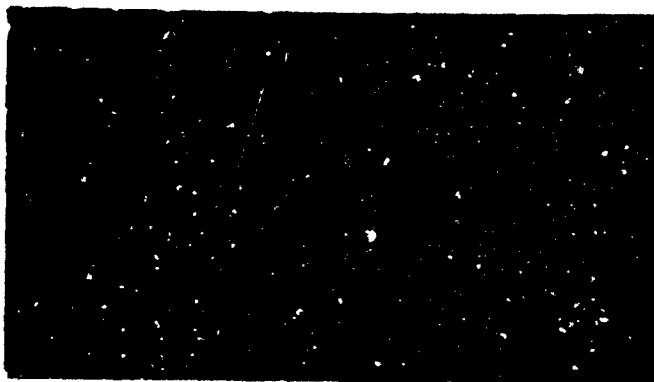
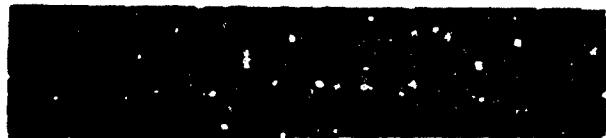


AD 606050



COPY	2	OF	3	mg
HARD COPY	\$ 3.00			
MICROFICHE	\$ 1.50			

4/8

HYDRONAUTICS, incorporated
research in hydrodynamics

20040910029

BEST AVAILABLE COPY

Research, consulting, and advanced engineering in the fields of NAVAL and INDUSTRIAL HYDRODYNAMICS. Offices and Laboratory in the Washington, D. C. area. Findell School Road, Howard County, Laurel, Md.

HYDRONAUTICS, Incorporated

TECHNICAL REPORT 233-5

MECHANICAL PROPERTIES OF METALS
AND THEIR CAVITATION
DAMAGE RESISTANCE

By

A. Thiruvengadam
and
Sophia Waring
June 1964

Prepared Under

Office of Naval Research
Department of the Navy
Contract No. Nonr 3755(00)(FBM)

062-203
EP 0 EP 000001

TABLE OF CONTENTS

	Page
SUMMARY.....	1
INTRODUCTION.....	1
MECHANISM OF CAVITATION DAMAGE.....	3
EXPERIMENTAL FACILITY AND TECHNIQUE.....	5
RESULTS AND DISCUSSION.....	6
Metals Tested and Their Mechanical Properties.....	6
Cavitation Damage Resistance.....	9
Limitations.....	11
Intensity of Cavitation Damage.....	11
CONCLUSIONS.....	12
ACKNOWLEDGMENTS.....	13
REFERENCES.....	14

LIST OF FIGURES

- Figure 1 - Definition Sketch for Deformation Due to Cavitation Bubble Collapse
- Figure 2 - Schematic Representation of the Response of Metals to Repeated Straining
- Figure 3 - Hypothetical Distribution of Strains Caused by the Collapse of Bubbles in a Cavity Cloud
- Figure 4 - Schematic Fatigue Diagram Showing Three Regions
- Figure 5 - Definition Sketch of the Magnetostriction Device
- Figure 6 - Correlation Between Estimated Strain Energy and the Reciprocal of Rate of Volume Loss
- Figure 7 - Engineering Stress-Strain Diagrams for Six Metals
- Figure 8 - True Stress Strain Diagrams for Six Metals
- Figure 9 - Effect of Amplitude on Damage Rate for Eleven Metals
- Figure 10 - Correlation Between Strain Energy and Reciprocal of Rate of Volume Loss
- Figure 11 - Correlation Between Ultimate Strength and Reciprocal of Rate of Volume Loss
- Figure 12 - Correlation Between Yield Strength and Reciprocal of Rate of Volume Loss
- Figure 13 - Correlation Between Brinell Hardness and Reciprocal of Rate of Volume Loss
- Figure 14 - Correlation Between Modulus of Elasticity and Reciprocal of Rate of Volume Loss

HYDRONAUTICS, Incorporated

-iii-

- Figure 15 - Correlation Between Ultimate Elongation and Reciprocal of Rate of Volume Loss
- Figure 16 - Relationship Between Strain Energy and Reciprocal of Rate of Volume Loss at Various Amplitudes
- Figure 17 - Relationship Between Amplitude and Output Intensity

NOTATION

S_e^*	Estimated strain energy
T	Ultimate tensile strength
ϵ	Ultimate elongation
Y	Yield strength
S_e'	True strain energy
n	Strain hardening factor
T_f'	True fracture strength
ϵ_f	Elongation at fracture
I	Intensity of cavitation damage
r	Rate of volume loss
A_e	Area of erosion
S_e	Strain energy
r'	Correlation factor
a	Amplitude

SUMMARY

Detailed investigations with a magnetostriction apparatus were carried out to determine the cavitation damage resistance of eleven metals in distilled water at 80°F. The cavitation damage resistance is defined as the reciprocal of the rate of volume loss for a given metal. Among the mechanical properties investigated (ultimate tensile strength, yield strength, ultimate elongation, Brinell hardness, modulus of elasticity and strain-energy), the most significant property which characterizes the energy absorbing capacity of the metals, under the repeated, indenting loads due to the energy of cavitation bubble collapse in the steady state zone, was found to be the fracture strain energy of the metals. The strain energy is defined as the area of the stress-strain diagram up to fracture. The correlation between the strain energy and the reciprocal of the rate of volume loss leads directly to the estimation of the intensity of cavitation damage; this intensity varies as the square of the displacement amplitude of the specimen. All these conclusions are limited to the steady state zone of damage.

INTRODUCTION

Since the work of Parsons (1) in 1919 and Föttinger (2) in 1926, there have been many attempts to characterize the cavitation damage resistance of materials by a single, common mechanical property. Although Honegger (3), in 1927, did not find any correlation between hardness and erosion resistance, Gardner (4),

in 1932, found that the hardness of a metal was the principal property in determining the resistance to erosion. Many more references may be cited to bring out similar controversies with regard to other mechanical properties such as yield strength, ultimate tensile strength, ultimate elongation and modulus of elasticity. One can get a clear picture of the magnitude of the conflicts in this area from some of the excellent review articles in the technical literature (5,6,7).

These controversies are a result of an inadequate understanding of the mechanism of cavitation damage. Recent advances in this direction have made it possible to rationalize some of the conflicts, and to propose a mechanical property that most significantly characterizes the cavitation damage resistance of metals in the absence of corrosion. It is the purpose of this paper to develop the logic behind such an argument, and to present recent substantiating experimental evidence.

One of the basic parameters involved in the testing of materials for cavitation damage resistance is the test duration. The rate of loss of material depends upon the test duration itself even though every other test parameter is maintained precisely constant. Recent analysis showed that there exist four zones of damage with respect to testing time. They are:

1. Incubation Zone
2. Accumulation Zone
3. Attenuation Zone
4. Steady State Zone

A detailed discussion of these zones appears elsewhere (14). All the results and conclusions presented herein are limited to the steady state zone of damage in which the rate of damage does not change with time.

MECHANISM OF CAVITATION DAMAGE

It is now generally established that the bubble collapse energy produces indentations on the metal as shown in Figure 1. The indentations may be produced on the material either by the impingement of jets or by shock waves. The evidence in support of these methods of dent formation is abundant in the literature (8,9,10,11,12). In the absence of corrosion, it is quite reasonable to proceed on the assumption that these dents, formed by mechanical means, are the main cause of fracture and loss of metal.

When such repeated, indenting forces or blows act upon a metallic surface, one of the following events may occur depending upon the intensity of impact:

- (i) There may not be any permanent deformation;
- (ii) The metal may deform after a certain number of repetitive blows;
- (iii) A permanent deformation may develop at the onset of the first blow; and
- (iv) The metal may 'splash' and 'wash-out' on the first blow itself or after a certain number of repetitions.

These possibilities can be readily understood from Figure 2 which shows schematically the variation of the internal friction of metals with strain amplitude in the case of repeated loadings. In the case of cavitation damage, it is reasonable to assume, for the sake of the present argument, that the energy of collapse for a given frequency, amplitude, and liquid varies in a statistical manner as shown by the hypothetical distribution in Figure 3. As the strain amplitude is increased, the mean strain may increase, the mean number of bubbles possessing adequate energy of collapse to produce this strain may increase, or both of these possibilities may occur. In any case, the response of a metal to a given strain can be qualitatively explained by an equivalent indentation fatigue diagram as shown in Figure 4. Accordingly, the response of a metal to a cavitation damage test is dependent upon the order of magnitude of the strain. In Figure 4 three regions have been designated to point out the possible material responses to indentation events discussed previously. Photographs of the metallic surfaces which exhibited the response of each region are also shown.

With the above physical picture in mind, let us pose the question: What is the characteristic property of a metal that controls the eroded volume as a result of this mechanical process? Obviously this property is the energy absorbing capacity per unit volume of the metal up to fracture when subjected to the repeated overlapping indentations. At the present state of knowledge, there is no way to determine this quantity exactly. For this reason, several investigators have tried to correlate this quantity with most of the commonly known mechanical properties of metals.

Our superficial intuition initially suggests that the hardness of the surface may be of utmost importance. However, when the physical meaning of hardness is examined critically, we find that indentation hardness is essentially a measure of the yield stress of the material (13). It does not represent the full measure of the energy required for fracture because it neglects the elongation of the material up to its ultimate strength. Similar arguments can be advanced against other mechanical properties such as yield stress, ultimate stress and others. An earlier attempt to correlate the area of the stress-strain diagram up to fracture and the cavitation damage rate proved to be encouraging (12). The present investigation is an extension of this attempt in a more detailed manner and confirms the earlier results.

EXPERIMENTAL FACILITY AND TECHNIQUE

The HYDRONAUTICS, Incorporated Magnetostriction Apparatus was used for these investigations. The details of the equipment and the experimental procedure are outlined in Reference 14. A double cylinder velocity transformer replaced the exponential horn. In Figure 5 are shown the essential test parameters of the magnetostriction apparatus. Simple flat specimens were tested in distilled water at 27°C (approximately).

RESULTS AND DISCUSSION

Metals Tested and Their Mechanical Properties

The following metals were tested.

Group 1.

- (i) 1100-O Aluminum
- (ii) Cast Iron
- (iii) Molybdenum
- (iv) 410 Stainless Steel
- (v) 304-L Stainless Steel

Group 2.

- (i) 1100-F Aluminum
- (ii) 2024-T4 Aluminum
- (iii) 1020 Mild Steel
- (iv) Tobin Bronze
- (v) Monel
- (vi) 316 Stainless Steel

For the materials listed under Group 1, the mechanical properties were obtained from the literature. The typical values in the references varied over a range as shown in Table 1. These values are available only for the common properties such as yield strength, ultimate strength, ultimate elongation, Brinell hardness and modulus of elasticity. Even typical stress-strain diagrams are a rarity in the literature for these metals. Further, it should be realized that these properties vary from heat to heat for the same material. However, a preliminary attempt was

made to correlate the cavitation damage resistance with these mechanical properties. For this purpose, the strain energy was roughly estimated from the following relationship

$$S_e^* = (T + Y) \frac{\epsilon}{2} \quad [1]$$

where

- S_e^* is the estimated strain energy,
- T is the ultimate tensile strength,
- ϵ is the ultimate elongation, and
- Y is the yield strength.

This relationship was used since the values of T, Y and ϵ were readily available and gives an approximate value of the area of the stress-strain diagram, assuming it to be a trapezoid. Among the properties considered in this preliminary analysis, the best correlation was obtained with this estimated strain energy as shown in Figure 6. Since T, Y and ϵ vary over a wide range, the estimated value of the strain energy also varies over a range; this range is shown in Figure 6 by a solid line for each material, while the mean value is shown by a solid circle. This analysis revealed the need for additional test data.

The second group of six metals was selected for actual tests and detailed analysis. The engineering stress-strain diagrams were obtained from the same bar stock of material from which the cavitation test specimens were machined. The stress-strain

diagrams for these six materials are given in Figure 7. These data were obtained according to the Federal Test Method Standard TT-, No. 151a with half an inch diameter tensile specimens of two inch gauge length (15). The true stress-strain diagrams for the six metals are shown in Figure 8. The strain energy was computed by the following three methods:

1. Area of the true stress-strain diagram given by the relationship

$$S_e' = \left(\frac{1}{1+n} \right) T_f' \epsilon_f \quad [2]$$

where

- S_e' is the true strain energy,
- n is the strain hardening factor,
- T_f' is the true fracture strength, and
- ϵ_f is the elongation at fracture.

2. Area of the engineering stress-strain diagram obtained by direct measurement.

3. An approximate estimation according to Equation [1].

The reason for employing these three methods is to determine the percentage deviation among the three strain energy values.

The mechanical properties of the second group of six metals, obtained by actual tests, are listed in Table 2. However, the Brinell hardness values shown in this table are typical values

reported in the literature. It can be seen that the strain energy values computed by the above three methods agree closely, within ± 10 percent, with the true strain energy as the standard.

