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**CLAMSHELL MECHANISM FOR TOWED ARRAY BOOTABLE BULKHEAD**

**STATEMENT OF GOVERNMENT INTEREST**

[0001] The invention described herein was made in the performance of official duties by employees of the U.S. Department of the Navy and may be manufactured, used, or licensed by or for the Government of the United States for any governmental purpose without payment of any royalties thereon.

**CROSS REFERENCE TO OTHER PATENT APPLICATIONS**

[0002] None.

**BACKGROUND OF THE INVENTION**

**1) Field of the Invention**

[0003] The present invention is directed to towed array modules and more particularly, to a clamshell mechanism for joining modular arrays by using bootable bulkhead assemblies.

**Description of the Prior Art**

[0004] Arrays of hydrophones are towed for sensing sound below the surface of the ocean. Typically, such arrays are linear assemblies of modules with each module having sections that have a bulkhead at opposing ends.

[0005] Hydrophones are mounted in the sections. Sound pressure waves in the ocean pass through the wall of various sections

where the hydrophones sense pressure fluctuations and transform the sensed pressures into electrical signals which are transmitted to a support vessel.

**[0006]** Submarines can deploy a thin-line towed-array (TLTA) using mechanical handling systems. Each module of the thin-line array includes an outer sheath or hose that contains the hydrophones and supporting electronics. Standard thin-line towed-arrays have historically poor reliability. This is due to the mechanical stresses induced on the electrical and optical data paths during booting of the array module.

**[0007]** Booting is the process of pulling a pre-hose assembly of the towed array into the hose to create the final module assembly. The pre-hose assembly includes electrical and optical harnesses, telemetry units, internal strength members, and other components that constitute the functional elements along with strength members to carry tension across each module of the array.

**[0008]** To pull the pre-hose assembly into the hose of the TLTA module, the hose is inflated beyond a nominal, non-pressurized inner diameter in order to reduce friction between the pre-hose assembly and the inside wall of the hose. Typically, each end of the pre-hose assembly terminates with a coupling, usually referred to as a bulkhead. However, the couplings at the ends of each module are too large to fit through the ends of the

hose. Therefore, one end of the pre-hose assembly may be constructed without the wires and optical fibers terminated into the connector insert and bulkhead. This end is pulled into the hose first and through to the other end of the hose until the terminated end of the pre-hose assembly seats in the coupling.

**[0009]** Once the first end bulkhead seats in the coupling; the other end of the pre-hose assembly terminates in the connector insert and bulkhead. An excess length of wire and fiber is free from the hose for terminating the second end. As a result, the pre-hose assembly is longer than the hose.

**[0010]** The hose is then elongated over the pre-hose assembly until the other end of the unseated bulkhead seats in the coupling. Occasionally, the final inches of the pre-hose assembly must be reinserted into the hose by hand. In either case, the wires and fibers in the excess pre-hose assembly may wrinkle and fold inside the hose; thereby, subjecting the wires and fibers to stresses that contribute to poor towed array reliability.

**[0011]** It is thus desirable to have an improved mechanical design and fabrication method for constructing towed array assemblies that does not require an extra length of the pre-hose assembly. Both ends of the pre-hose assembly could be terminated and seated in the coupling prior to booting.

**SUMMARY OF THE INVENTION**

**[0012]** The present invention discloses a bootable bulkhead in which the wires and fibers pre-terminate in the connector insert and bulkhead before the booting process. This pre-termination eliminates the need to pull excess pre-hose material through the hose. The pre-hose can be shortened in relation to the hose such that both bulkheads can be seated at the same time; thereby, reducing wire and fiber stresses introduced through excess lengths and pulling back into the hose. Since some frictional buildup will remain between the pre-hose assembly and the hose walls; some excess length is required to account for hose stretch caused by the induced tension from the friction.

**[0013]** The clamshell bulkhead addresses these problems by replacing the sealing surface and threaded ring with a clamshell-type mechanism. In the invention, a connector includes a forward bulkhead assembly having a forward bulkhead device and an aft bulkhead assembly having an aft bulkhead device. Each of the forward bulkhead assembly and the aft bulkhead assembly includes connections for wires and optical fibers of an acoustic array.

**[0014]** The forward bulkhead assembly includes a clamshell of two halves on opposite sides of the forward bulkhead assembly. The clamshell has a locking feature and a locking ring attached to

the locking feature. The locking ring connects the forward bulkhead assembly with the aft bulkhead assembly.

