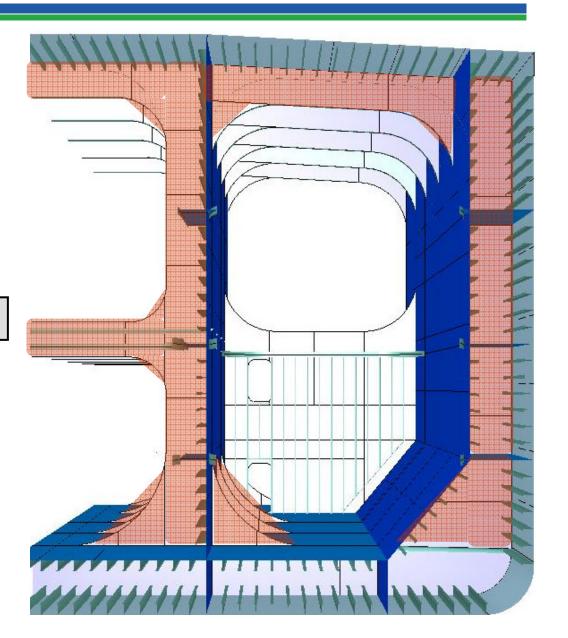


# **Hull Structural Breakdown - Web frames**

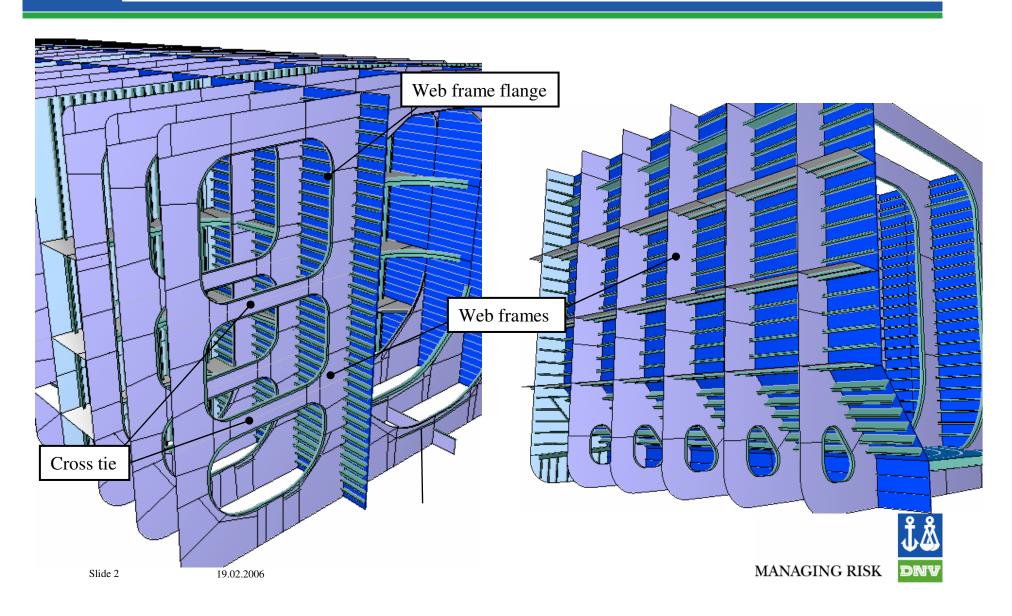
**6.** Web frames

- 1. Side
- 2. Bottom
- 3. Deck
- 4. Transverse bulkhead
- 5. Longitudinal bulkhead
- 6. Web frames



# Structural build up of web frame

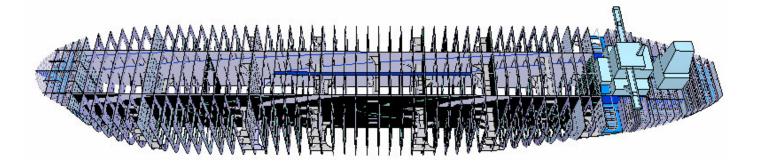




#### **Function of web frames**



- Web frames are supports for the longitudinal stiffeners
- Web frames contributes to the hull girder transverse strength



