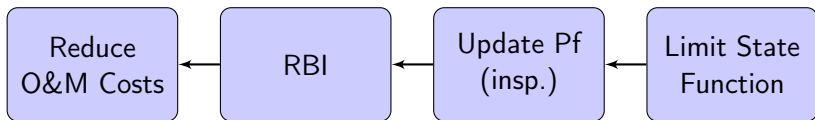


UPDATING FAILURE PROBABILITY OF A WELDED JOINT IN OWT SUBSTRUCTURES

Q. Mai¹ J.D. Sørensen² P. Rigo¹

¹Department of ArGEnCo
University of Liege

²Department of Civil Engineering
Aalborg University



Fatigue Assessment Diagram can be used to **update the failure probability** of an existing OWT substructure when **new information** about either loading, structural responses or inspections is available.



Fatigue Assessment Diagram

Updating Probability of Failure

Results

Fatigue Assessment Diagram

Updating Probability of Failure

Results

Fatigue Assessment Diagram

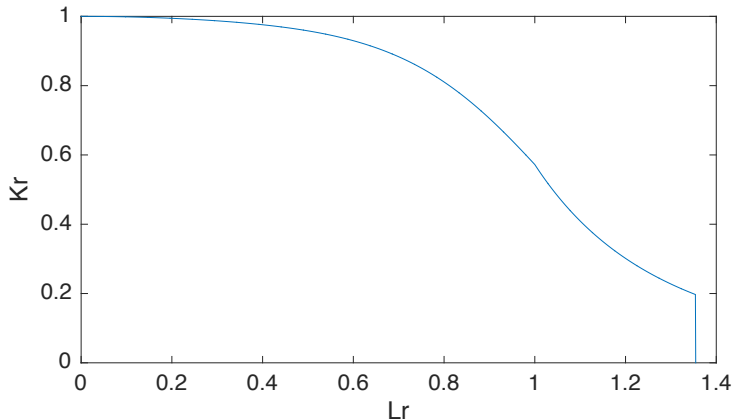


Figure: Level 2A Fatigue Assessment Diagram

Fatigue Assessment Diagram

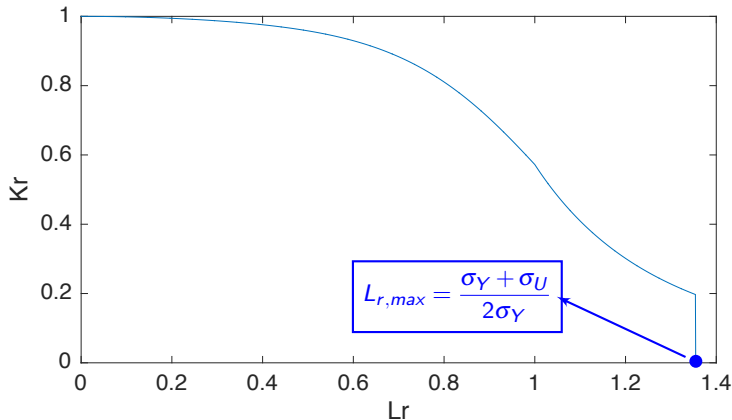


Figure: Level 2A Fatigue Assessment Diagram

