30 to 40 kg, at six levels of variability for the assumed values (every 2 kg), as shown in Table 1. The experiment also anticipated keeping the propeller shaft rotational speed constant at 1500 min<sup>-1</sup>. In each experiment, five repetitions of the recording of the observed control parameters of the rotary mechanical system were performed.

Table 1. Plan for identification experiment.

No.	Loading mass $m_{load}$ [kg]	Rotational speed of drive shaft $n$ [min <sup>-1</sup> ]
1	30	1500
2	32	1500
3	34	1500
4	36	1500
5	38	1500
6	40	1500

## IDENTIFICATION STUDIES

The main aim of the identification tests was to find a mathematical function describing the fatigue durability of the drive shaft  $\tau_w$  in terms of input (forcing) quantity values associated with an action of the rotary mechanical system in the form of work  $D_w$ , heat  $D_U$ , mechanical vibration generation  $D_V$ , and generation of acoustic emission elastic waves  $D_{EA}$  [1,4]. Assuming that the values of the individual forms of action are determined from measurements as extortions affecting the propeller shaft, the physical model of its fatigue process might be presented as the physical model shown in Fig. 1.

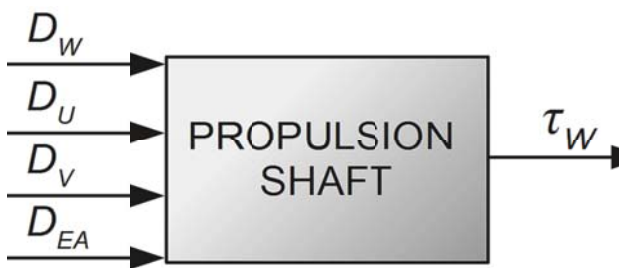


Fig 1. Physical model of propeller shaft fatigue process in a rotating mechanical system developed to determine its durability:  $D_w$  – propulsion shaft action associated with mechanical energy conversion in the form of working rotational motion;  $D_U$  – propulsion shaft action associated with mechanical energy conversion in the form of heat;  $D_V$  – propulsion shaft action associated with mechanical vibration generation;  $D_{EA}$  – propulsion shaft action associated with the generation of acoustic emission elastic waves;  $\tau_w$  – propeller shaft durability.

According to the adopted procedure, the determined plan of the experiment, and the set of input variables selected for the elaborated physical model, an analysis of their impact on the achieved fatigue durability of the propeller shaft was carried out. The results of testing the mechanical fatigue process of the shaft material, after conducting all the measurement sequences assumed in the experiment plan, are presented in Table 2. The result of each measurement series, each consisting of five repetitions, represents the arithmetic mean of the action value of the considered mechanical system expressed in J·s and its fatigue durability  $\tau_{WB}$ , expressed in s.

Table 2. Results of identification tests of the drive shaft mechanical fatigue process.

$m_{load}$ [kg]	$D_w$ [J·s]	$D_U$ [J·s]	$D_V$ [J·s]	$D_{EA}$ [J·s]	$\tau_{WB}$ (tests) [s]
30	$2.91 \cdot 10^5$	$3.53 \cdot 10^7$	$3.84 \cdot 10^{-2}$	$1.73 \cdot 10^{-2}$	8718.2
32	$1.79 \cdot 10^5$	$2.18 \cdot 10^7$	$2.31 \cdot 10^{-2}$	$1.04 \cdot 10^{-2}$	5348.8
34	$1.76 \cdot 10^5$	$1.77 \cdot 10^7$	$1.12 \cdot 10^{-2}$	$9.91 \cdot 10^{-3}$	4258.2
36	$8.71 \cdot 10^4$	$8.76 \cdot 10^6$	$1.76 \cdot 10^{-3}$	$2.12 \cdot 10^{-3}$	2086.2
38	$8.23 \cdot 10^4$	$7.74 \cdot 10^6$	$1.50 \cdot 10^{-3}$	$1.21 \cdot 10^{-3}$	1828.6
40	$6.19 \cdot 10^4$	$5.94 \cdot 10^6$	$7.77 \cdot 10^{-4}$	$1.48 \cdot 10^{-3}$	1372.4

