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## Coastal storm hazards, extreme loads and threats from tsunami


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## HR Wallingford

- > A private company
- > Research / consultancy
- > Limited by guarantee, non profit distributing, independent
- > Turnover £22 million
- > £12 million in total assets
- > Offices and agents world-wide - more than 50% income from overseas
- > Over 250 staff including world leading experts

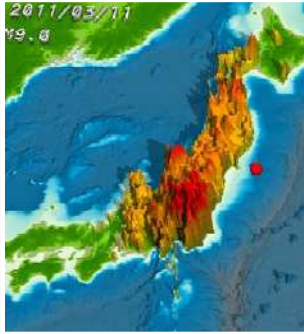


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## Summary

- > Introduction
- > Coastal hazards
- > Wave loads
- > Tsunami risks to UK and Ireland
- > Tsunami analysis
- > Implications of Tohoku
- > Future?



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## Coastal hazards – key processes

- > Beach movement / coastal erosion;
- > Wave overtopping / flooding;
- > Wave disturbance in harbours / ship motion;
- > Armouring of soft frontages and rubble mounds;
- > Loads on walls / decks.






Image courtesy of HR Wallingford, Coasts & Estuaries group.

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## Coastal vulnerability – industry

Infrastructure plant design – requires co-operation between Mechanical / Chemical / Civil Engineering and Hazard specialists, examples: power stations, refineries, re-gas etc.

Images courtesy of HR Wallingford, Energy group.

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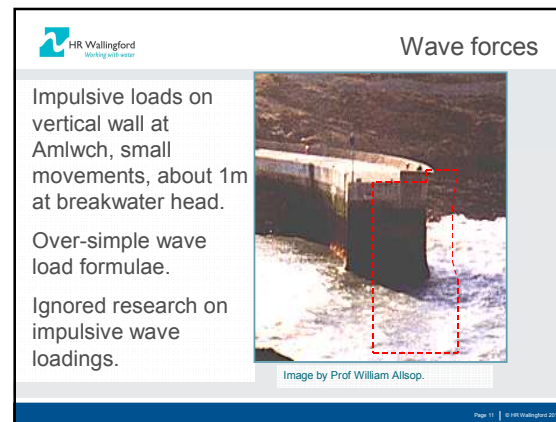
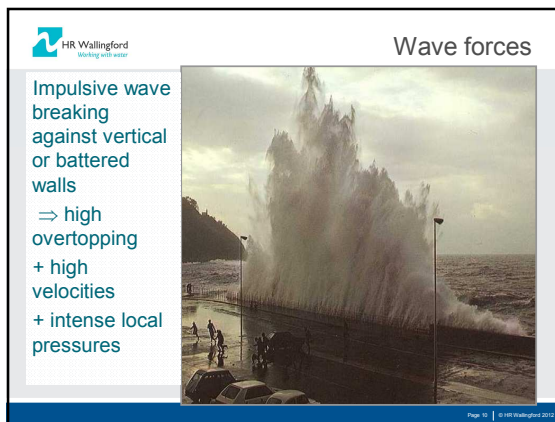
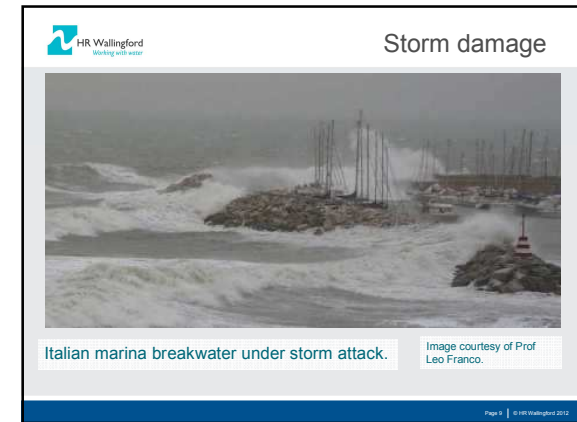
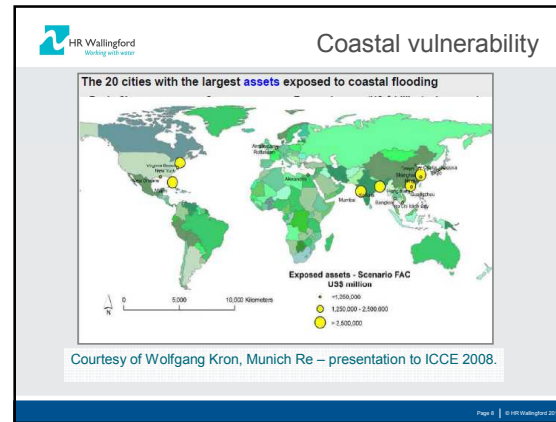
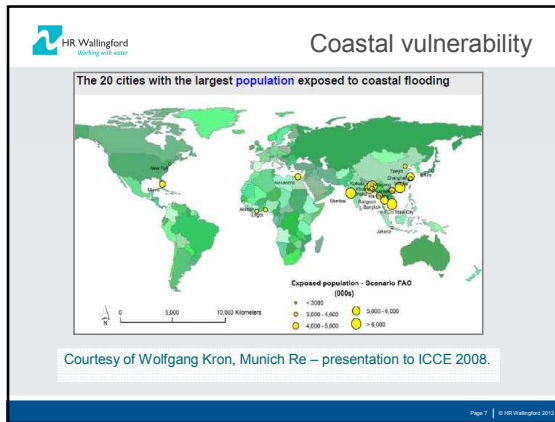
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## Coastal vulnerability – housing