**[0015]** According to another aspect of the invention, a hose connector includes a forward bulkhead assembly. The forward bulkhead assembly has a forward bulkhead device with a clamshell having two halves on opposite sides of the forward bulkhead device. The clamshell has a locking feature. A locking ring is attached to the locking feature. A first hose coupling surrounds the forward bulkhead assembly. The first hose coupling connects to a first end of a hose.

**[0016]** The hose connector also includes an aft bulkhead assembly. The aft bulkhead assembly has an aft bulkhead device with a second hose coupling surrounding the aft bulkhead assembly. The second hose coupling is connected to a second end of the hose. The locking ring connects the forward bulkhead assembly with the aft bulkhead assembly.

**[0017]** In a hydrophone module, a housing tube includes an elongated sleeve having a first end and a second end. A forward bulkhead assembly having a first hose coupling is connected to a first end of the housing tube. An aft bulkhead assembly having a second hose coupling is connected to a second end of the housing tube. The forward bulkhead assembly includes a forward bulkhead device with a clamshell having two halves on opposite sides of the forward bulkhead device and a locking ring to

connect the forward bulkhead assembly with an adjacent aft bulkhead assembly.

#### **BRIEF DESCRIPTION OF THE DRAWINGS**

[0018] Other objects, features and advantages of the present invention will become apparent upon reference to the following description of the preferred embodiments and to the drawings, wherein corresponding reference characters indicate corresponding parts throughout the several views of the drawings and wherein:

[0019] **FIG. 1** is a sectional view of a towed array system of the present invention;

[0020] **FIG. 2** is a cross-section view of a forward bulkhead of the present invention;

[0021] **FIG. 3** is a cross-section view of an aft bulkhead of the present invention;

[0022] **FIG. 4** is an exploded view of clamshell mechanism of the present invention; and

[0023] **FIG. 5** is a cross section view of an assembled bulkhead of the present invention.

#### **DETAILED DESCRIPTION OF THE INVENTION**

[0024] The clamshell mechanism for a towed array bootable bulkhead allows for booting of a Thin Line Towed Array (TLTA)

with the connector insert pre-populated inside the bulkhead. The invention uses a clamshell-type ring mechanism to increase the reliability of the connection by reducing the number of sealing surfaces and threaded surfaces. Previous sealing surfaces could be susceptible to potential failure through leaking.

**[0025]** Additionally, a previously threaded surface could be susceptible to potential failure through thread stripping. The clamshell-type ring mechanism can be used for a standard 1.5 inch TLTA, as well as thinner sized bulkheads, and for up to 3 inch 'Fat Line' array bulkheads, or larger.

**[0026]** Referring to the drawings, **FIG. 1** depicts a towed array **100**. The towed array **100** contains a linear series of modules **102** in which the modules couple together. The array **100** is towed from a vessel **300**, such as a surface ship or a submarine, by using a cable **302**.

**[0027]** Each of the modules **102** has a housing formed by a flexible hose **108**. The flexible hose **108** may be made from an elastomer or plastic and may be reinforced, such as with Kevlar™ fibers or other suitable fibers. For a thin-line towed array, the hose section for each module **102** is typically one and one-half inch or less in diameter and has a length of 30 to 250 feet.

**[0028]** Hydrophones **110** are disposed in each of the modules **102**. The modules **102** couple together to form the array **100**. The

hydrophones **110** communicate via a harness **112** inside the flexible hose **108**, which connects to a transmission line **306** within the cable **302**.

**[0029]** Sound pressure waves in the ocean pass through the wall of various modules **102** where the hydrophones **110** sense the pressure fluctuations and transform the sensed pressures into signals that are transmitted via the cable **302** back to the vessel **300**. The transmission line **306** may be an electric and/or optical conduit for relaying signals from the array **100** via the harness **112** to the vessel **300**. The signals are then processed to provide a representation of the underwater sound.

**[0030]** The flexible hose **108** for each module has a first end **116** and a second end **118**, referred to herein as the forward end (corresponding to **116**) and the aft end (corresponding to **118**). Typically, the ends of the modules **102** are sealed at each of opposing ends by a connector **120**. The connector **120** is constructed of two halves, which are described in detail below.

**[0031]** The connector **120** includes forward and aft couplings and forward and aft bulkheads. The harness **112** can be attached to the bulkheads. The connectors **120** permit mating of adjacent modules **102** and allow the signals from the hydrophones **110** to pass therethrough as if the harness **112** were continuous.