Cavitation Damage Resistance

All of these metals were tested for their cavitation damage resistance according to the procedures outlined in detail in Reference 14. Essentially, the procedure is to test each of the metals under a given set of experimental conditions through the four zones of damage, namely, incubation zone, accumulation zone, attenuation zone and steady state zone. It is of interest to note that all the metals which were tested exhibited these zones. The specimen that had reached the steady state zone was used to obtain the relationship between the rate of volume loss and the displacement amplitude as shown in Figure 9. The reciprocal of the rate of volume loss is defined as the cavitation damage resistance of a material. The cavitation damage resistance at a given amplitude (2×10^{-3} cm) in the steady state zone was plotted against the various mechanical properties of the metals as shown in Figures 10 through 15. The mechanical properties considered here are strain energy, ultimate tensile strength, yield strength, Brinell hardness, ultimate elongation and modulus of elasticity. Both groups of metals have been included for this correlation. The values of linear correlation factor for each of the above mechanical properties are tabulated below.

Mechanical Property	Correlation Factor
Strain Energy	0.91
Ultimate Strength	0.79
Yield Strength	0.65*
Brinell Hardness	0.51
Modulus of Elasticity	0.49
Ultimate Elongation	0.48

The correlation factor, r' , for two variables, x and y , is calculated from the following formula:

$$r' = \frac{n\epsilon_{xy} - \epsilon_x \epsilon_y}{\sqrt{[n\epsilon_x^2 - (\epsilon_x)^2][n\epsilon_y^2 - (\epsilon_y)^2]}}$$

where

n is the number of points in an x, y plane.

* This is based on ten sample points since the yield strength for cast iron is not available.

This analysis clearly shows that the most significant linear correlation is obtained with the strain energy of the material. It follows from this result that the energy absorbing capacity of a metal characterizing the cavitation damage resistance is largely determined by the strain energy.

Limitations

1. This analysis is confined to six common properties of metals. It is not implied that there is no other property more significant than strain energy.

2. This analysis is limited to the steady state zone. In the earlier zones, the interaction of the strain hardening exponent and the surface roughness will have to be taken into account.

3. No superposition of a corrosive environment is considered in this analysis. The interaction of a corrosive environment on the fatigue properties of metals is important.

Intensity of Cavitation Damage

One of the immediate uses of this correlation is to estimate the intensity of cavitation damage as a function of displacement amplitude. The intensity has been defined as the power absorbed per unit area of the material (16) and is given by

$$I = \frac{r \cdot S_e}{A_e} \quad [3]$$

where

I is the intensity of cavitation,

r is the rate of volume loss,

A_e is the area of erosion, and

S_e is the strain energy.

It can be seen that the intensity of cavitation damage for a given amplitude is given by the reciprocal of the slope of the line in Figure 10 divided by the area of erosion. The best fit lines by the least square method for each amplitude are shown in Figure 16. The intensity, thus computed, varies as the square of the amplitude for the experimental conditions in the steady state zone (Figure 17).

CONCLUSIONS

The following conclusions are drawn as a result of these investigations

1. Among the mechanical properties investigated to characterize the energy absorbing capacity of metals under the repeated indentations produced by cavitation damage, the most significant correlation is obtained with the strain energy of the metal, where the strain energy is defined as the area of the stress-strain diagram up to fracture in a simple tensile test. This conclusion is limited to the steady state zone of damage in a non-corrosive environment.

HYDRONAUTICS, Incorporated

-13-

2. The above relationship leads directly to the estimation of the intensity of cavitation damage. According to this estimate the intensity varies as the square of the displacement amplitude in the steady state zone under the present experimental conditions.

ACKNOWLEDGMENTS

This investigation was supported by the Office of Naval Research, Department of the Navy, Contract No. Nonr 3755(00)(FBM) NR 062-293. Many useful discussions with Mr. H. S. Preiser during the course of this work are gratefully acknowledged.

REFERENCES

1. Parsons, C. A. and Cook, S. S., "Investigations into the Causes of Corrosion or Erosion of Propellers," Engineering, Volume 107, pp. 515-519, 1919.
2. Föettinger, H., "Untersuchungen ueber Kavitation und Korrosion bei Turbinen, Turbo-pumpes und Propellers in Hydraulisobe Probleme," (Berlin) V.D.I. Verlag, pp. 14-64, 1926.
3. Honegger, E., Concerning Erosion Experiments, Brown Boveri Review, 14, pp. 74-95, 1927.
4. Gardner, O., "The Erosion of Steam Turbine Blades," Engineer, Lond., Vol. 153, pp. 146-205, 1932.
5. Nowotny, H., "Werstoff Zerstoerung durk Kavitation," V.D.I. Verlag, Gimbh, Berlin, 1942, English Translation as ORA Report No. 03424-15-I, Nuclear Engineering Department, University of Michigan, 1962.
6. Godfrey, D. J., "Cavitation Erosion" - A Review of Present Knowledge, Report Prepared for the Inter-Services Metallurgical Research Council Corrosion and Electro-deposition Committee, Ministry of Supply (England) September, 1957.
7. Eisenberg, Phillip, "Cavitation Damage," HYDRONAUTICS, Incorporated Technical Report 233-1, December 1963.
8. Boetcher, H. M., "Failures of Metals Due to Cavitation Under Experimental Conditions," Trans. ASME, Vol. 58, pp. 355-360, 1936.
9. Wheeler, W. H., "Mechanism of Cavitation Erosion," Proc. Symposium on Cavitation in Hydrodynamics, National Physics Laboratory, Paper No. 21, H.M.S.O. (London) Publication 1956.

HYDRONAUTICS, Incorporated

-15-

10. Naude, C. F., and Ellis, A. T., "On the Mechanism of Cavitation Damage by Nonhemispherical Cavities Collapsing in Contact with a Solid Boundary," ASME Paper No. 61 - Hyd - 8, January 30, 1961.
11. Bowden, F. P., and Brunton, J. H., "The Deformation of Solids by Liquid Impact at Supersonic Speeds," Proc. Roy. Soc. A., Vol. 263, pp. 433-450, October 10, 1961.
12. Thiruvengadam, A., "A Unified Theory of Cavitation Damage," Trans. ASME, Vol. 85, pp. 365-377, September 1963.
13. Tabor, D., "The Physical Meaning of Indentation and Scratch Hardness," British Journal of Applied Physics, Vol. 7, pp. 159-166, May 1956.
14. Thiruvengadam, A., and Preiser, H. S., "On Testing Materials for Cavitation Damage Resistance," HYDRONAUTICS, Incorporated Technical Report 233-3, December 1963.
15. Metals; Test Methods, Supplement A Fed. Test Method Std. No. 151, July 19, 1956, Notice 1, May 6, 1959.
16. Thiruvengadam, A., "A Comparative Evaluation of Cavitation Damage Test Devices," HYDRONAUTICS, Incorporated Technical Report 233-2, November 1963 (See also Symposium on Cavitation Research Facilities and Techniques, ASME, May 1964, pp. 157-164.)

TABLE 1
Mechanical Properties of Five Metals from Literature

	Ultimate Strength dynes/cm ² *		Yield Strength dynes/cm ²		Ultimate Elongation		Brinell Hardner		Modulus of Elasticity dynes/cm ²
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	
1100-0-Aluminum	89.6×10^7	-	34.4×10^7	-	45	35	23	-	68.9×10^{10}
Cast Iron	310×10^7	138×10^7	-	-	10	5	205	110	103.3×10^{10}
Molybdenum	792×10^7	469×10^7	689×10^7	310×10^7	42	5	250	200	317×10^{10}
410 Stainless Steel	327×10^7	413×10^7	620×10^7	241×10^7	30	15	300	150	193×10^{10}
304-L Stainless Steel	661×10^7	482×10^7	655×10^7	172×10^7	60	25	280	150	200×10^{10}

* $\frac{\text{dynes}}{\text{sq cm}} = 1.45 \times 10^{-5} \text{ lbs/sq in.}$

HYDROMATICS, Incorporated

TABLE 2 - Mechanical Properties of Six Metals from Actual Tensile Tests

Material	Units	Modulus of Elasticity	Yield Strength	Ultimate Tensile Strength	Hardness BHN	Density g/cm ³	True Ultimate Tensile Strength	Strain Hardening Factor	Ultimate Elongation	True Ultimate Elongation	True Strain Energy	Engineering Strain Energy	Estimated Strain Energy
316 Stainless Steel	psi	25 x 10 ⁶	68 x 10 ³	91.4 x 10 ³	160	7.98	12.6 x 10 ⁴	0.16	44	36	39.0 x 10 ⁴	37.0 x 10 ⁴	35.0 x 10 ⁴
Material	Units	Modulus of Elasticity	Yield Strength	Ultimate Tensile Strength	Hardness BHN	Density g/cm ³	True Ultimate Tensile Strength	Strain Hardening Factor	Ultimate Elongation	True Ultimate Elongation	True Strain Energy	Engineering Strain Energy	Estimated Strain Energy
1020 Mild Steel	psi	24 x 10 ⁶	91.0 x 10 ³	112.6 x 10 ³	130	7.85	14.6 x 10 ⁴	0.13	12	11.5	14.9 x 10 ⁴	12.5 x 10 ⁴	12.2 x 10 ⁴
Inconel	psi	26 x 10 ⁶	77.9 x 10 ³	97.9 x 10 ³	125	8.84	11.2 x 10 ⁴	0.088	27	24	170 x 10 ⁴	163 x 10 ⁴	163 x 10 ⁴
7024 Bronze	psi	12 x 10 ⁶	57.7 x 10 ³	72.0 x 10 ³	125	8.41	8.3 x 10 ⁴	0.102	26	23.5	17.6 x 10 ⁴	17.8 x 10 ⁴	16.9 x 10 ⁴
2024 Aluminum	psi	10 x 10 ⁶	50.4 x 10 ³	70.6 x 10 ³	120	2.70	8.1 x 10 ⁴	0.143	21.5	19.5	13.8 x 10 ⁴	13.7 x 10 ⁴	13.0 x 10 ⁴
1100-P Aluminum	psi	9 x 10 ⁶	19.8 x 10 ³	22.3 x 10 ³	42	2.70	2.6 x 10 ⁴	0.065	19.5	17.2	4.2 x 10 ⁴	3.2 x 10 ⁴	4.1 x 10 ⁴
Aluminum	dynes/cm ²	68.9 x 10 ⁹	347 x 10 ⁷	486 x 10 ⁷	120	2.70	55.8 x 10 ⁷	0.143	21.5	19.5	13.8 x 10 ⁷	13.7 x 10 ⁷	13.0 x 10 ⁷
Aluminum	dynes/cm ²	9 x 10 ⁹	19.8 x 10 ⁷	22.3 x 10 ⁷	42	2.70	2.6 x 10 ⁷	0.065	19.5	17.2	4.2 x 10 ⁷	3.2 x 10 ⁷	4.1 x 10 ⁷
Aluminum	dynes/cm ²	68.0 x 10 ⁹	136 x 10 ⁷	154 x 10 ⁷	42	2.70	17.9 x 10 ⁷	0.065	19.5	17.2	20.9 x 10 ⁷	22.0 x 10 ⁷	20.2 x 10 ⁷

