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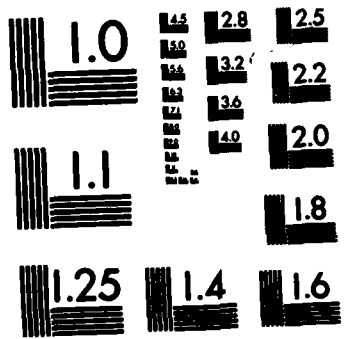
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**HYDRODYNAMIC LOADING ON ARMORED HORNABLES**

**BY  
JAMES T. HALL**

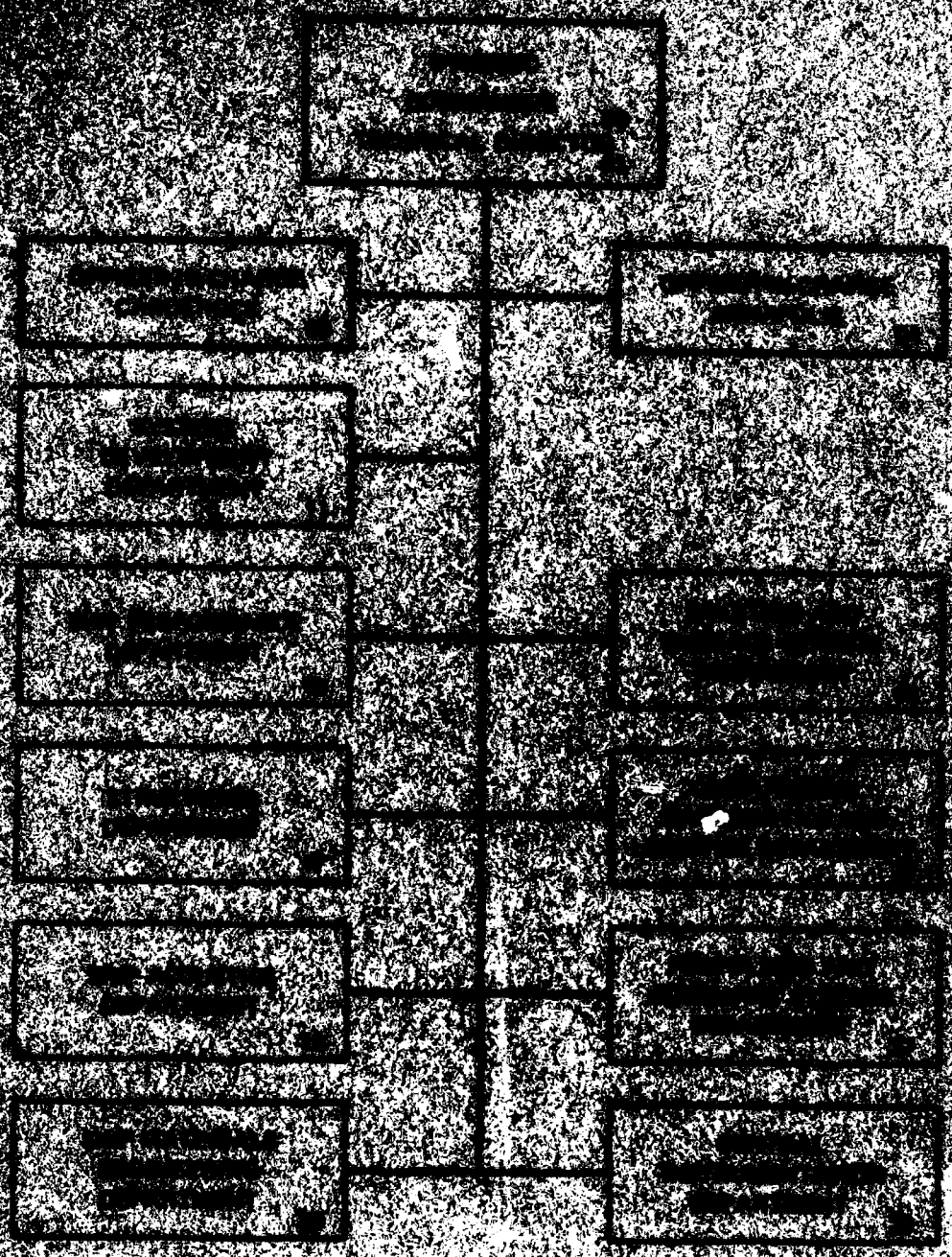
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TABLE OF CONTENTS

	Page
LIST OF FIGURES . . . . .	iii
TABLE . . . . .	iv
NOTATION . . . . .	v
ABSTRACT . . . . .	1
ADMINISTRATIVE INFORMATION . . . . .	1
INTRODUCTION . . . . .	1
BASIC CONSIDERATIONS . . . . .	4
NORMAL HYDRODYNAMIC FORCE . . . . .	7
TANGENTIAL HYDRODYNAMIC FORCE . . . . .	10
DETERMINATION OF LOADING FUNCTIONS . . . . .	15
DISCUSSION . . . . .	22
CONCLUSIONS . . . . .	34
REFERENCES . . . . .	35

LIST OF FIGURES

1 - Typical Armored Towcable . . . . .	2
2 - Coordinate System and Forces on an Incremental Length of Cable . . . . .	5
3 - Effect of Vibration at the Strouhal Frequency on $C_R$ for Cylinders . . . . .	8
4 - Cable Angle versus Reynolds Number for Critical Angle Tows . . . . .	11
5 - Measured Tangential Drag Coefficients versus Reynolds Number . . . . .	12
6 - Relationship of Tangential Drag Coefficient to Reynolds Number . . . . .	14
7 - Dimensionless Normal Hydrodynamic Force versus Cable Angle . . . . .	17

	Page
8 - New Normal Hydrodynamic Loading Function and $\sin^2\phi$ versus Cable Angle . . . . .	19
9 - Tangential Hydrodynamic Loading versus Cable Angle at Shallow Angles . . . . .	21
10 - New Tangential Hydrodynamic Loading Function versus Cable Angle . . . . .	23
11 - Comparison of New Model Predictions and Measured Depth as a Function of Scope for 0.542-Inch (1.38-Centimeter) Diameter Towcable . . . . .	24
12 - Comparison of New Model Predictions and Measured Tension as a Function of Scope for 0.542-Inch (1.38-Centimeter) Diameter Towcable . . . . .	25
13 - Comparison of New Model Predictions and Measured Depth as a Function of Scope for 0.322-Inch (0.82-Centimeter) Diameter Towcable. . . . .	26
14 - Comparison of New Model Predictions and Measured Tension as a Function of Scope for 0.322-Inch (0.82-Centimeter) Diameter Towcable. . . . .	27
15 - Comparison of New Model Predictions and Measured Values of Tension and Depth from Sea Trial 4H8 for 0.84-Inch (2.13-Centimeter) Diameter Towcable . . . . .	29
16 - Comparison of New Model Predictions and Measured Cable Tension for a Nominal Scope of 280 Feet (85.3 Meters) . . . . .	30
17 - Comparison of New Model Predictions and Measured Body Depth for a Nominal Cable Scope of 280 Feet (85.3 Meters) . . . . .	31
18 - Comparison of New Model Predictions and Measured Cable Angle at the Towing Ship for a Nominal Cable Scope of 280 Feet (85.3 Meters) . . . . .	32

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Table 1 - Experimentally Derived Values of $C_R$ . . . . .	9
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## NOTATION

a	Amplitude of Vibration
$A_n, B_n$	Coefficients for Trigonometric Series
b	Peak-to-valley Distance on Surface of Armored Cable
$C_f$	Tangential Coefficient of Drag Based on Wetted Surface for Velocity Parallel to Cable Axis ( $F/\frac{1}{2}\rho V^2 d\pi$ )
$C_R$	Normal Coefficient of Drag with the Velocity $90^\circ$ to the Cable Axis ( $R/\frac{1}{2}\rho V^2 d$ )
$C_t$	Tangential Coefficient of Drag Based on Wetted Surface ( $F/\frac{1}{2}\rho V^2 \cos^2 \phi d\pi$ )
d	Cable Diameter
f	Pode's Tangential Loading Function
$f_s$	Frequency of Vortex Shedding
$f_n(\phi)$	Normal Hydrodynamic Loading Function
$f_t(\phi)$	Tangential Hydrodynamic Loading Function
F	Tangential Hydrodynamic Force per Unit Length of Cable
G	Normal Hydrodynamic Force per Unit Length of Cable
$P(\phi)$	Tangential Force per Unit Length of Cable
$Q(\phi)$	Normal Force per Unit Length of Cable
R	Normal Hydrodynamic Force per Unit Length of Cable when the Velocity is $90^\circ$ to the Cable Axis
$R_n$	Reynolds Number ( $Vd/\nu$ )
s	Cable Scope
T	Cable Tension
V	Velocity
w	Cable Weight per Unit Length in Water
$\lambda$	Cable Roughness Parameter ( $2b/d$ )
$\nu$	Kinematic Viscosity
$\rho$	Density of Water
$\phi$	Cable Angle Relative to Horizontal
$\phi_c$	Critical Cable Angle
$\psi$	Kite Angle

## ABSTRACT

A new set of hydrodynamic loading functions has been derived for bare armored towcable. These provide good first order engineering estimates for two-dimensional towing configurations over a wide range of cable angles, i.e. for critical-angle tows and body-dominated tows. It was found that a constant value of the normal drag coefficient ( $C_R=1.5$ ), independent of Reynolds number, provides a good fit to the measured data when used with these loading functions. Where the hydrodynamic loading on the cable must be known very accurately, however, the particular cable must be tested.

$C_{sub} R = 1.5$

## ADMINISTRATIVE INFORMATION

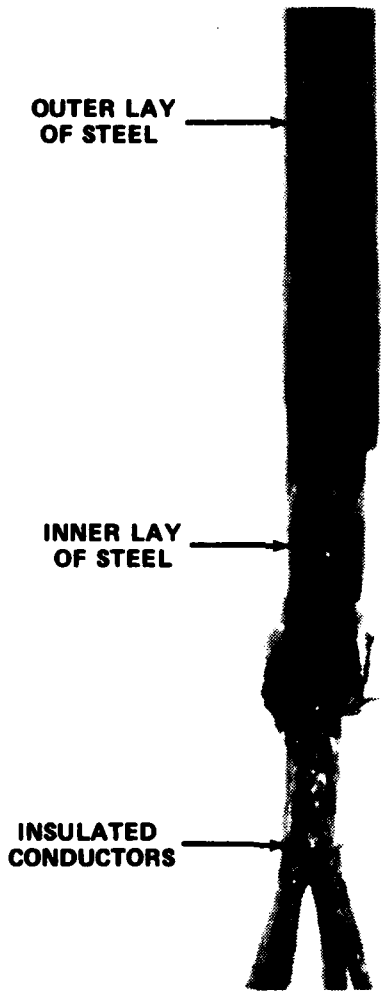
The work described in this report was performed in support of a number of projects sponsored by the Naval Sea Systems Command, the Naval Ship Engineering Center and the Naval Air Systems Command. The effort was carried out jointly by the David W. Taylor Naval Ship Research and Development Center under Program Element 62543N, Task Area SF43-400-001, Work Unit 1507-101 and MAR Associates, Inc. under DTNSRDC Contract N00600-79-D-2507. Mr. J. Nelligan is with MAR Associates, Inc. of Rockville, Maryland.

## INTRODUCTION

For many years mathematical models have been available for computing the two-dimensional towing configuration of a cable under steady-state conditions. The differential equations describing towcable geometry as a function of the steady forces acting appear in Pode<sup>1\*</sup> among other sources. For armored cables the concept of a two-dimensional steady-state configuration is somewhat idealized. The cable under tension is an elastic structure which when oriented at an angle to the flow resonates (strums) in response to vortex shedding. The attendant hydrodynamic forces are oscillatory, or have oscillatory components. Also when the armored cable's helical outer wrap of wires (Figure 1) is exposed to the flow an asymmetric flow is induced, from which results a lateral force and towcable kiting. As a consequence the cable does not lie in the plane of the free stream velocity and gravity vectors; therefore, the problem is not strictly two-dimensional.

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\*A complete listing of references is given on page 35.



**OUTER LAY  
OF STEEL**

**INNER LAY  
OF STEEL**

**INSULATED  
CONDUCTORS**

**Figure 1 - Typical Armored Towcable**

Nonetheless the concept of a steady-state two-dimensional configuration is useful in addressing many engineering problems, and hence it will be retained.

The key to configuration prediction lies in the ability to define the forces acting on the cable, specifically the hydrodynamic forces. Although round cables have been towed for many years, a knowledge of these forces has been difficult to acquire because of the problem of modelling long flexible (strumming) cables in either wind tunnels or towing basins. Since the round cable has a superficial resemblance to a circular cylinder, the large base of theoretical and experimental data available on cylinders has served to provide the initial guidance in formulating cable hydrodynamic loading. However, as more measurements were made on towed systems at sea significant discrepancies between prediction and measurement were noted. As a result, in the early 1960's DTNSRDC designed an at-sea experiment to determine hydrodynamic loading functions from measurements on body-dominated, armored cable towing configurations.<sup>2</sup> This experiment confirmed Pode's assumptions regarding loading function form and the normal drag coefficient value of 1.5 for relatively short cable, body-dominated configurations.