**[0032]** Each module **102** for a towed array **100** is formed by pulling a pre-hose assembly into the flexible hose **108** to create

a final assembly. The pre-hose assembly comprises the hydrophones, electrical and/or optical harnesses, telemetry units and other components that constitute the functional elements of each module **102**. To pull the pre-hose assembly into the flexible hose **108**; the flexible hose is inflated beyond a non-pressurized inner diameter. Typically, bulkheads at the end of each module **102** are too large to fit through the ends of the flexible hose **108**; therefore, each end of the pre-hose assembly is terminated with a coupling.

**[0033]** As mentioned above, the connector **120** has two halves, the forward bulkhead assembly and the aft bulkhead assembly, which reside on the forward and aft ends of each array module **102**, respectively. **FIG. 2** and **FIG. 3** depict each half of the connector **120**. **FIG. 2** depicts a forward bulkhead assembly **122** and **FIG. 3** depicts an aft bulkhead assembly **124**.

**[0034]** Each of the forward bulkhead assembly **122** and the aft bulkhead assembly **124** includes connections for wires and optical fibers of the towed array **100**. The forward bulkhead assembly **122** includes a forward bulkhead device **126**. A forward electrical insert **128** for the wires and optical fibers carrying the optic/electrical signals of an acoustic array is housed in the forward bulkhead device **126**. The wires and optical fibers are terminated by pins **130** installed in the forward electrical insert **128**.

[0035] In a similar manner, the aft bulkhead assembly **124** of **FIG. 3** includes an aft bulkhead device **132**. An aft electrical insert **134** for the remaining end of the wires and optical fibers carrying the optic/electrical signals of an acoustic array is housed in the aft bulkhead device **132**. The wires and optical fibers are terminated by pins **136** installed in the aft electrical insert **134**.

[0036] The forward electrical insert **128** includes an alignment feature **138**, such as a pin extending from the forward electrical insert **128**, and the aft electrical insert **134** includes an alignment aperture or hole **140** corresponding to the alignment pin to align the forward electrical insert and the aft electrical insert during bulkhead mating. The alignment of the forward electrical insert **128** and the aft electrical insert **134** is kept in place relative to the aft bulkhead device **132** by these alignment features.

[0037] The forward electrical insert **128** is secured from falling out of the forward bulkhead device **126** by a retaining snap-ring **142** and a retaining ring washer **144**. The internal end of the forward electrical insert **128** is held in at a specified pressure by wavy washer **146** which sits against a bushing **148**. The bushing **148** is held in place by a clevis **150**. The clevis **150** is threadedly engaged with the forward bulkhead device **126**. For this purpose, the clevis **150** may have female threads, engaging

male threads **152** or similar mechanism on the forward bulkhead device **126**. The clevis **150** is also used to connect the forward bulkhead assembly **122** to strength members of the TLTA.

**[0038]** The forward bulkhead assembly **122** includes a screw plug **154** mounted in the forward bulkhead device **126** so that oil can be filled or drained through the forward bulkhead device via a fill port **156**. The screw plug **154** typically includes an o-ring (not shown). The forward electrical insert **128** may have an oil-passage groove **160** so that oil may freely move past the forward electrical insert **128**. O-rings **162** may be installed in grooves **164** so that the oil within the forward bulkhead assembly **122** is sealed from the external environment when installed in the hose **108**. Radial screws **166** affix the forward bulkhead assembly **122** to the hose **108**.

**[0039]** Referring again to **FIG. 3**, the aft bulkhead assembly **124** is similar to the forward bulkhead assembly **122**. As described above, the aft bulkhead device **132** encloses the aft electrical insert **134**. The aft bulkhead assembly **124** includes features similar to the forward bulkhead assembly **122**, such as the wavy washer **146** which sits against the bushing **148**, which is held in place by the clevis **150**. The clevis **150** may be threadedly engaged with the aft bulkhead device **132**.

**[0040]** For this purpose, the clevis **150** may have female threads engaging male threads **152** or a similar mechanism on the aft

bulkhead device **132**. This clevis **150** is also used to connect the aft bulkhead assembly **124** to strength members of the TLTA. The aft bulkhead device **132** also includes an oil-passage groove **160** so that oil may freely move past the aft electrical insert **134**.

[0041] Filling and draining of the aft bulkhead assembly **124** uses a check valve **168**. The aft electrical insert **134** is sealed by an o-ring **170** in a groove **172**. Similar to the forward bulkhead device **126**, the aft bulkhead device **132** includes O-rings **162** installed in grooves **164** so that the oil within the aft bulkhead assembly **124** is sealed from the external environment when installed in the hose **108**. Radial screws **166** (not shown in **FIG. 3**) may be used to affix the aft bulkhead assembly **124** to the hose **108**.