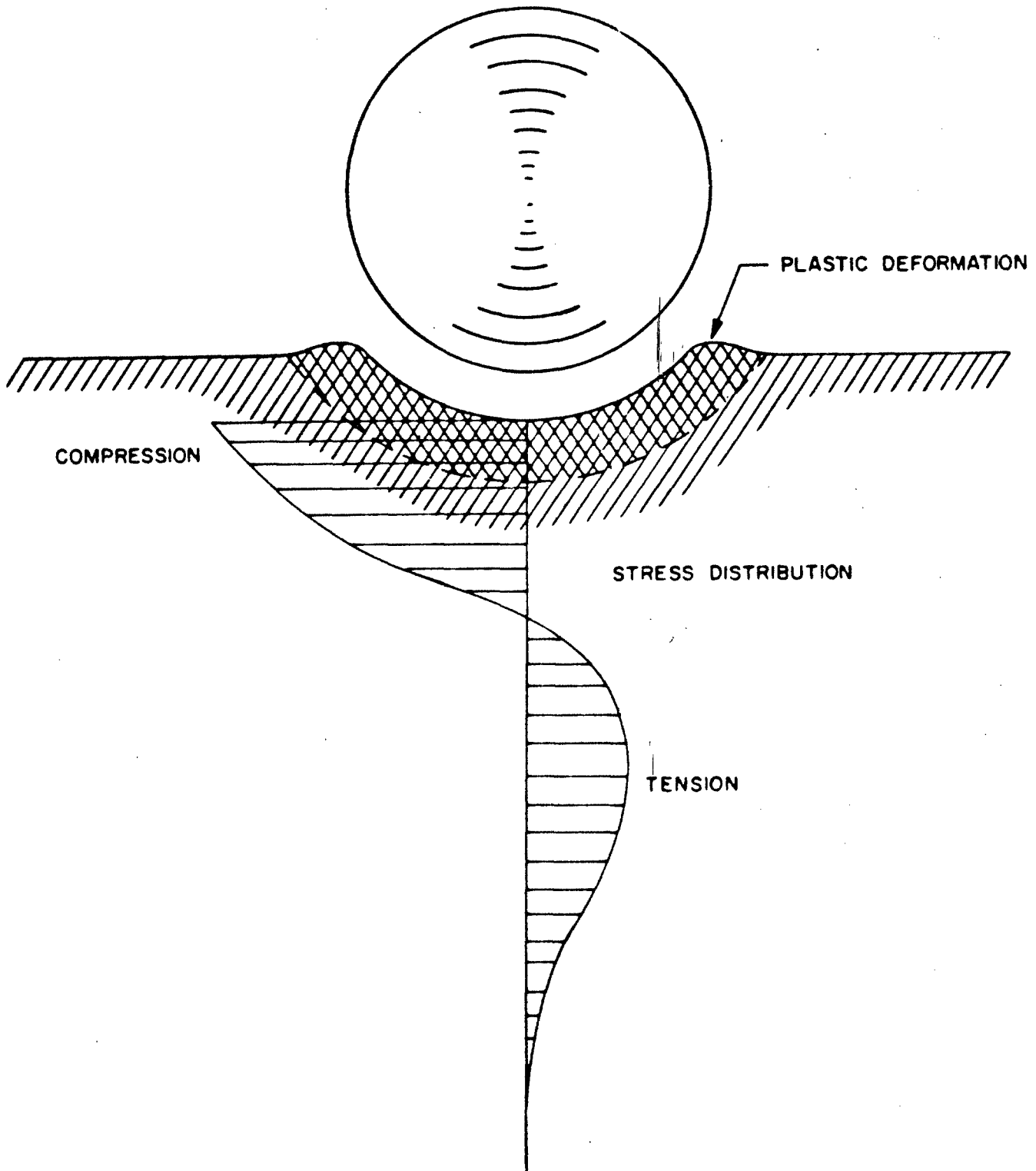


FIGURE 1 -DEFINITION SKETCH FOR DEFORMATION DUE TO CAVITATION BUBBLE COLLAPSE

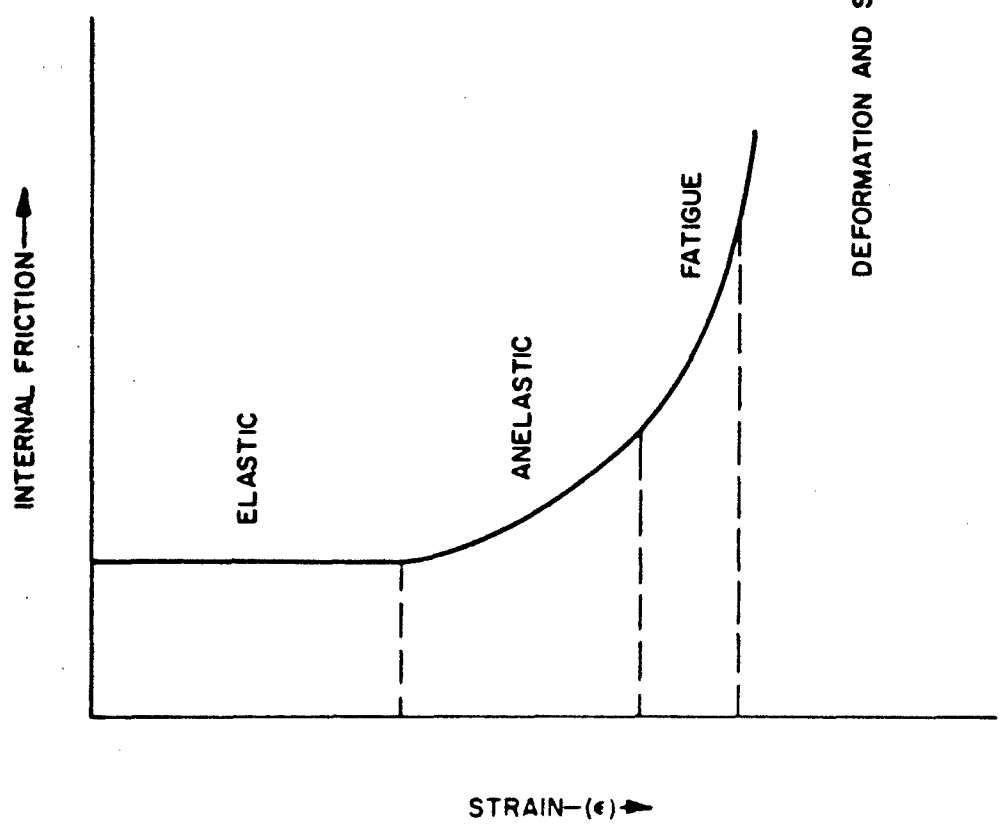


FIGURE 2—SCHEMATIC REPRESENTATION OF THE RESPONSE OF METALS TO REPEATED STRAINING

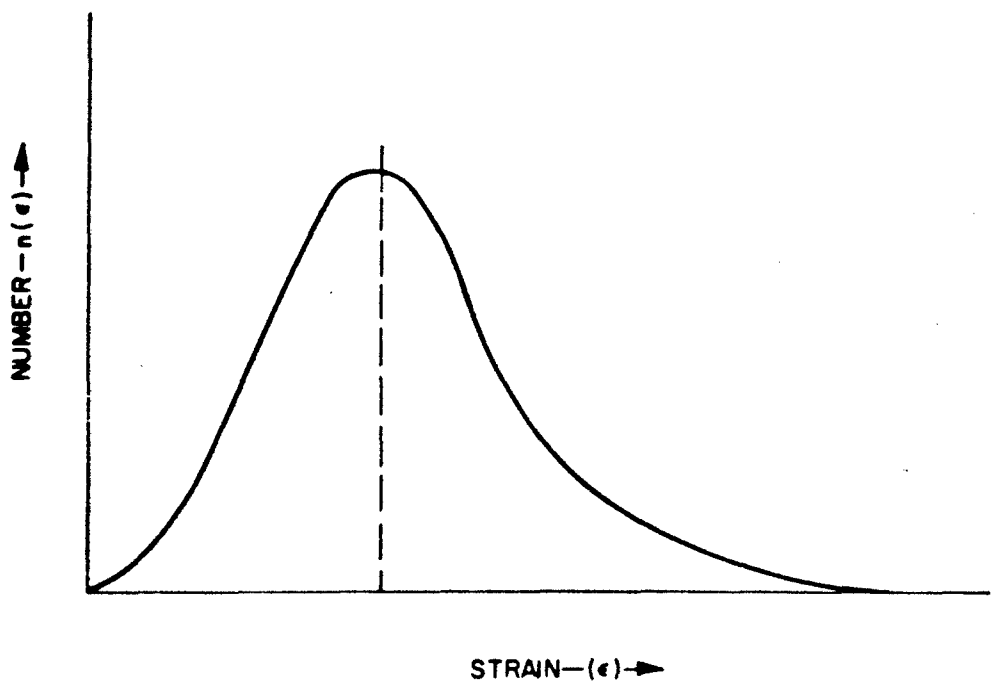


FIGURE 3—HYPOTHETICAL DISTRIBUTION OF STRAINS CAUSED BY THE COLLAPSE OF BUBBLES IN A CAVITY CLOUD

AMPLITUDE : 2.0×10^{-3} CM
FREQUENCY : 14 KCS
LIQUID DISTILLED WATER: @ 27° C

REGION 1



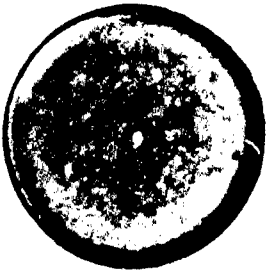
1100-F ALUMINUM
TEST TIME=0.5 HRS

REGION 2



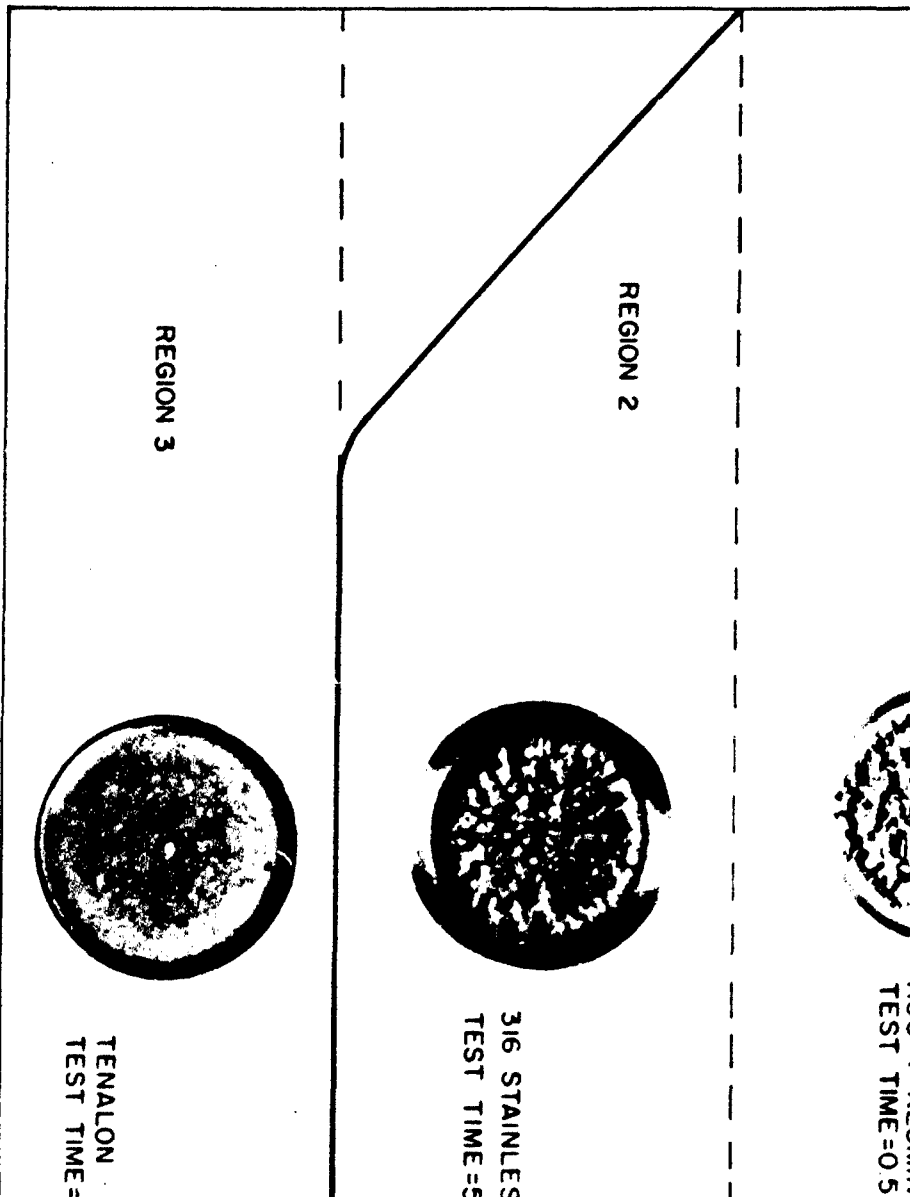
316 STAINLESS STEEL
TEST TIME=55 HRS.

REGION 3



TENALON
TEST TIME=23 HRS.

