

Figure 5. – (a) Sectional plane of SFT model, (b) 3D finite element model of SFT (Kim JH et al, 2015)

The governing equation of motion for the entire structure can be formulated as:

$$(\mathbf{M}_s + \mathbf{M}_a)\ddot{\mathbf{U}}_s(t) + \mathbf{C}_s\dot{\mathbf{U}}_s(t) + \mathbf{K}_s\mathbf{U}_s(t) = -(\mathbf{M}_s + \mathbf{M}_a)\mathbf{I}_f\ddot{\mathbf{U}}_g(t), \quad (4)$$

where subscript 's' and 'g' denote the superstructure and supporting ground. Mass, damping, and stiffness matrices are denoted by \mathbf{M} , \mathbf{C} , and \mathbf{K} , respectively. The relative value of structure acceleration, velocity and displacement are denoted by $\ddot{\mathbf{U}}_s$, $\dot{\mathbf{U}}_s$ and \mathbf{U}_s , respectively. The hydrodynamic force applied on the structure due to the relative motion of fluid can be obtained using Morison equation (Dawson TH, 1983). \mathbf{M}_a is the added mass coefficient matrix. No incident wave or current were considered in this study and thus the water particles acceleration and velocity become zero. For the external force on the structure due to seismic ground motion is calculated by the multiplication of total mass and ground acceleration. Furthermore, the influence of ground accelerations $\ddot{\mathbf{U}}_g$ on the structural degrees of freedom is decided by the influence matrix \mathbf{I}_f .

The continuum mechanics based 3D beam finite elements (Yoon and Lee, 2014) and taut cable elements are used to model the tunnel and mooring cables, respectively. Beam element and discretization of applied cross-section of tunnel is illustrated at Fig. 6.

We studied a 10km span length SFT, which has the outer diameter of tunnel cross-section 15.7m. Mooring cables are installed with uniform spacing ($d=100\text{m}$) and its diameter is 0.15m. The tunnel cross-section is a composite structure consisting of outer steel and inner concrete (Long et. al, 2009). The equivalent Young's modulus considered is 34 GPa for tunnel, and that of cables is 210 GPa. We consider two cases of cable angles θ from the seabed: 45 and 60 degrees.

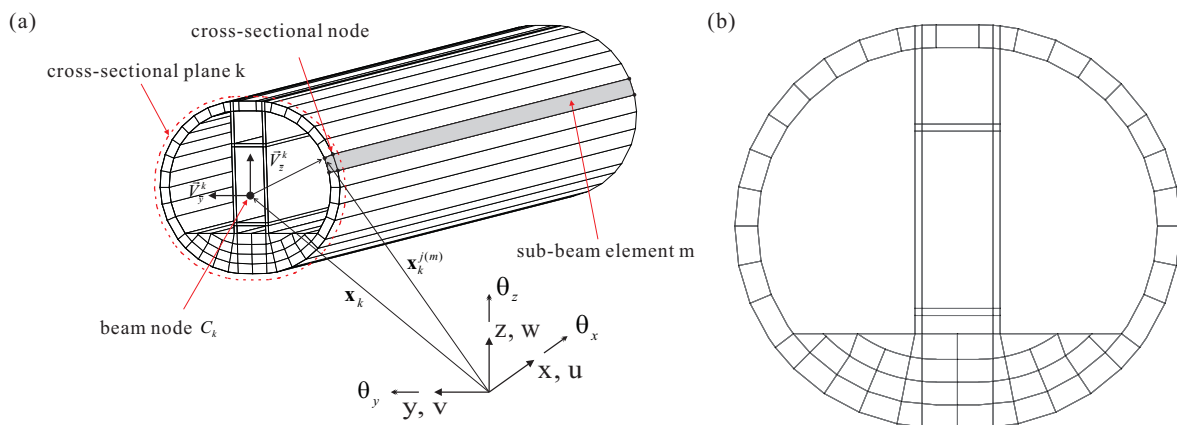


Figure 6. – (a) 3D beam finite element, (b) tunnel cross-section discretization (Kim JH et al, 2015)

Water depth h is 120m and the depth from the water surface to the center of tunnel (H) is 40m. For the input seismic motion, El Centro and Kobe earthquakes are selected for the input seismic acceleration. The input seismic ground motions are assumed be homogeneous.

In the reference (Kim JH et al, 2015) the displacement time histories at tunnel center and the maximum displacement response envelopes through the span length are given for each seismic excitation. The displacement history appears the maximum transverse displacements of the tunnel are very similar for the two cable angle cases.

The peak ground acceleration (PGA) of Kobe earthquake is bigger than that of El Centro earthquake and the maximum magnitude of responses also shows the same trend. However, the locations of maximum displacement response are different. The maximum displacements calculated are much smaller than the total tunnel length, rarely exceeding 0.3 m.

5. CONCLUSIONS

In this presentation, we introduced our recent works on the analysis of fluid-structure interaction problems in ocean engineering. Numerical methods for hydroelastic analysis of very large floating structures, hydroelastic analysis of general floating structures, and hydroelastic analysis of submersed floating tunnels were presented. Their formulations were briefly reviewed and the numerical results were presented through representative numerical examples. Also, the results were compared with available experimental results and those in previous studies. The numerical methods developed here can be used be widely utilized in various ocean engineering practices, especially, for design of VLFS (Very Large Floating Structures), very large crude carriers, very large container ships and long submersed tunnels.

ACKNOWLEDGEMENTS

This work was supported by the Basic Science Research Program through the National Research Foundation of Korea (NRF), funded by the Ministry of Education, Science and Technology (No. 2014R1A1A1A05007219)

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