[0042] As shown in **FIG. 4**, the forward bulkhead assembly **122** further includes a retainer **174** made of a two-piece clamshell of a first piece **176** and a second piece **178**. The two half pieces of the retainer **174** (i.e., the first piece **176** and the second piece **178** of the clamshell) are installed on opposite sides of the forward bulkhead device **126**. The retainer **174** includes an internal ridge **180** that corresponds with a groove or notch **182** circumscribing the forward bulkhead device **126**. Additionally, the retainer **174** has a locking feature **184**, such as a flange on a leading edge of the retainer **174**. A locking ring **186** is

attached to the locking feature **184**. The locking feature **184** provides a bearing surface for the locking ring **186**. The locking ring **186** may comprise a threaded collar that is used to mate and fix the forward bulkhead assembly **122** to the aft bulkhead assembly **124**. The locking ring **186** has standard threads to mate with the aft bulkhead assembly **124**.

**[0043]** When connecting the forward bulkhead assembly **122** to the aft bulkhead assembly **124**, an alignment feature, such as pin **188** extending from the forward bulkhead device **126**, may be used for initial alignment prior to engagement of the locking ring **186** and alignment of the forward electrical insert **128** with the aft electrical insert **134**. Alignment of the forward bulkhead assembly **122** to the aft bulkhead assembly **124** is achieved through a pin **188** and an alignment receiver **190**. Once aligned and engaged, o-rings **192** in grooves **194** protect the pins **130** installed in the forward electrical insert **128** and the pins **136** installed in the aft electrical insert **134** from the environment.

**[0044] FIG. 5** shows a connector **120** consisting of an engaged assembly of the forward bulkhead assembly **122** attached to the aft bulkhead assembly **124**. Each of the forward bulkhead assembly **122** and the aft bulkhead assembly **124** has a hose couplings **196** affixed to the forward bulkhead assembly **122** and to the aft bulkhead assembly **124** via mating ring **198**. The

mating ring **198** may be swaged to the hose **108** with swage coupling **200**.

**[0045]** The bulkhead assemblies described herein can be booted with the optical and electrical connectors already terminated in the connector inserts and the connector insert installed in the bulkhead while providing a reduced number of leak paths and threads. This reduces the amount of time and effort for the pre-hose assembly, which otherwise would have to be pulled past the hose end in the booting process. Furthermore, this capacity may reduce the excess pre-hose length and improve towed array reliability by reducing stresses on optical and electrical components and wiring.

**[0046]** The invention may be constructed by various fabrication means and materials, such as additive manufacturing (AM), multi-material treatments, and multi-material compositions. Further, the invention may be constructed using various material types, such as titanium, aluminum, steel, high performance plastics, glass reinforced plastics, etc.

**[0047]** It will be understood that many additional changes in the details, materials, steps and arrangement of parts, which have been herein described and illustrated in order to explain the nature of the invention, may be made by those skilled in the art within the principle and scope of the invention as expressed in the appended claims.

**CLAMSHELL MECHANISM FOR TOWED ARRAY BOOTABLE BULKHEAD**

**ABSTRACT OF THE DISCLOSURE**

A connector is provided with a forward bulkhead assembly having a forward bulkhead device and an aft bulkhead assembly having an aft bulkhead device. Each of the forward bulkhead assembly and the aft bulkhead assembly includes connections for wires and optical fibers of an acoustic array. The forward bulkhead assembly includes a clamshell-type ring of two halves on opposite sides of the forward bulkhead assembly. The clamshell has a locking feature and a locking ring attached to the locking feature. The locking ring connects the forward bulkhead assembly with the aft bulkhead assembly.