ENERGY OF INDENTATION



HYDRONAUTICS, INCORPORATED

$f = 14 \text{ KCS}$
 $a = 0.7 \times 10^{-3} - 3.0 \times 10^{-3} \text{ CM}$
 $2r = 1.59 \text{ CM}$
 $d \approx 0.3 \text{ CM}$
 $H \approx 8.0 \text{ CM}$
 $D \approx 7.0 \text{ CM}$
LIQUID: DISTILLED WATER @ 27°C

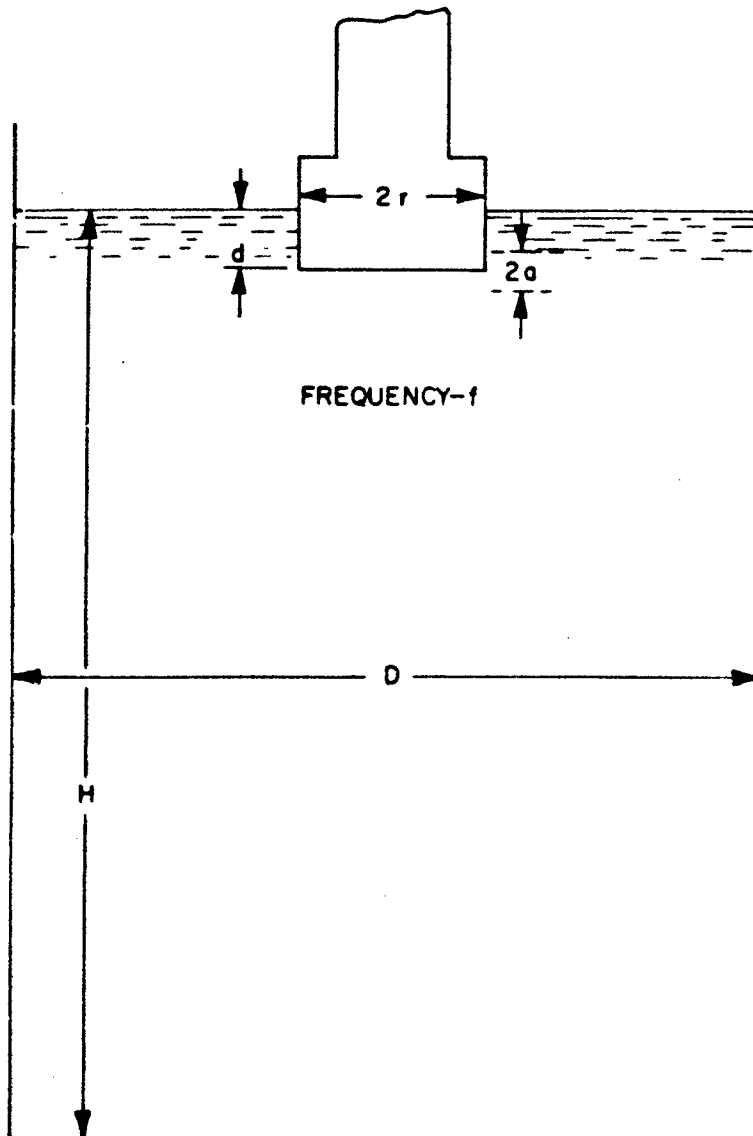


FIGURE 5-DEFINITION SKETCH OF THE MAGNETOSTRICTION DEVICE

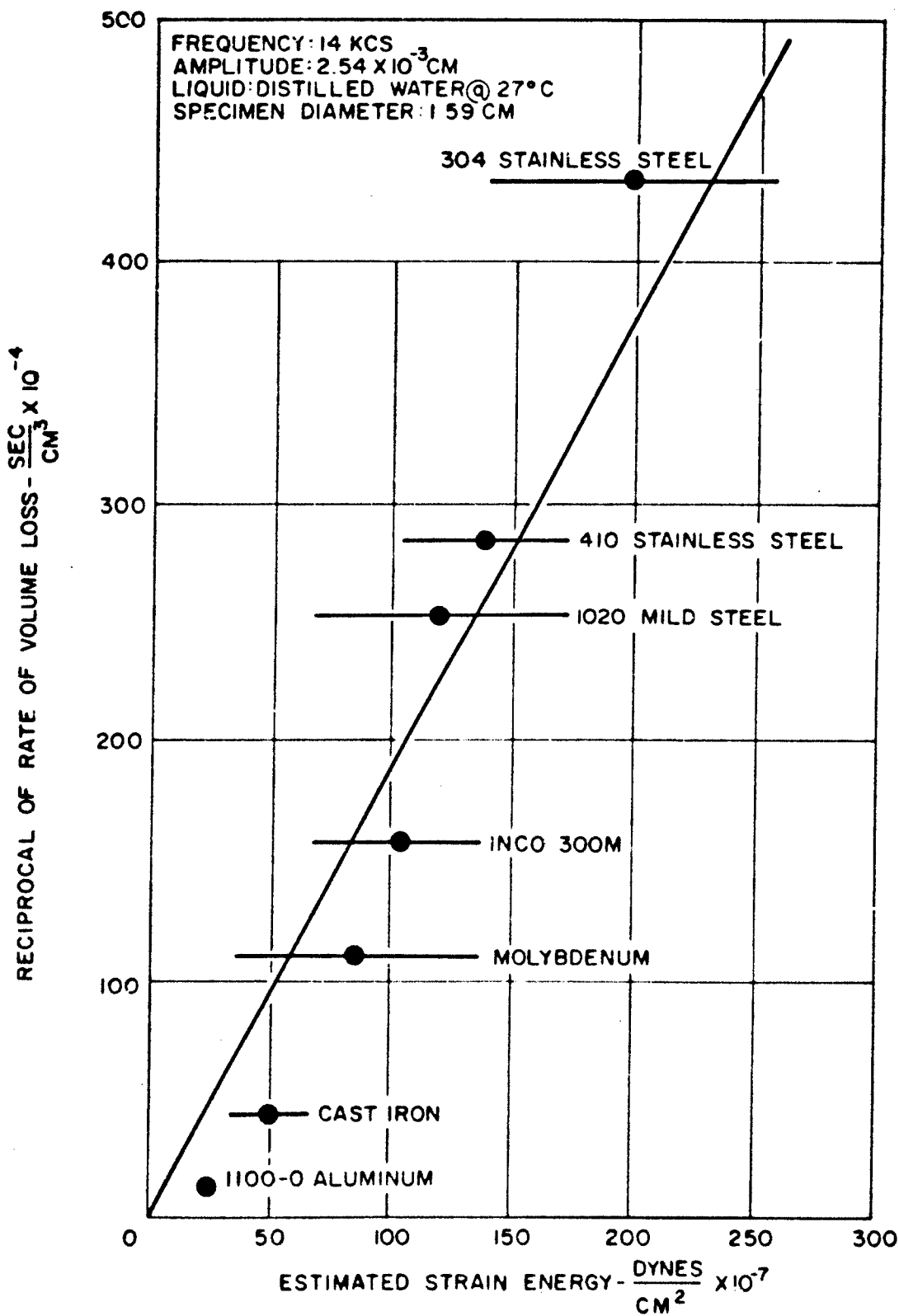


FIGURE 6 - CORRELATION BETWEEN ESTIMATED STRAIN ENERGY AND RECIPROCAL OF RATE OF VOLUME LOSS

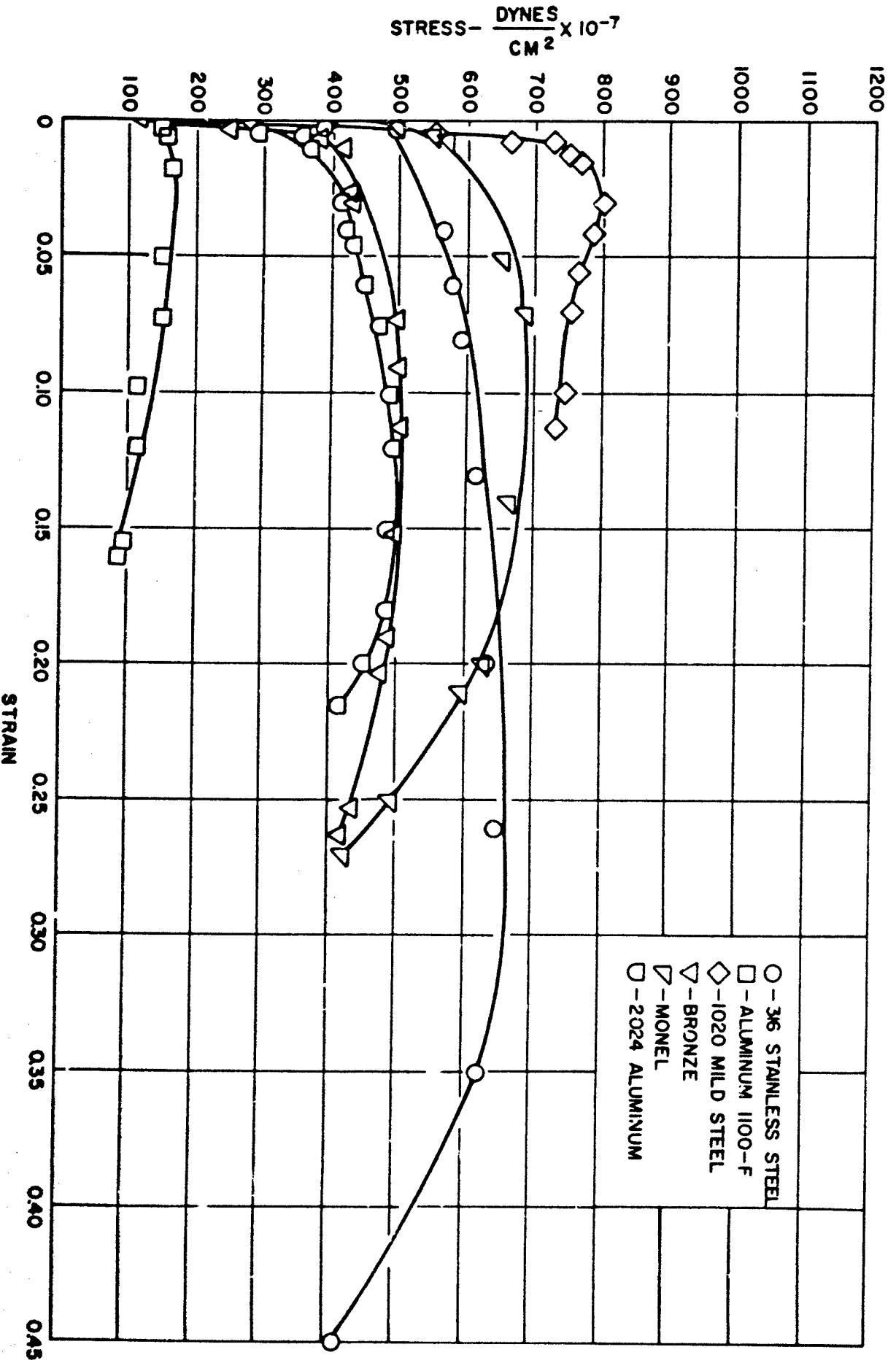
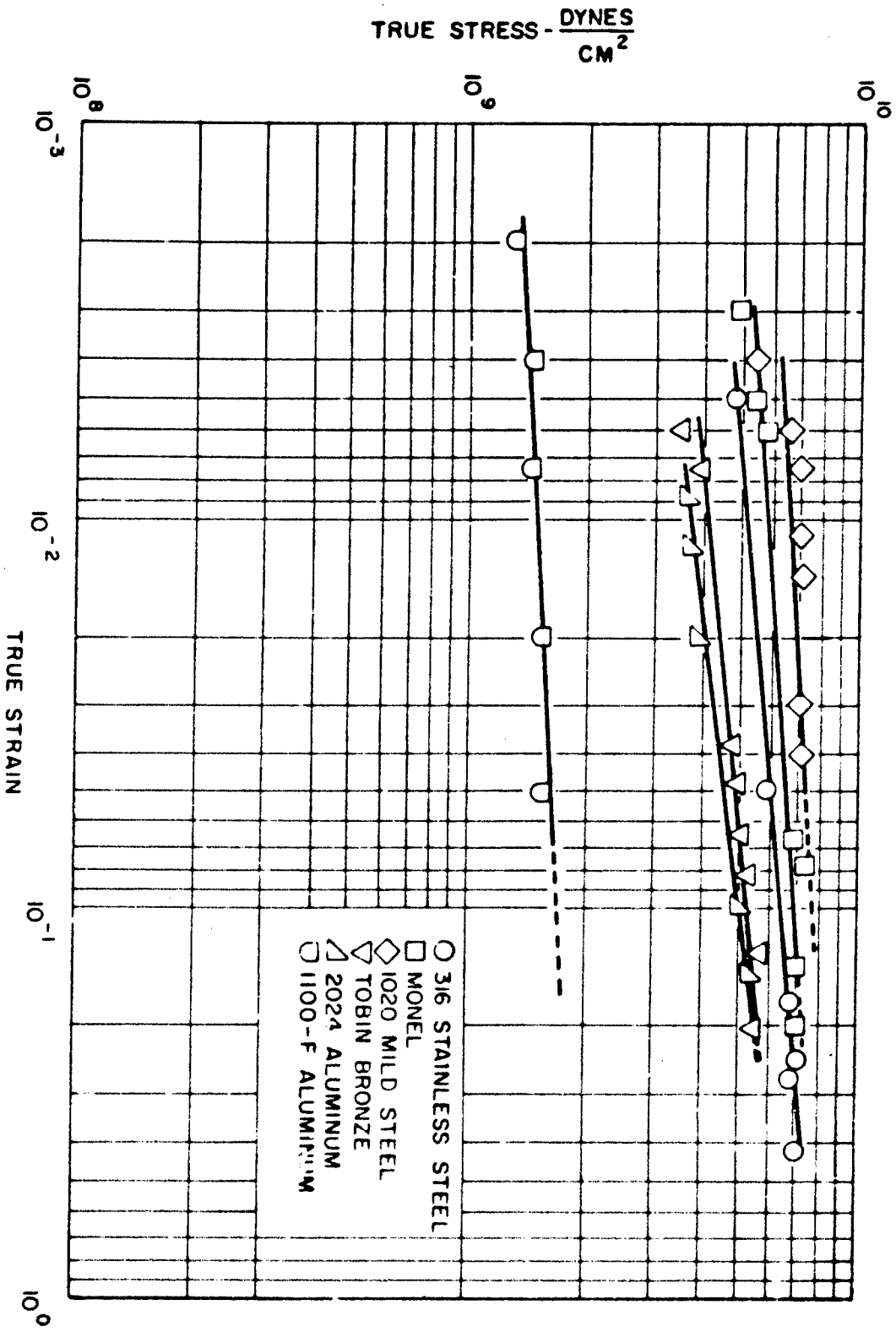