More recently Navy system developments in towed sonar arrays and submarine communications buoy systems have involved configurations where significant portions of the towcable were at very shallow angles. Here again a trend was found which tended to overpredict both the vertical separation and cable tension. Consequently a series of experiments was conducted on long armored cables towed at their critical angles. The analyses of these results produced a wide range of drag coefficients along with variations in the loading functions. The situation which exists today is one where the system designer is confronted with this wide range of drag coefficients and loading functions, each of which has been derived from a particular size of armored cable operating over a restricted range of towing angles.

The purpose of this investigation is to establish a set of hydrodynamic loading functions which will reasonably predict armored towcable configurations for both body-dominated tows and critical-angle tows. The report contains a discussion of the hydrodynamic forces on armored cable and how they are represented for the purpose of computing towing configurations. A number of data bases is then employed in developing the hydrodynamic loading functions. Finally a comparison of predicted-to-measured towing configurations is presented to show the degree of agreement provided by a single set of loading functions.

### BASIC CONSIDERATIONS

The differential equations describing the steady-state configuration of a cable in a uniform stream require as inputs expressions for the forces acting on the cable. For the two-dimensional case the usual practice has been to assume the armored cable lies in the velocity/gravity plane and to resolve the loading into force components normal and tangential to the cable's longitudinal axis. Also the usual practice has been to express these components as functions of the cable's angle of inclination  $\phi$  relative to the horizontal. The equations describing the force balance normal and tangential to the cable as depicted in Figure 2 can be expressed:

$$\begin{aligned} Td\phi &= -Q(\phi)ds \\ dT &= -P(\phi)ds \end{aligned} \quad (1)$$

where

$$\begin{aligned} Q(\phi) &= G - w\cos\phi \\ P(\phi) &= -(F + w\sin\phi) \end{aligned} \quad (2)$$

and where  $G$  and  $F$  are the normal and tangential components of hydrodynamic force per unit length of cable, respectively, and  $w$  is the cable weight per unit length in water.

From engineering practice has evolved the form of the expressions used for the normal,  $G$ , and tangential,  $F$ , components of hydrodynamic force per unit length of cable. The usual forms are:

$$\begin{aligned} G &= f_n(\phi)R \\ F &= f_t(\phi)R \end{aligned} \quad (3)$$

In this formulation the terms  $f_n(\phi)$  and  $f_t(\phi)$  are assumed to depend totally on the inclination angle.  $R$  is defined as follows:

$$R = \frac{1}{2}\rho C_R V^2 d \quad (4)$$

where

- $\rho$  = the density of water,
- $C_R$  = the normal drag coefficient for flow  $90^\circ$  to the cable axis,
- $V$  = velocity, and
- $d$  = cable diameter.

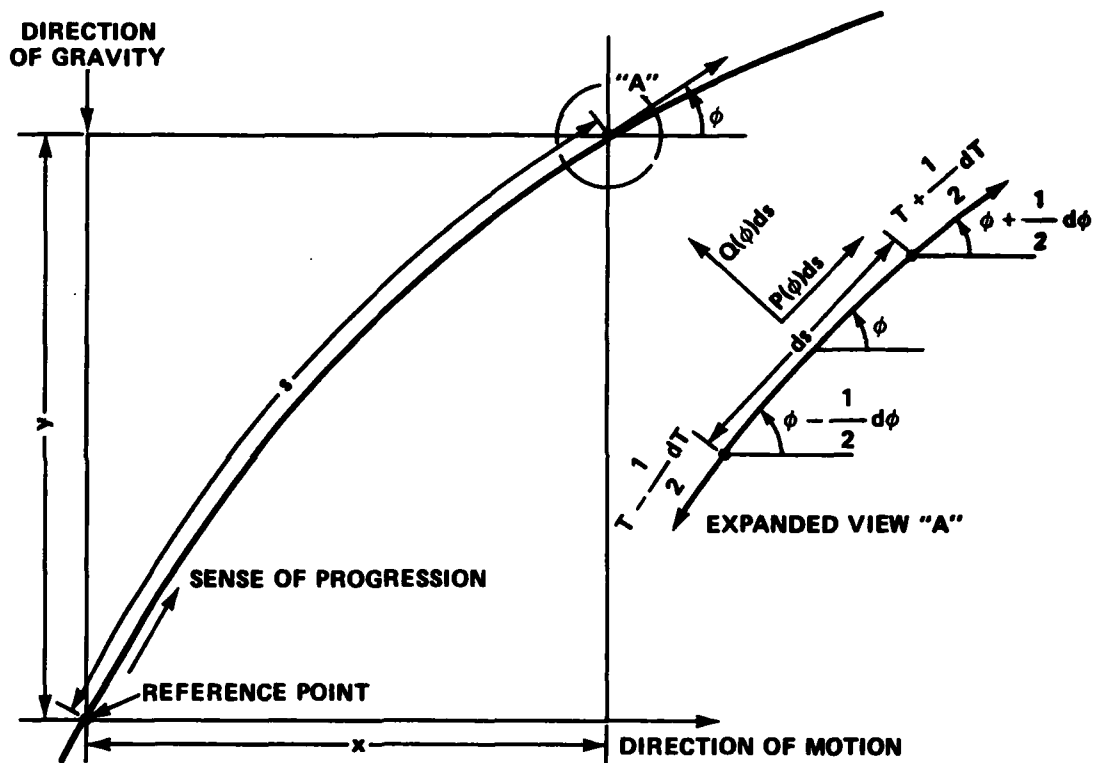


Figure 2 - Coordinate System and Forces on an Incremental Length of Cable

Certain problems arise with this particular formulation of the hydrodynamic loading functions. The first involves the use of  $C_R$  to scale both the normal and tangential force components. Although there is evidence of a physical relationship between  $C_R$  and  $G$ , it is difficult to rationalize one between  $C_R$  and  $F$ . If Reynolds' number  $R_n$  effects exist, then  $C_R$  is the parameter by which these effects are properly accounted for. Yet  $R_n$  effects on drag for flow normal to a cable would seem to be unrelated to those for tangential flow in the  $R_n$  range of most practical interest to towing problems; i.e. from  $10^4$  to  $3 \times 10^5$ .

Therefore, to the extent that:

1. there are  $R_n$  effects on the normal or tangential force components, and
2. these effects differ,

then by forcing  $C_R$  to account for all  $R_n$  effects (Equation (3)) in the process of deriving  $C_R$  from measured data:

1. there must be a compromise in which neither of the derived functions  $F$  and  $G$  represent the actual forces as well as they might, i.e. if both were not forced to be scaled by  $C_R$ , or
2. certain of the  $R_n$  effects become improperly assigned to the  $f_n(\phi)$  and  $f_t(\phi)$  functions.

A second problem which arises in relating the hydrodynamic loading to  $C_R$  is that  $C_R$  is difficult to measure directly for a round towable. The resonant vibration patterns which develop in a long heavy towable are difficult to achieve in either a wind tunnel or a towing basin. As a result,  $C_R$  is a derived coefficient, one determined from measurements on long cables towed at angles other than  $90^\circ$  (to the flow) by a procedure which requires first assuming forms for the hydrodynamic loading functions. Depending on the forms assumed for  $f_n(\phi)$  and  $f_t(\phi)$ ,  $C_R$  can attain that range of values needed to match  $F$  and  $G$  to the measured data. If these data are concentrated around the shallow angles, as is usually the case, then the permissible ranges of  $f_n(\phi)$  and  $f_t(\phi)$  are especially large and the potential range for  $C_R$  is also large. Consequently,  $C_R$  as derived in practice is not "the characteristic" drag coefficient dependent only on  $R_n$  but is a coefficient (one in a range of values) linked to the particular loading functions by which it was derived.

## NORMAL HYDRODYNAMIC FORCE

An important factor in the normal component of hydrodynamic force is cable strumming. It is induced by vortex shedding from a round cable under tension and inclined at an angle to the flow. Strumming is a resonant vibration; it produces a lateral standing wave and is characterized by synchronization of the flow field and vibrating cable. The hydrodynamic force, therefore, has oscillatory components which may be resolved normal and tangential to the cable in the plane of tow and lateral (or perpendicular) to the plane of tow. The fluid force supporting strumming is the lateral hydrodynamic force component which both supplies energy (lift) to and extracts energy (damping) from the vibrating cable. This lateral fluid force is coherent over a half wave length of cable scope and oscillates at the vortex shedding frequency

$$f_s = \frac{0.2 V \sin^4 \phi}{d} \quad (5)$$

This is the Strouhal frequency provided  $10^3 < R_n < 10^5$ .

Vortex shedding also affects the fluid force in the plane of tow. Onto the large steady component of the normal fluid force there is superimposed an oscillatory component<sup>3</sup> at a frequency  $2f_s$ . For the strumming cable at  $90^\circ$  to the flow the total hydrodynamic force in the plane of tow is, by definition,  $G = R$ . As the cable is then inclined in the plane of tow the normal component of hydrodynamic force has been observed to be a function of the cross-flow component of velocity, or  $G \propto \sin^2 \phi$ . This relationship has been demonstrated to hold over a wide range of inclination angles (although not at shallow angles) for experiments on cylinders<sup>4</sup> and on short-length cable models.<sup>5</sup>

As noted earlier, obtaining  $R$  (or  $C_R$ ) by direct measurement is very difficult for real cables because of the problems associated with modelling a strumming cable in the restricted depth of a model basin or water tunnel. The literature on circular cylinders provides some guidance, however. The effect of resonant vibration on  $C_R$  for an oscillating circular cylinder can be seen in Figure 3. Data points<sup>3,6,7</sup> refer to cylinders forced to vibrate at the Strouhal frequency for a range of amplitude ratios  $\frac{a}{d}$ . Near  $R_n = 10^4$  the vibrations produce high values of  $C_R$ ; at least twice that for a stationary cylinder. As  $R_n$  increases, apparently there is a transition and  $C_R$  falls as would be expected for a stationary cylinder. To place these cylinder data in context, the maximum amplitude ratio for a strumming cable



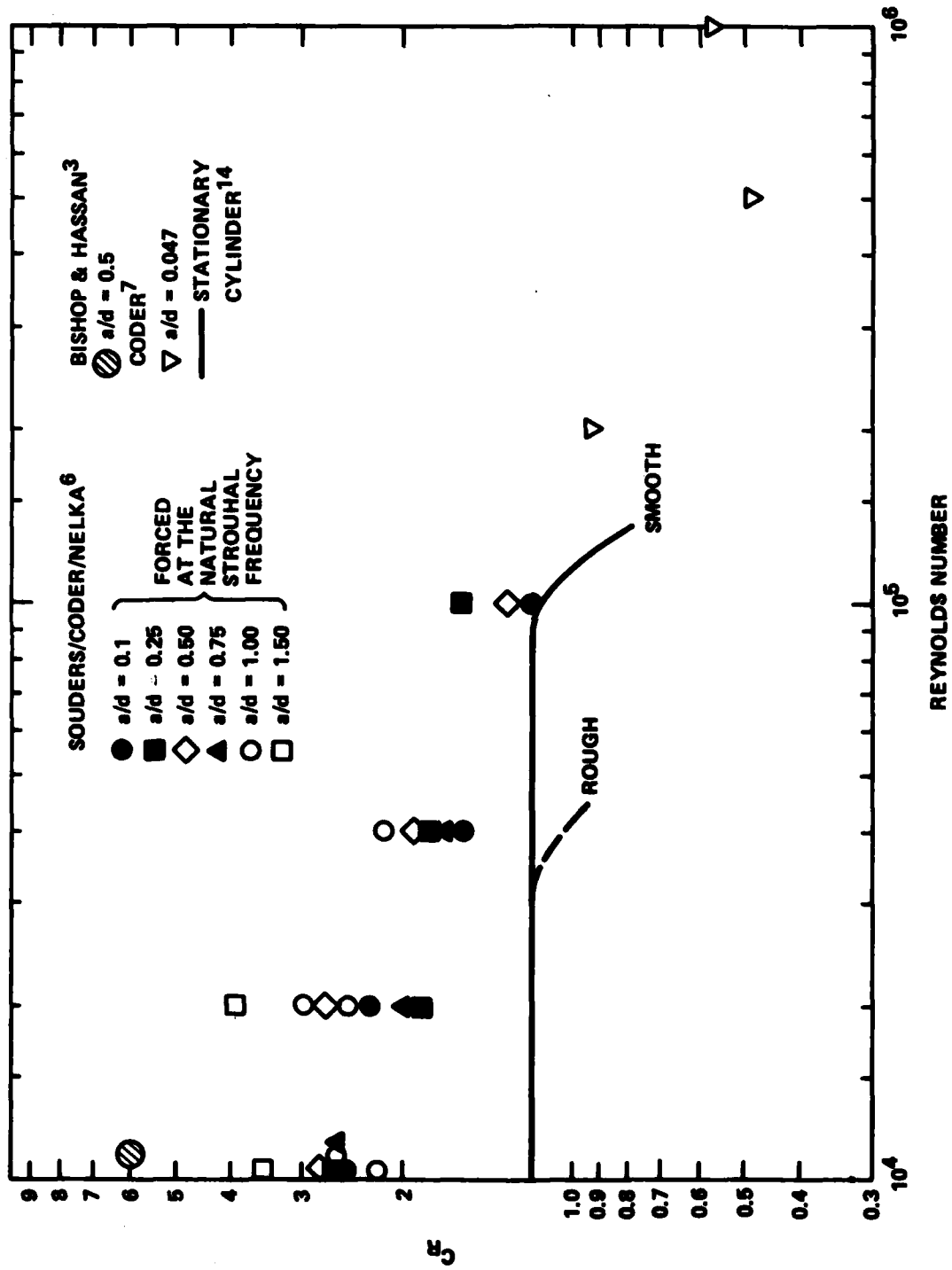


Figure 3 - Effect of Vibration at the Strouhal Frequency on  $C_R$  for Cylinders

is estimated<sup>8</sup> to be 1.2. Unfortunately, however, even though the data point to a trend of higher  $C_R$  with vibration the magnitudes shown in Figure 3 for cylinders are not directly applicable to resonating cables.