The final result of the experimental tests performed on the physical model of a real object (made on a scale) is a function describing the fatigue durability of the propeller shaft, which in a general form is expressed as follows:

$$\tau_w = f(D_w, D_U, D_V, D_{EA}) \quad (1)$$

In order to determine the fatigue durability function of the propeller shaft, the multiple regression analysis method was applied [9]. The purpose of a multiple regression is to quantify the relationships between many independent variables: i.e., the so-called explanatory ones. In the considered issue, there were variables characterising the action of the propeller shaft:  $D_w$ ,  $D_U$ ,  $D_V$  and  $D_{EA}$ . The dependent variable (the so-called explained one) is its fatigue durability  $\tau_w$ . In order to assess the impact of the input factors on the fatigue durability of the propeller shaft (with six levels of variation), the function of the test object takes a linear form, which for the considered case can be written as follows:

$$\tau_{wi} = \alpha_0 + \alpha_1 \cdot D_{wi} + \alpha_2 \cdot D_{Ui} + \alpha_3 \cdot D_{Vi} + \alpha_4 \cdot D_{Eai} + \varepsilon_{wi} \quad (2)$$

$\alpha_0 \div \alpha_4$  – estimated parameters of regression model;  
 $i$  – level number of input factor variability;  
 $\varepsilon$  – random component.

In the matrix form, this function is given by the following formula:

$$T_w = D \cdot \alpha + \varepsilon \quad (3)$$

where:

$$T_w = \begin{bmatrix} \tau_{W1} \\ \tau_{W2} \\ \tau_{W3} \\ \tau_{W4} \\ \tau_{W5} \\ \tau_{W6} \end{bmatrix} \quad D = \begin{bmatrix} 1 & D_{W1} & D_{W2} & \dots & D_{W6} \\ 1 & D_{U1} & D_{U2} & \dots & D_{U6} \\ 1 & D_{V1} & D_{V2} & \dots & D_{V6} \\ 1 & D_{EA1} & D_{EA2} & \dots & D_{EA6} \end{bmatrix}$$

$$\alpha = \begin{bmatrix} \alpha_0 \\ \alpha_1 \\ \alpha_2 \\ \alpha_3 \\ \alpha_4 \end{bmatrix} \quad \varepsilon = \begin{bmatrix} \varepsilon_1 \\ \varepsilon_2 \\ \varepsilon_3 \\ \varepsilon_4 \\ \varepsilon_5 \\ \varepsilon_6 \end{bmatrix}$$

In order to determine the parameters of the function describing the fatigue durability of the propeller shaft, the GRETL computer program, which is widely applied in econometrics [5], was used. The computational algorithms built into the program allow the user to quickly develop their own econometric models by means of using many methods of measurement data approximation. Due to the fact that the identification experiment program had only six levels of variability and the results obtained were characterised by a linear course, the least sum of squares method was applied to estimate the parameters of the linear model. As a result of the conducted analysis of many mathematical models using the GRETL program, only one was chosen because the best one describes statistically (with the highest coefficient of determination  $R^2$ ) the fatigue durability of a propeller shaft subjected to mechanical fatigue [10]. After taking into account the measurement data summarised in Table 2, the assumed function describing the fatigue durability of the propeller shaft is as follows:

$$\tau_w = -136.172 - 0.00155504 \cdot D_W + 0.000273696 \cdot D_U - 1116.11 \cdot D_V - 17602.4 \cdot D_{EA} \quad (4)$$

## STATISTICAL ANALYSIS OF OBTAINED RESULTS

It was assumed a priori that the measurement results of all the control parameters ( $D_W$ ,  $D_U$ ,  $D_V$ , and  $D_{EA}$ ) characterising the propulsion shaft's fatigue are subject to random errors and the studied process is affected by various types of disturbances, also of an accidental nature [4]. Therefore, they were modelled as random variables of a normal distribution, with a specific, expected value and variation, as a measure of dispersion of the carried out measurements around the average value. It was also assumed that the variances of statistical data were equal or similar in value. Hence, a parametric statistical test

for variance was used to assess the adequacy of the regression equation describing the considered fatigue process. Because these are tests with a one-sided critical area, verification of the hypotheses was based on Fisher-Snedecor  $F$  distribution statistics, comparing the calculated value of the  $F_{cal}$  test statistics with the critical (table) value  $F_{cr}$  of the distribution, calculated at the assumed significance level,  $\alpha = 0.05$ , and the number of degrees of freedom,  $f_1$  and  $f_2$  [7].

