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(54) **SUBMERSIBLE VEHICLE WITH OPTICAL FIBER**

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See application file for complete search history.

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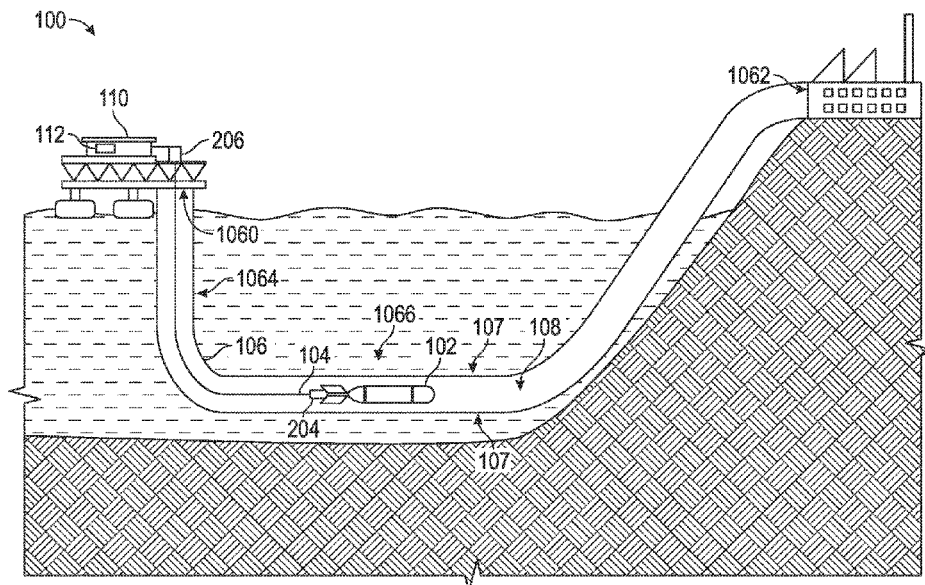
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(57) **ABSTRACT**

A submersible vehicle is provided which includes a housing, an optical fiber coupled with the housing and communicatively coupled with a data acquisition system, and a propulsion system. The propulsion system is configured to propel the submersible vehicle in a fluid at a velocity. The optical fiber is configured to be released at a release rate equal to or greater than the velocity of the submersible vehicle.

18 Claims, 3 Drawing Sheets



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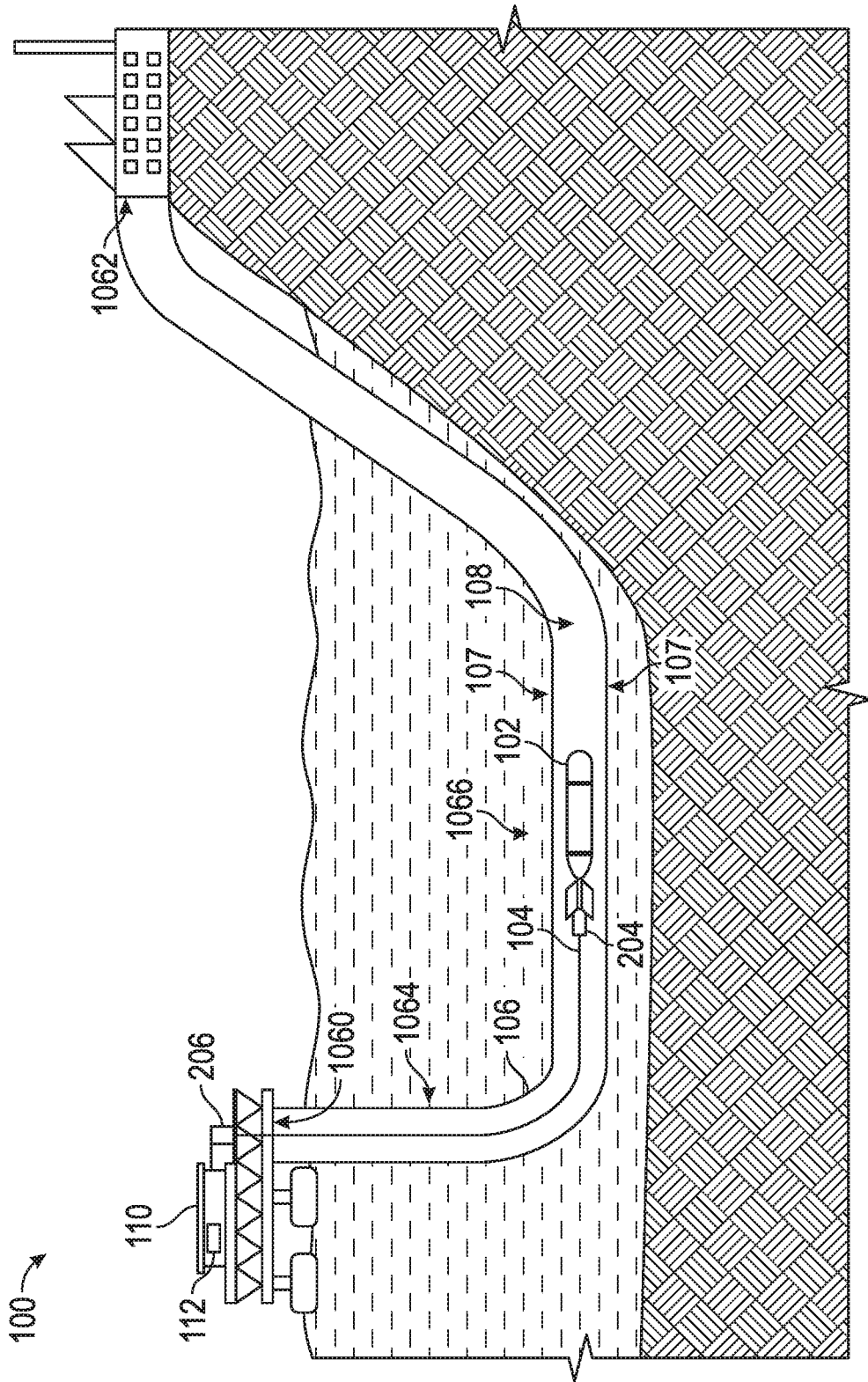