FIGURE 7-ENGINEERING STRESS-STRAIN DIAGRAMS FOR SIX METALS



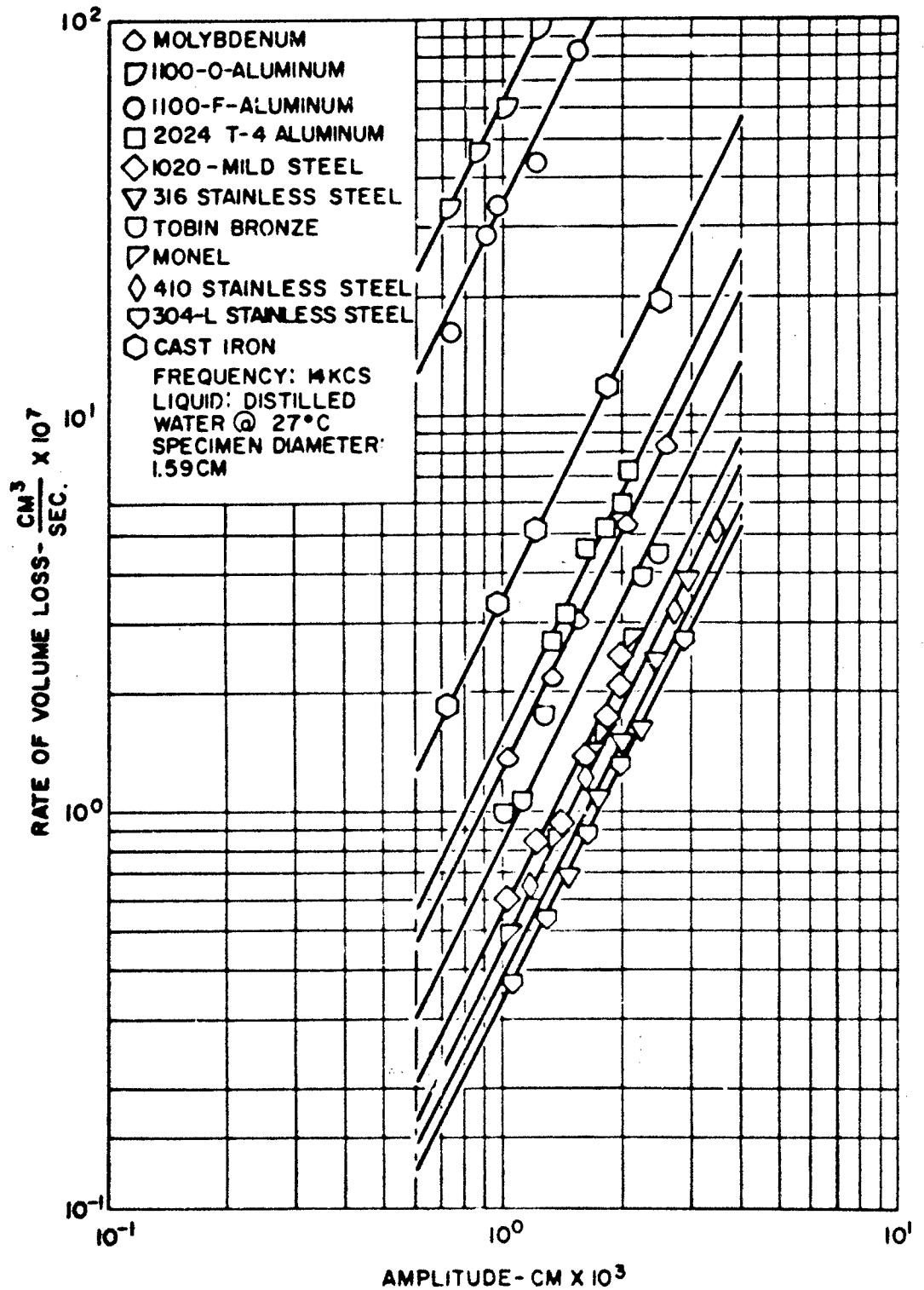


FIGURE 9-EFFECT OF AMPLITUDE ON DAMAGE RATE FOR ELEVEN METALS

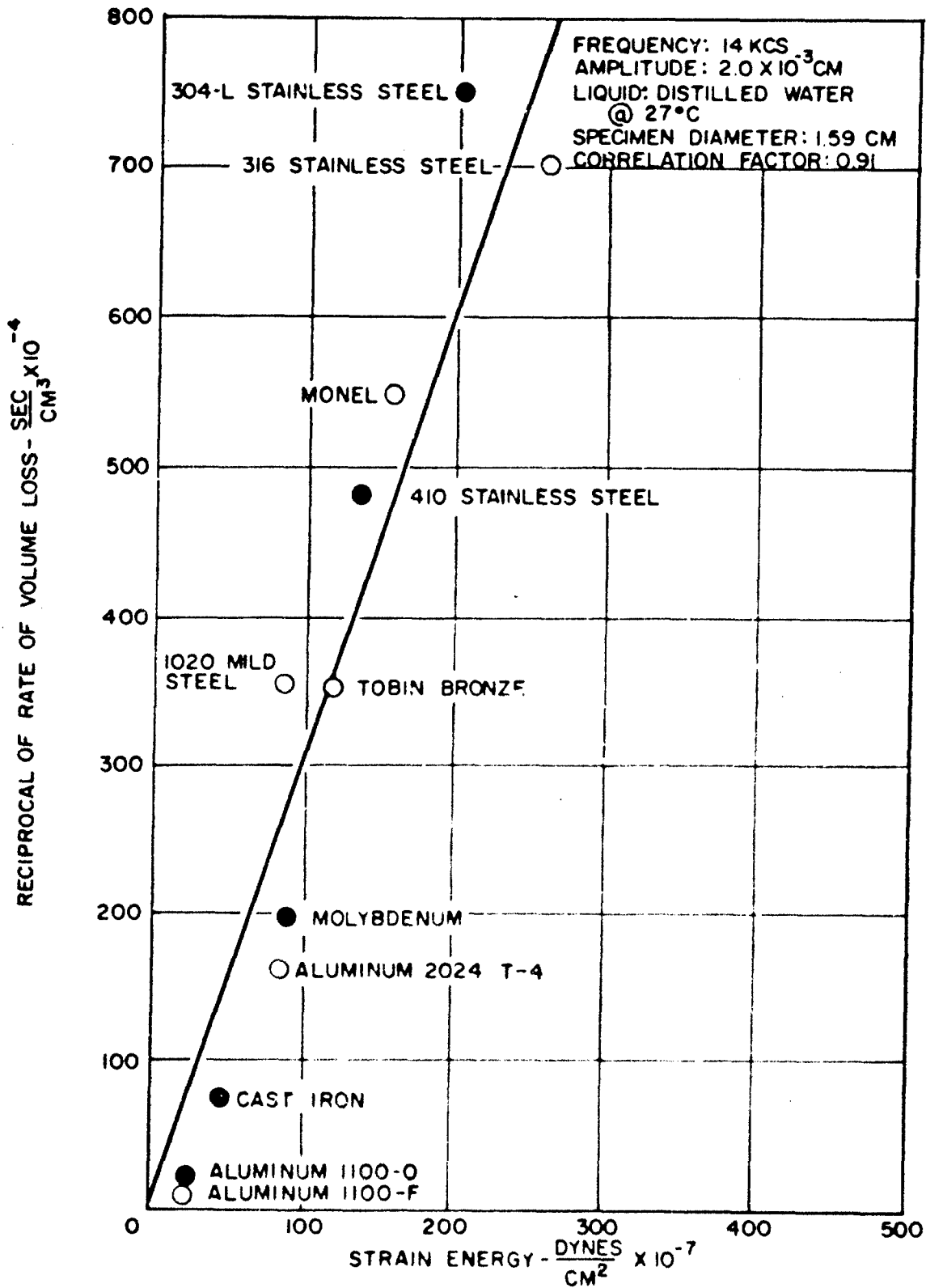


FIGURE 10-CORRELATION BETWEEN STRAIN ENERGY AND RECIPROCAL OF RATE OF VOLUME LOSS

HYDRONAUTICS, INCORPORATED

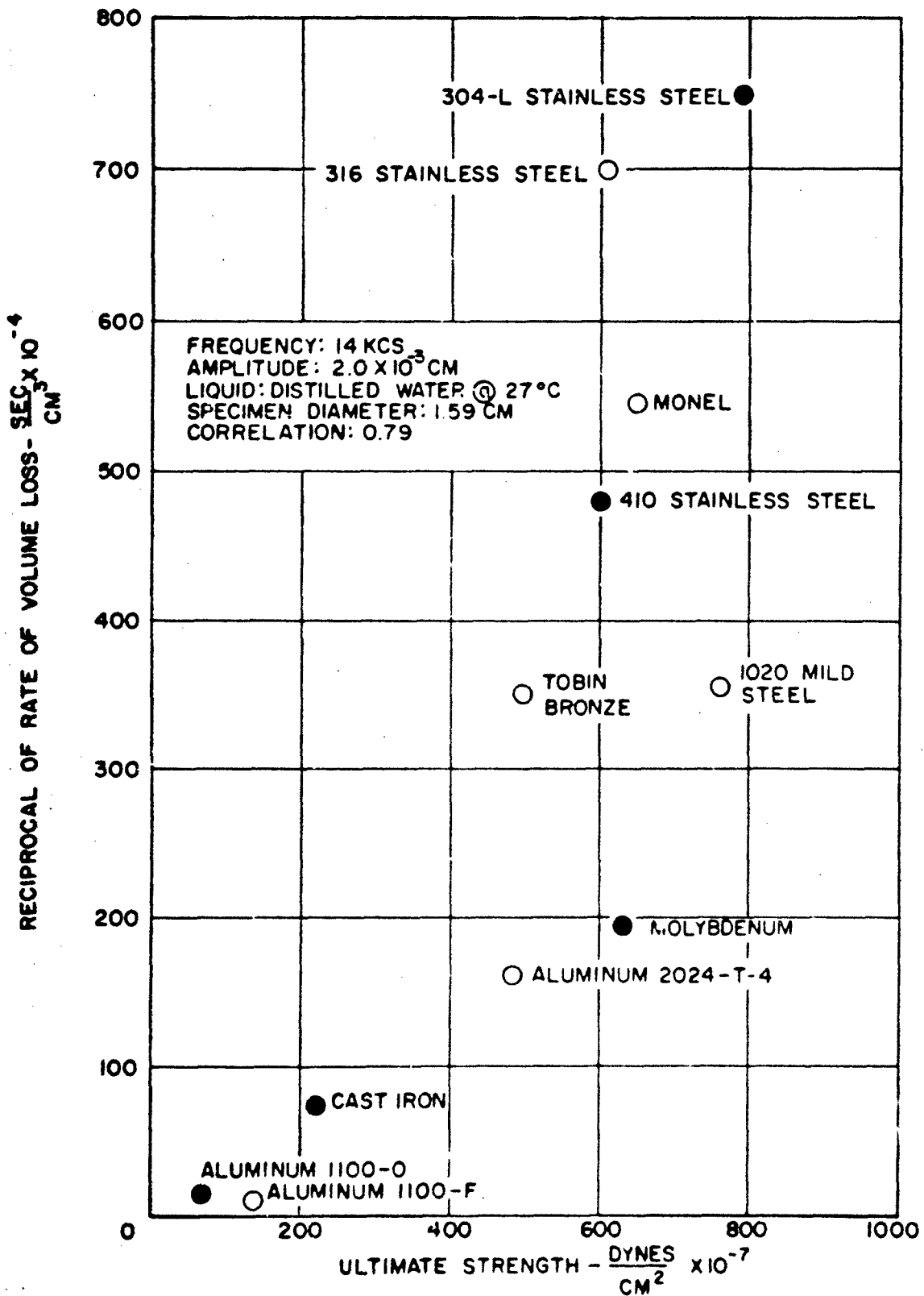


FIGURE II - CORRELATION BETWEEN ULTIMATE STRENGTH AND RECIPROCAL OF RATE OF VOLUME LOSS

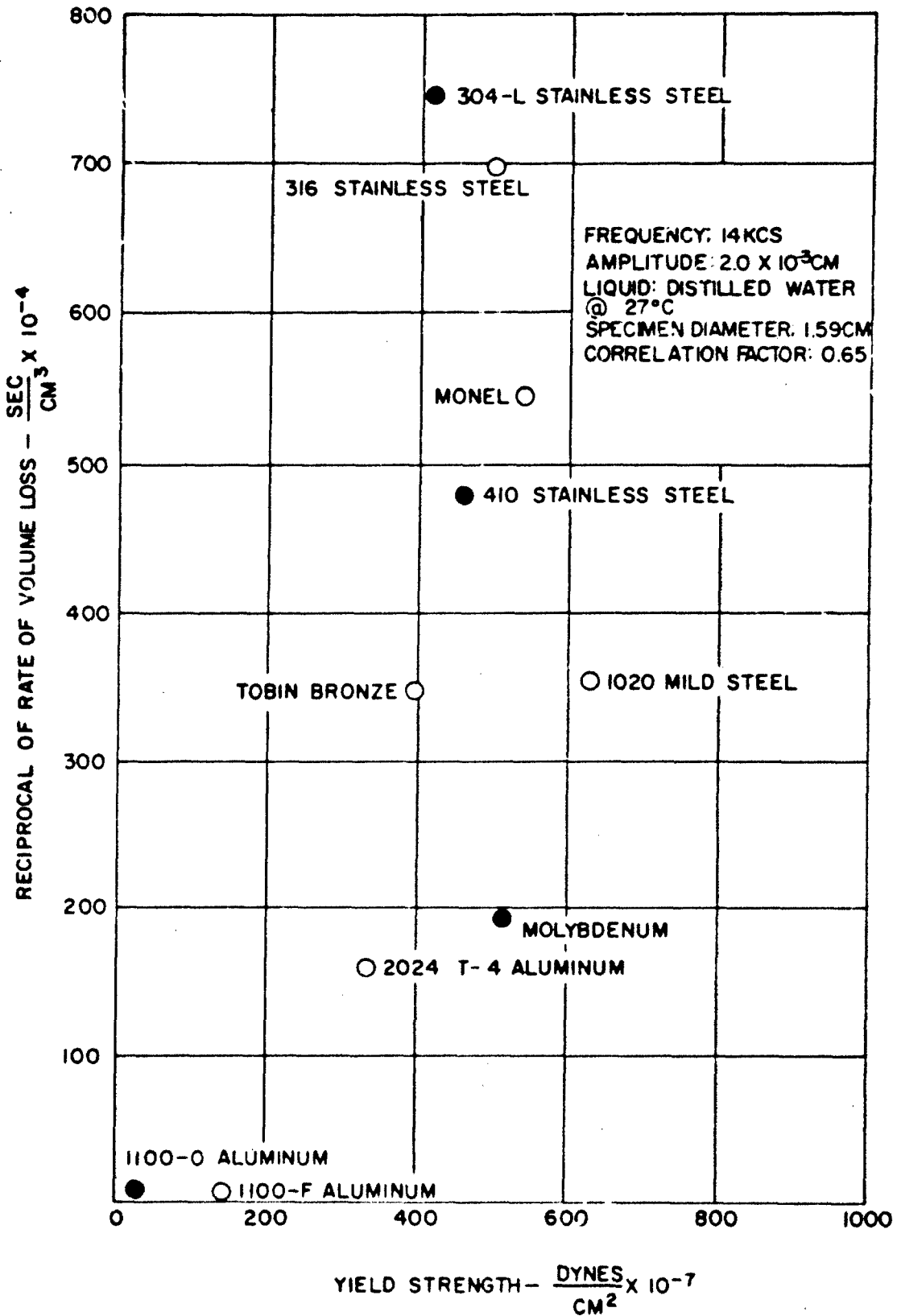


FIGURE 12-CORRELATION BETWEEN YIELD STRENGTH AND RECIPROCAL OF RATE OF VOLUME LOSS

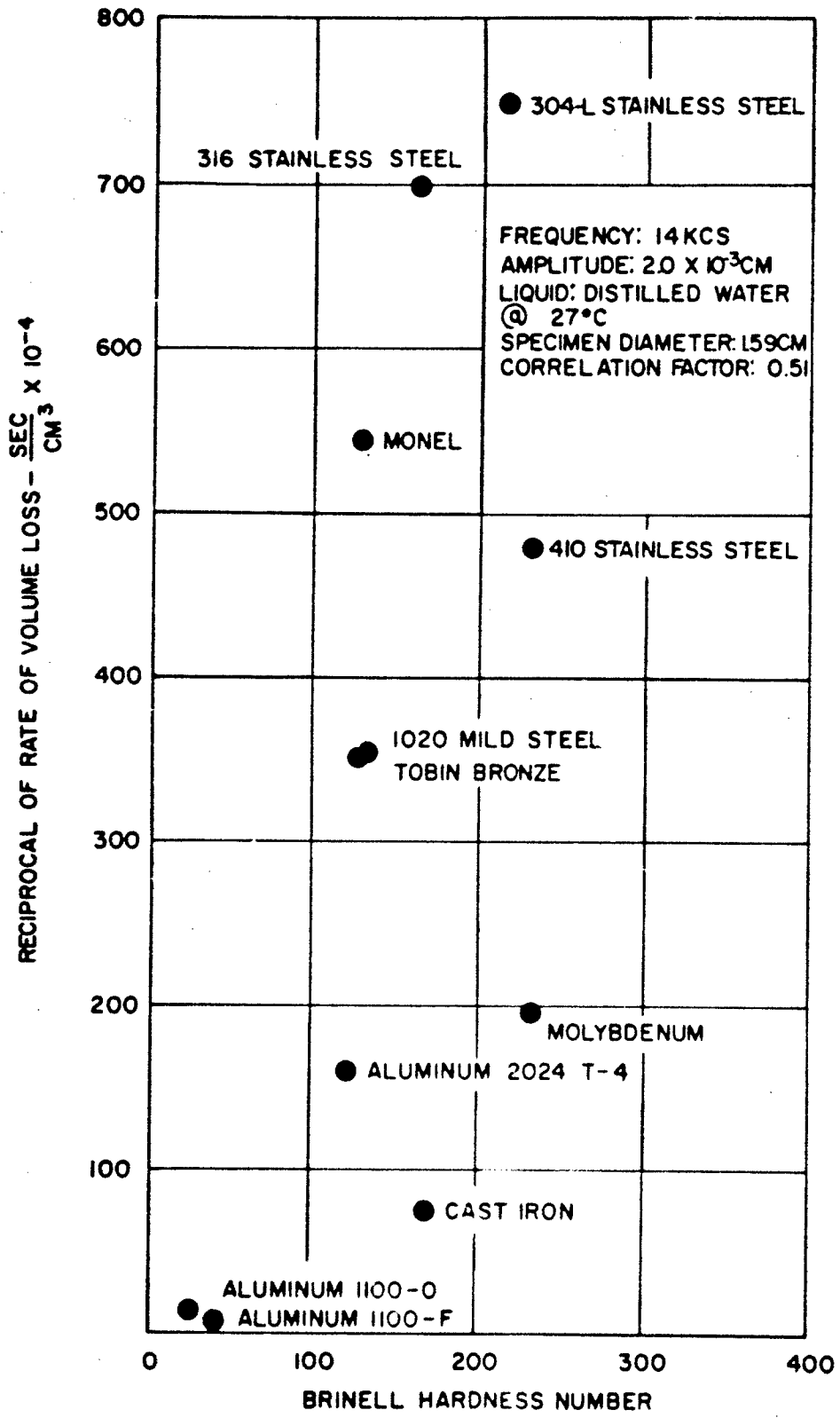


FIGURE 13-CORRELATION BETWEEN BRINELL HARDNESS AND RECIPROCAL OF RATE OF VOLUME LOSS

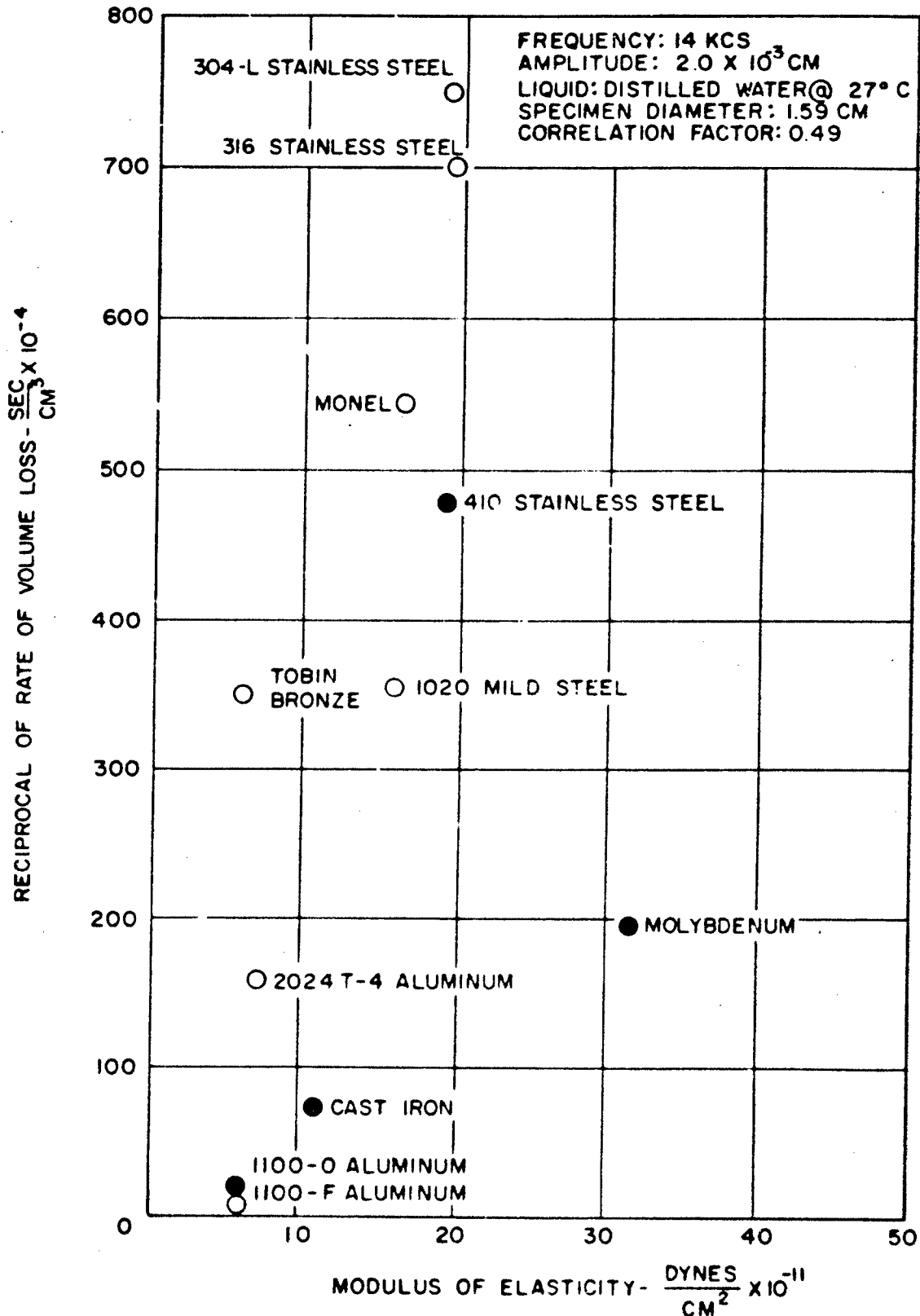


FIGURE 14 - CORRELATION BETWEEN MODULUS OF ELASTICITY AND RECIPROCAL OF RATE OF VOLUME LOSS