The following null hypothesis (denoted by  $H_0$ ) was verified in statistical identification tests of the propulsion shaft fatigue process:

**$H_0$ : The adopted mathematical model (regression equation) describing the fatigue durability of the propeller shaft is adequate.**

If the calculated value of the  $F_{cal}$  test (empirical) statistics is greater than or equal to the critical value  $F_{cr}$  specified from the statistical table for a given level of significance and the number of degrees of freedom ( $F_{cal} > F_{cr}$ ), the null hypothesis should be rejected, considering that the adopted mathematical model is inadequate for the given significance level in the studied range of enforcing quantities.

The matching assessment of the model to the empirical data can be expressed by the determination coefficient which for this model is equal to  $R^2 = 0.999998$ . The Fisher-Snedecor  $F$  function for the adopted model is equal to  $F_{cal} = 140576.7$ . The critical value of the statistical coefficient for the degrees of freedom of the model – respectively,  $f_1 = 4$  and  $f_2 = 1$  – is equal to  $F_{cr} = 224.583$  [12]. Because  $F_{cal} > F_{cr}$ , the statistics are located within the critical area of the distribution. Therefore, the zero hypothesis ( $H_0$ ) should be rejected in favour of the alternative hypothesis ( $H_1$ ). Thus, it can be concluded that at least one of the structural parameters of the shaft's fatigue durability model significantly differs from zero and, thus, at least one explanatory variable does not significantly affect the explained variable  $\tau_w$ .

Adopting the model that is considered to be inadequate creates the possibility of making a second type of error. However, such an error was not made in assuming the model to be adequate, which is confirmed by the numerical values of the fatigue durability of the propeller shaft  $\tau_{WB}$  obtained from identification tests and the fatigue durability  $\tau_w$  determined using the mathematical model (4), as shown for comparison in Table 3.

In order to perform a comparative analysis of the determined values of the propulsion shaft's fatigue durability function and the results obtained from the experimental tests, the reference metric  $\delta T$  was applied [3]. Its dimensionless value constitutes a comparative indicator for all the developed mathematical models [10]. The smallest value of the reference metric indicates the mathematical model that best describes (in a quantitative sense) the fatigue durability of the propulsion shaft, as given in Table 3.

$$\delta T = \sqrt{\sum_{i=1}^6 \left( \frac{\tau_{WB} - \tau_w}{\tau_{WB}} \right)^2} \cdot 100\% \quad (4)$$

Table 3. Results of identification tests of the propulsion shaft's mechanical fatigue process.

$D_w$ [J·s]	$D_U$ [J·s]	$D_V$ [J·s]	$D_{EA}$ [J·s]	$\tau_{WB}$ (tests) [s]	$\tau_w$ (model) [s]	Reference metric $\delta T$ [%]
2.91·10 <sup>5</sup>	3.53·10 <sup>7</sup>	3.84·10 <sup>-2</sup>	1.73·10 <sup>-2</sup>	8718.2	8715.0	0.43
1.79·10 <sup>5</sup>	2.18·10 <sup>7</sup>	2.31·10 <sup>-2</sup>	1.04·10 <sup>-2</sup>	5348.8	5353.7	
1.76·10 <sup>5</sup>	1.77·10 <sup>7</sup>	1.12·10 <sup>-2</sup>	9.91·10 <sup>-3</sup>	4258.2	4259.1	
8.71·10 <sup>4</sup>	8.76·10 <sup>6</sup>	1.76·10 <sup>-3</sup>	2.12·10 <sup>-3</sup>	2086.2	2086.7	
8.23·10 <sup>4</sup>	7.74·10 <sup>6</sup>	1.50·10 <sup>-3</sup>	1.21·10 <sup>-3</sup>	1828.6	1830.9	
6.19·10 <sup>4</sup>	5.94·10 <sup>6</sup>	7.77·10 <sup>-4</sup>	1.48·10 <sup>-3</sup>	1372.4	1367.0	

## FINAL REMARKS AND CONCLUSIONS

The statistical regression model proposed in this article is based on the linear nature of the fatigue process. The linear character of the propulsion shaft's fatigue durability model, subjected to a loss of required alignment (deflection), results from the application of an action function for its development. This function, in a physical sense, stands for the product of time and work of the fatigue destruction of the shaft's material. Due to the fact that the duration of the experiment is the same and common component for all (four) types of action (input factors), the obtained results of the experiments are characterised with a strong linear relationship and high correlation. For this reason, the application of the least sum of squares method to determine the regression coefficients of the regression equation is justified and allows for determination of the regression equation with a very large (close to unity) determination coefficient R<sup>2</sup>.