Images courtesy of HR Wallingford, Floods group.

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### Storm damage

Structural failure of crown wall, note limited size / length of rebar.

Images courtesy of Dr Keith Powell.

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### Wave forces

Courtesy Hsin Padron

Damage from wave forces under deck

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### Wave forces

Hurricane Wilma, Cozumel Island (Mexico) October 2005

Images courtesy of Dr Matteo Tirindelli.

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### Wave forces

Highway bridges, US90, Gulfport, after Katrina

Image by Prof William Allsop.

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### Wave forces

Courtesy Scott Douglass, USA

Highway bridges, I90, Biloxi, after Katrina

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### Sea defences / flooding

Wave height (m)

Seaward water level (mCDN)

depth

Total damage (£k)

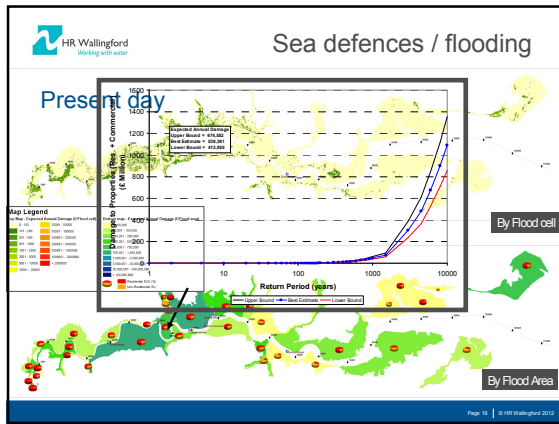
Life loss

Power (kW)

Life loss

Sea Defence	Life loss	Total damage (£k)
University	~1000	~1000
Harbour	~2000	~2000
Port of London	~3000	~3000
Port of Rotterdam	~4000	~4000
Port of Antwerp	~5000	~5000
Port of Amsterdam	~6000	~6000
Port of Hamburg	~7000	~7000
Port of London	~8000	~8000
Port of Rotterdam	~9000	~9000
Port of Antwerp	~10000	~10000
Port of Amsterdam	~11000	~11000
Port of Hamburg	~12000	~12000
Port of London	~13000	~13000
Port of Rotterdam	~14000	~14000
Port of Antwerp	~15000	~15000
Port of Amsterdam	~16000	~16000
Port of Hamburg	~17000	~17000
Port of London	~18000	~18000
Port of Rotterdam	~19000	~19000
Port of Antwerp	~20000	~20000
Port of Amsterdam	~21000	~21000
Port of Hamburg	~22000	~22000
Port of London	~23000	~23000
Port of Rotterdam	~24000	~24000
Port of Antwerp	~25000	~25000
Port of Amsterdam	~26000	~26000
Port of Hamburg	~27000	~27000
Port of London	~28000	~28000
Port of Rotterdam	~29000	~29000
Port of Antwerp	~30000	~30000
Port of Amsterdam	~31000	~31000
Port of Hamburg	~32000	~32000
Port of London	~33000	~33000
Port of Rotterdam	~34000	~34000
Port of Antwerp	~35000	~35000
Port of Amsterdam	~36000	~36000
Port of Hamburg	~37000	~37000
Port of London	~38000	~38000
Port of Rotterdam	~39000	~39000
Port of Antwerp	~40000	~40000
Port of Amsterdam	~41000	~41000
Port of Hamburg	~42000	~42000
Port of London	~43000	~43000
Port of Rotterdam	~44000	~44000
Port of Antwerp	~45000	~45000
Port of Amsterdam	~46000	~46000
Port of Hamburg	~47000	~47000
Port of London	~48000	~48000
Port of Rotterdam	~49000	~49000
Port of Antwerp	~50000	~50000