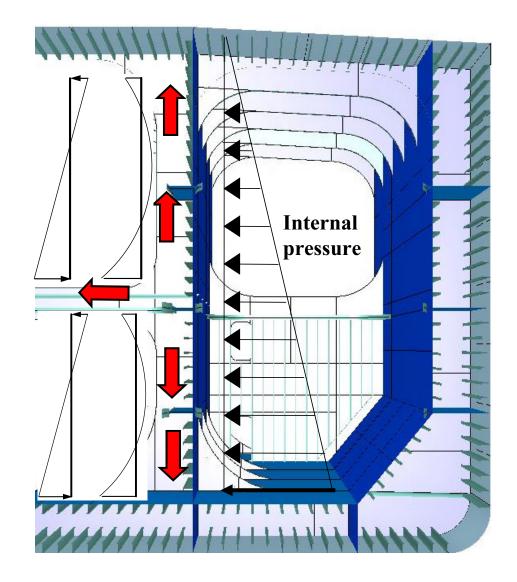




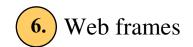
#### **Function of web frame**



- Web frames are supports for the longitudinals
- Web frames take up local loads from the longitudinal stiffeners and transfer them further into the hull girder
- Web frames keep the cross sections together and contribute to the transverse stiffness



## Characteristic damages



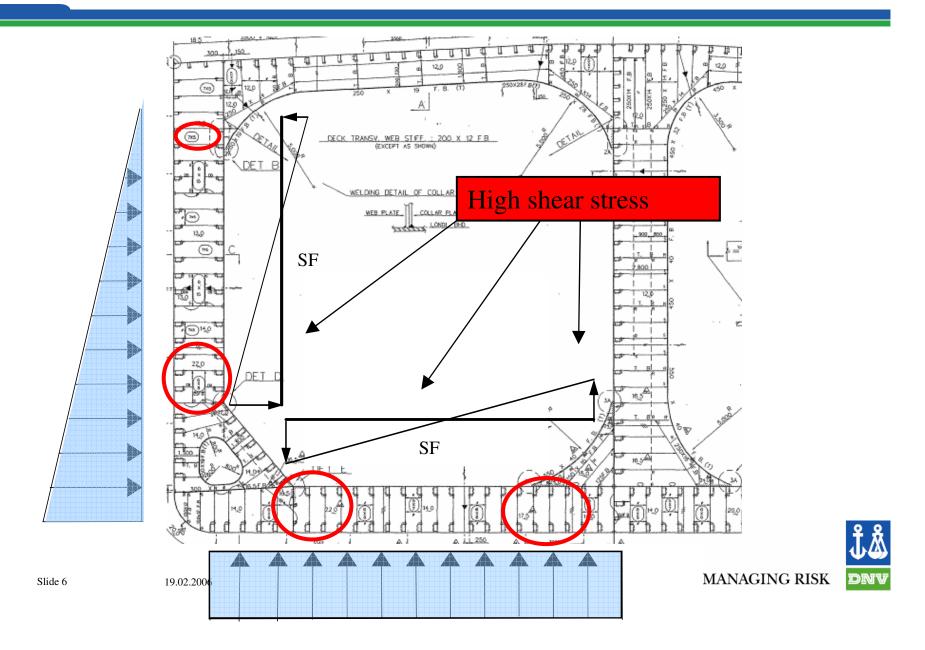


- 1. Corrosion / buckling of web frame
- 2. Corrosion / cracking of cross tie connection
- 3. Cracking of tripping bracket connection to web frame flange