The low value of the reference metric confirms the adequacy of the developed propulsion shaft fatigue model, which may be a prerequisite for further research on its application in diagnosing fatigue of propeller shafts of real objects [11,13].

## ACKNOWLEDGMENTS

The authors would like to thank the reviewers and Associate Editor for devoting patience, effort, and time to our manuscript. All the remarks and suggestions were justified, and we hope all have been taken into consideration in the revised version.

This project is supported by the statutory activity No 034158 of the Ministry of Science and Higher Education of Poland.

## BIBLIOGRAPHY

1. Kluczyk M., Grzędziela A. (2017): *Vibration Diagnostics of the Naval Propulsion Systems*. Scientific Journal of Polish Naval Academy. 1 (208).

2. Korczewski Z. (2012): *The Conception of Energetic Investigations of the Multisymptom Fatigue of the Simple Mechanical Systems Constructional Materials*. Journal of Polish CIMAC, 7(1), 99-108.
3. Korczewski Z. (2017): *Diagnostyka eksploatacyjna okrętowych silników spalinowych –tłokowych i turbinowych*. Wybrane zagadnienia. Gdańsk. Wydawnictwo Politechniki Gdańskiej.
4. Korczewski Z. (2017): *A Method to Assess Transverse Vibration Energy of Ship Propeller Shaft for Diagnostic Purposes*. Polish Maritime Research, 24 (4), 102-107.
5. Korczewski Z., Marszałkowski K. (2016): *Physical Model of Energy-Related Processes in a Rotating Mechanical System for the Purposes of Diagnosis of Transmission Shafts*. Journal of Polish CIMEEAC, 11(1).
6. Korczewski Z., Marszałkowski K. (2018): *Energy Analysis of Propulsion Shaft Fatigue Process in Rotating Mechanical System. Part I. Testing Significance of Influence of Shaft Material Fatigue Excitation Parameters*. Polish Maritime Research, 25(1), 211-217.
7. Korzyński M. (2006): *Metodyka eksperymentu*. Warszawa. Wydawnictwa Naukowo-Techniczne.
8. Kufel, T. (2013): *Ekonometria Rozwiązywanie problemów z wykorzystaniem programu GRET*. Warszawa. Wydawnictwo Naukowe PWN.
9. Maddala G.S. (2006): *Ekonometria*. Warszawa. Wydawnictwo Naukowe PWN.
10. Marszałkowski K. (2019): *Modelowanie procesów energetycznych w obrotowym układzie mechanicznym dla potrzeb diagnozowania zmęczenia okrętowych wałów napędowych*. Rozprawa doktorska. Politechnika Gdańska, Wydział Oceanotechniki i Okrętownictwa.
11. Murawski L. (2005): *Shaft Line Alignment Analysis Taking Ship Construction Flexibility and Deformation into Consideration*. Marine Structures, 18, 62-84.
12. Osińska M. (2007): *Ekonometria współczesna*. Toruń. Towarzystwo Naukowe Organizacji i Kierownictwa "Dom Organizatora".
13. Vizentin G., Vukelić G., Srok M., (2017): *Common Failures of Ship Propulsion Shafts*. Scientific Journal of Maritime Research, 31, 85-90.

## CONTACT WITH THE AUTHORS

**Zbigniew Korczewski**

*e-mail: z.korczewski@gmail.com*

Gdańsk University of Technology

Narutowicza 11/12

80-233 Gdańsk

**POLAND**

**Konrad Marszałkowski**

*e-mail: konmarsz@pg.edu.pl*

Gdańsk University of Technology

Narutowicza 11/12

80-233 Gdańsk

**POLAND**