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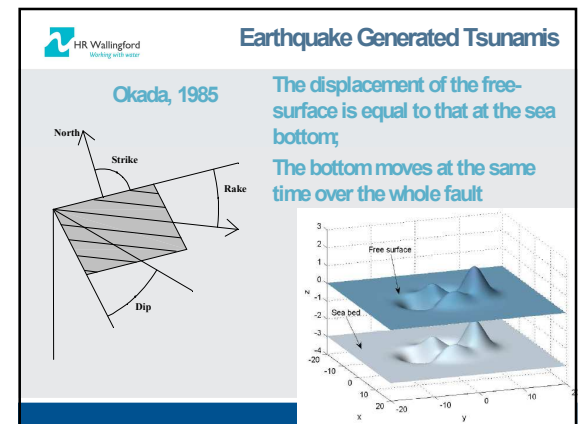
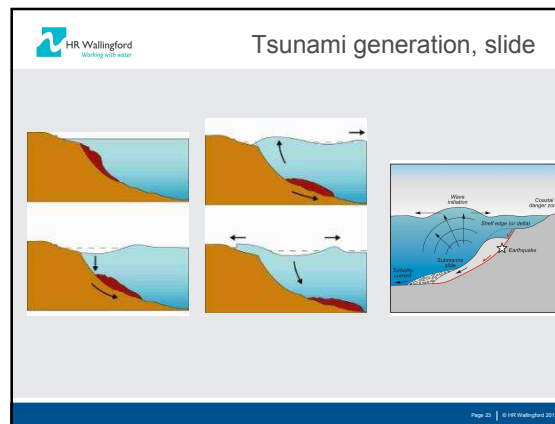
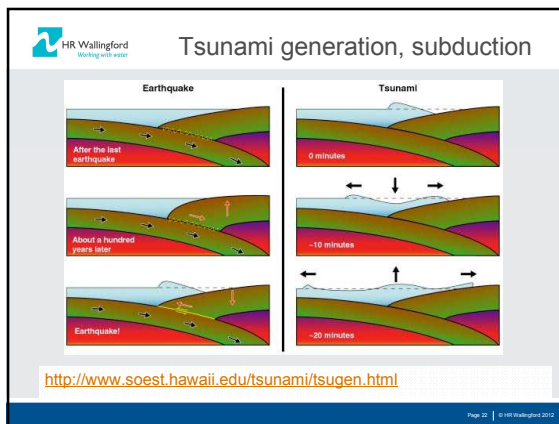
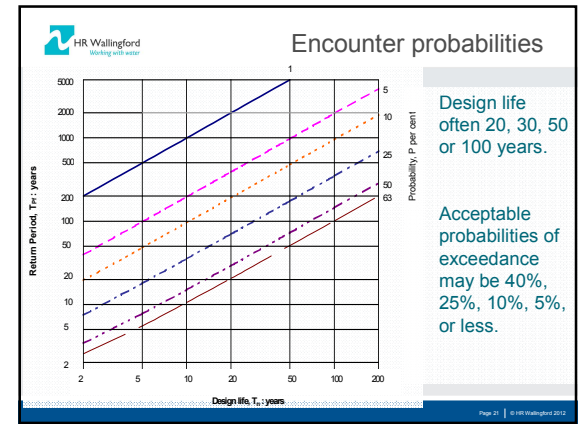
### Encounter probabilities

