KC#343

Ch	Sec	Para	Comment
7	2	2.3.1	The required thickness for cross deck shown below is obtained by the buckling analysis of global strength assessment for P'max BC. 4CH(Ball) 3CH(Ore) 2CH(Emp) 5CH-4CH 4CH-3CH 3CH-2CH 2CH-1CH Upper Deck 25.0AH36 23.0AH36 21.0AH36 15.0AH32 Cross Deck 16.5AH32 18.0AH32 19.5AH32 22.5AH32 As a result, it is found that the required thickness for cross deck tends to be thicker than that of upper deck. This phenomenon is more remarkable towards the forward end of the three hold model where the sectional modulus is lesser. In this respect, following reasons are considered. 1. The current boundary condition is that the both ends of model are simply supported and Rx at fore end is fixed and Rx at aft end is free which results the model to deform too softly. 2. The subjected Load case is Full Load condition and applied design wave is P1, hence torsional moment induces. 3. As such, the maximum stress occurs around hatch corners, which may be due to the combination of longitudinal stress due to hull girder bending and twisting under torsional loads, in line with the large local deformation of the elements in the area. To obtain the feasible required thickness for cross deck, it is suggested that that Dx for Independent point on aft end of model to be fixed as forward end of the model.