FIG. 1

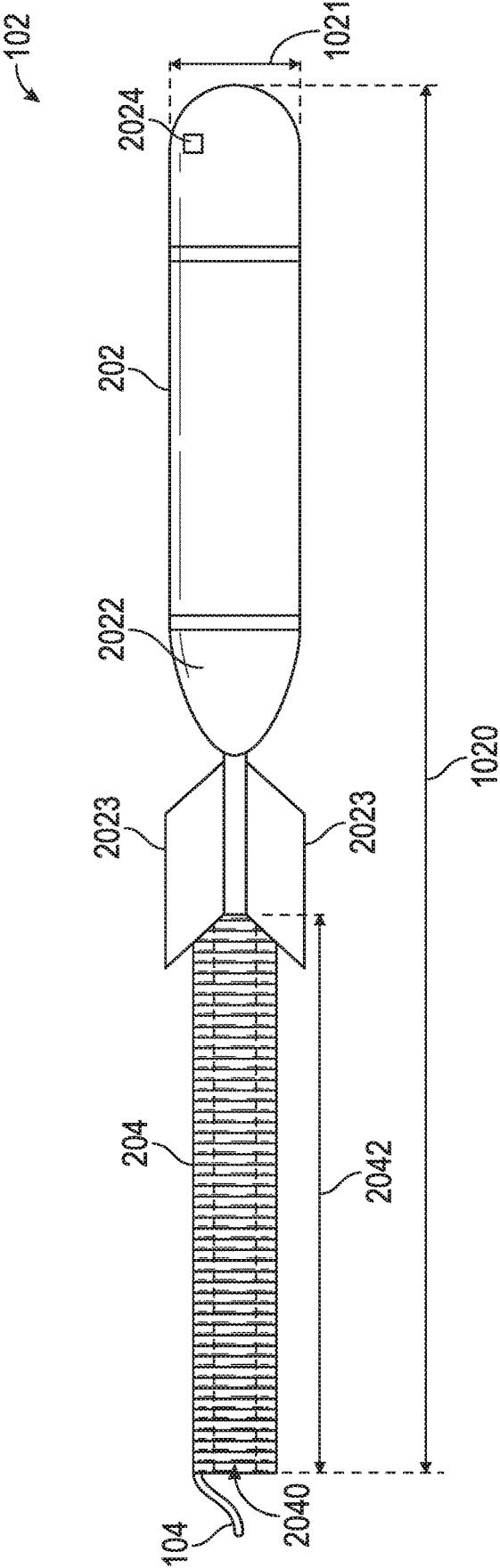


FIG. 2

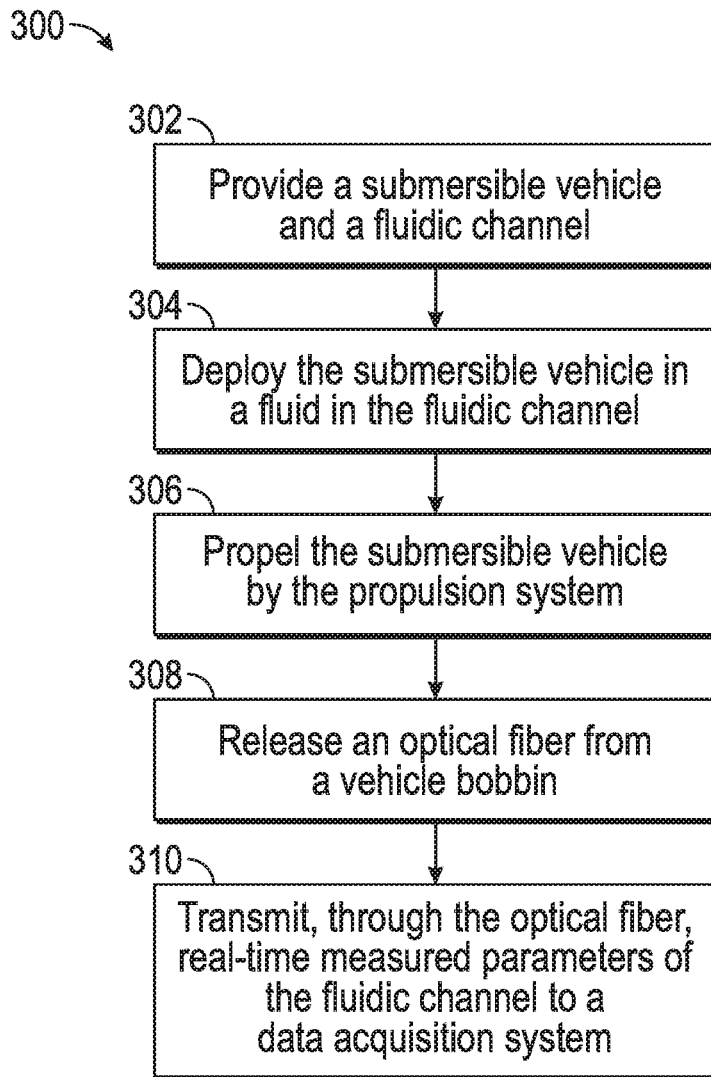


FIG. 3

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SUBMERSIBLE VEHICLE WITH OPTICAL FIBER**CROSS-REFERENCE TO RELATED APPLICATIONS**

This application is a national stage entry of PCT/US2017/058552 filed Oct. 26, 2017, said application is expressly incorporated herein in its entirety.