Some characteristics of cable strumming in actual towing configurations should be mentioned because of potential effects on the hydrodynamic normal force. First, with respect to strumming frequency, in a critical angle tow the frequency is expected to be constant along the entire scope, neglecting end effects (low tension) at the outboard end. This frequency is virtually unvarying with speed as the product  $V\sin\phi$  changes little with speed over a broad speed range. For a body-dominated tow the cable inclination angle varies continuously along the scope and vortex shedding frequency will be higher near the body (i.e. at the steeper angles) and lower near the ships' towpoint. In both cases tension varies along the cable. The effects of these variations on strumming intensity and normal hydrodynamic force are not known.

Even though  $C_R$  has not been measured directly, it is possible to derive  $G(\phi)$ , the normal component of hydrodynamic force on the strumming cable at inclination angles less than  $90^\circ$ . By applying Equations (2), (3) and (4) using a regression analysis a normal hydrodynamic loading function and a value of  $C_R$  can be derived jointly. This has been done in a number of experiments<sup>2,9,10</sup>; the results are listed in Table 1.

TABLE 1 - EXPERIMENTALLY DERIVED VALUES OF  $C_R$

Experiment	Cable Size	Cable Angle Range	Normal Hydrodynamic Loading Function	$C_R$
Reference 9	0.322 in. (0.82 cm)	$0.6^\circ - 10.5^\circ$	$\sum_{n=1}^{10} A_n \sin(2n - 1)\phi$	1.1294
Reference 9	0.542 in. (1.38 cm)	$4^\circ - 12^\circ$	$\sum_{n=1}^{10} B_n \sin(2n - 1)\phi$	1.1294
Reference 2	0.35 in. (0.89 cm)	$8^\circ - 85^\circ$	$\sin^2\phi$	1.5
Reference 10	0.84 in. (2.13 cm)	$5^\circ - 15^\circ$	$f(\phi/\psi) \sin^2\phi$	1.0-2.0*

\*Technically Reference 10 treated kiting of the towcable and derived a normal force coefficient  $C_N \neq C_R$ . However, the difference becomes significant only for very small  $\phi$ .

One possible cause of the differences in the derived  $C_R$ 's in Table 1 is the difference in the assumed value of  $f_n(\phi)$ , an issue which was discussed previously. As to whether Reynolds number effects are involved, neither the work in Reference 2 nor 9 found any  $R_n$  effect on  $C_R$ . The  $R_n$  range covered by certain critical angle towing experiments is indicated in Figure 4.

#### TANGENTIAL HYDRODYNAMIC FORCE

For heavy cables the tangential hydrodynamic force and the cable's weight act to produce the incremental buildup of tension in the towable. The tangential hydrodynamic force should be discussed in relation to the two basic types of towing configurations; body-dominated tows in which the cable angle is continuously changing over the major part of the scope and critical-angle tows in which there is no (or very little) change in angle over the length of towable. In a body-dominated tow the tangential hydrodynamic force on the bare towable is typically small compared to the other forces acting. As a result:

1. in most body-dominated tows the accurate prediction of the tangential component of hydrodynamic force is not a critical requirement,
2. but, for the same reason, measuring this force accurately is difficult.

Therefore for body-dominated tows the simple, though physically implausible, formulation by Pode<sup>1</sup> wherein the tangential hydrodynamic loading is treated as a constant independent of angle has proven to be an adequate predictive model.

However, systems using long towables at high speed (critical-angle tows) are becoming more important to the Navy (e.g. towed arrays). For these tows the tangential hydrodynamic force predominates, and with safety margins usually being squeezed, its accurate prediction is most important. For such tows the Pode model was proven to be inadequate. Experiments were performed<sup>9,10</sup> in which long lengths of armored cable were towed at shallow critical angles and the tangential loading was measured. Some of the results have been reduced to coefficient form and plotted in Figure 5 together with some earlier measurements on stranded cable, which have essentially the same exterior structure as armored cable.

There are some differences in the methods of reduction and presentation of tangential force data. Consequently, some discussion of the tangential drag coefficient  $C_t$  in use is warranted. Another coefficient  $C_f$  based on wetted surface area

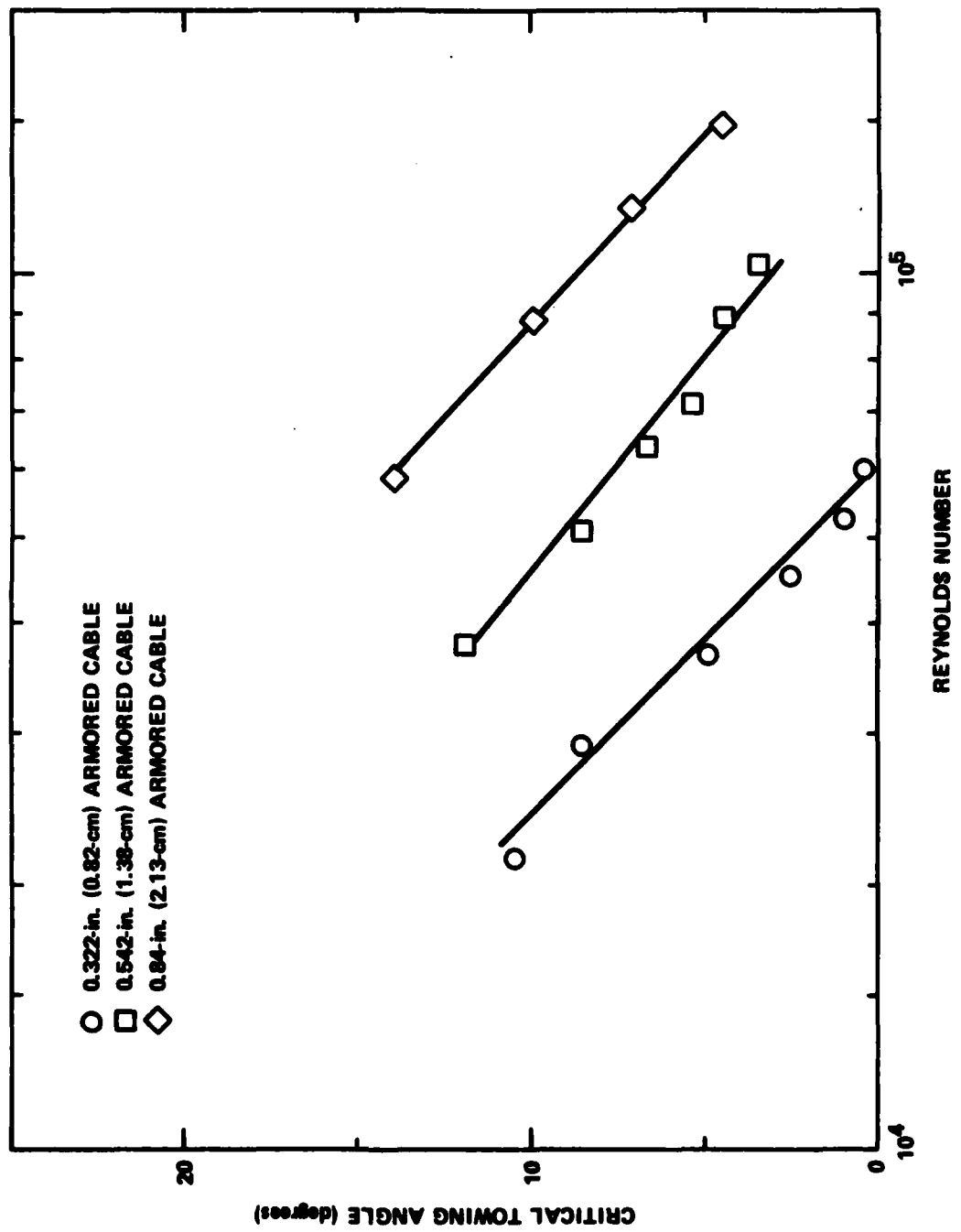


Figure 4 - Cable Angle versus Reynolds Number for Critical Angle Tows

- ◇ 1/16-in. (0.16-cm) STRANDED CABLE, REFERENCE 15
- ▽ 1/8-in. (0.32-cm) STRANDED CABLE, REFERENCE 15
- 0.322-in. (0.82-cm) ARMORED CABLE (SEA TRIAL), REFERENCE 9
- 0.322-in. (0.82-cm) ARMORED CABLE (BASIN TEST), REFERENCE 10
- 0.542-in. (1.38-cm) ARMORED CABLE (SEA TRIAL), REFERENCE 9
- △ 0.84-in. (2.13-cm) ARMORED CABLE (SEA TRIAL 4H8), REFERENCE 10

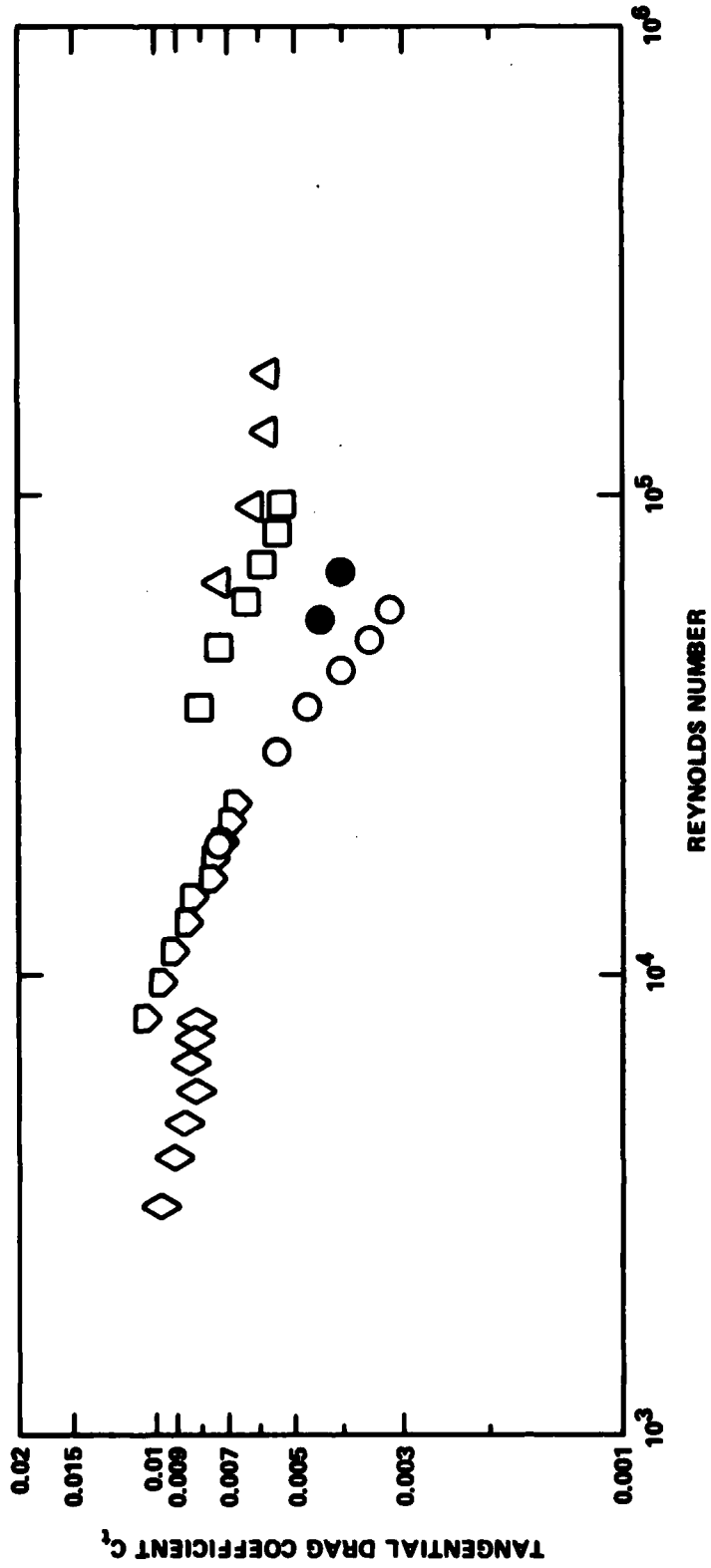


Figure 5 - Measured Tangential Drag Coefficients versus Reynolds Number

is defined here as a friction force coefficient and its use implies a free stream velocity parallel to the cable's axis. In the case of (heavy) armored cable its applicability is extremely limited, but in theory it does represent the limiting value of  $C_t$  as  $\phi$  approaches  $0^\circ$ .  $C_t$  is the more general form for  $C_f$  in that the constraint of a parallel free stream velocity is removed. Even so  $C_t$  is often referred to also as a friction force coefficient. In presenting measured force data in terms of  $C_t$ ,  $\phi$  may or may not be treated explicitly. When it is, the assumption is usually made that the tangential hydrodynamic force is a function of the tangential component of velocity or  $F = \overline{V \cos \phi}^2$ . In practice critical angle tows generally involve angles less than  $15^\circ$  so that the  $\cos \phi$  modification to free stream velocity is small. The drag data are usually presented in the form  $C_t$  versus Reynolds number as in Figure 5.