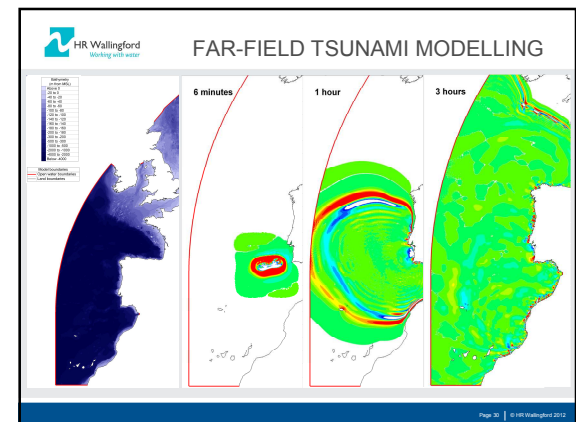
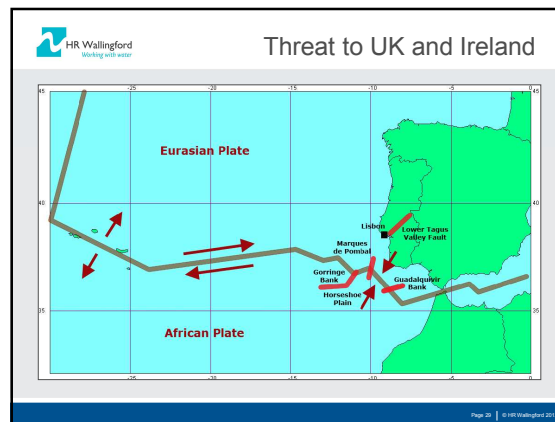
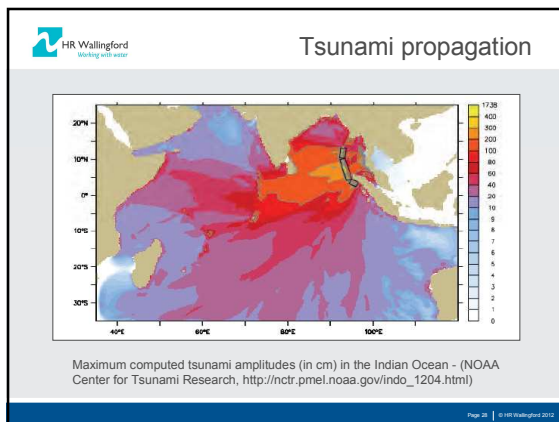
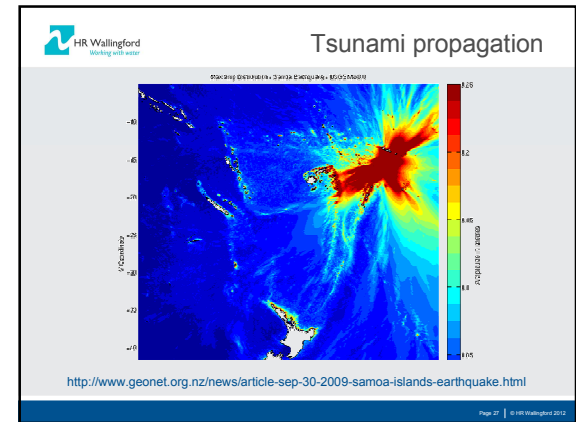
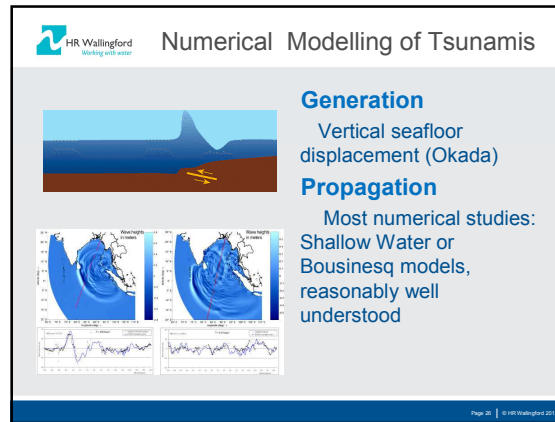
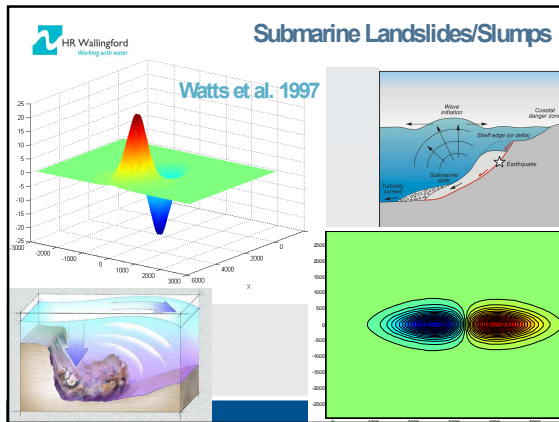
**Service conditions:**  
1:1 to 1:10 year returns.