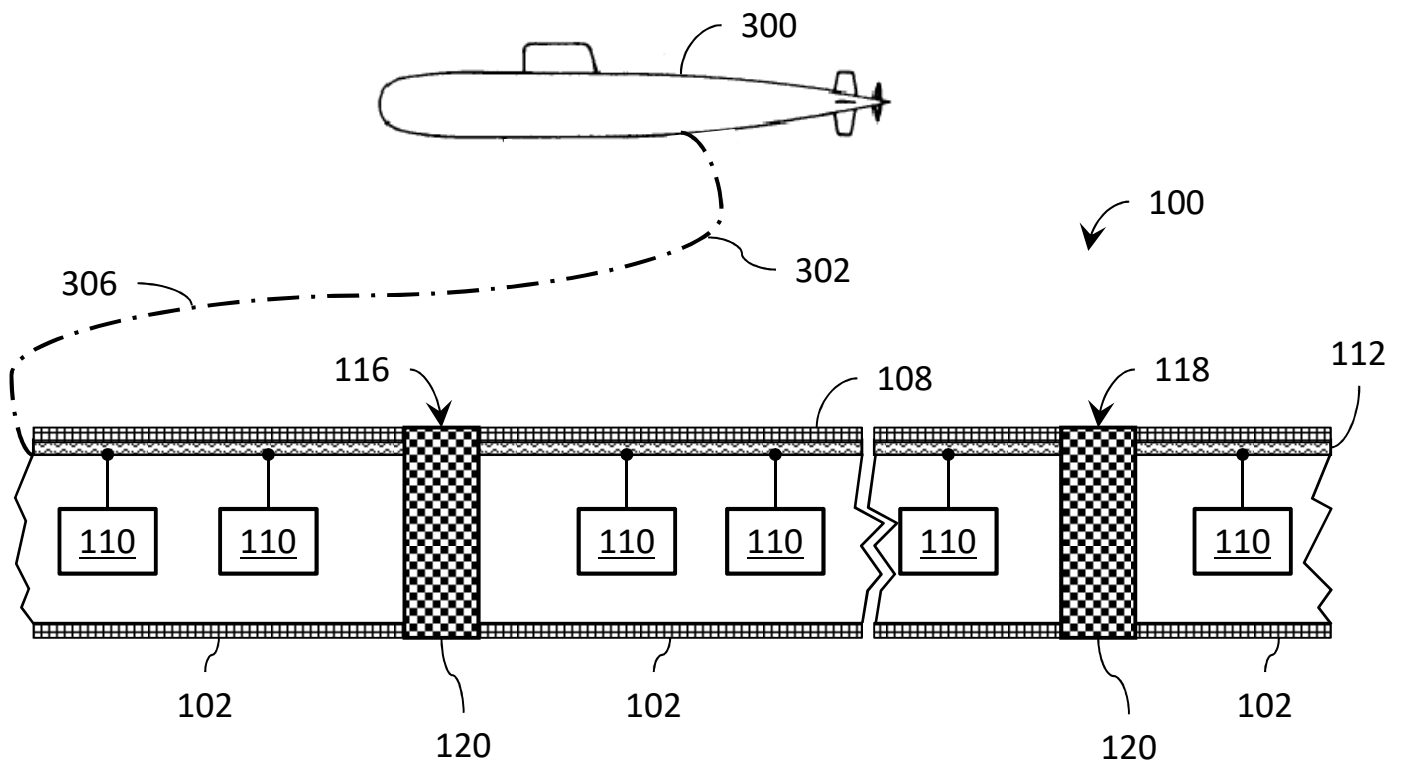


FIG. 1