This representation of the data causes difficulty in its application. Figure 5 shows that both for stranded cable and armored cable there can be more than one value of  $C_t$  at a given  $R_n$ . Clearly Reynolds scaling alone does not permit measured data for one cable to be applied to a similar type cable of different diameter.

Also, shown in Figure 4, is a consistent inverse relationship between  $R_n$  and cable angle for critical angle tows. The question of which is the primary relationship  $C_t = f(R_n)$  or  $C_t = g(\phi)$  was addressed by Gay and Puryear in Reference 12. It was concluded that the data base of Reference 12 would not support a resolution of this question.

In a theoretical treatment of the tangential hydrodynamic force Reid and Wilson<sup>11</sup> developed a model of the tangential drag coefficient (for stranded cable) assuming that the force is frictional. The coefficient is a function of a roughness parameter  $\lambda$ , a turbulence level parameter and Reynolds number. It can be seen in Figure 6, reproduced from Reference 11, that for  $R_n$  values associated with cable towing (i.e.  $R_n > 10^4$ ) and for roughness ranges applicable to stranded aircraft, cable ( $0.2 < \lambda < 0.38$ ) the model predicts (solid horizontal lines) that tangential drag coefficient is a function of  $\lambda$  but independent of  $R_n$ . The experimental data shown in Figure 6, however, indicate a dependence of  $C_t$  on  $R_n$ .

While this model was developed with stranded cable in mind, the theory is applicable to armored cable as well. The roughness parameter  $\lambda$  ( $= 2b/d$ ) is a measure of the peak-to-valley distance ( $b$ ) seen as armor wires (or cable strands) laid side by side on the cable's circumference. For armored cable  $\lambda$  is in the range

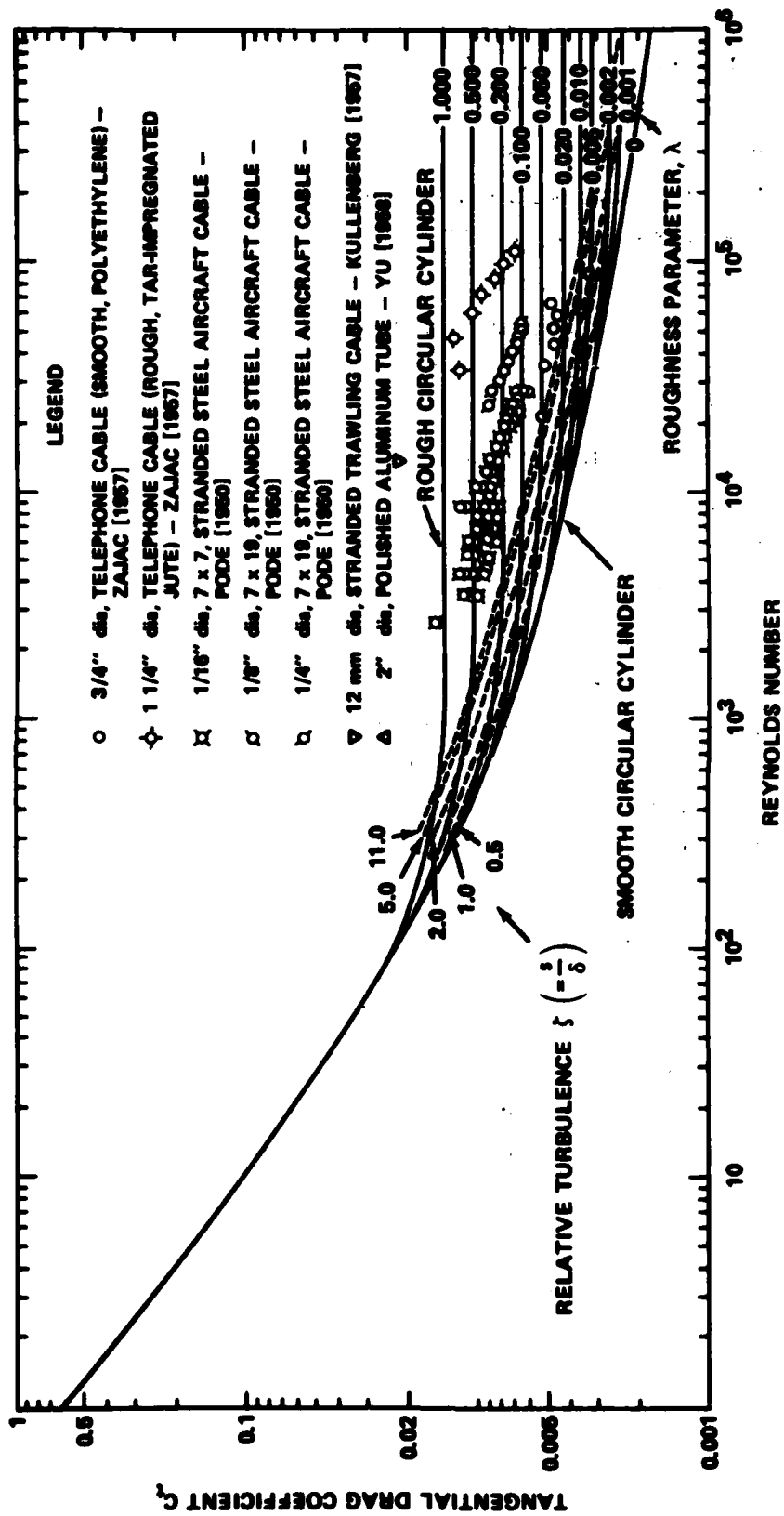


Figure 6 - Relationship of Tangential Drag Coefficient to Reynolds Number

of 0.03 to 0.12. This range of  $\lambda$  corresponds to a range of values of  $C_t$  from 0.0045 to 0.006 predicted from Figure 6, which falls generally in the range of data points for armored cable shown in Figure 5. This general agreement in the range of predicted and measured  $C_t$  is of little practical use, however, since the spread in measured  $C_t$  is quite large for each cable and more so across all cables, and Reynolds scaling provides no guidance in determining specific values of  $C_t$ .

The picture which emerges is one of a fundamental lack of understanding of the nature of the tangential hydrodynamic force. From this we find in practice a lack of precision and clarity in the presentation and use of measured data. It is not surprising then that there is a lack of agreement in formulating tangential hydrodynamic loading functions for use in towing configuration computer programs. As noted earlier, Pote<sup>1</sup> assumed the loading function:

$$f_t = f = F/R$$

where  $f$  is a constant dependent upon cable surface roughness but independent of  $\phi$  across the entire range from  $0^\circ$  to  $90^\circ$ .

In Reference 9 a loading function was developed as a function of  $\phi$  in which critical angle towing data were used to establish  $f_t(\phi)$  at angles up to about  $15^\circ$  and wind tunnel data by Relf and Powell<sup>5</sup> were used to define the function over the remaining angle range to  $90^\circ$ . This function shows a sharp increase in value with increasing  $\phi$  in the range of small angles, a slope sign reversed in the mid-range of  $\phi$  and a value of zero at  $\phi = 90^\circ$ . The steep positive slope at small  $\phi$  is difficult to explain. It seems inconsistent with the concept that the tangential hydrodynamic force is mainly frictional. It may reflect some additional drag induced by lift at the small angles, but this has never been demonstrated.

#### DETERMINATION OF LOADING FUNCTIONS

The data base used to determine the loading functions consists of measurements from the following two types of towing configurations;

1. the body-dominated tow (Reference 2) which involves cable angles from  $9^\circ$  to  $86^\circ$  but for which the data are heavily concentrated in the middle angle range, and
2. critical-angle tows (References 9 and 10) in which the data are for inclination angles of  $15^\circ$  and less.



These two types of data must be treated differently in developing the new loading functions. Critical angle towing is most useful in determining the loading functions since it provides direct measurement of hydrodynamic loading on the cable. However, the disadvantages of these data in formulating loading functions are that in practice they cover only a narrow range of shallow towing angles and for a specific cable each angle implies a corresponding speed so that it is not possible to determine the effects of angle and speed independently.

The body-dominated towing data cover a broad range of angles at each speed but in practice it is very difficult to measure the hydrodynamic forces directly in such configurations. Rather the hydrodynamic loading is generally deduced by assuming forms of the loading functions until the computed and measured towing configurations (i.e. tension and depth as functions of speed and scope) agree. The loading functions are inferred from the data.

The method of developing the new loading functions reflects these limitations imposed by the character of the data bases. In the shallow angle regime,  $f_n(\phi)$  and  $f_t(\phi)$  are determined (for an assumed value of  $C_R$ ) as a best fit to the critical angle towing measurements. The functions are defined over the remainder of the angle range by assuming  $f_n(\phi)$  and  $f_t(\phi)$  over this range until a satisfactory fit of computed-to-measured configurations is attained.

The normal loading function is addressed first. Data from the critical angle tows are expressed in terms of the parameter  $[f_n(\phi_c) \cdot C_R]$  obtained by combining the normal components in Equations (2) and (3). For critical angle tows, since  $Q = 0$ ,

$$[f_n(\phi_c) \cdot C_R] = \frac{w \cos \phi_c}{\frac{1}{2} \rho V^2 d} \quad (6)$$

The parameter  $[f_n(\phi_c) \cdot C_R]$  is a dimensionless measure of the unit normal hydrodynamic force. Figure 7 shows the available critical-angle towing data for armored cable evaluated in terms of this parameter. The dashed line is the Walton/Gibbons function  $[f_n(\phi) \cdot C_R = 1.5 \sin^2 \phi]$  extended into the shallow angle range. It can be seen that the measured data are generally higher valued than the dashed curve. The discrepancy becomes more significant as the cable angle becomes more shallow; here the average of the data points is about 100% greater than  $[1.5 \sin^2 \phi]$  at  $\phi = 5^\circ$ . This demonstrates why  $\sin^2 \phi$  is a poor model of the normal hydrodynamic loading function at shallow angles, since reasonable values of  $C_R$

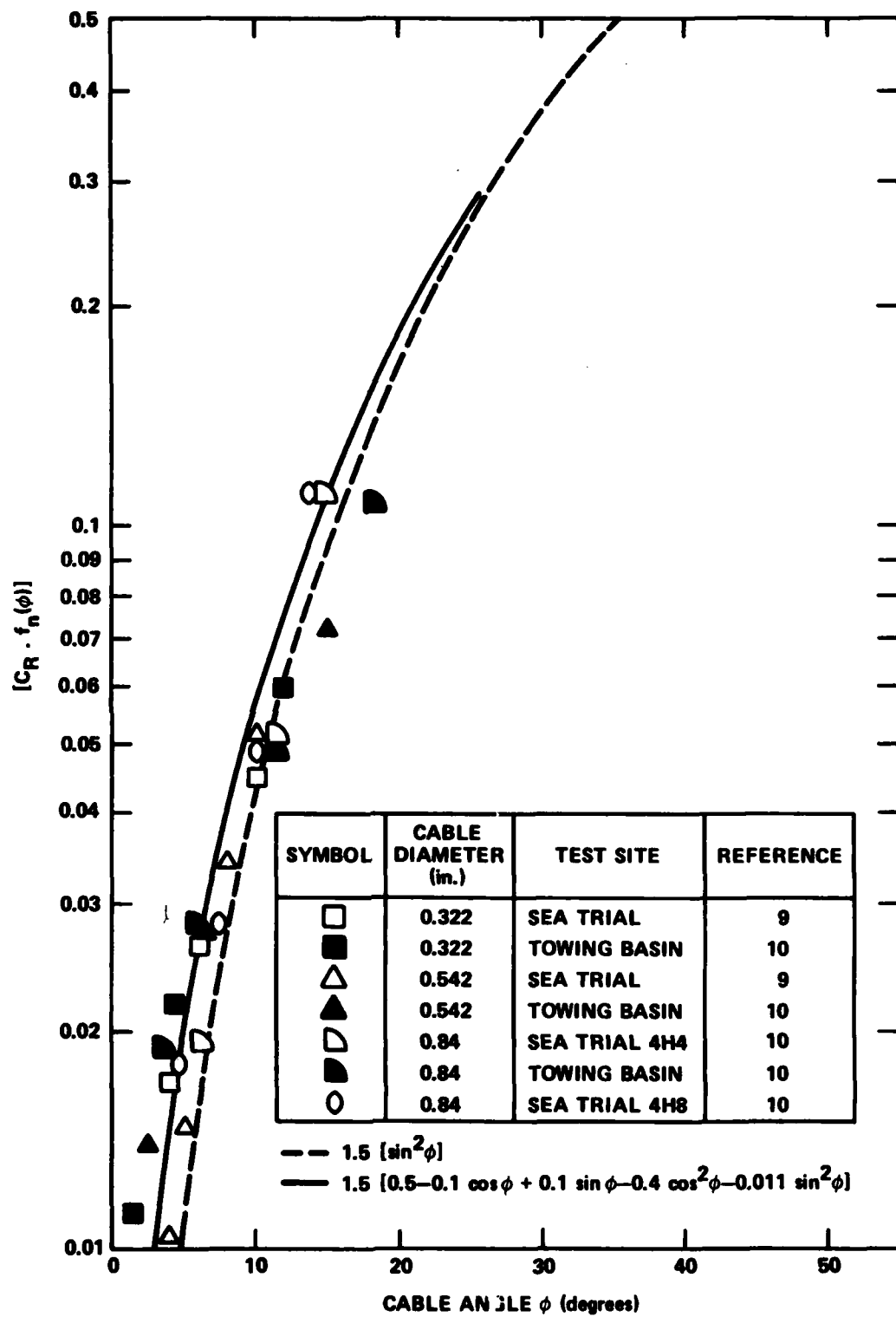


Figure 7 - Dimensionless Normal Hydrodynamic Force versus Cable Angle

would result in underprediction of the hydrodynamic normal force and overprediction of towing depth.