FIELD

The present disclosure relates generally to submersible vehicles. In particular, the present disclosure relates to submersible vehicles configured to propel through fluid and release an optical fiber within a fluidic channel.

BACKGROUND

Wellbores are drilled into the earth for a variety of purposes including tapping into hydrocarbon bearing formations to extract the hydrocarbons for use as fuel, lubricants, chemical production, and other purposes. Fluidic channels such as wellbores or pipelines need to be inspected to determine issues such as leaks, blockages, or structural erosion or damage.

Pipeline inspection gadgets (PIGs) may be used in pipelines for applications such as, for example, hydrostatic testing, pipeline cleanup, batch transportation, or inspection. PIGs are pushed through the pipeline by the fluid flowing through the pipeline. Also, PIGs store the measured data on an internal storage within the PIG. As such, the measured data from a PIG is accessible when the PIG has been retrieved from the pipeline.

BRIEF DESCRIPTION OF THE DRAWINGS

Implementations of the present technology will now be described, by way of example only, with reference to the attached figures, wherein:

FIG. 1 is a diagram illustrating an exemplary environment for a submersible vehicle according to the present disclosure;

FIG. 2 is a diagram illustrating a submersible vehicle according to the present disclosure; and

FIG. 3 is a flow chart of a method for utilizing an exemplary submersible vehicle.

DETAILED DESCRIPTION

It will be appreciated that for simplicity and clarity of illustration, where appropriate, reference numerals have been repeated among the different figures to indicate corresponding or analogous elements. In addition, numerous specific details are set forth in order to provide a thorough understanding of the examples described herein. However, it will be understood by those of ordinary skill in the art that the examples described herein can be practiced without these specific details. In other instances, methods, procedures and components have not been described in detail so as not to obscure the related relevant feature being described. Also, the description is not to be considered as limiting the scope of the embodiments described herein. The drawings are not necessarily to scale and the proportions of certain parts may be exaggerated to better illustrate details and features of the present disclosure.

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In the above description, reference to up or down is made for purposes of description with “up,” “upper,” “upward,” “uphole,” or “upstream” meaning toward the surface of the wellbore or the first (or proximal) end of the fluidic channel, and with “down,” “lower,” “downward,” “downhole,” or “downstream” meaning toward the terminal end of the well, regardless of the wellbore orientation, or toward the second (or distal) end of the fluidic channel. Correspondingly, the transverse, axial, lateral, longitudinal, radial, etc., orientations shall mean orientations relative to the orientation of the wellbore or device. The term “axially” means substantially along a direction of the axis of the object. If not specified, the term axially is such that it refers to the longer axis of the object.

Several definitions that apply throughout the above disclosure will now be presented. The term “coupled” is defined as connected, whether directly or indirectly through intervening components, and is not necessarily limited to physical connections. The connection can be such that the objects are permanently connected or releasably connected. The term “outside” or “outer” refers to a region that is beyond the outermost confines of a physical object. The term “inside” or “inner” refers to a region that is within the outermost confines of a physical object. The term “substantially” is defined to be essentially conforming to the particular dimension, shape or other word that substantially modifies, such that the component need not be exact. For example, “substantially cylindrical” means that the object resembles a cylinder, but can have one or more deviations from a true cylinder. The terms “comprising,” “including” and “having” are used interchangeably in this disclosure. The terms “comprising,” “including” and “having” mean to include, but not necessarily be limited to the things so described. The term “real-time” or “real time” means substantially instantaneously. The term “proximate” means close to, nearby, or closer to than others. For example, “proximate the first end” means closer to the first end than to the second end.

Disclosed herein is a submersible vehicle to be used in a fluidic channel. A fluidic channel can be, for example, a wellbore, a pipeline, or any channel with a fluid inside of the channel with a first end and a second end. The first end of the fluidic channel is open such that the submersible vehicle can be deployed into the fluidic channel through the first end. The submersible vehicle has a propulsion system such that the submersible vehicle can be propelled in the fluid regardless of the flow of the fluid. For example, if there is a blockage in the fluidic channel such that no fluid can flow, the submersible vehicle can still propel itself through the fluidic channel. The submersible vehicle can propel itself through the fluidic channel at a rate faster, slower, or against the flow of the fluid within the fluidic channel. As such, the submersible vehicle is not dependent on the flow of the fluid to be transported through the fluidic channel.

As the submersible vehicle is propelled in the fluidic channel from the first end to the second end, an optical fiber is released to the extent necessary to avoid breaking the optical fiber as a result of the movement of the submersible vehicle and/or the flow of the fluid. For example, the optical fiber can be released substantially continuously and/or can be released intermittently. The optical fiber may be released at a rate (such as in terms of length/time) equal to or greater than the magnitude of velocity of the submersible vehicle; also, the optical fiber may be released such that the optical fiber is at rest relative to the fluid.

The optical fiber is connected to a data acquisition system, which may be proximate to the first end of the fluidic

channel. The data acquisition system may be statically positioned at a control point, such that it can be accessed directly or remotely by a human or electronic operator.

The optical fiber can be used to transmit, in real-time, measured parameters to the data acquisition system. The submersible vehicle may have sensors such that the measured data is transmitted through the optical fiber. Additionally, the optical fiber may, itself, be a sensor. For example, the optical fiber may be used as a distributed temperature sensor, a distributed acoustic sensor, a distributed pressure sensor, a chemical sensor, a camera, or an x-ray sensor. With the measured parameters, an operator can easily inspect the fluidic channel. For example, in inspecting a pipeline, the pipeline may be closed on both ends and pressurized. The optical fiber can then determine leaks in the pipeline based on acoustic data, such as fizzing sounds. In other examples, the optical fiber may act as a camera and pass along visuals to the data acquisition system. The operator may then have visuals in real-time on the fluidic channel, such as to see blockages in the fluidic channel.

