



Thermo-structural response of FRP ship structures exposed to fire.

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INTRODUCTION





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THERMAL MODEL



$$\int_{\Omega} \left[\rho c_p \frac{\partial T}{\partial t} \right] d\Omega = \int_{\Omega} \left[\nabla \cdot \left(\Phi_{ms} c_{ks} \nabla T \right) - \underline{q}_m \nabla h_g \right] d\Omega - \int_{\Omega} \left[\frac{\partial \rho}{\partial t} \left(h_p + h_s - h_g \right) \right] d\Omega$$

Mouritz-Gibson Degradation Function (Mouritz and Gibson(2006)^[2])

$$P_i(T,F) = \left(\frac{P_{u,i} + P_{r,i}}{2} - \frac{P_{u,i} - P_{r,i}}{2} \tanh \chi_{1,i}(T - T_{g,i})F^{\chi_{2,i}}\right), \quad \forall i \in f, m$$



Thermal Isotropic Damage Model (based on Simu&Ju,1987^[3]) $\begin{cases} \delta_i = \left(\varsigma + \frac{1-\varsigma}{\beta_i}\right) \sqrt{E_{0,i}} \sqrt{\frac{\bar{\sigma}_{\mathbf{i}}}{\sigma_{y,i}}} : (\mathbb{C}_{0,\mathbf{i}})^{-1} : \frac{\bar{\sigma}_{\mathbf{i}}}{\sigma_{y,i}} \quad \forall i \in f, m \\ A_i = \left(\frac{G_{f_i} E_i}{l_{c,i} \sigma_{y,i}^2} - \frac{1}{2}\right) \rightarrow \frac{G_{f_i} E_i}{\sigma_{y,i}^2} = \text{constant} \quad \forall i \in f, m \end{cases}$ Non-damaged Mechanically damaged Thermo-mechanically material material damaged material Mechcanical Thermal damage damage







Algorithm 1: Non-linear thermomechanical coupling n = 0// Initialise; while $n \le n_{max}$ do **THERMAL PROBLEM;** k = 0; $\mathbf{T}|_{n+1,k} = \mathbf{T}|_n;$ while $k \leq k_{max}$ do $\mathbf{T}|_{n+1,k+1} = \mathbf{T}|_{n+1,k};$ // $\mathbf{L}_{\mathbf{T}}\Big|_{n+1,k} = \frac{\partial \mathbf{r}_{\mathbf{T}}}{\partial \mathbf{T}}\Big|_{n+1,k};$ $\mathbf{L}_{\mathbf{T}}\big|_{n+1,k} \, \Delta \mathbf{T}|_{n+1,k+1} = - \, \mathbf{r}_{\mathbf{T}}\big|_{n+1,k}$ // Update $F|_{n+1,k+1};$ $\mathbf{T}|_{n+1,k+1} = \mathbf{T}|_{n+1,k} + \Delta \mathbf{T}|_{n+1,k+1}$ if $\frac{\|\mathbf{r}_{\mathbf{T}}\|_{n+1,k}}{\|\mathbf{r}_{\mathbf{T}}\|_{n+1,k}} \leq tolerance;$ $|\mathbf{q}_{ext}|_{n+1,k}$ then $T|_{n+1} = T|_{n+1,k+1};$ break; else k = k + 1;THERMOMECHANICAL PROBLEM: k = 0; $\mathbf{a}|_{n+1,k} = \mathbf{a}|_n;$ while $k \leq k_{max}$ do $\mathbf{a}|_{n+1,k+1} = \mathbf{a}|_{n+1,k};$ // $\mathbf{K}(\mathbf{a},\mathbf{T})|_{n+1,k} = \frac{\partial \mathbf{r}_{\mathbf{a}}(\mathbf{a},\mathbf{T})}{\partial \mathbf{a}}\Big|_{n+1,k};$ $\mathbf{K}|_{n+1,k} \, \Delta \mathbf{a}|_{n+1,k+1} = - \left| \mathbf{r}_{\mathbf{a}}(\mathbf{a},\mathbf{T}) \right|_{n+1,k}$ $\mathbf{a}|_{n+1,k+1} = \mathbf{a}|_{n+1,k} + \Delta \mathbf{a}|_{n+1,k+1}$ if $\frac{\left\|\mathbf{r}_{\mathbf{a}}(\mathbf{a},\mathbf{T})\right\|_{n+1,k}}{|\mathbf{r}_{\mathbf{a}}(\mathbf{a},\mathbf{T})|_{n+1,k}} \leq tolerance;$ $|\mathbf{f}_{ext}|_{n+1,k}$ then $a|_{n+1} = a|_{n+1,k+1};$ break; else k = k + 1;n = n + 1;

MARINE APPLICATION



FIRE DYNAMICS SIMULATION COUPLING WITH THERMO-MECHANICAL



FIRE DYNAMICS SIMULATION COUPLING WITH THERMO-MECHANICAL FRP and doors OPEN



FIRE COLLAPSE OF A CONTAINER-SHIP







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