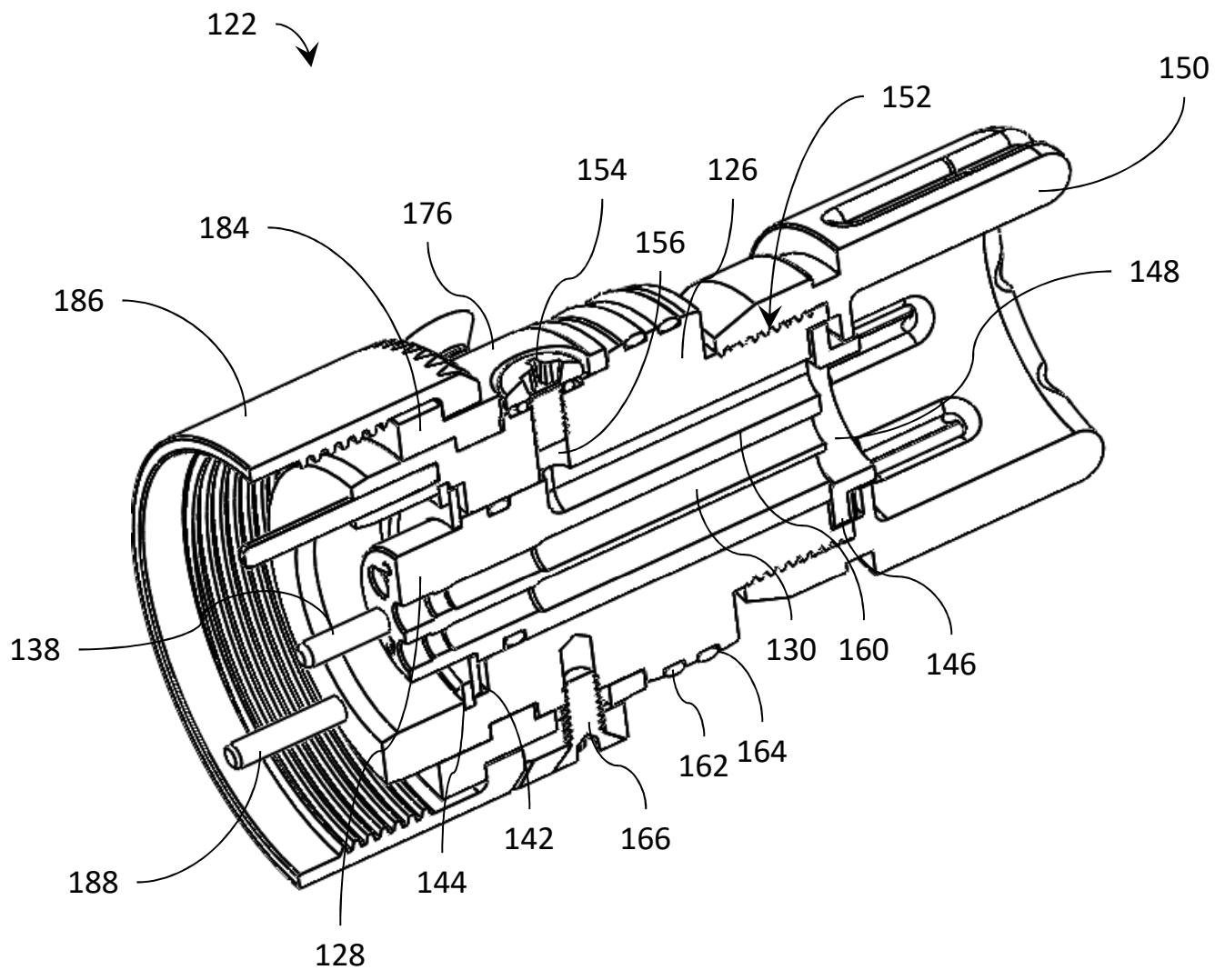


FIG. 2

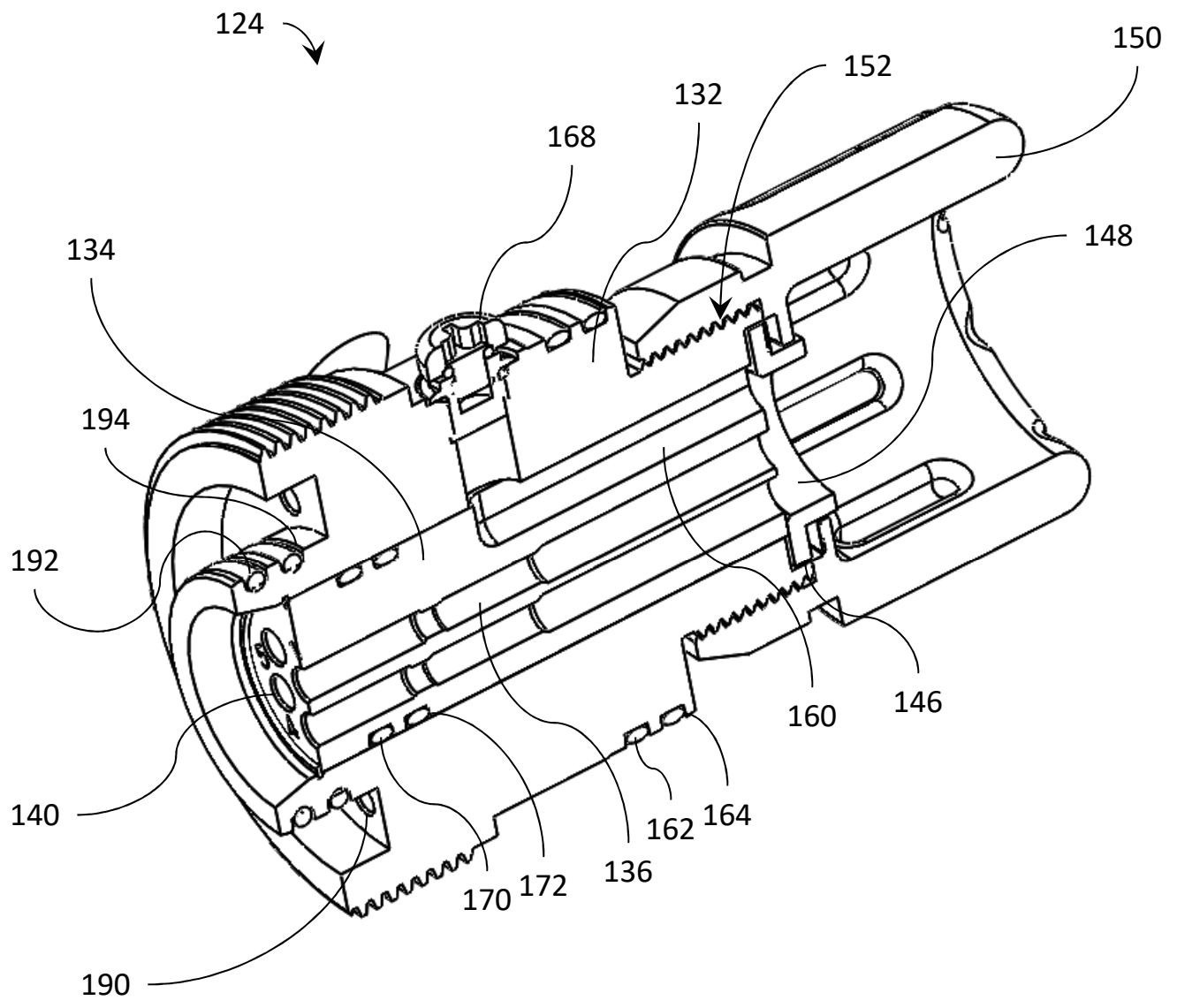