The submersible vehicle can be employed in an exemplary system **100** shown, for example, in FIG. 1. FIG. 1 illustrates a submersible vehicle **102** deployed in a fluidic channel **106**. The fluidic channel **106** has a first end **1060** and a second end **1062**. The fluidic channel **106** illustrated in FIG. 1 is a pipeline. Each of the first end **1060** and the second end **1062** are open such that the first and second ends **1060**, **1062** are accessible by an operator and fluid can flow through the open ends. In other examples, the second end **1062** of the fluidic channel **106** is closed such that fluid cannot flow through the second end **1062**. As such, the fluidic channel **106** can be, for example, a pipeline, a wellbore, a drill string, or any channel through which fluid flows. In at least one example, the first and second ends **1060**, **1062** can be located along any point of the fluidic channel **106**. For example, the first end **1060** may be located in the middle of the fluidic channel **106**. The first end **1060** is any entry point to gain access to the fluidic channel **106**. As illustrated in FIG. 1, the fluidic channel **106** has a vertical section **1064** and a horizontal section **1066**. In other examples, the fluidic channel **106** can extend only in one direction or multiple directions along any axis.

The fluidic channel **106** includes a fluid **108** which is contained within the walls **107** of the fluidic channel **106**. The fluid **108** can be one fluid or more than one fluid. The fluid **108** can include, for example, water or oil. The fluid **108** can also substantially fill the entire fluidic channel **106**. In other examples, the fluid **108** can partially fill the fluidic channel **106**.

Referring also to FIG. 2, the submersible vehicle **102** includes a housing **202**. The housing **202** of the submersible vehicle **102** can be any material that can withstand the pressures and corrosive properties of the fluidic channel **106**. The housing **202** of the submersible vehicle **102** can be inexpensive and degradable such that the submersible vehicle **102** does not have to be retrieved. The housing **202** of the submersible vehicle **102** can include, for example, a metal or a plastic such as acetal resin, polyether ether ketone, aluminum, polyimide, and engineered thermoplastics. In other examples, the housing **202** of the submersible vehicle **102** can be a resilient material, such as steel, such that the submersible vehicle **102** can be retrieved and re-used multiple times. The submersible vehicle **102** may be buoyant such that the submersible vehicle **102** does not sink and drag along the bottom of the fluidic channel **106**.

The submersible vehicle **102** is configured to be propelled at a velocity within the fluidic channel **106** independent of

the flow rate of the fluid **108**. The velocity of the submersible vehicle **102** is in relation to the fluidic channel **106**. As such, the flow rate of the fluid **108** is not considered when determining the velocity of the submersible vehicle **102**. The submersible vehicle **102** is propelled by a propulsion system **2022** toward the second end **1062** of the fluidic channel **106**. The propulsion system **2022** can be any suitable system to cause the submersible vehicle **102** to move within a fluid **106**, independent of the flow rate of the fluid **106**. For example, the propulsion system **2022** can be one or more propellers, a pump-jet system where the moving parts are inside of the submersible vehicle **102**, or any suitable propulsion system **2022** to propel the submersible vehicle **102** within a fluid **106**. To power the propulsion system **2022**, the submersible vehicle **102** may include a power source such as lithium batteries or slow-burning chemical charges. In other examples, any suitable power source can be utilized such that the propulsion system **2022** receives adequate power to propel the submersible vehicle **102** from the first end **1060** to the second end **1062** of the fluidic channel **106**. Slow-burning chemical charges can also be utilized as a propulsion system **2022** to release a jet of hot gas or steam for rocket-like propulsion. In at least one example, the submersible vehicle **102** can be propelled at a velocity greater than the flow of the fluid **108**. In other examples, if the fluid **108** is not moving, due to circumstances such as blockages or that the fluidic channel **106** is not being utilized, the submersible vehicle **102** can be propelled such that the submersible vehicle **102** traverses through the fluidic channel **106**. The submersible vehicle **102** may include fins **2023**, which can assist in controlling the direction, orientation, and/or stability of the submersible vehicle **102**. The fins **2023** can be adjustable. When the fins **2023** are adjustable, the fins **2023** are powered by a motor. The motor can be operable to move the fins **2023**. The motor may be connected to a processor which provides instructions to the motor to move the fins **2023** as desired. In other examples, the fins **2023** are not adjustable.

The submersible vehicle **102** may include electronics **2024**. Electronics **2024** may include sensors which can detect and measure parameters of the fluidic channel **106**. For example, the sensors may be cameras, temperature sensors, pressure sensors, acoustic sensors, or x-ray sensors. Electronics **2024** may also include memory storage. The memory storage may store the measured parameters. In at least one example, the submersible vehicle **102** does not include electronics **2024**.

