

## APPENDIX B

### ANALYSIS OF DAMAGED STABILITY EFFECTS

This appendix contains the analysis of damaged stability effects.

The draft due to the two-compartment damaged condition has two components: displacement in the longitudinal plane and displacement due to the MHP rolling. Because of the length of the floating pier (total 1,300 feet), the pier cannot be analyzed as a rigid member anymore. Therefore, combined structural and hydrostatic displacement in the longitudinal plane was determined based on the beam on elastic foundation theory (reference: *Beam on Elastic Foundation* by M. Hetenyi, 1976). MHP rolling effects were determined assuming the MHP is torsionally rigid.

(Note: MHP rolling was recalculated using the calculated torsional stiffness (by MW), it turns out that MHP is not as torsionally rigid as we assumed for the damaged stability analysis. As a result, the draft due to the rolling is more than the result of the entire analysis. The updated total draft is shown in [ ].

#### Summary of Analysis

Four-pontoon system:

Total draft = 1.55 feet [2.5 feet]

Two-pontoon system:

Total draft = 2.17 feet [2.8 feet]



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## DAMAGED STABILITY

Since length of MHP floating pier (after 4-modules are connected) is relatively long (Total of 1300 ft), we cannot assume that it will behave as a "Rigid Member". It will behave like a beam on elastic foundation. In fact, water is the perfect elastic foundation.

(REF: BEAM ON ELASTIC FOUNDATION by M. HETENYI, 1976)

In Transversely, the width of Pier is 88 feet (short). Therefore, we will use "RIDIG MEMBER" analysis to obtain the rolling behavior of the pier. (We assumed that MHP is torsionally very stiff.)

## MODEL using RISA-3D

### Material Property

Assume

$$\begin{aligned} f'c &= 7000 \text{ psi (@ 56 days)} \\ \gamma &= 128 \text{ pcf (Not including steel)} \\ E &= 33 \gamma^{1.5} f'c^{0.5} = 3,998,000 \text{ psi} \end{aligned}$$

### Member Property

- use Refined Sect Property (Approximate)

For Damaged  $\Delta$ , Use Average Section (50% Open Section and 50% solid section)

$$\begin{aligned} A &= 339.5 \text{ ft}^2 = 48,888 \text{ in}^2 \\ I_x &= 39929 \text{ ft}^4 = 827,967,744 \text{ in}^4 \\ I_y &= 268288 \text{ ft}^4 = 5,563,219,968 \text{ in}^4 \end{aligned}$$

### Spring Property

Determine Spring for Seawater

$$k = 88 \text{ ft} \times 64 \text{ lb/cf} = 5,760 \text{ lb/sf} = 5.76 \text{ kip/sf}$$

Determine Characteristic of System (Page 4 of REFERENCE)

$$\begin{aligned} \lambda &: \text{Characteristics of System} \\ E &= \text{Assume } 4000 \text{ ksi} = 576,000 \text{ kip/sf} \end{aligned}$$



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$$I = I_x \text{ avg} = 39929 \text{ ft}^4 \approx 40,000 \text{ ft}^4$$

$$\lambda = \sqrt[4]{\frac{k}{4EI}} = \sqrt[4]{\frac{5.76 \text{ kip/sf}}{(4)(576000 \text{ kip/sf})(40,000 \text{ ft}^4)}}$$

$$= 0.0028$$

$$(1/\lambda = 355.6 \text{ ft})$$

Determine the  $k_{\text{end}}$  and  $k_{\text{middle}}$  for the model

$$k_{\text{end}} = (5.75 \text{ kip/sf}) (54.16 \text{ ft}) (1/2) = 157 \text{ kip/ft} =$$

$$k_{\text{mid}} = (5.76 \text{ kip/sf}) (54.16 \text{ ft}) = 312 \text{ kip/ft} =$$