FIG. 3

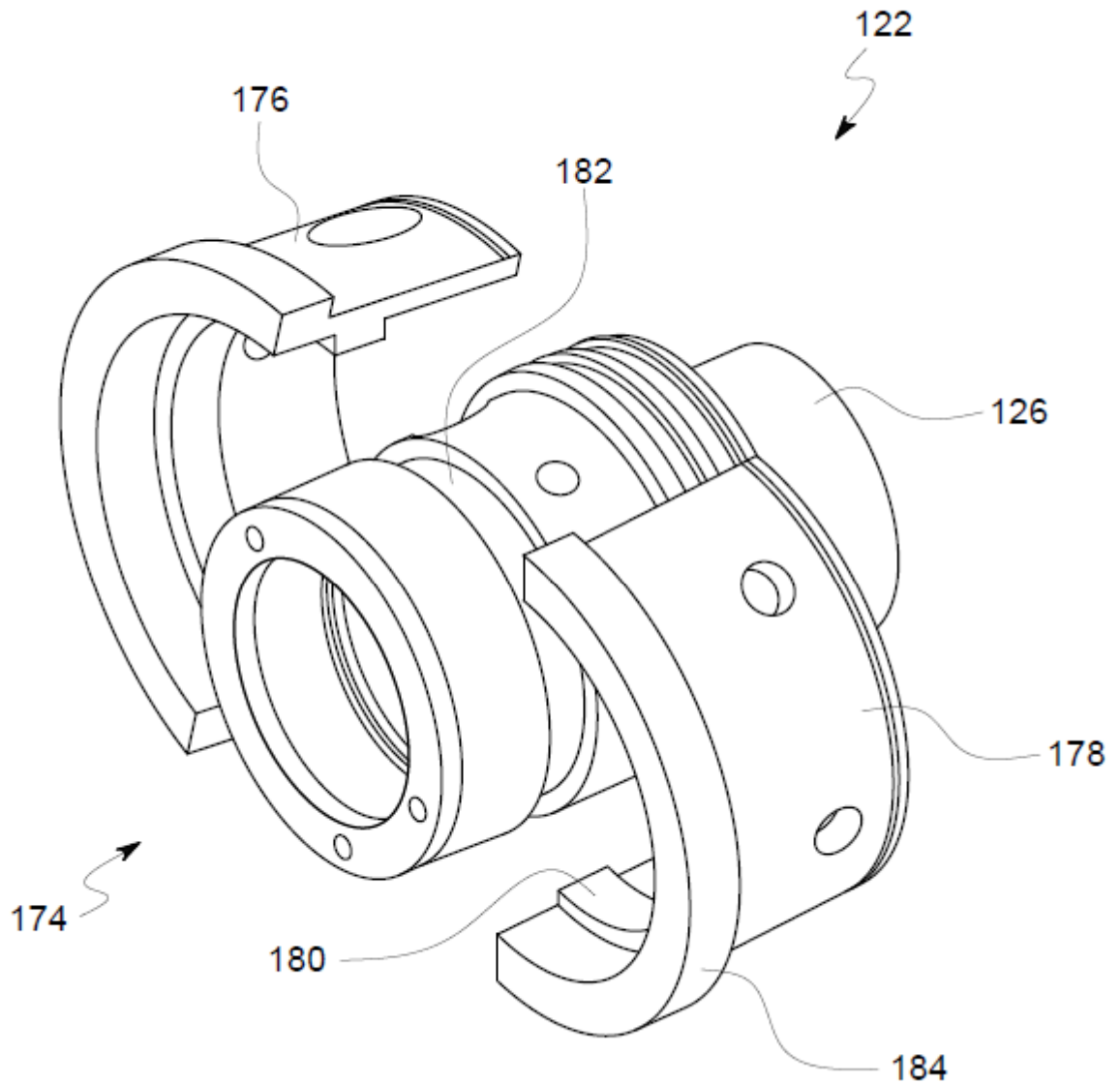