In deriving a new  $f_n(\phi)$  function an effort was made to retain the value of  $C_R = 1.5$  and the functional form of  $f_n(\phi) \approx \sin^2 \phi$  at mid to high values of  $\phi$ . This was done because this model has already been shown to be a good fit to the Walton/Gibbons data. The task then became one of modifying  $f_n(\phi)$  in the low angle range to provide a good fit to the critical angle towing data.

The solid line in Figure 7 represents the small angle segment of the newly derived function  $f_n(\phi)$ . It is expressed in terms of a truncated trigonometric series, a mathematical form which has become the standard in practice because of its compatibility with existing computer program formats; the result is:

$$f_n(\phi) = 0.5 - 0.1 \cos\phi + 0.1 \sin\phi - 0.4 \cos 2\phi - 0.011 \sin 2\phi, \quad (7)$$

with  $C_R = 1.5$ .

This function is not a least squares fit to the data. Rather, subjective judgments were made in weighting certain of the data points more heavily than others. For example, the solid data points are from experiments conducted in the DTNSRDC towing basin. The points above  $10^\circ$  pertain to relatively short lengths of cable where it would be expected that strumming was not fully developed because of small cable tension. These data are thus weighted less heavily. Other towing basin data, at angles less than  $10^\circ$ , pertain to longer lengths of cable; these are weighted more evenly with data obtained at sea.

The new function  $f_n(\phi)$  is shown over the full angle range in Figure 8 as a series of computed points. The solid line represents  $\sin^2 \phi$ ; it is shown here for comparison purposes. The agreement between the two curves is close in the middle range of angles. A discrepancy is apparent in the range,  $60^\circ < \phi < 80^\circ$ , but the average difference is only 2.5%. The more significant difference in magnitude not apparent in Figure 8 because of the scale but evident in Figure 7 occurs at the shallow angles. Noted also in Figure 7 is the fact that even though the data points appear to fall in a reasonably narrow band there is, in fact, so much scatter that no single function  $[f_n(\phi) \cdot C_R]$  can closely represent all of the data.

In developing the tangential hydrodynamic loading function  $f_t(\phi)$  the critical angle data were again used to define the function in the shallow angle range.

Combining Equations (2) and (3) for critical angle tows:

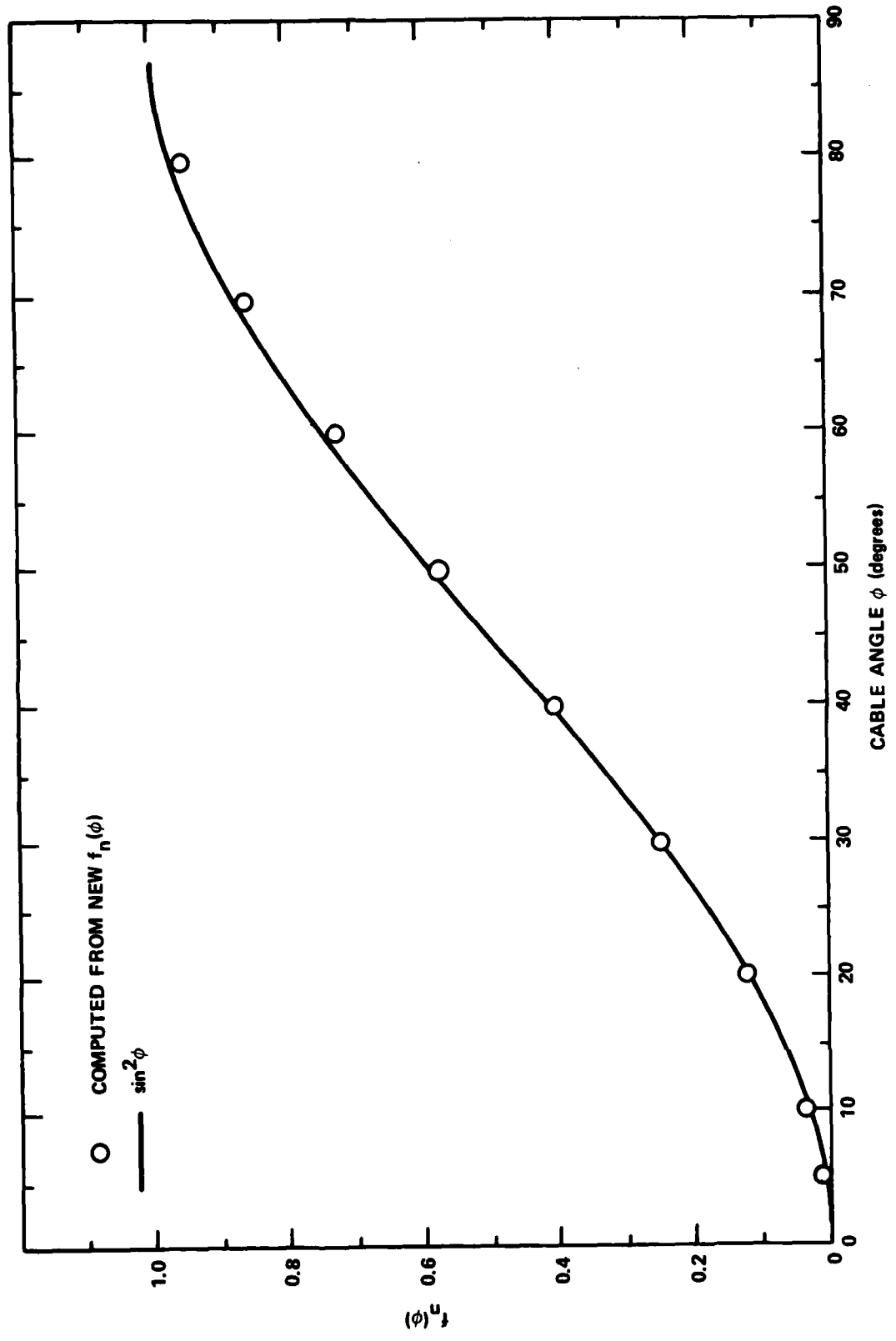


Figure 8 - New Normal Hydrodynamic Loading Function and  $\sin^2 \phi$  versus Cable Angle

$$\frac{dT}{dS} = -P(\phi) = F + w \sin \phi \quad (8)$$

$$f_t(\phi_c) = \frac{dT/dS - w \sin \phi_c}{\frac{1}{2} \rho C_R V^2 d} \quad (9)$$

Using the data of References 9 and 10, discrete values of  $f_t(\phi)$  were computed for each speed of tow, assuming  $C_R = 1.5$ . These values are shown as data points in Figure 9. Except for the at-sea tests of the 0.322-inch (0.82-cm) diameter cable the data produce a rather closely defined trend of  $f_t(\phi)$  with  $\phi$ . The 0.322-inch cable (at-sea) data base raises certain questions concerning its accuracy:

1. the unusually low minimum value of the tangential drag coefficient seen in Figure 5,
2. the high value of tension at the (projected) zero scope intercept seen later in Figure 14, and
3. the disagreement between the at-sea and towing basin tangential force measurements for the 0.322-inch (0.82-cm) diameter cable seen in Figures 5 and 9.

For these reasons, and particularly since the 0.322-inch (0.82-cm) cable data points derived from basin tests are in good agreement with the trend established by all other data, the at-sea 0.322-inch (0.82-cm) cable data are given no weight in formulating the function  $f_t(\phi)$ .

In defining the function  $f_t(\phi)$  over the entire angle range the approach taken was somewhat similar to that used in reference 9:

1. for the range of  $\phi < 15^\circ$ , the critical angle towing data are used to define the function,
2. to define the function at the higher angles a regression analysis was performed to fit the predicted towing tension to that measured in the (body-dominated) experiments of reference 2, and
3. the function was required to be zero at  $\phi = 90^\circ$ .

By trial and error the function shown as a solid line in Figure 10 was developed which produced a reasonably good fit to all the data available and could be expressed as a smooth function in terms of the truncated trigonometric series.

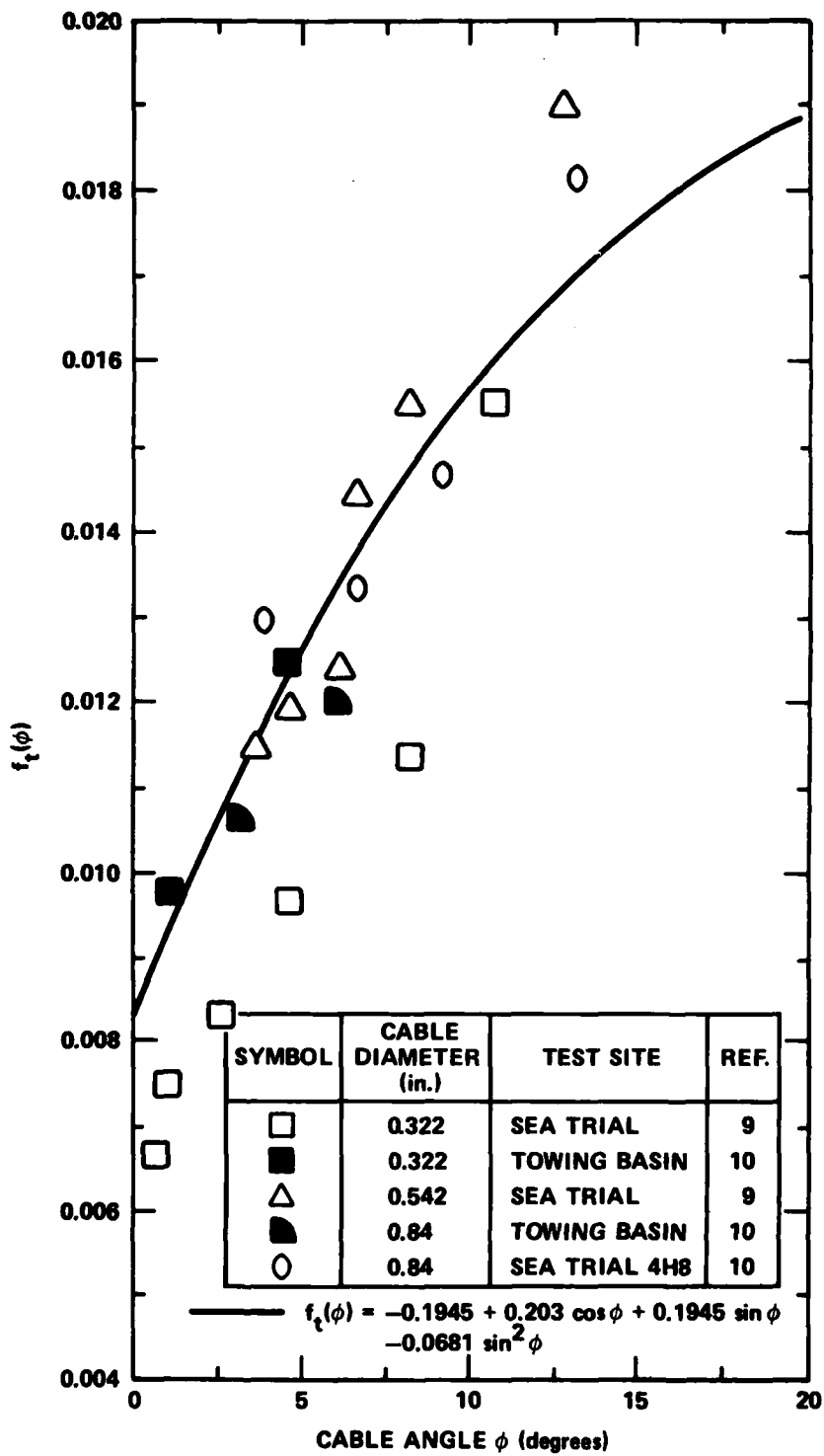


Figure 9 - Tangential Hydrodynamic Loading versus Cable Angle at Shallow Angles

The function which was developed for  $C_R = 1.5$  is:

$$f_t(\phi) = -0.1945 + 0.203 \cos\phi + 0.1945 \sin\phi - 0.0681 \sin 2\phi \quad (10)$$

It can be seen in Figure 9 that the function falls somewhat below the data points at  $12.5^\circ$ . This was required to produce a smooth function in the terms of the trigonometric series which agreed with the Walton/Gibbons data. The difference between the function  $f_t(\phi)$  and the average of the data points at  $12.5^\circ$  is about 10%.

#### DISCUSSION

It is apparent from Figures 7 and 9 that there will be some discrepancy between the model predictions based on the new loading functions and each of the particular data bases from which they were derived. Therefore a comparison has been performed to gain some insight into the degree of differences to be expected. The data bases used for these comparison are:

1. critical angle tow, 0.542-inch (1.38-cm) cable, Reference 9;
2. critical angle tow, 0.322-inch (0.82-cm) cable, Reference 9;
3. critical angle tow, 0.84-inch (2.13-cm) cable, Reference 10; and
4. body-dominated tow, 0.35-inch (0.89-cm) cable, Reference 2.