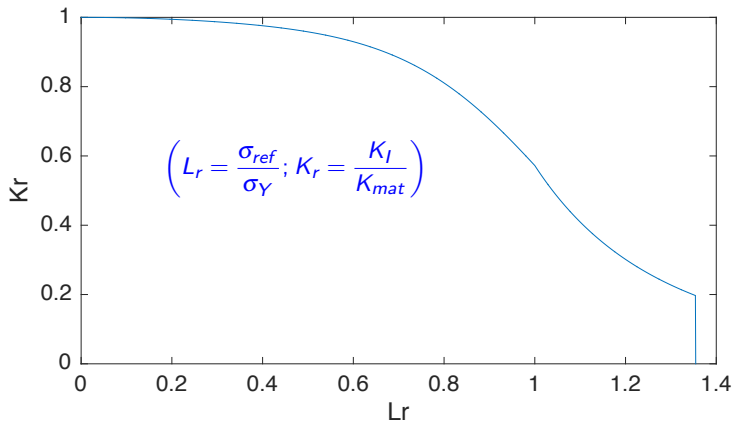


Figure: Level 2A Fatigue Assessment Diagram

Fatigue Assessment Diagram

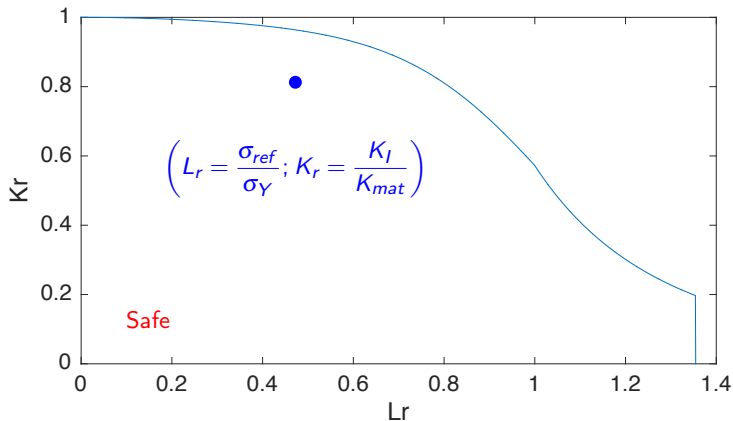


Figure: Level 2A Fatigue Assessment Diagram

Fatigue Assessment Diagram

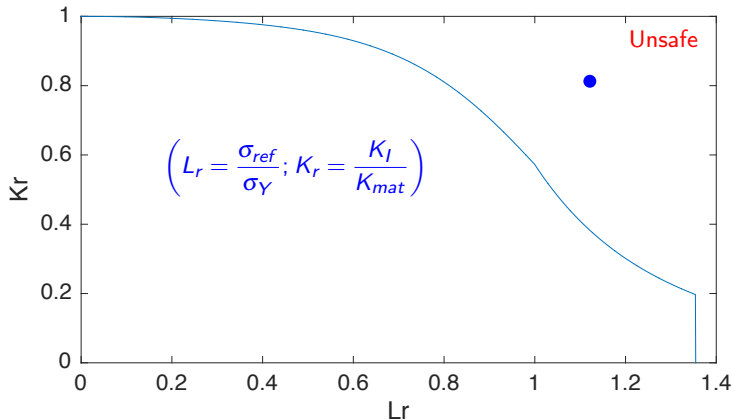


Figure: Level 2A Fatigue Assessment Diagram

BS-7910, 2005. Guide to Methods for Assessing the Acceptability of Flaws in Metallic Structures. British Standard Institution (BSi).

Fatigue Assessment Diagram

Updating Probability of Failure

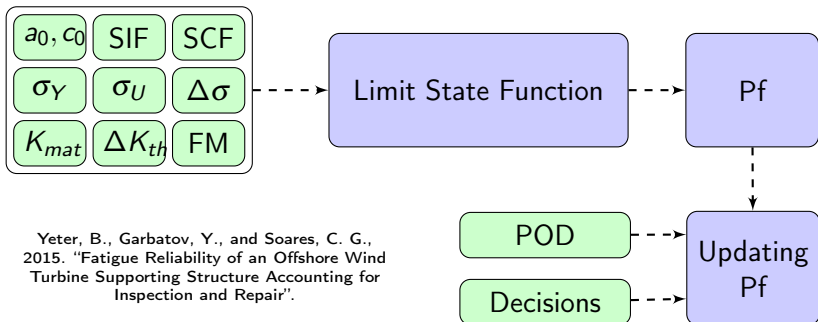
Results

	Variable	Value
ν	No. of cycle/year	1×10^7
t	Steel thickness [mm]	65
R	Outer radius [mm]	79.5
L	Joint length [mm]	100
η_σ	Bend. to memb. ratio	0.81
ΔK_{tr}	Transition SIF range	196
m_1	Paris law, 1 st line	5.10
m_2	Paris law, 2 nd line	2.88
C_a/C_c	C ratio for a and c	0.9