HYDRONAUTICS, INCORPORATED

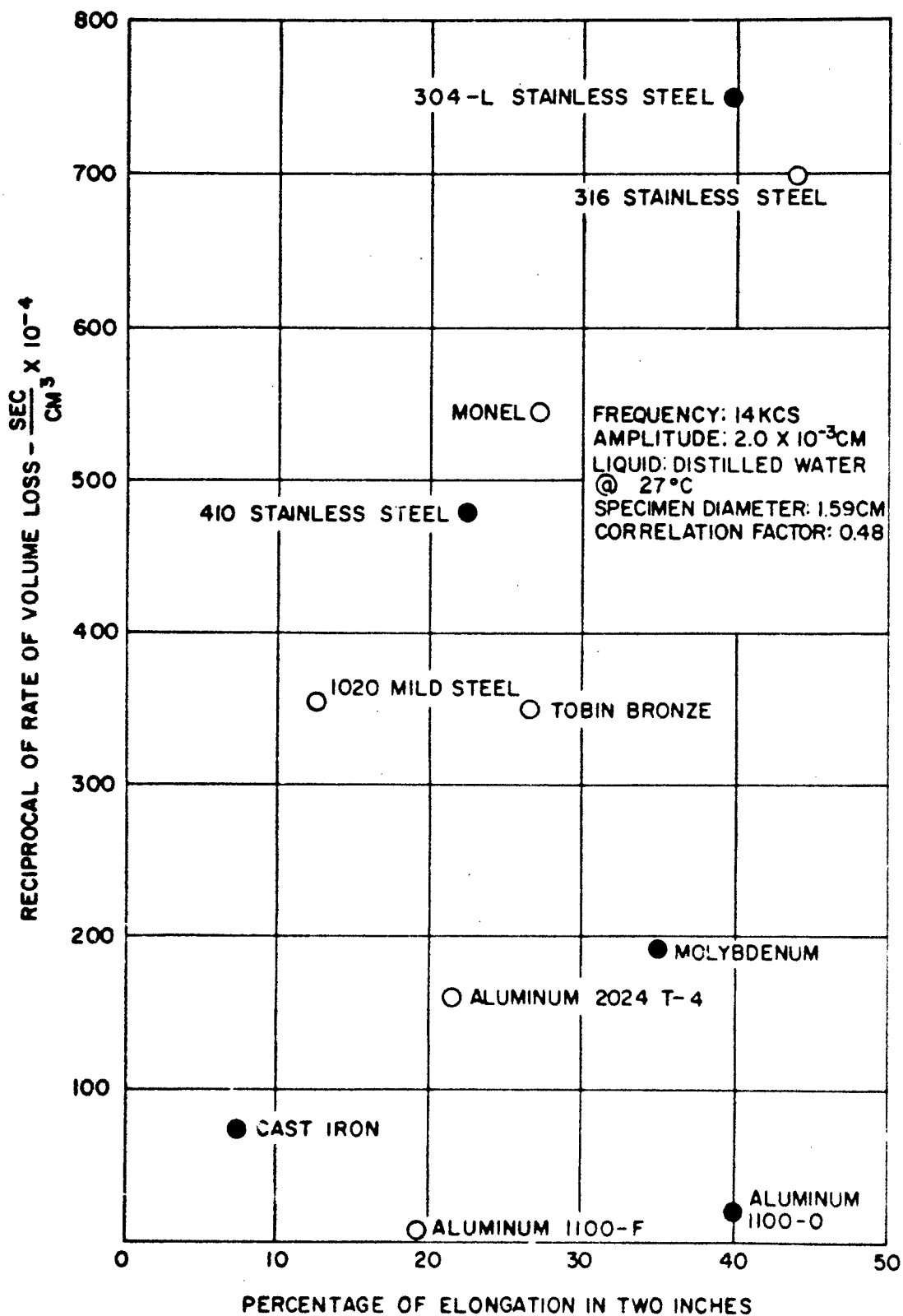


FIGURE 15-CORRELATION BETWEEN ULTIMATE ELONGATION AND RECIPROCAL OF RATE OF VOLUME LOSS

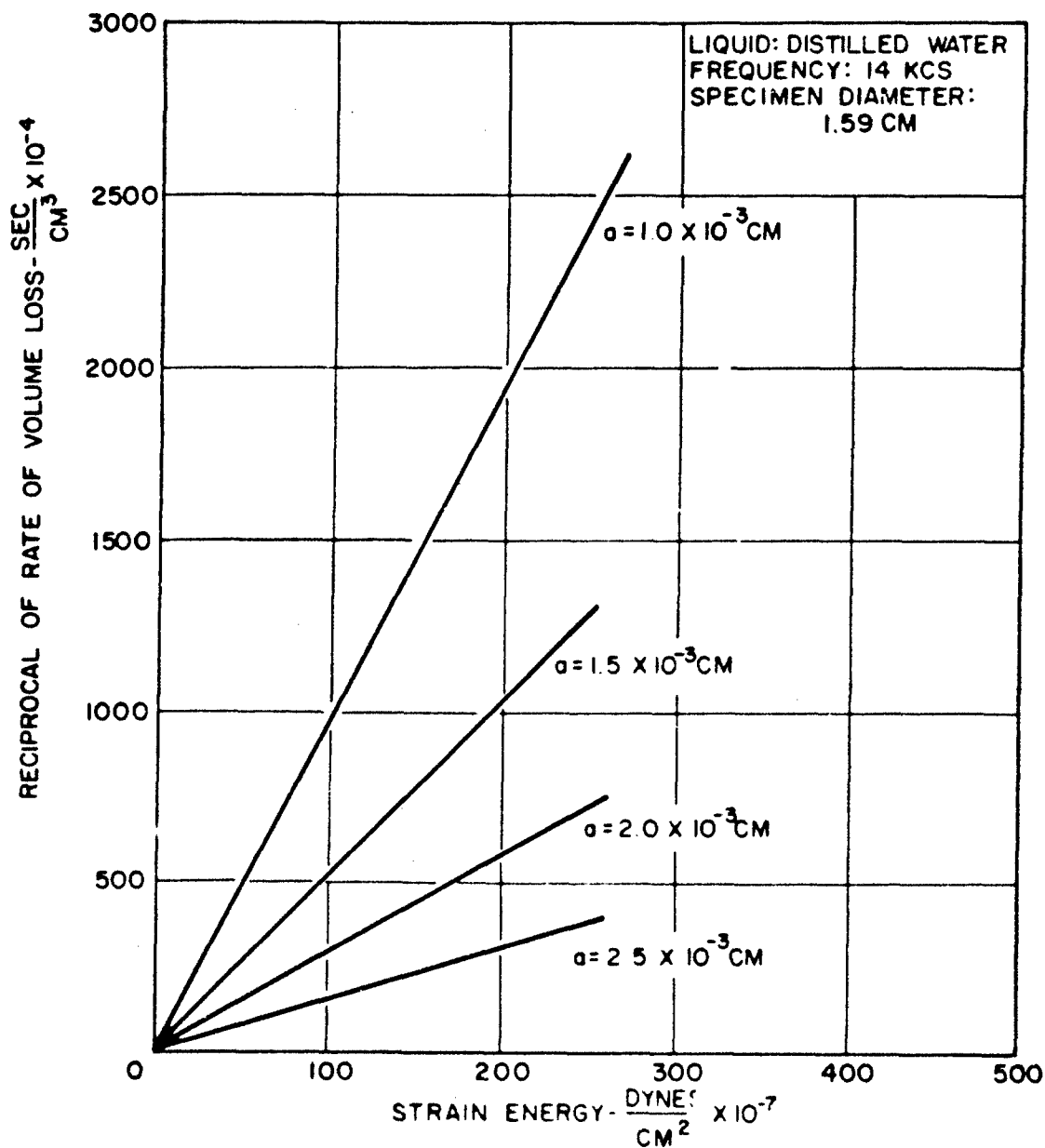


FIGURE 16-RELATIONSHIP BETWEEN STRAIN ENERGY AND RECIPROCAL OF RATE OF VOLUME LOSS AT VARIOUS AMPLITUDES

HYDRONAUTICS, INCORPORATED

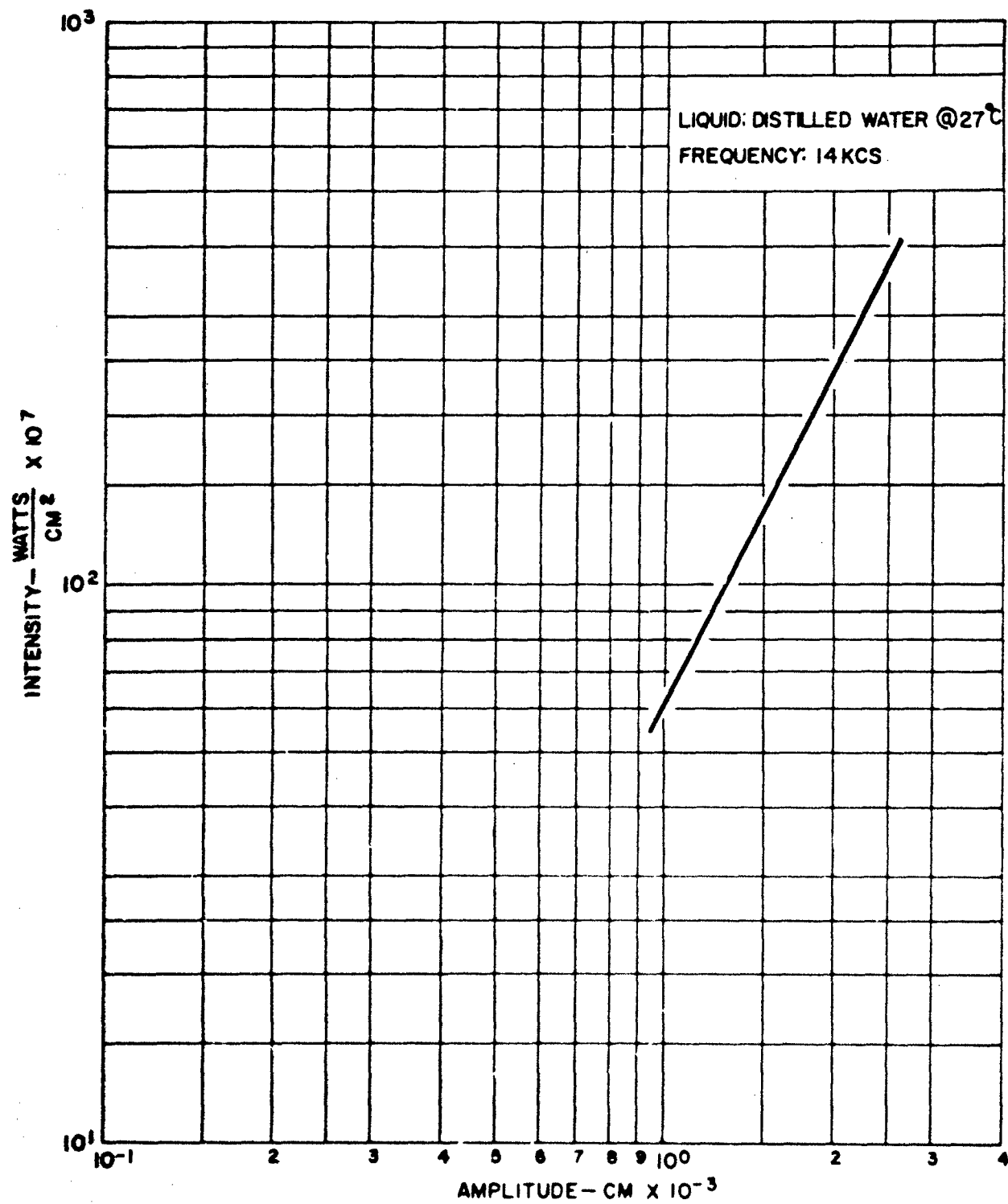


FIGURE 17-EFFECT OF DISPLACEMENT AMPLITUDE ON OUTPUT INTENSITY

HYDRONAUTICS, Incorporated

DISTRIBUTION LIST
(Contract Nonr 3755(00))

Chief of Naval Research Department of the Navy Washington 25, D. C. Attn: Codes 438 Code 461 463 429	3 1 1 1	Commanding Officer Office of Naval Research Branch Office 1000 Geary Street San Francisco 9, California	1
Commanding Officer Office of Naval Research Branch Office 495 Summer Street Boston 10, Massachusetts	1	Director U. S. Naval Research Laboratory Washington 25, D. C. Attn: Codes 2000 2020 2027	1 1 6
Commanding Officer Office of Naval Research Branch Office 230 N. Michigan Avenue Chicago 1, Illinois	1	Chief, Bureau of Ships Department of the Navy Washington 25, D. C. Attn: Codes 300 305 335 341 342A 345 421 440 442 634A	1 1 1 1 1 1 1 1 1 1 1
Commanding Officer Office of Naval Research Branch Office 207 West 24th Street New York 11, New York	1	Attn: Code 634(B. Taylor) Code 634(L. Birnbaum)	1 1
Commanding Officer Office of Naval Research Branch Office Navy No. 100, Box 39 Fleet Post Office New York, New York	25	Chief, Bureau of Naval Weapons Department of the Navy Washington 25, D. C. Attn: Codes R R-12 RR RRRE RU RUTO	1 1 1 1 1 1
Commanding Officer Office of Naval Research Branch Office 1030 East Green Street Pasadena 1, California	1		