Figures 11 and 12 show a comparison between the new model predictions for the depth of tow and the towpoint tension, respectively, for the 0.542-inch (1.38-cm) diameter cable and the measured data from the at-sea experiments. The solid lines represent the model predictions. It is seen that the model underpredicts depth by about 10% to 12%, i.e., it predicts a slightly shallower towing angle than measured. This is to be expected. In Figure 7 the appropriate data points are seen to fall uniformly below the new loading function  $f_n(\phi)$  implying that the predicted normal hydrodynamic force will be greater than the observed in this case. With respect to towpoint tension (Figure 12) the agreement is quite good. For the 6, 10 and 16 knot cases the discrepancy between the computed points and the faired curves is less than 10%, for the most part less than 5%.

Figures 13 and 14 show a comparison of new model predictions with the measured towing depth and towpoint tension data, respectively, from at-sea measurements on the 0.322-inch (0.82-cm) cable for speeds of 6, 10 and 16 knots. As discussed previously, this data base and particularly the cable tension data has characteristics which raise doubts as to its accuracy. Nonetheless it is a published data

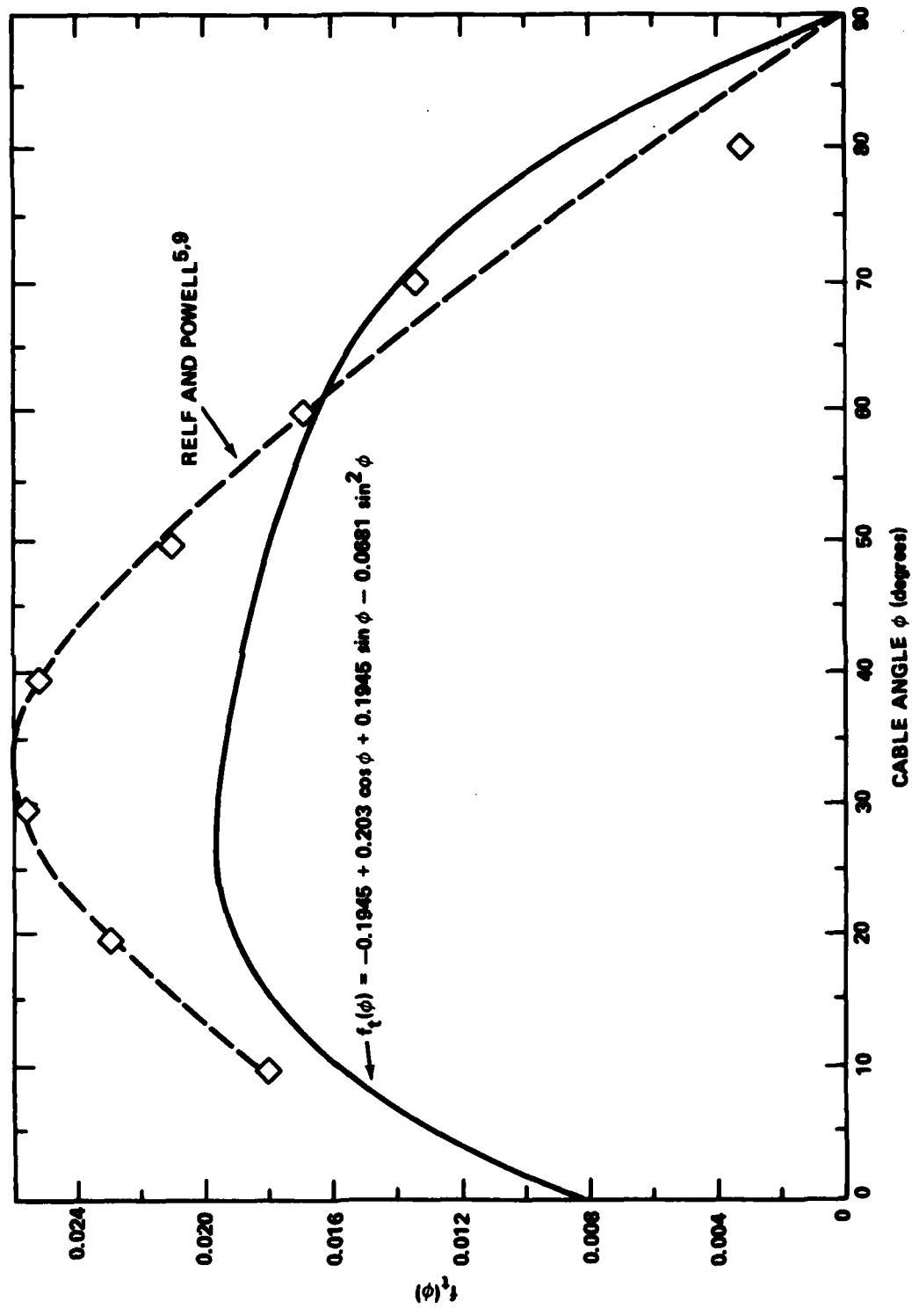


Figure 10 - New Tangential Hydrodynamic Loading Function versus Cable Angle



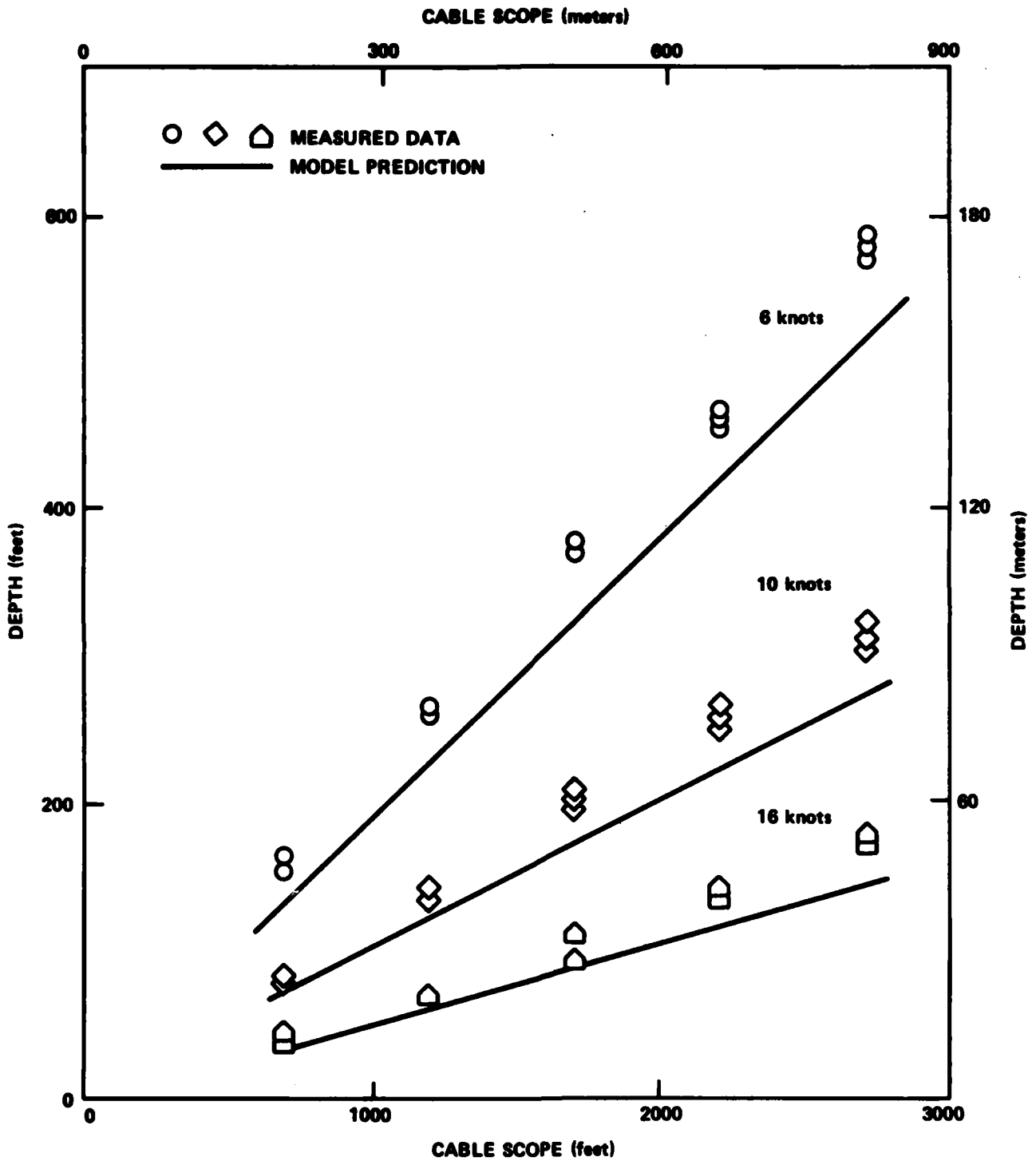


Figure 11 - Comparison of New Model Predictions and Measured Depth as a Function of Scope for 0.542-Inch (1.38-Centimeter) Diameter Towcable

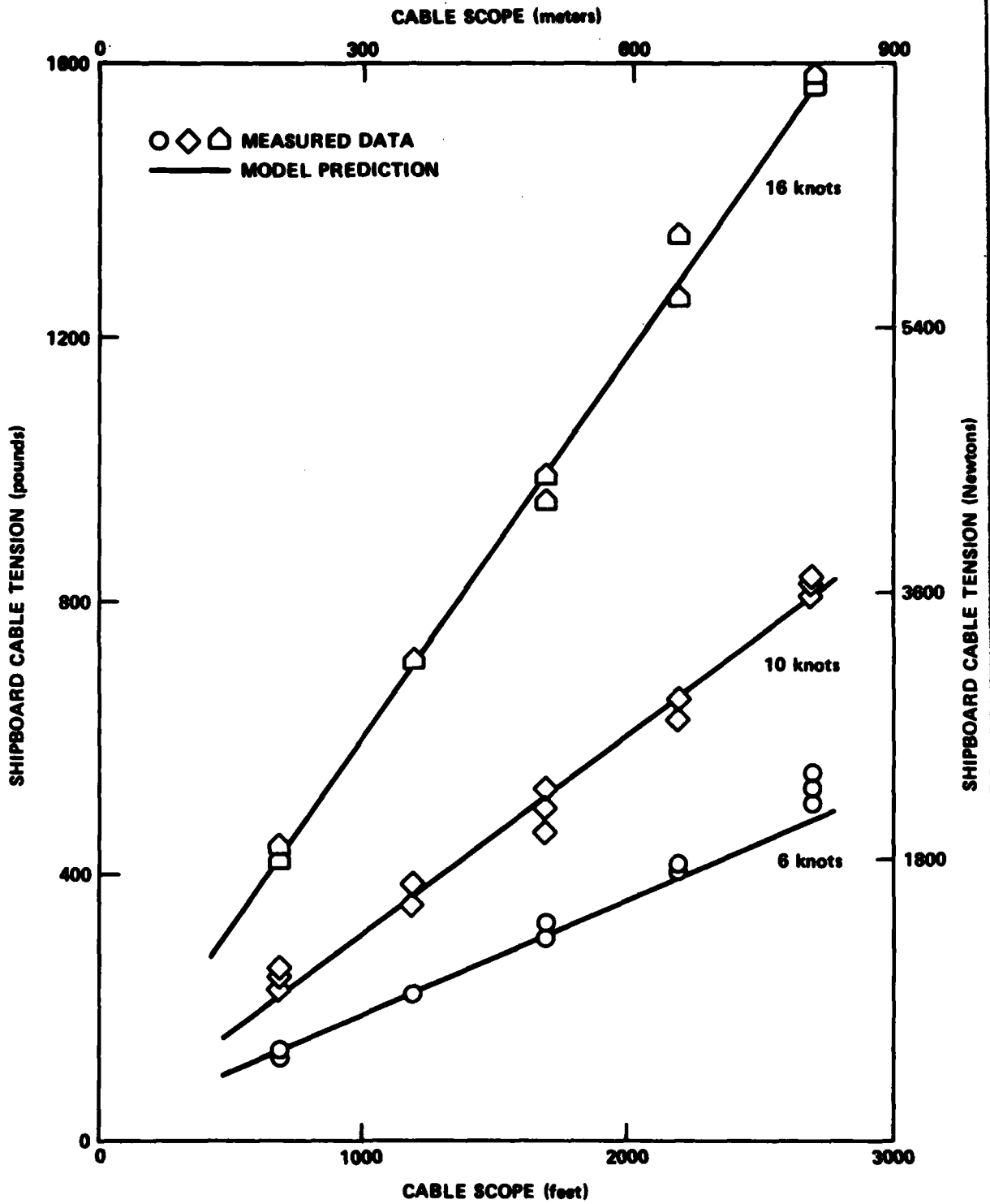


Figure 12 - Comparison of New Model Predictions and Measured Tension as a Function of Scope for 0.542-Inch (1.38-Centimeter) Diameter Towcable