**Design conditions:**  
1:50-1:500 year returns

**Overload conditions:**  
1:1000 to 1:10,000 year returns.

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## NEAR-FIELD TSUNAMI MODELLING

- > Flow depth
- > Flow velocity

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## Building to resist tsunami

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## Modelling tsunami threats

- > Gaps in knowledge – nearshore propagation of tsunami waves, across shoreline and inland
- > Complex flow interactions with beaches, sediment, coastal defences, and around buildings
- > Flow processes can be simulated in hydraulic models, **but** correct generation of the tsunami wave is essential:
  - Multiple waves
  - Preceding draw-down wave
  - Realistic time series of wave heights and wavelengths

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## Tsunami modelling facilities

Maritime Structures Division of PARI, Japan

Scott Russell-type wave generator

NEES at Oregon State University, US

Wigley Marine Science Center Catalina Island, California

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## Physical modelling of tsunami

Since 1950s (Hall & Watts), flume experiments for the modelling of long waves on a sloping beach have been conducted

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## HRW Tsunami generator

### Conceptual design

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## HRW Tsunami generator

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## How does it work?

Theoretical waves often assumed to be representative of a tsunami

Solitary waves (Miles, 1980)

N-waves (Tadepalli & Synolakis, 1996)

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## December 2004 tsunami

Water Level Elevation (m) vs Time (s)

Record from depth-sounder on "Mercator", approx 1 mile off Nai Ham beach, Phuket, Thailand. This record now inverted to give wave elevation.

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## HRW Tsunami generator

### Example test results

Comparison between the Tsunami Generator results for N waves and Synolakis Solitary waves