The submersible vehicle **102** includes a vehicle bobbin **204**. The vehicle bobbin **204** provides an optical fiber **104**. The optical fiber **104** is coupled with the vehicle bobbin **204**. For example, the optical fiber **104** can be wound within the vehicle bobbin **204**. In other examples, the optical fiber **104** can be wound around the vehicle bobbin **204**. In yet other examples, the optical fiber **104** can be wound such that the optical fiber **104** is substantially folded so that a section of the optical fiber **104** can be released at a time. In yet other examples, the optical fiber **104** can be wound such that the optical fiber **104** overlaps itself and forms a ball-like structure which can be substantially spherical, ovoid, or any other suitable shape. The method of providing the optical fiber **104** can vary so long as the optical fiber **104** is not damaged and is releasable from the vehicle bobbin **204** in a controlled manner and without damaging the optical fiber **104**. The vehicle bottom **204** is coupled with the housing **202**. The vehicle bobbin **204** can be contained within the housing **202**. In other examples, the vehicle bobbin **204** can be located behind the housing **202**. The position of the vehicle bobbin

204 can vary, so long as the optical fiber 104 being released from the vehicle bobbin 204 is not damaged by propulsion of the submersible vehicle 102. For example, the vehicle bobbin 204 can be a hollow cylindrical shape. The propulsion of the submersible vehicle 102 may be released through the hollow portion of the vehicle bobbin 204. In other examples, the vehicle bobbin 204 can be a circular, rectangular, triangular, egg-shaped, or any other suitable shape to contain and release the optical fiber 104. Also, to avoid damaging the optical fiber 104, the propulsion system 2022 may be positioned at the front of the body 202. As such, the propulsion system 2022, for example a propeller, cannot become entangled with the optical fiber 104 being released from the rear of the submersible vehicle 102. In other examples, if the propulsion system 2022 is, for example, a pump-jet system, where the propulsion system 2022 is contained within the body 202 of the submersible vehicle 102, the propulsion system 2022 may not damage the optical fiber 104 being released from the rear of the submersible vehicle 102. The vehicle bobbin 204 can be made of any suitable material, such as plastics, metals, or a combination thereof.

The optical fiber 104 is released from the vehicle bobbin 204 at a release rate equal to or greater than the velocity of the submersible vehicle 102. Also, the movement of the fluid 108 affects the release rate of the optical fiber 104. For example, if the fluid 108 is flowing in a direction opposite to the direction of the submersible vehicle 102, then the optical fiber 104 is released at a rate greater than the velocity of the submersible vehicle 102. As such, the optical fiber 104 is at rest relative to the fluid 108 such that the optical fiber 104 does not experience stress which may break the optical fiber 104.

The optical fiber 104 can be released from the vehicle bobbin 204 such that the optical fiber 104 releases as the submersible vehicle 102 moves and/or as the fluid 108 flows. For example, the vehicle bobbin 204 may freely rotate such that as the submersible vehicle 102 moves and/or as the fluid 108 flows, the vehicle bobbin 204 rotates in response to the line tension caused by the releasing optical fiber 104. The optical fiber 104 can also be released from the vehicle bobbin 204 by a controller which controls the vehicle bobbin 204 such that the vehicle bobbin 204 rotates by a motor and/or braking system to release the optical fiber 104 in a controlled manner.

Additionally, the optical fiber 104 may also be partially provided by a second bobbin 206, similar to or by any suitable ways as described above with the vehicle bobbin 204. The second bobbin 206 can be positioned at the first end 1060 of the fluidic channel 106. As such, one end of the optical fiber 104 may be coupled with the vehicle bobbin 204 while an opposite end of the optical fiber 104 may be coupled with the second bobbin 206. Similar to the vehicle bobbin 204, the second bobbin 206 is configured to release the optical fiber 104 at a second release rate such that the optical fiber 104 is at rest relative to the fluid 108. In at least one example, the system 100 may not include a second bobbin 206.

In both the vehicle bobbin 204 and the second bobbin 206, the optical fiber 104 may be wound to no smaller than a diameter where the optical fiber 104 becomes pinched. If the optical fiber 104 becomes pinched, the optical fiber 104 may break. As such, if a longer length of optical fiber 104 is used, the length and/or the diameter of the vehicle bobbin 204 and/or the second bobbin 206 may be increased.

The vehicle bobbin 204 and the second bobbin 206 may work together to release the optical fiber 104 in the most

efficient manner to prevent breakage of the optical fiber 104. For example, as illustrated in FIG. 1, the submersible vehicle 102 initially moves vertically downward in vertical section 1064. While moving vertically downward, the submersible vehicle 102 may propel itself. The submersible vehicle 102 also may not propel itself, relying on gravity to pull the submersible vehicle 102 through the fluidic channel 106. During that time, the second bobbin 206 may release the optical fiber 104 while the vehicle bobbin 204 may only periodically, slowly, or may not release the optical fiber 104. When the submersible vehicle 102 begins propelling itself through the fluidic channel 106 in another direction such as the horizontal section 1066 illustrated in FIG. 1, to decrease stress and tension on the optical fiber 104, the vehicle bobbin 204 may begin releasing the optical fiber 104.

Referring again to FIG. 2, to avoid damage to the optical fiber 104, the length 1020 of the submersible vehicle 102 may be greater than the inside diameter of the fluidic channel 106. Additionally, the length 1020 of the submersible vehicle 102 is greater than the width 1021 of the submersible vehicle 102. As such, the submersible vehicle 102 may not rotate upon itself, which can entangle or damage the optical fiber 104.

The optical fiber 104 is communicatively coupled with a data acquisition system 112. The optical fiber 104 is configured to transmit measured parameters in real-time to the data acquisition system 112. The data acquisition system 112 receives and processes data such that the data can be used and interpreted by a user. The data acquisition system 112 is located in a data center 110, which can be proximate to the first end 1060 of the fluidic channel 106. The data center 110 may be above ground, under water, underground, or located at any point to collect data. For example, the data center 110 may be an underwater vehicle such as a submarine. In other examples, the data center 110 may be located on a platform, as illustrated in FIG. 1.