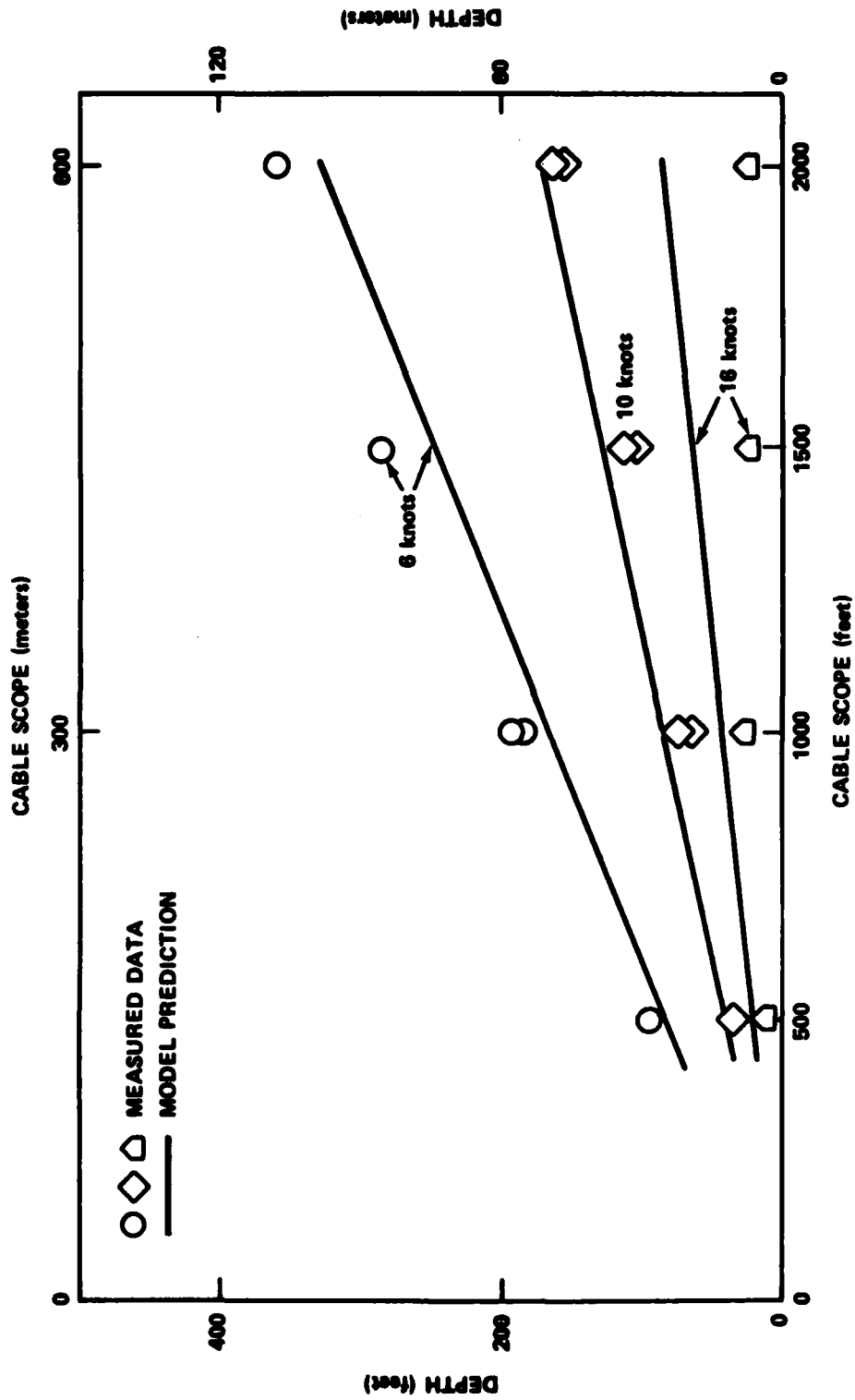


Figure 13 - Comparison of New Model Predictions and Measured Depth as a Function of Scope for 0.82-Inch (0.82-Centimeter) Diameter Towcable

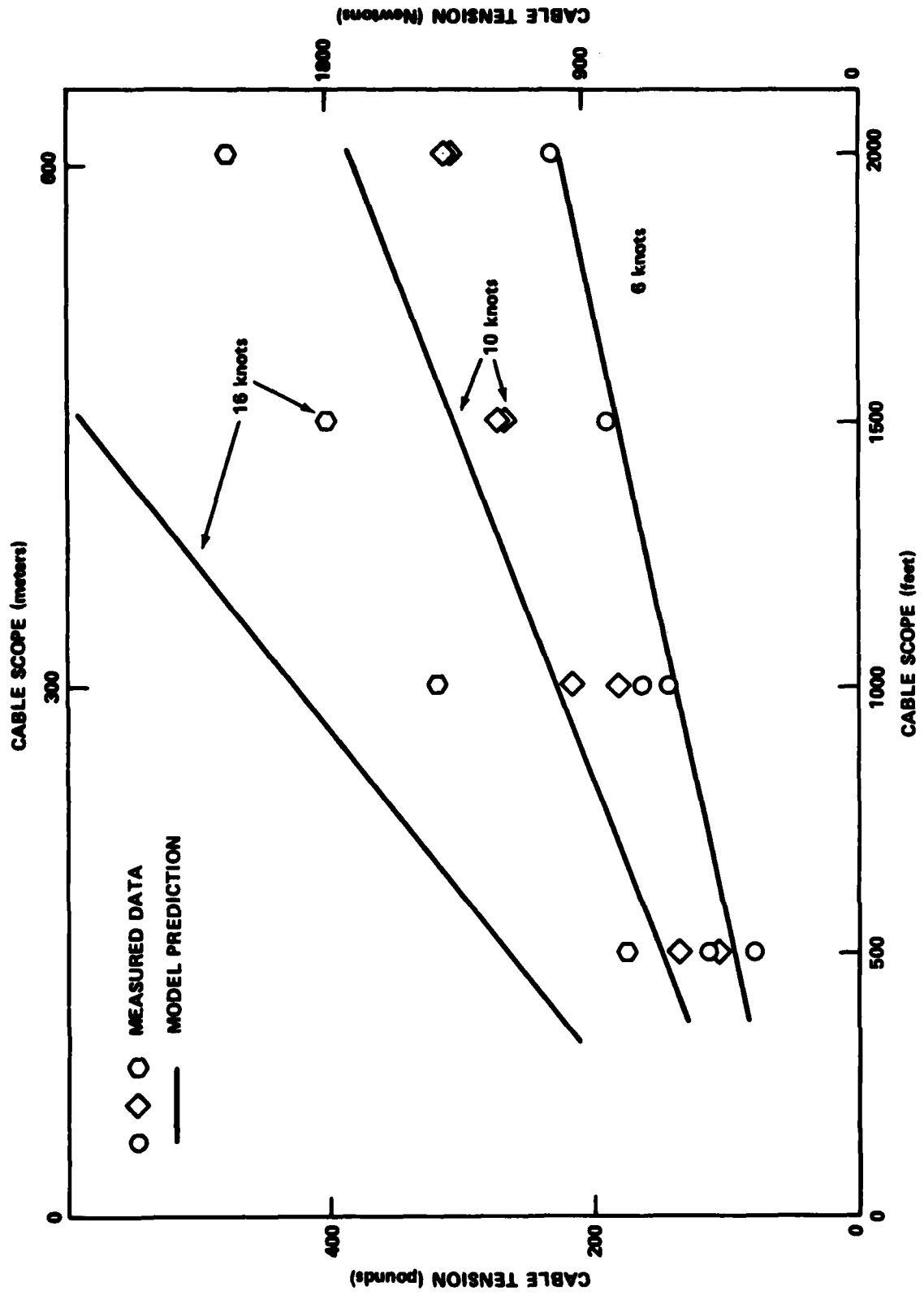


Figure 14 - Comparison of New Model Predictions and Measured Tension as a Function of Scope for 0.322-Inch (0.82-Centimeter) Diameter Towcable

base and even though the tension measurements were not used in formulating  $f_t(\phi)$  and model/data agreement, therefore, should not be expected, the comparison is presented for completeness. As seen in Figures 13 and 14 the agreement is fair at the low speed but becomes increasingly poor with increasing speed.

Figure 15 shows the measured data points from sea trial 4H8 (Reference 10) on a 0.84-inch (2.13-cm) diameter armored cable. The solid line represents new computational model predictions. The agreement for both depth and tension is very close. For the tension predictions a zero scope tension value was obtained by extrapolating the measured data at each speed to zero scope. These zero scope tension values represent the drag of a towed array used in the experiments and therefore were used to represent the body force in the computer predictions.

Figures 16, 17 and 18 show data from an at-sea experiment<sup>2</sup> on a 0.35-inch (0.89-cm) diameter cable in a body-dominated configuration. As seen the agreement between the measured data and the new computational model is good.

Overall the agreement between model predictions based on the newly derived  $f_n(\phi)$  and  $f_t(\phi)$  and the available measured data is judged to be good. The advantage of these functions is that with a single value of  $C_R$  they provide a model which will support first order engineering estimates for bare armored cable towing configurations over a wide range of cable angles both shallow and steep. However, where towing depth and tension must be known very accurately, a situation most likely to attend long cables in high speed (shallow critical angle) tows, an observation by Relf and Powell<sup>5</sup> in 1917 relative to stranded cables, still applies, namely that it is best to test the particular cable.

Some caution should be exercised in using the computational model. First, although there is a sizeable experimental data base to support the formulation of the loading functions at the shallow angles, there are significantly less data at angles greater than  $10^\circ$ . In particular,  $f_t(\phi)$  at values of  $\phi$  above  $10^\circ$  is based solely on the Reference 2 data and the assumption that  $f_t(\phi)$  is zero at  $\phi = 90^\circ$ .

Also, it should be noted that the model is derived from measurements on towing configurations, not on mooring configurations. Mooring generally implies a range of steeper cable angles and lower Reynolds numbers. Thus no statement can be made regarding the suitability of this model to the mooring case.

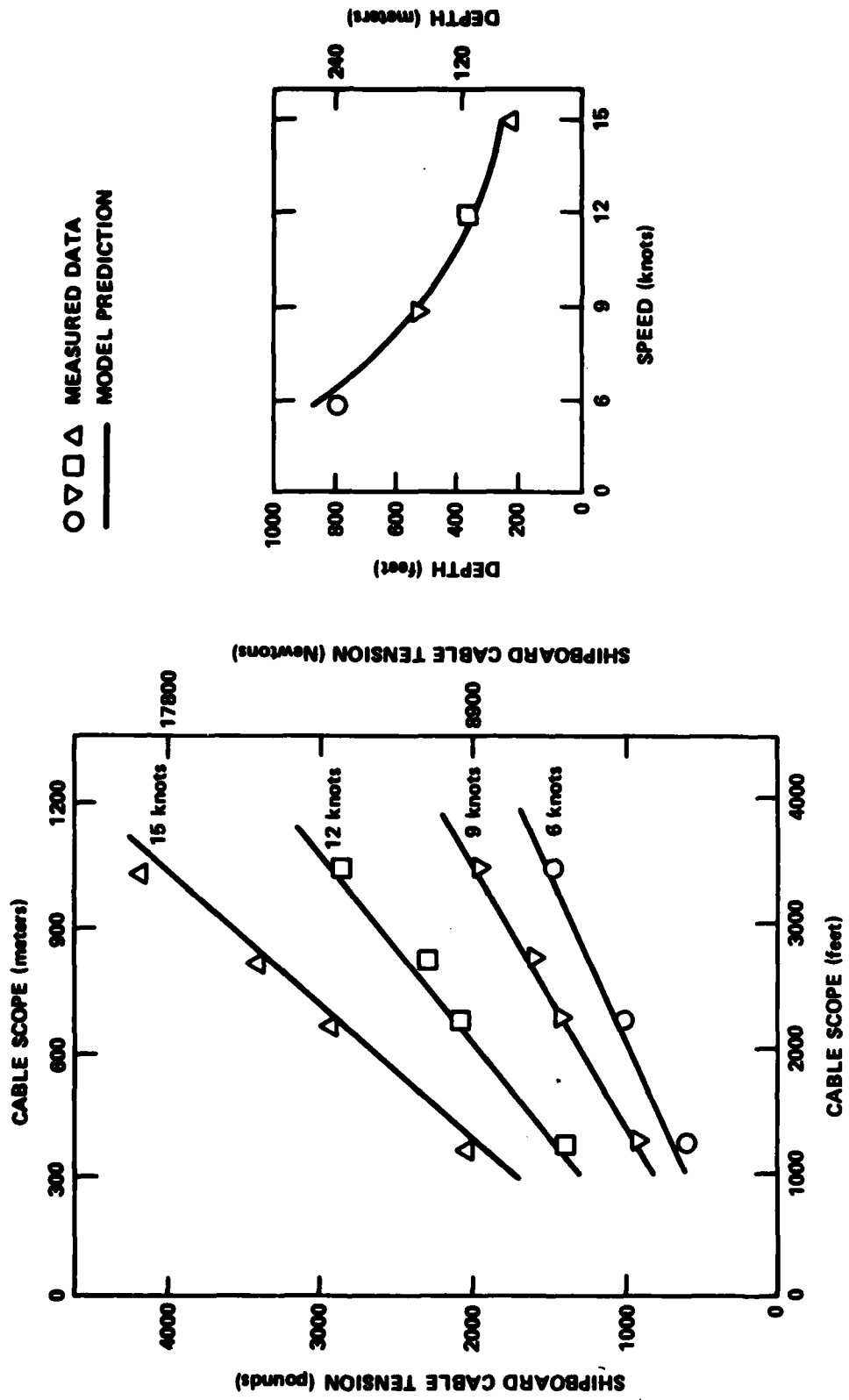


Figure 15 - Comparison of New Model Predictions and Measured Values of Tension and Depth from Sea Trial 4H8 for 0.84-Inch (2.13-Centimeter) Diameter Towcable