h

a/h

• Synolakis  
+ TE Experimental N-Waves

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## HRW Tsunami generator

### Model building under test, Mercator time series.

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## HRW Tsunami generator

### Force of a solitary wave inland

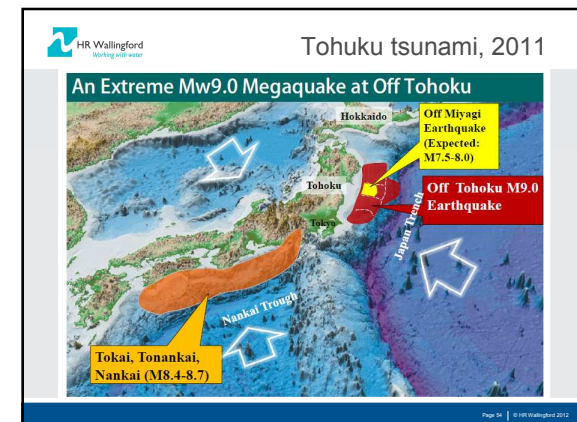
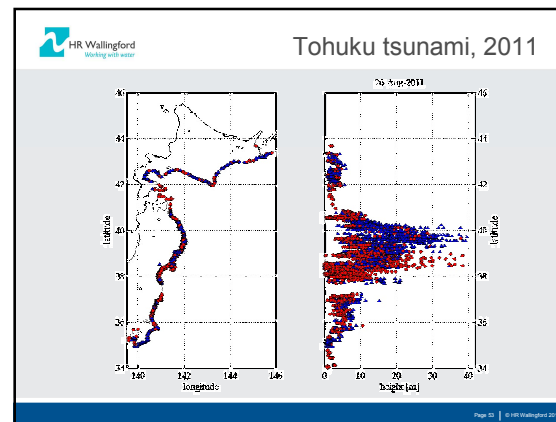
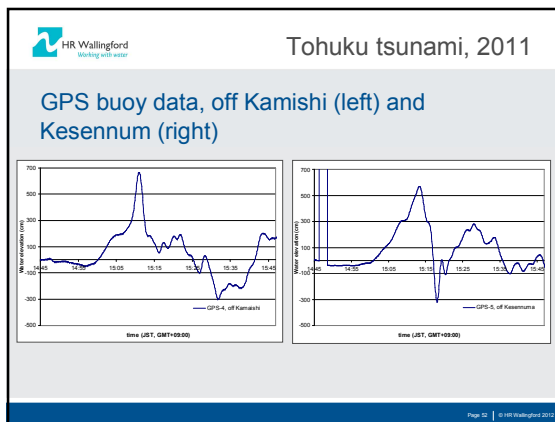
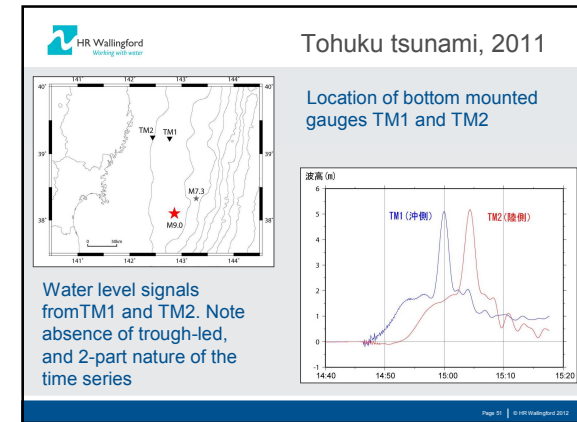
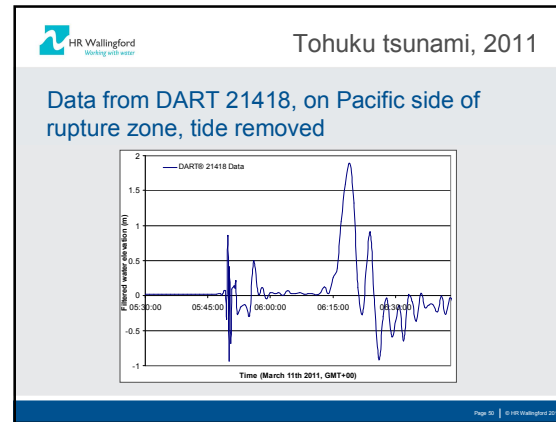
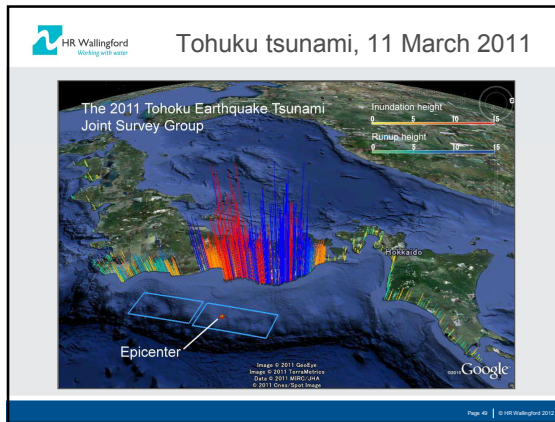
Force (kN)

Distance from face (m)

• Force  
— Poly (Force)

$y = -0.2485x^2 + 5.2355x - 44.134$   
 $R^2 = 0.9909$

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## Conclusions

# The Next Tsunami Source?

Can future seismic displacements be predicted?

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## Conclusions

Courtesy of Wolfgang Kron, Munich Re – presentation to ICCE 2008.

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