The optical fiber 104 can function as a sensor which provides measured parameters in real-time to the data acquisition system 112. The optical fiber 104 is inexpensive, lightweight, and can transmit data at a higher bandwidth than traditional wire cables without the need for electrical power. The optical fiber 104 can be configured to be, for example, a distributed temperature sensor, a distributed acoustic sensor, a distributed pressure sensor, a chemical sensor, a camera, and an x-ray sensor. To obtain measurements, laser generated light pulses can be sent at timed intervals. The light returned is then analyzed by the data acquisition system 112 and information, such as temperature and pressure vs. position on the optical fiber 104 can be determined. In other examples, to obtain measurements, an array of Fiber Bragg grating is implemented in the optical fiber 104. With Fiber Bragg grating, a continuous light source is used, and the measurement is based on wavelength interrogation by the data acquisition system 112.

Additionally, if the submersible vehicle 102 includes electronics 2024, the measured parameters may be transmitted through the optical fiber 104 from the electronics 2024 in the submersible vehicle 102.

As such, the optical fiber 104 can be used as a sensor or used as a communication link which can provide measured parameters in real-time to the data acquisition system 112 to be processed and analyzed by a user.

When the submersible vehicle 102 reaches the second end 1062 of the fluidic channel 106, the submersible vehicle 102 may be retrieved. For example, if the second end 1062 of the fluidic channel 106 is open, then the submersible vehicle 102 may be manually retrieved. The submersible vehicle 102

may also be retrieved at the second end **1062** with a mesh or net where the fluid **108** flows through the net while the submersible vehicle **102** is captured. In other examples, if the second end **1062** is closed, such as in a wellbore, then the submersible vehicle **102** may be deposited in the second end **1062**, for example in a rat hole at the bottom of the wellbore, to be retrieved at a later time. Alternatively, the submersible vehicle **102** may be left in the closed second end **1062** to degrade and is not retrieved.

The optical fiber **104** may be released or separated from the data acquisition system **112**. For example, when the submersible vehicle **102** reaches the second end **1062** of the fluidic channel **106**, then the optical fiber **104** may be released such that the movement of the fluid **108** may carry the optical fiber **104** to the second end **1062** for retrieval. In other examples, the optical fiber **104** may stay in the fluidic channel **106**, temporarily or permanently, to continuously measure parameters, such as distributed acoustic sensing measurements.

Referring to FIG. **3**, a flowchart is presented in accordance with an example embodiment. The method **300** is provided by way of example, as there are a variety of ways to carry out the method. The method **300** described below can be carried out using the configurations illustrated in FIGS. **1-2**, for example, and various elements of these figures are referenced in explaining example method **300**. Each block shown in FIG. **3** represents one or more processes, methods or subroutines, carried out in the example method **300**. Furthermore, the illustrated order of blocks is illustrative only and the order of the blocks can change according to the present disclosure. Additional blocks may be added or fewer blocks may be utilized, without departing from this disclosure. The example method **300** can begin at block **302**.

At block **302**, a submersible vehicle and a fluidic channel are provided. The fluidic channel is at least partially filled with a fluid, such as water or oil. The fluidic channel may be under ground, above ground, or under water. The fluidic channel has a first end and a second end. The first and second ends may be at any two points along the fluidic channel. The first end is open to receive the submersible vehicle. The second end may be open such that the fluid and/or the submersible vehicle may pass through and be retrieved through the second end, such as, for example, a pipeline. The second end may be closed such that the fluid and/or the submersible vehicle cannot pass through the second end, such as, for example, a wellbore. The submersible vehicle includes a housing. The housing may be durable such that the submersible vehicle can be retrieved. In other examples, the housing may be inexpensive and/or degradable such that the submersible vehicle does not have to be retrieved. For example, the housing may be made of acetal resin, polyether ether ketone, aluminum, polyimide, and engineered thermoplastics. The submersible vehicle also includes a propulsion system which is configured to propel the submersible vehicle independent of the flow rate of the fluid. The submersible vehicle includes a vehicle bobbin which provides an optical fiber. A second bobbin proximate to the first end may also be provided which provides an opposite end of the optical fiber.

At block **304**, the submersible vehicle is deployed in the fluid in the fluidic channel. The submersible vehicle can be deployed in the fluidic channel through the first end of the fluidic channel.

At block **306**, the submersible vehicle is propelled by the propulsion system. The propulsion system can be, for example, a propeller or a pump-jet system. To power the

propulsion system, the submersible vehicle can include a power source such as lithium batteries or slow-burning chemical charges. In at least one example, the chemical charges may function as the propulsion system by releasing a jet of hot gas or steam for rocket-like propulsion. The propulsion system can propel the submersible vehicle independent of the flow rate of the fluid. For example, if the fluid is not flowing, then the propulsion system can still propel the submersible vehicle towards the second end of the fluidic channel. Even if the fluid is flowing the opposite direction, the submersible vehicle can be propelled toward the second end of the fluidic channel.

While the submersible vehicle is moving toward the second end of the fluidic channel, at block **308**, the optical fiber is being released from the vehicle bobbin and/or the second bobbin. The optical fiber is released at a release rate equal to or greater than the velocity of the submersible vehicle. Also, the optical fiber is released such that the optical fiber is at rest relative to the fluid in the fluidic channel. As such, the release of the optical fiber is adjusted based on the velocity of the vehicle as well as the movement of the fluid.

The optical fiber can be used to measure parameters of the fluidic channel in real-time. For example, the optical fiber can be configured to be at least one of a distributed temperature sensor, a distributed acoustic sensor, a distributed pressure sensor, a chemical sensor, a camera, and/or an x-ray sensor. As such, the measured parameters of the fluidic channel can be, for example, temperature, acoustics, pressure, chemical composition, visuals, and x-ray. In at least one example, the submersible vehicle can include electronics. The electronics in the submersible vehicle can include sensors to measure the parameters.