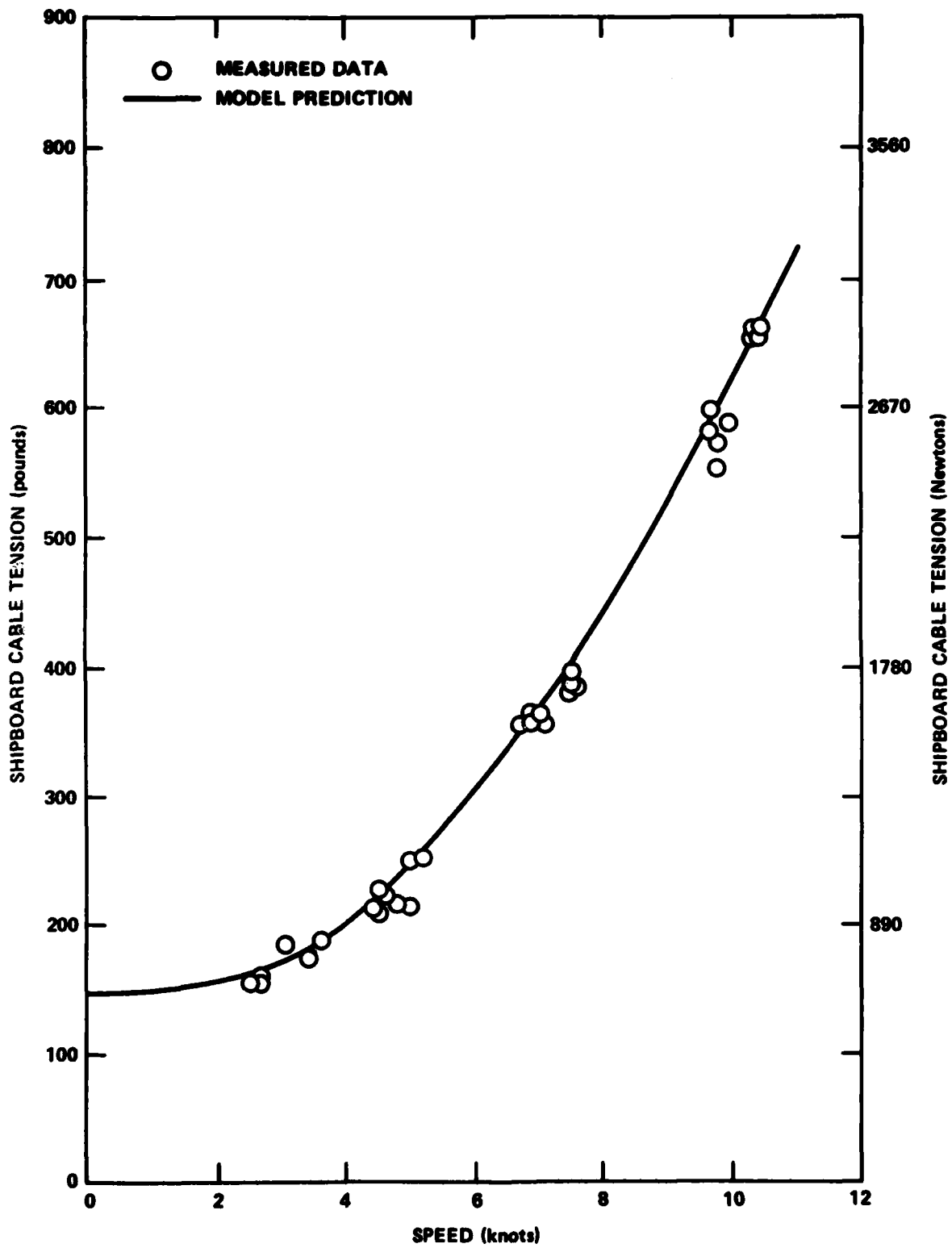


Figure 16 - Comparison of New Model Predictions and Measured Cable Tension for a Nominal Scope of 280 Feet (85.3 Meters)

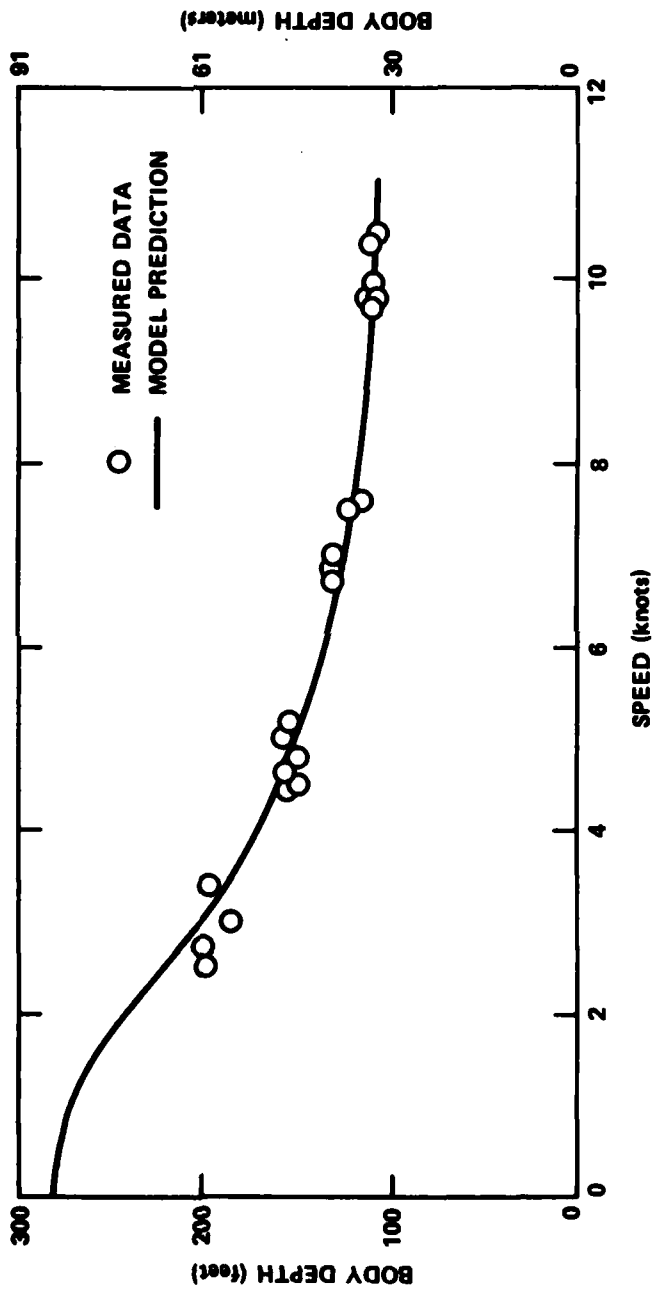


Figure 17 - Comparison of New Model Predictions and Measured Body Depth for a Nominal Cable Scope of 280 Feet (85.3 Meters)



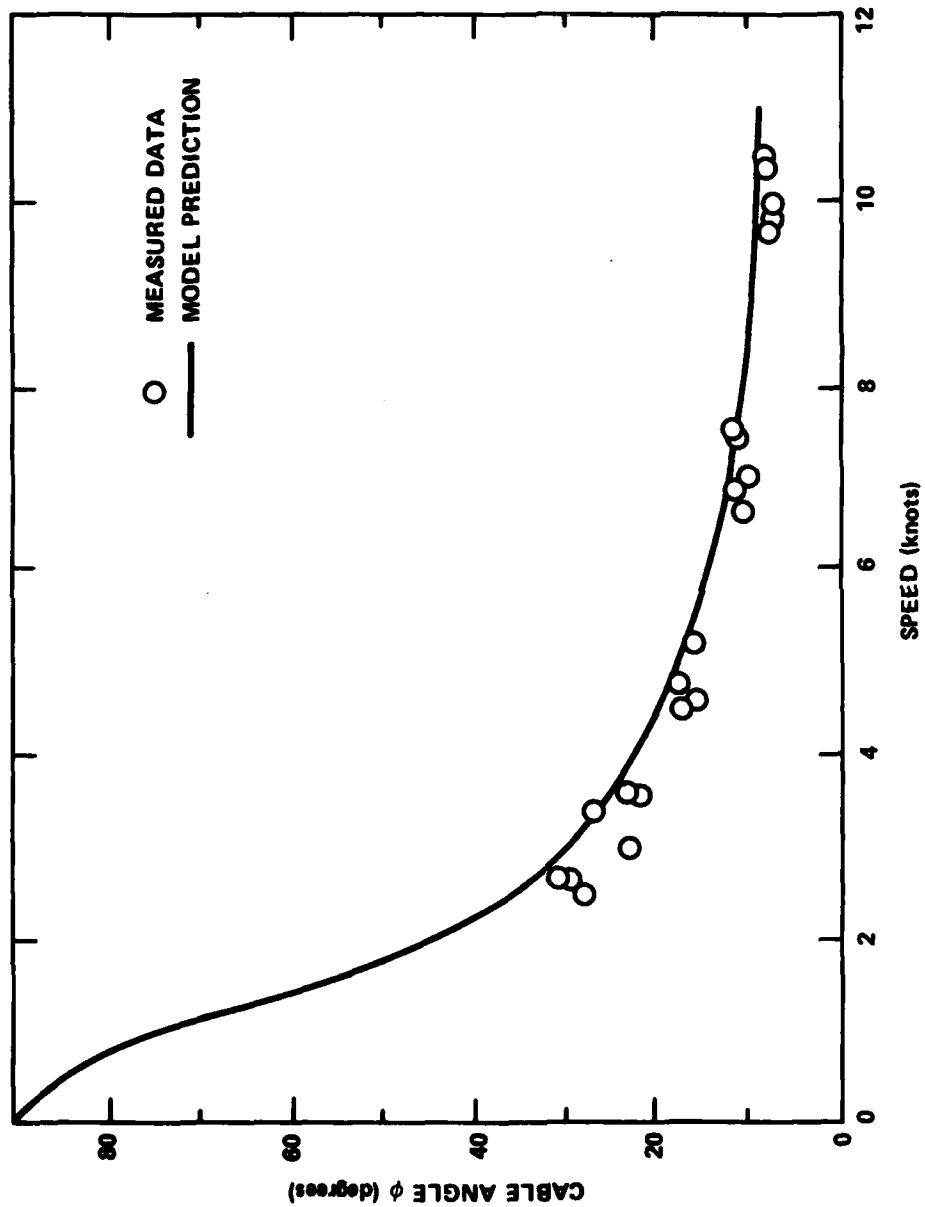


Figure 18 - Comparison of New Model Predictions and Measured Cable Angle at the Towing Ship for a Nominal Cable Scope of 280 Feet (85.3 Meters)

The fact that a single value of  $C_R$  independent of Reynolds number provides a good model fit to the data is surprising when considered in relation to the well known normal drag coefficient for a right circular cylinder (Figure 3). Somewhere in the  $R_n$  range covered by these experiments (Figure 4), it would be expected that transition with its marked reduction in  $C_R$  would occur. The free stream sees in reality a fine elliptical shape and a high degree of sweep to the span. Such factors of geometry would tend to diminish but not eliminate the  $R_n$  effects. It may be that  $R_n$  effects are masked because of the strong relationship which exists between  $R_n$  and  $\phi$  over large portions of the measured data base (Figure 4).

The problem of model accuracy for the very shallow angle range is fundamental and from two sources. First there is the problem of making accurate measurements at sea at very shallow angles. The range of uncertainty in angle, wetted scope and velocity profile is relatively large. Second, both  $f_n(\phi)$  and  $f_t(\phi)$  are very sensitive to  $\phi$  at shallow cable angles. This sensitivity is compounded in that an error in estimating  $\phi$  (from  $f_n(\phi)$ ) will magnify the error in predicting the tension ( $f_t(\phi)$ ). With respect to the data bases used in this report, measurement accuracies cannot be quantified since this information was not provided in the source documents. In general, the accuracies are judged to have been as high as could be attained given the environmental limitations. For example, the towing basin provides very accurate control and measurement of speed and track but introduces artificialities in the restrictions depth places on cable length. The dynamics of the at-sea environment diminish the accuracies in all measurements.

The hydrodynamic loading function models need to be tested further against other independently acquired data bases. The reason for the data scatter, especially for  $f_n(\phi)$  at shallow angles, needs to be determined; whether it is simply a problem in measurement accuracy or whether certain characteristics of the cable, not now explicitly treated here and influencing the data, needs to be ascertained. It should be noted that, while kiting has not been explicitly treated in this analysis, the loading functions have been developed with kiting implied. That is  $f_n(\phi)$  and  $f_t(\phi)$  have been developed from a data base of kiting towcables. Any predictions based on these loading functions will therefore pertain to kiting armored towcables. However, for a rigorous treatment of hydrodynamic loading kiting must be explicitly accounted for.

## CONCLUSIONS

From the foregoing analysis it is concluded that:

1. Good first order engineering estimates of bare armored cable towing configurations over a broad range of cable angles for both critical angle tows and body-dominated tows can be obtained using  $C_R = 1.5$  and a new set of hydrodynamic loading functions:

$$f_n(\phi) = 0.5 - 0.1 \cos\phi + 0.1 \sin\phi - 0.4 \cos 2\phi - 0.011 \sin 2\phi$$

$$f_t(\phi) = -0.1945 + 0.203 \cos\phi + 0.1945 \sin\phi - 0.0681 \sin 2\phi$$

2. The fact that a constant value  $C_R = 1.5$  provides a good fit to most of the data implies that  $R_n$  effects are not a significant factor in the hydrodynamics relative to this data base.
3. If critical angle towing configurations and tensions must be known very accurately, then the particular cable must be tested.

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