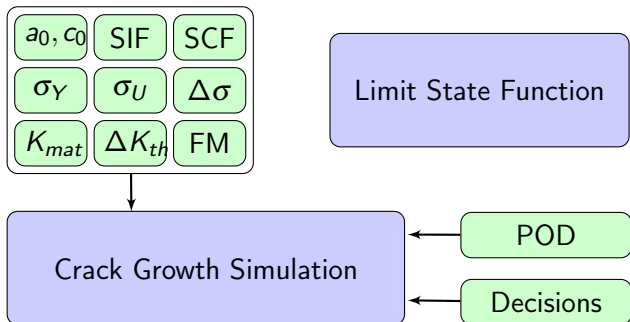
	Variable	Distr.	Mean	CoV
S	Stress range [MPa]	W	$k=0.8$	$N(\mu, \sigma)$
σ_Y	Yield strength [MPa]	LN	368.75	0.07
σ_U	Ultimate strength [MPa]	LN	750	0.04
ΔK_{th}	SIF range threshold	LN	160	0.4
K_{mat}	Fracture toughness	3p W	-	-
C_1	Paris law, 1 st line	LN	4.8×10^{-18}	1.7
C_2	Paris law, 2 nd line	LN	5.86×10^{-13}	0.6
a_0	Initial crack depth	LN	0.15	0.66
a_0/c_0	Initial aspect ratio	LN	0.6	0.40
B_{scf}	Uncertainty in SCF	LN	1	0.05
B_{sif}	Uncertainty in SIF	LN	1	0.05

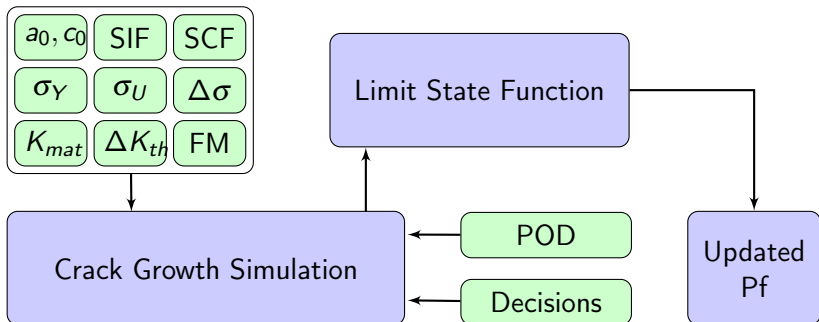
Uncertainties

a_0, c_0	SIF	SCF
σ_Y	σ_U	$\Delta\sigma$
K_{mat}	ΔK_{th}	FM



Yeter, B., Garbatov, Y., and Soares, C. G., 2015. "Fatigue Reliability of an Offshore Wind Turbine Supporting Structure Accounting for Inspection and Repair".





Crack depth a and crack length $2c$ are coupled during the simulation.

$$\begin{cases} \frac{da}{dN} = C_a (\Delta K_a)^m & \Delta K_a \geq \Delta K_{th} \\ \frac{dc}{dN} = C_c (\Delta K_c)^m & \Delta K_c \geq \Delta K_{th} \end{cases} \quad (1)$$