At block **310**, the real-time measured parameters of the fluidic channel are transmitted, through the optical fiber, to a data acquisition system. The measured parameters may also be provided, or transmitted, in real-time through the optical fiber, as the optical fiber is itself the sensor. The measured parameters may also be transmitted in real-time through the optical fiber from the electronics, such as the sensors, in the submersible vehicle. The data acquisition system receives and processes data such that the data can be used and interpreted by a user. The data acquisition system may be positioned proximate to the first end of the fluidic channel. Additionally, the electronics in the submersible vehicle can also include memory storage. The memory storage can store the data of the measured parameters. The memory storage can then be accessed when the submersible vehicle is retrieved.

Numerous examples are provided herein to enhance understanding of the present disclosure. A specific set of statements are provided as follows.

Statement 1: A submersible vehicle comprising: a housing; an optical fiber coupled with the housing and communicatively coupled with a data acquisition system; and a propulsion system coupled with the housing, the propulsion system configured to propel the submersible vehicle in a fluid at a velocity; wherein the optical fiber is configured to be released at a release rate equal to or greater than the velocity of the submersible vehicle.

Statement 2: A submersible vehicle is disclosed according to Statement 1, wherein the optical fiber is at rest relative to the fluid.

Statement 3: A submersible vehicle is disclosed according to Statements 1 or 2, further comprising a bobbin coupled with the housing, wherein the optical fiber is provided by the bobbin and is configured to be released from the bobbin.

Statement 4: A submersible vehicle is disclosed according to any of preceding Statements 1-3, wherein the propulsion system comprises at least one of a propeller and a pump-jet system.

Statement 5: A submersible vehicle is disclosed according to any of preceding Statements 1-4, wherein the optical fiber is configured to transmit, in real-time, measured parameters to the data acquisition system.

Statement 6: A submersible vehicle is disclosed according to Statement 5, wherein the measured parameters include at least one of temperature, acoustics, pressure, chemical composition, visuals, and x-ray.

Statement 7: A submersible vehicle is disclosed according to Statements 5 or 6, wherein the optical fiber is configured to be at least one of a distributed temperature sensor, a distributed acoustic sensor, a distributed pressure sensor, a chemical sensor, a camera, and an x-ray sensor.

Statement 8: A submersible vehicle is disclosed according to any of preceding Statements 1-7, wherein the housing is made from at least one of acetal resin, polyether ether ketone, aluminum, polyimide, and engineered thermoplastics.

Statement 9: A submersible vehicle is disclosed according to any of preceding Statements 1-8, further comprising sensors positioned in the housing, the sensors configured to measure parameters, wherein the measured parameters are transmitted through the optical fiber to the data acquisition system.

Statement 10: A system comprising: a fluidic channel having a first end and a second end, the fluidic channel comprising a fluid; a submersible vehicle disposed within the fluidic channel, the submersible vehicle comprising: a housing; an optical fiber coupled with the housing and communicatively coupled with a data acquisition system; and a propulsion system coupled with the housing, the propulsion system configured to propel the submersible vehicle in a fluid at a velocity; wherein the optical fiber is configured to be released at a release rate, the release rate being equal to or greater than the velocity of the submersible vehicle.

Statement 11: A system is disclosed according to Statement 10, wherein the optical fiber is at rest relative to the fluid.

Statement 12: A system is disclosed according to Statements 10 or 11, wherein the optical fiber is configured to transmit, in real-time, measured parameters of the fluidic channel to the data acquisition system.

Statement 13: A system is disclosed according to Statement 12, wherein the measured parameters include at least one of temperature, acoustics, pressure, chemical composition, visuals, and x-ray.

Statement 14: A system is disclosed according to Statements 12 or 13, wherein the optical fiber is configured to be at least one of a distributed temperature sensor, a chemical sensor, a camera, and an x-ray sensor.

Statement 15: A system is disclosed according to any of preceding Statements 10-14, wherein the submersible vehicle further comprises sensors, the sensors configured to measure parameters of the fluidic channel, wherein the measured parameters are transmitted through the optical fiber to the data acquisition system.

Statement 16: A system is disclosed according to Statement 15, wherein the submersible vehicle further comprises a memory storage, wherein the measured parameters are stored in the memory storage.

Statement 17: A system is disclosed according to any of preceding Statements 10-16, wherein the fluidic channel is one of a wellbore, a drill string, or a pipeline.

Statement 18: A system is disclosed according to any of preceding Statements 10-17, wherein the submersible vehicle further comprises a bobbin coupled with the housing, wherein the optical fiber is provided by the bobbin and is configured to be released from the bobbin

Statement 19: A system is disclosed according to Statement 18, further comprising a second bobbin positioned proximate the first end of the fluidic channel, wherein one end of the optical fiber is contained in the vehicle bobbin while an opposite end of the optical fiber is contained in the second bobbin, the second bobbin is configured to release the optical fiber at a second release rate such that the optical fiber is at rest relative to the fluid.

Statement 20: A method comprising: providing a submersible vehicle and a fluidic channel having a first end and a second end, the submersible vehicle comprising: a housing; an optical fiber coupled with the housing and communicatively coupled with a data acquisition system; and a propulsion system coupled with the housing, the propulsion system configured to propel the submersible vehicle; wherein the data acquisition system is proximate the first end of the fluidic channel; deploying the submersible vehicle in a fluid in the fluidic channel through the first end of the fluidic channel; propelling, by the propulsion system, the submersible vehicle from the first end toward the second end of the fluidic channel at a velocity; releasing the optical fiber at a release rate equal to or greater than the velocity of the submersible vehicle; and transmitting, in real-time through the optical fiber, measured parameters of the fluidic channel to the data acquisition system.