<b>13 kip/in</b>
<b>26 kip/in</b>







Spacing of spring = 54.16 ft  
 Total Length = 1300 ft

We Approximate Point of Loading to be:  $\frac{\text{Long. Dim of Cell}}{2}$

Loads: LC 1, 653 kips @ ends

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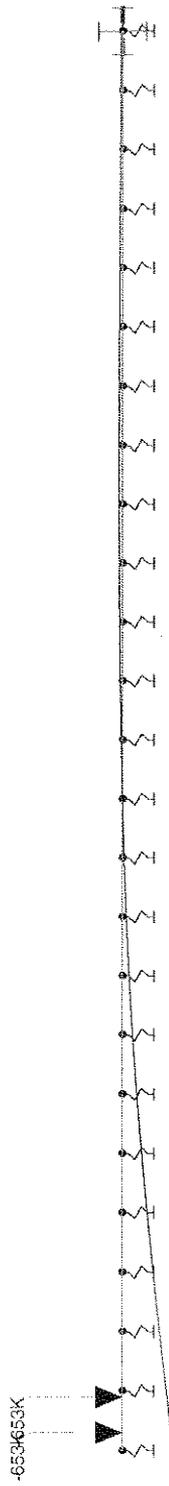
NFSC HYBRID FLOATING PIER

June 25, 2001

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Point of Loading for 2-Compartment Damaged Condition



$\Delta E = 13.8'' \approx 14''$  (RISA Analysis)  
 $\Delta \text{ROLL} = 0.38 \text{ ft} = 4.64''$  (Hand Calc's)  
 $\Delta \text{TOTAL} = 1.55 \text{ ft}$

Loads: LC 1, 653 kips @ ends  
 Solution: LC 1, 653 kips @ ends

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Elastic Displacement for 2 Compartment Damaged Condition

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**[ Summary ]**

After MHP PH II meeting w/ Navy, we decided to increase the number of Transverse Walls in Exterior Cells  
 The result - The draft due to damage stability has reduced as follows.

**( 4 Pontoon System)**

	<u>Previous</u>	<u>Updated</u>	
$\Delta$ elastic	21.4 in	14 in	
$\Delta$ roll (cL to side)	0.75 ft	0.387 ft	
<b>TOTAL</b>	2.53 ft	1.55 ft	Less than 3.0 ft

\*\*  
 $\Delta$  elastic was checked by handcalculation. Handcal'c $\Delta$  = 14.8 in

**( 2 Pontoon System)**

We also checked the draft for 2 Pontoon System. It turns out that 2 - pontoon system has a larger Damaged Draft.

	<u>Updated</u>	
$\Delta$ elastic	16.6 in	
$\Delta$ roll (cL to side)	0.775 ft	
<b>TOTAL</b>	2.16 ft	less than 3.0 ft

**Comments:**

$\Delta$  roll was calculated assuming that MHP is torionally very rigid. However, according to MW's calculation, it is not as rigid as we were assuming. Therefore, the Draft Displ.



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**HAND CALCULATION : WHAT KIND OF Δ DO WE EXPECT TO SEE?**



$$\text{SUM Ma} = P(1300-48.9) + P(1300-16.4) = xP(1300')$$

$$x = \boxed{1.95}$$

Now Use M. HETENYI METHOD - Page 24 of Ref.

$$D = y = \frac{2P\lambda}{k} (D_{kx}) \qquad D_{kx} = e^{-x} \cos(x)$$

$$= \frac{2 (1.95 \text{ kips}) (0.00281/\text{ft})}{5.76 \text{ kip/sf}} (-1)$$

$$= 0.0019 P$$

**IF P = 653 KIPS ----- Δ = 1.24 ft = 14.8 in**

Giving such values to  $P_0$  and  $M_0$ , we shall obtain for the right side of the beam (Fig. 15a) a situation identical to that shown in Figure 15c.

c. Semi-infinite Beam with Fixed End (Fig. 15d)

In order to fulfill the conditions  $y = 0$  and  $\theta = 0$  for point A, if the loading produced  $y_A$  and  $\theta_A$  at this point of the infinite beam the end-conditioning forces  $P_0$  and  $M_0$  would have to produce  $-y_A$  and  $-\theta_A$  at the same place. This condition can be written, by use of (5 a-b) and (6 a-b), as

$$y_A + \frac{P_0 \lambda}{2k} = 0 \quad \text{and} \quad \theta_A + \frac{M_0 \lambda^3}{k} = 0, \tag{c}$$

from which we obtain the end-conditioning forces as

$$\left. \begin{aligned} P_0 &= -\frac{2k}{\lambda} y_A, \\ M_0 &= -\frac{k}{\lambda^3} \theta_A. \end{aligned} \right\} \tag{18}$$

If  $P_0$  and  $M_0$  in Figure 15a have these values, the right part of the beam will behave in exactly the same manner as the fixed-end beam shown in Figure 15d.