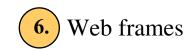
### Shear buckling of web frame

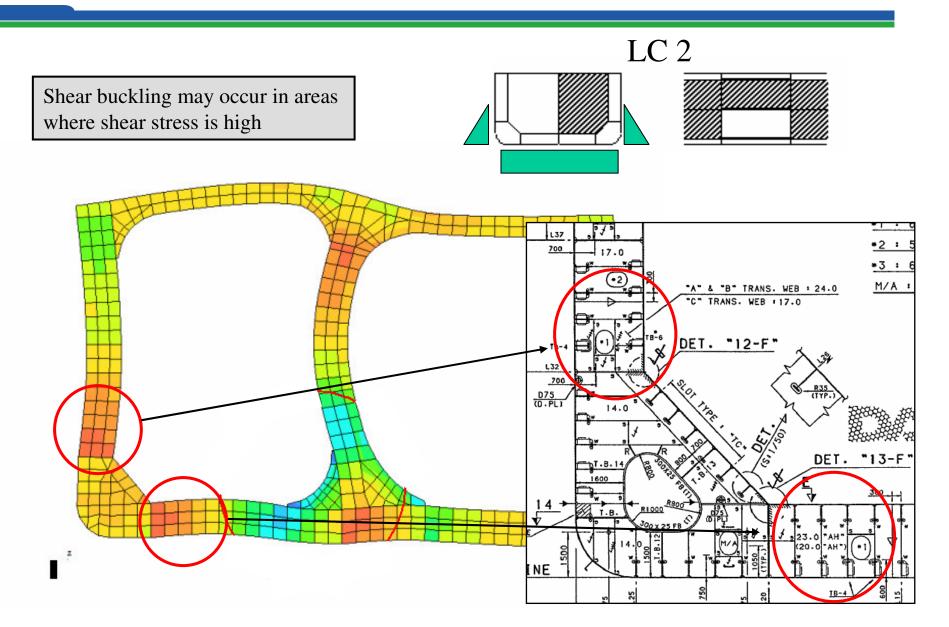






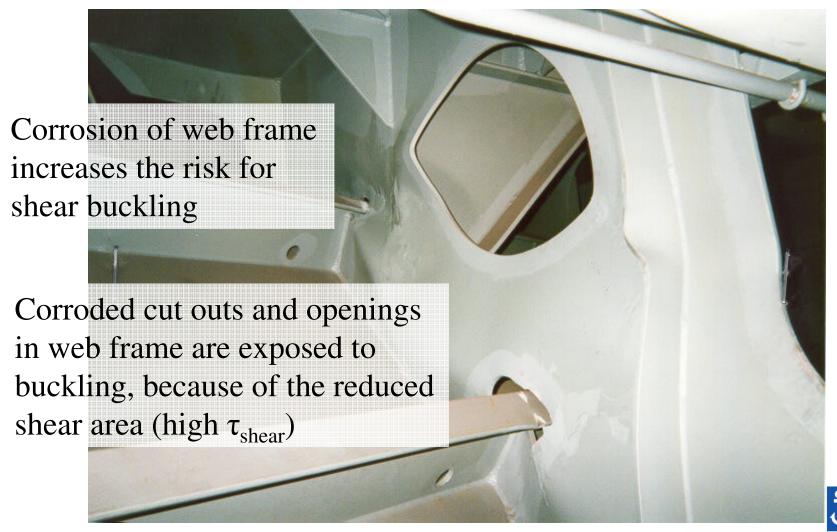
### TYP. WEB SEC. (SHEAR STRESS)