The disclosures shown and described above are only examples. Even though numerous characteristics and advantages of the present technology have been set forth in the foregoing description, together with details of the structure and function of the present disclosure, the disclosure is illustrative only, and changes may be made in the detail, especially in matters of shape, size and arrangement of the parts within the principles of the present disclosure to the full extent indicated by the broad general meaning of the terms used in the attached claims. It will therefore be appreciated that the examples described above may be modified within the scope of the appended claims.

What is claimed is:

1. A submersible vehicle comprising:

a housing;
an optical fiber coupled with the housing and communicatively coupled with a data acquisition system; and
a propulsion system coupled with the housing, the propulsion system configured to propel the submersible vehicle in a fluid at a velocity, wherein the propulsion system includes at least one of propellers or a pump-jet system;

wherein the optical fiber is configured to be released at a release rate equal to or greater than the velocity of the submersible vehicle,

wherein the optical fiber is configured to transmit, in real-time, measured parameters to the data acquisition system, and

wherein the submersible vehicle is buoyant so as to not sink or contact objects to be inspected.

2. The submersible vehicle of claim 1, wherein the optical fiber is at rest relative to the fluid.

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3. The submersible vehicle of claim 1, further comprising a bobbin coupled with the housing, wherein the optical fiber is provided by the bobbin and is configured to be released from the bobbin.

4. The submersible vehicle of claim 1, wherein the measured parameters include at least one of temperature, acoustics, pressure, chemical composition, visuals, and x-ray.

5. The submersible vehicle of claim 1, wherein the optical fiber is configured to be at least one of a distributed temperature sensor, a distributed acoustic sensor, a distributed pressure sensor, a chemical sensor, a camera, and an x-ray sensor.

6. The submersible vehicle of claim 1, wherein the housing is made from at least one of acetal resin, polyether ether ketone, aluminum, polyimide, and engineered thermoplastics.

7. The submersible vehicle of claim 1, further comprising sensors positioned in the housing, the sensors configured to measure parameters, wherein the measured parameters are transmitted through the optical fiber to the data acquisition system.

- 8. A system comprising:
 - a fluidic channel having a first end and a second end, the fluidic channel comprising a fluid;
 - a submersible vehicle disposed within the fluidic channel, the submersible vehicle comprising:
 - a housing;
 - a first bobbin coupled to the housing and configured to release, at a first release rate, an optical fiber communicatively coupled with a data acquisition system; and
 - a propulsion system coupled with the housing, the propulsion system configured to propel the submersible vehicle in the fluid at a velocity; and
 - a second bobbin positioned at the first end of the fluidic channel and configured to release the optical fiber at a second release rate, wherein the second release rate is different from the first release rate.

9. The system of claim 8, wherein the optical fiber is at rest relative to the fluid.

10. The system of claim 8, wherein the optical fiber is configured to transmit, in real-time, measured parameters of the fluidic channel to the data acquisition system.

11. The system of claim 10, wherein the measured parameters include at least one of temperature, acoustics, pressure, chemical composition, visuals, and x-ray.

12. The system of claim 10, wherein the optical fiber is configured to be at least one of a distributed temperature sensor, a distributed acoustic sensor, a distributed pressure sensor, a chemical sensor, a camera, and an x-ray sensor.

13. The system of claim 8, wherein the submersible vehicle further comprises sensors, the sensors configured to measure parameters of the fluidic channel, wherein the measured parameters are transmitted through the optical fiber to the data acquisition system.

14. The system of claim 13, wherein the submersible vehicle further comprises a memory storage, wherein the measured parameters are stored in the memory storage.

15. The system of claim 8, wherein the fluidic channel is one of a wellbore, a drill string, or a pipeline.

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16. The system of claim 8, wherein first release rate is equal to or greater than the velocity of the submersible vehicle, and wherein the second release rate is equal to the velocity of the fluid such that the optical fiber is at rest relative to the fluid.

17. A method comprising:

providing a submersible vehicle and a fluidic channel having a first end and a second end, the submersible vehicle comprising:

- a housing;
- an optical fiber coupled with the housing and communicatively coupled with a data acquisition system; and

a propulsion system coupled with the housing, the propulsion system configured to propel the submersible vehicle;

wherein the data acquisition system is positioned proximate the first end of the fluidic channel;

deploying the submersible vehicle in a fluid in the fluidic channel through the first end of the fluidic channel;

propelling, by the propulsion system, the submersible vehicle from the first end toward the second end of the fluidic channel at a velocity;

releasing the optical fiber at the submersible vehicle at a first release rate equal to or greater than the velocity of the submersible vehicle;

releasing the optical fiber at the first end of the fluidic channel at a second release rate such that the optical fiber is at rest relative to the fluid, wherein the first release rate is different from the second release rate; and

transmitting, in real-time through the optical fiber, measured parameters of the fluidic channel to the data acquisition system.

18. A submersible vehicle comprising:

- a housing;
- an optical fiber coupled with the housing and communicatively coupled with a data acquisition system;

a propulsion system coupled with the housing, the propulsion system configured to propel the submersible vehicle in a fluid at a velocity, wherein the propulsion system includes at least one of propellers or a pump-jet system; and

a plurality of fins coupled to the housing and configured to control at least one of a direction, orientation, or stability of the submersible vehicle as it is propelled in the fluid, wherein at least one fin of the plurality of fins is adjustable by a motor in communication with a processor that provides instructions to the motor to move the at least one fin;

wherein the optical fiber is configured to be released at a release rate equal to or greater than the velocity of the submersible vehicle, and

wherein the submersible vehicle is buoyant so as to not sink or contact objects to be inspected.

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