HYDRONAUTICS, Incorporated

-2-

Chief, Bureau of Yards and Docks Department of the Navy Washington 25, D. C. Attn: Codes D-202 D-400 D-500	1 1 1	Commander U. S. Naval Ordnance Test Station Pasadena Annex 3202 E. Foothill Boulevard Pasadena 8, California Attn: Mr. J.W. Hoyt Research Division P508 P804 P807 P80962 (Library) Mr. J.W. Hicks	1 1 1 1 1 1 1 1 1
Commanding Officer and Director David Taylor Model Basin Washington 7, D. C. Attn: Codes 142 500 513 521 526 550 563 589 Dr. M. Strasberg (901)	1 1 1 1 1 1 1 1 1	Superintendent U. S. Naval Academy Annapolis, Maryland Attn: Library	1 1 1 1
Commander U. S. Naval Ordnance Laboratory Silver Spring, Maryland Attn: Dr. A. May Desk DA Desk HL Desk DR	1 1 1 1 1	Commanding Officer and Director U. S. Navy Marine Engineering Laboratory Annapolis, Maryland 21402 Attn: Code 750 Commander U. S. Naval Weapons Lab. Dahlgren, Virginia Attn: Tech. Library Div. Computation and Exterior Ballistics Laboratory (Dr. Hershey)	1 1 1
Commander U. S. Naval Ordnance Test Station China Lake, California Attn: Codes 5014 4032 753	1 1 1	Commanding Officer NROTC and Naval Administrative Unit Massachusetts Institute of Tech. Cambridge 39, Massachusetts	1 1
Hydrographer U. S. Navy Hydrographic Office Washington 25, D. C.	1	Commanding Officer and Director U.S. Underwater Sound Laboratory Fort Trumbull New London, Connecticut Attn: Technical Library	1

HYDRONAUTICS, Incorporated

-3-

Commanding Officer and Director U. S. Navy Mine Defense Laboratory Panama City, Florida	1	Commander Portsmouth Naval Shipyard Portsmouth, New Hampshire Attn: Design Division	1
Superintendent U. S. Naval Postgraduate School Monterrey, California Attn: Library	1	Commander Charleston Naval Shipyard U. S. Naval Base Charleston, South Carolina	1
Commanding Officer and Director U. S. Naval Electronic Laboratory San Diego 52, California Attn: Code 4223	1	Commanding Officer U. S. Naval Underwater Ordnance Station Newport, Rhode Island Attn: Research Division	1
Commanding Officer and Director U. S. Naval Civil Engineering Lab. Port Hueneme, California	1	Commander Long Beach Naval Shipyard Long Beach 2, California	1
New York Naval Shipyard Material Laboratory Brooklyn 1, New York Attn: Mr. C.K. Chatten Code 949	1	Commander Pearl Harbor Naval Shipyard Navy No. 128, Fleet Post Office San Francisco, California	1
Commander Norfolk Naval Shipyard Portsmouth, Virginia	1	Commander San Francisco Naval Shipyard San Francisco 24, California	1
Commander New York Naval Shipyard U. S. Naval Base Brooklyn, New York	1	Shipyard Technical Library Code 303TL, Bldg. 746 Mare Island Naval Shipyard Vallejo, California	1
Commander Boston Naval Shipyard Boston 29, Massachusetts	1	Superintendent U. S. Merchant Marine Academy Kings Point, Long Island, New York Attn: Dept. of Engr.	1
Commander Philadelphia Naval Shipyard U. S. Naval Base Philadelphia 12, Penn.	1	Commandant, U. S. Coast Guard 1300 E. Street, N. W. Washington, D. C.	1

HYDRONAUTICS, Incorporated

-4-

Beach Erosion Board U. S. Army Corps of Engineers Washington 25, D. C.	1	Scientific and Technical Information Facility Attn: NASA Representative P. O. Box 5700 Bethesda, Maryland 20014	1
Commanding Officer U. S. Army Research Office Box CM, Duke Station Durham, North Carolina	1	Director Langley Research Center National Aeronautics and Space Administration Langley Field, Virginia	1
Commander Hdqs. U.S. Army Transportation Research and Development Command Transportation Corps Fort Eustis, Virginia	1	Director Ames Research Laboratory National Aeronautics and Space Administration Moffett Field, California	1
Director U. S. Army Engineering Research and Development Laboratories Fort Belvoir, Virginia Attn: Tech. Documents Center	1	National Aeronautics and Space Administration Lewis Research Center 21000 Brookpark Road Cleveland, Ohio 44135	1
Office of Technical Services Department of Commerce Washington 25, D. C.	1	Attn: Director Mr. Cavour H. Hauser Mr. James P. Couch	1 1 1
Defense Documentation Center Cameron Station Alexandria, Virginia	10	Director Engineering Science Division National Science Foundation Washington, D. C.	1
Maritime Administration 441 G. Street, N. W. Washington 25, D. C. Attn: Coordinator of Research Div. of Ship Design	1 1	Commander Air Force Cambridge Research Center, 230 Albany Street, Cambridge 39, Massachusetts Attn. Geophysical Research Library	1 1
Fluid Mechanics Section National Bureau of Standards Washington 25, D. C. Attn: Dr. G.B. Schubauer	1	Air Force Office of Scientific Research, Mechanics Division Washington 25, D. C.	1
U. S. Atomic Energy Commission Technical Information Service Extension, P. O. Box 62 Oak Ridge, Tennessee	1		

DRONAUTICS, Incorporated

-5-

National Research Council		California Institute of Tech.	
Montreal Road		Pasadena 4, California	
Ottawa 2, Canada		Attn: Hydrodynamics Lab.	1
Attn: Mr. E.S. Turner	1	Prof. T. Y. Wu	1
		Prof. A. Ellis	1
Engineering Societies Library		Prof. A. Acosta	1
29 West 39th Street		Prof. M. Plesset	1
New York 18, New York	1		
		University of California	
Society of Naval Architects and		Berkeley 4, California	
Marine Engineers		Attn: Department of Engineering	
74 Trinity Place		Prof. H. A. Schade	1
New York 6, New York	1	Prof. J. Johnson	1
		Prof. J.V. Wehausen	1
Webb Institute of Naval		Prof. E.V. Laitone	1
Architecture		Prof. P. Lieber	1
Glen Cove, Long Island, New York		Prof. M. Holt	1
Attn: Prof. E.V. Lewis	1		
Technical Library	1	University of California	
		Los Angeles, California	
The Johns Hopkins University		Attn: Prof. R.W. Leonard	1
Baltimore 18, Maryland		Prof. A. Powell	1
Attn: Prof S. Corrsin	1		
Prof. F.H. Clauser	1	Director	
Prof. O.M. Phillips	1	Scripps Institution of Oceanography	
		University of California	
Director		La Jolla, California	1
Applied Physics Laboratory			
The Johns Hopkins University		Iowa Institute of Hydraulic Research	
8621 Georgia Avenue		State University of Iowa	
Silver Spring, Maryland	1	Iowa City, Iowa	
		Attn: Prof. H. Rouse	1
New York State University		Prof. L. Landweber	1
Maritime College		Prof. P. G. Hubbard	1
Engineering Department			
Fort Schuyler, New York		Harvard University	
Attn: Prof. J. J. Foody	1	Cambridge 38, Massachusetts	
		Attn: Prof. G. Birkhoff	1
		Prof. S. Goldstein	1

HYDRONAUTICS, Incorporated

-6-

University of Michigan
Ann Arbor, Michigan
Attn: Engineering Research
Institute
Prof. F.G. Hammitt

Director
Ordnance Research Laboratory
Pennsylvania State University
University Park, Pennsylvania
Attn: Dr. G.F. Wislicenus

Director
St. Anthony Falls Hydraulic Lab.
University of Minnesota
Minneapolis 14, Minnesota
Attn: Mr. J.N. Wetzel
Prof. B. Silberman
Prof. L.G. Straub

Massachusetts Institute of
Technology
Cambridge 39, Massachusetts
Attn: Prof. P. Mandel
Prof. M.A. Abkowitz

Institute for Fluid Mechanics
and Applied Mathematics
University of Maryland
College Park, Maryland
Attn: Prof. J.M. Burgers

Cornell Aeronautical Laboratory
Buffalo 21, New York
Attn: Mr. W.F. Milliken, Jr

Brown University
Providence 12, Rhode Island
Attn: Dr. R.E. Meyer
Dr. W.H. Reid

Stevens Institute of Technology
Davidson Laboratory
Hoboken, New Jersey
Attn: Mr. D. Savitsky
Mr. J.P. Breslin
Dr. D.N. Hu
Dr. S.J. Lukasik

Director
Woods Hole Oceanographic Inst.
Woods Hole, Massachusetts

Director
Alden Hydraulic Laboratory
Worcester Polytechnic Institute
Worcester, Massachusetts
Stanford University
Stanford, California
Attn: Dr. Byrne Perry
(Dept. of Civil Engr.)
Prof. E.Y. Hsu
(Dept. of Civil Engr.)
Dr. S. Kline
(Dept. of Mech. Engr.)

Dr. E.R.G. Eckert
Mechanical Engineering Department
University of Minnesota
Minneapolis, Minnesota 55455

Department of Theoretical and
Applied Mechanics
College of Engineering
University of Illinois
Urbana, Illinois
Attn: Dr. J.M. Robertson

Department of Mathematics
Rensselaer Polytechnic Institute
Troy, New York
Attn: Prof. P.C. DiPrisco

HYDRONAUTICS, Incorporated

-7-

Southwest Research Institute 8500 Culebra Road San Antonio 6, Texas Attn: Dr. H.N. Abramson	1	Mitsubishi Shipbuilding and Engineering Company Nagasaki, Japan Attn: Dr. K. Taniguchi	1
Department of Aeronautical Engr. University of Colorado Boulder, Colorado Attn: Prof. M.S. Uberoi	1	Mr. W.R. Wiberg, Chief Marine Performance Staff The Boeing Company Aero-Space Division P. O. Box 3707 Seattle 24, Washington	1
Courant Institute New York University New York, New York Attn: Prof. P. Garabedian	1	Mr. William P. Carl Grumman Aircraft Corporation Bethpage, L.I., New York	1
Institut fur Schiffbau der Universitat Hamburg Lammersleth 90 Hamburg 33, Germany Attn: Prof. O. Grim	1	Grumman Aircraft Corporation Bethpage, L.I. New York Attn: Engineering Library, Plant 5	1
Prof. K. Wieghardt	1	Mr. Leo Geyer	1
Max-Planck Institut fur Stromungsforschung Bottlingerstrasse 6-8 Gottingen, Germany Attn: Dr. H. Reichardt, Dir.	1	Mr. G. W. Paper ASW and Ocean Systems Dept. Lockheed Aircraft Corporation Burbank, California	1
Professor Dr.-Ing. S. Schuster Bauleiter Versuchsanstalt fur Wasserbau und Schiffbau Berlin, Germany	1	Dr. A. Ritter Therm Advanced Research Div. Therm, Incorporated Ithaca, New York	1
Netherlands Ship Model Basin Wageningen, The Netherlands Attn: Ir. R. Wereldsma	1	HYDRONAUTICS, Incorporated Pindell School Road Howard County Laurel, Maryland	
Dr. J.B. Van Manen	1	Attn: Mr. P. Eisenberg (President) Mr. M.P. Tullin (Vice President)	1

HYDRONAUTICS, Incorporated

-8-

Dr. J. Kotik Technical Research Group, Inc. Route 110 Melville, New York	1	National Physical Laboratory Teddington, Middlesex, England Attn: Head Aerodynamics Div. Mr. A. Silverleaf	1
AiResearch Manufacturing Company 9851-9951 Sepulveda Boulevard Los Angeles 45, California Attn: Blaine R. Parkin	1	Aerojet General Corporation 6352 N. Irwindale Avenue Azusa, California Attn: Mr. C.A. Gongwer	1
Hydrodynamics Laboratory Convair San Diego 12, California Attn: Mr. H.E. Brooke Mr. R.H. Oversmith	1 1	Astropower, Inc. 2121 Paularino Avenue Newport Beach, California Attn: R. D. Bowerman	1
Baker Manufacturing Company Evansville, Wisconsin	1	Transportation Technical Research Institute No. 1057-1-Chome Mejiro-machi, Toshima-ku Tokyo-to, Japan	1
Gibbs and Cox, Inc. 21 West Street New York 16, New York	1	Oceanics, Incorporated Plainview, Long Island, N.Y. Attn: Dr. Paul Kaplan	1
Electric Boat Division General Dynamics Corporation Groton, Connecticut Attn: Mr. R. McCandliss	1	Director, Special Projects Offi Department of the Navy Washington 25, D. C. Attn: Code SP-001	1
Mr. A Grindell Oak Ridge National Laboratory Oak Ridge, Tennessee	1	National Academy of Sciences National Research Council Committee on Undersea Warfare 2101 Constitution Avenue Washington 25, D. C.	1
ITT Research Institute 10 W. 35th Street Chicago 16, Illinois	1		
Missile Development Division North American Aviation, Inc. Downey, California Attn: Dr.E. R. Van Driest	1	Dr. Harvey Brooks School of Applied Sciences Harvard University Cambridge, Massachusetts	1