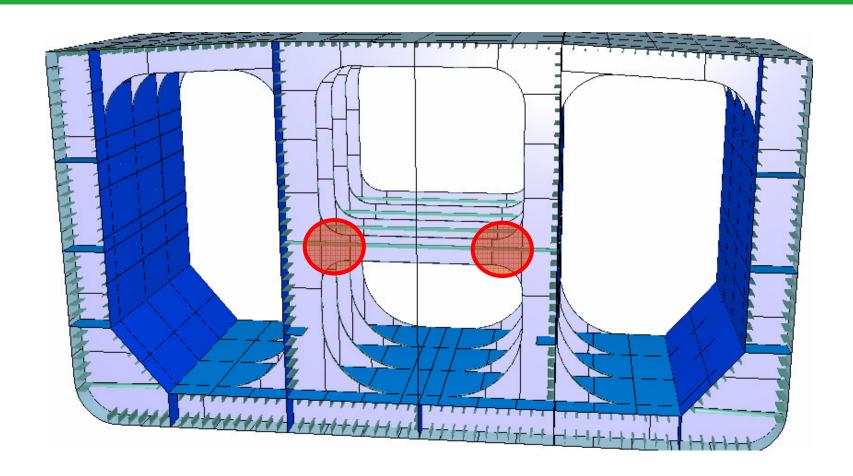


### Shear buckling of web frame:





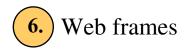
#### **Corrosion of cross tie**







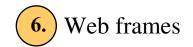
#### Corrosion of cross tie

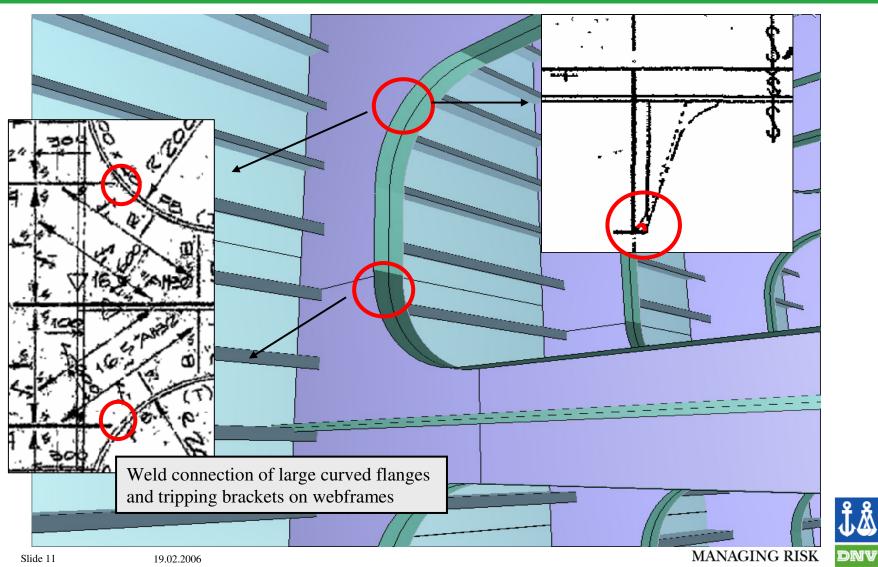


MANAGING RISK

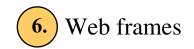
Cross ties are subject to both compression and tension stress depending on loading condition Corrosion Increased stress level +/- Axial stress Reduced Buckling capacity Cross tie collapse?

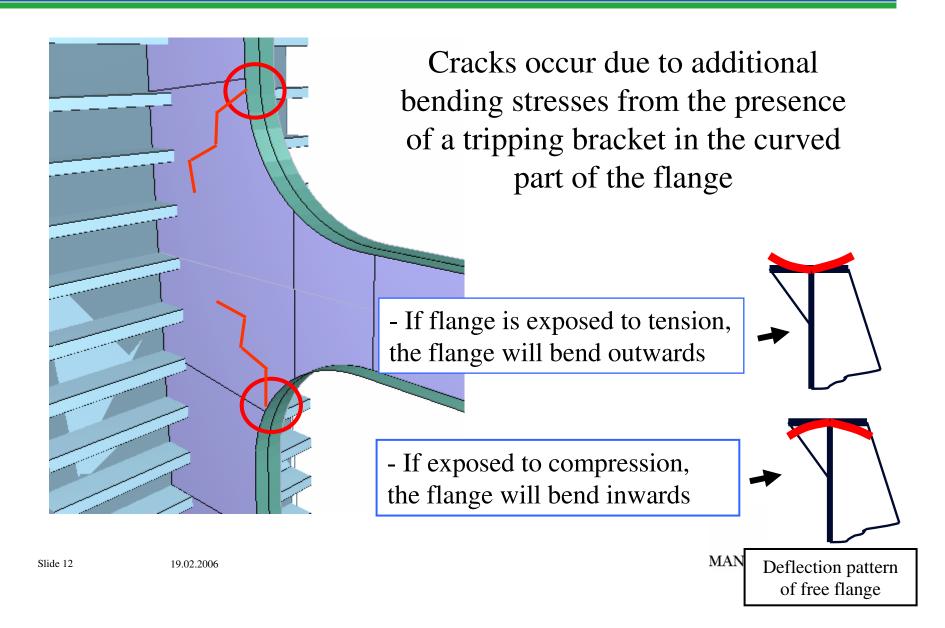
## **Crack in tripping bracket** connection to web frame flange



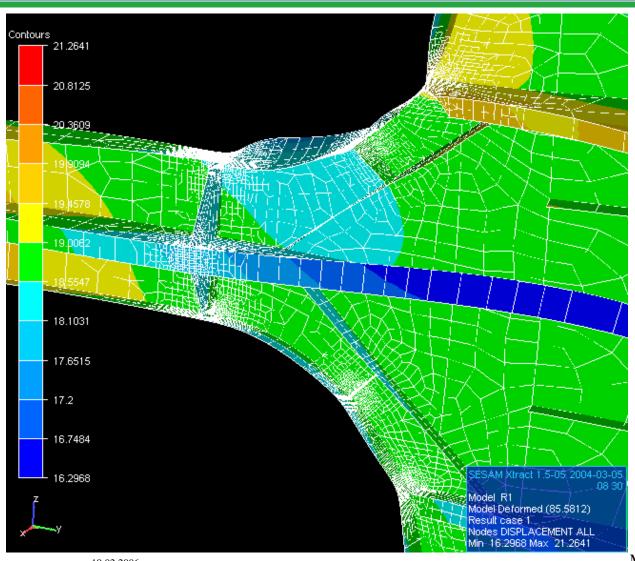


## Cause for cracking in web frame flange





## FEM plot of cross tie with deflections 6. Web frames





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#### Cracks in web frame





- Webframe support for longidudinals – reduced support – excessive load on longitudinals
- Increased loads on adjacent webframes
- May lead to loss of stiffened panel