$$\Delta K_a = SY_a \sqrt{\pi a} \quad (2)$$

$$\Delta K_c = SY_c \sqrt{\pi a} \quad (3)$$

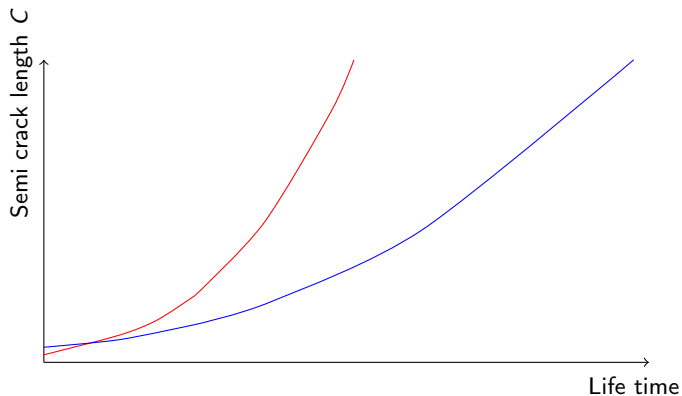


Figure: Crack growth in combination with inspections

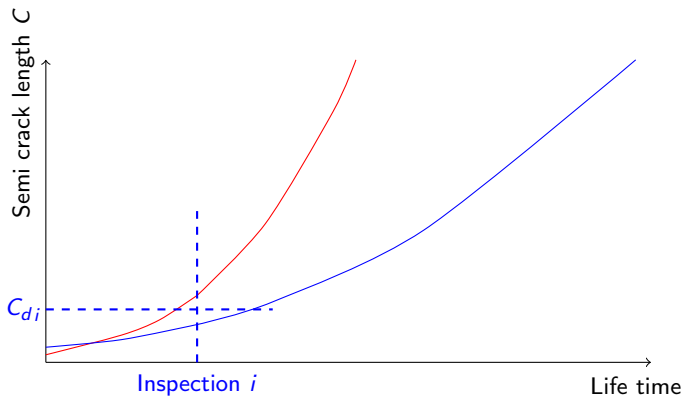


Figure: Crack growth in combination with inspections

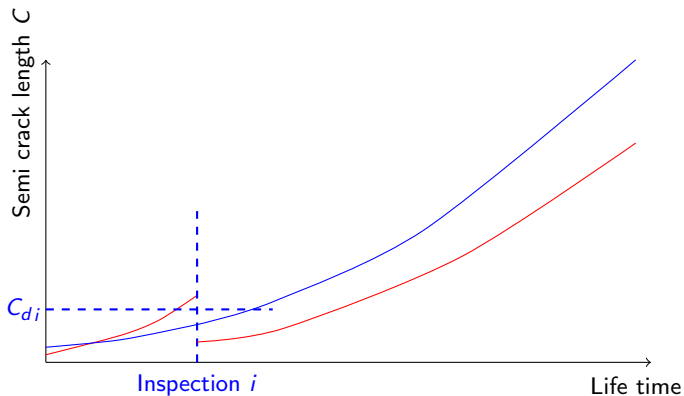


Figure: Crack growth in combination with inspections

Fatigue Assessment Diagram

Updating Probability of Failure

Results

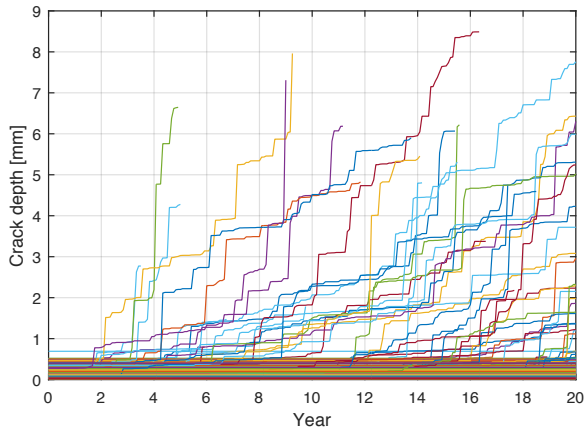


Figure: Crack propagation

Results

No Crack Detected

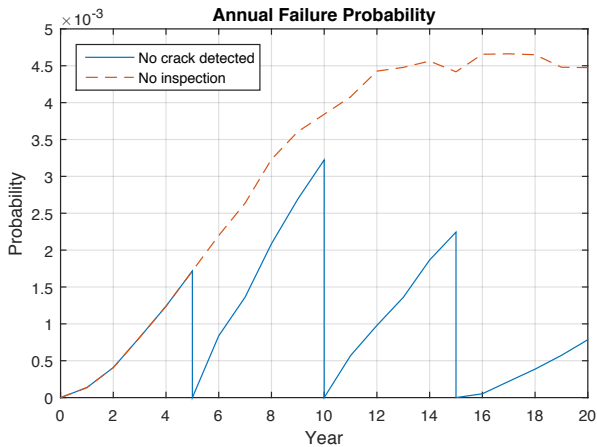


Figure: Annual POF

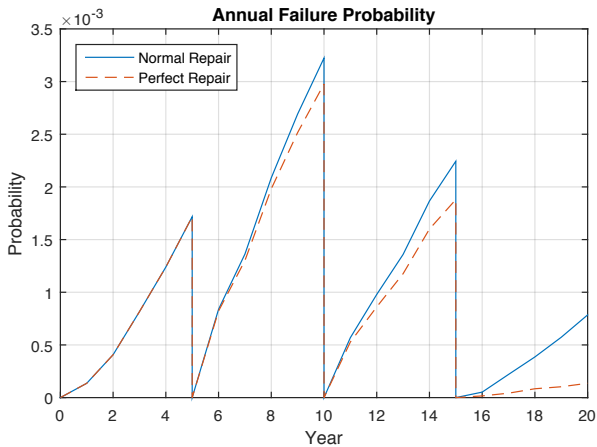


Figure: Annual POF

Fatigue Assessment Diagram can be used to **update the failure probability** of an existing OWT substructure when **new information** about either loading, structural responses or inspections is available.

► Outlook

- Reduction of uncertainty related to stress-ranges given new information about loading and structural response
- Improved modelling of crack growth after reaching the wall thickness.

This research is funded by the National Fund for Scientific Research
in Belgium — F.R.I.A - F.N.R.S.

About me:
Quang MAI
University of Liège, Belgium
aq.mai@ulg.ac.be