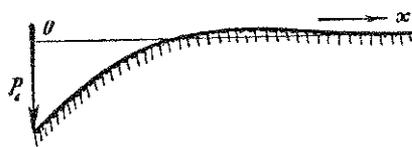


FIG. 16

Let us consider first the situation shown in Figure 16. Here the end conditions for point O are  $M = 0$  and  $Q = -P_1$ . Putting  $M_A = 0$  and  $Q_A = P_1$  into (16), we obtain the corresponding end-conditioning forces  $P_0 = 4P_1$  and  $M_0 = -(2/\lambda)P_1$ . If we apply these  $P_0$  and  $M_0$  on the infinite beam, using (5 a-d) and (6 a-d), we get the solution for  $x > 0$ . The result will be

$$\left. \begin{aligned} y &= \frac{2P_1 \lambda}{k} D_{\lambda x}, \\ \theta &= -\frac{2P_1 \lambda^2}{k} A_{\lambda x}, \\ M &= -\frac{P_1}{\lambda} B_{\lambda x}, \\ Q &= -P_1 C_{\lambda x}. \end{aligned} \right\} \tag{19a-d}$$

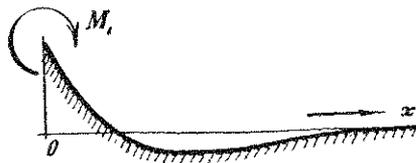


FIG. 17

In order to reach the solution for the situation shown in Figure 17 we have to put  $M_A = -M_1$  and  $Q_A = 0$  into (16), which then gives  $P_0 = -4\lambda M_1$  and  $M_0 = 4M_1$ . Applying these end-conditioning forces at point O on the infinite beam, we have for values of  $x > 0$ :

TABLE I

$\sin x, \cos x, \text{Sinh } x, \text{Cosh } x, e^x, e^{-x}$ ,  
 $A_x = e^{-x}(\cos x + \sin x), B_x = e^{-x} \sin x$ ,  
 $C_x = e^{-x}(\cos x - \sin x), D_x = e^{-x} \cos x$ .

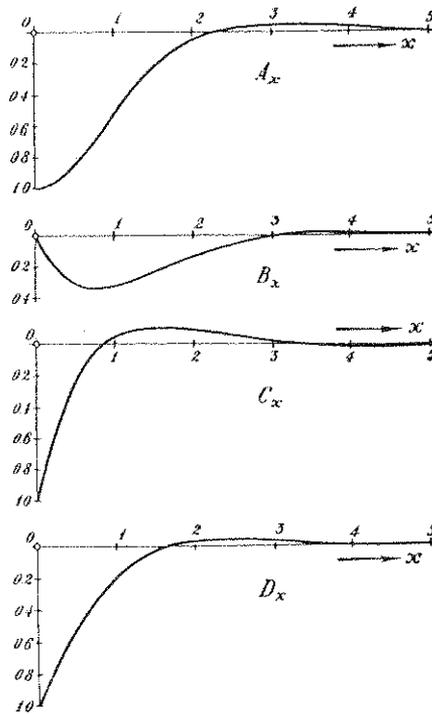


FIG. 162

ctions  
 $\frac{e^{-x}}{1}$   
 $\frac{e^{-x}}{1}$   
 $= e^{x}$   
 $x = 1$   
 $= \text{Cosh } 2x$   
 $\text{Sinh } 2x$   
 $x - 1$   
 $y \pm \text{Cosh } x \text{ Sinh } y$   
 $y \pm \text{Sinh } x \text{ Sinh } y$   
 $\frac{x+y}{2} \text{Cosh } \frac{x-y}{2}$   
 $\frac{x+y}{2} \text{Sinh } \frac{x-y}{2}$   
 $\frac{x+y}{2} \text{Cosh } \frac{x-y}{2}$   
 $\frac{x+y}{2} \text{Sinh } \frac{x-y}{2}$

rad.