FIG. 4

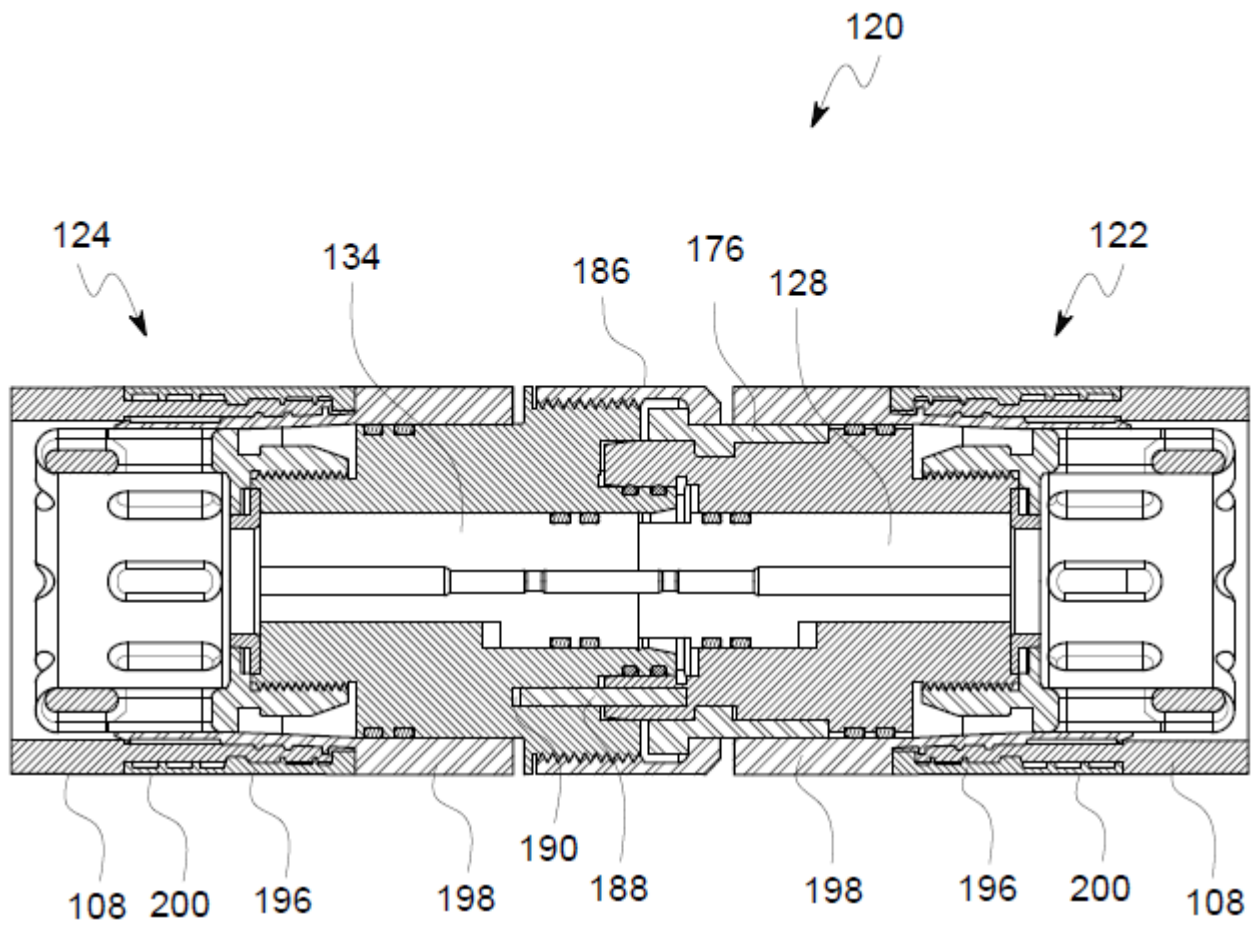


FIG. 5