Analisis konstruksi melintang dan memanjang menggunakan klasifikasi classnk pada self-propelled oil barge kapasitas 1100KL = Transversal and longitudinal construction analysis using classnk classification on self propelled oil barge capacity 1100KL

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Abstrak

Pembangunan Oil Barge modern dengan tinggi sarat air laut kecil seperti Self-propelled oil barge dengan kemampuan struktur yang baik dapat menunjang kemajuan perindustrian maritim Indonesia. Dilain hal Pengklasifikasian Kapal menggunakan ClassNK semakin diminati pihak pemilik bangunan kapal. Dengan mengaplikasikan Fatigue Design Analysis (FDA), kekuatan konstruksi berdasarkan Rules ClassNK dapat diperhitungkan. Simulasi FDA pada konstruksi dengan klasifikasi Self-propelled oil barge menggunakan Rules ClassNK Part Q tentang Steel Barge memperhitungkan faktor beban static, dinamik (dari pengaruh percepatan SPOB) dan tekanan hidrostatik, yang menghasilkan Equivalent Stress terbesar sebesar 91.26 MPa dengan deformasi terbesar sebesar 0.031626 m.

.....The construction of modern Oil Barge with short draught of waterline likes Self-propelled oil barge with good capability of strcture is a right tool to developing the Maritime Industry of Indonesia. In the other case, The Classification of Ship building with ClassNK is more and more interesting to the owner of ship building sides. With applicating the Fatigue Design Analysis (FDA) to the Ship Building, structural strength from Rules ClassNK can be Calculated. The FDA Simulation to the construction from classification Self-propelled oil barge using Rules ClassNK Part Q about Steel Barge are calculated factor of Static load, Dynamic Load (from the influence from Speed of SPOB), and Hidrostatic Pressure, which is produced biggest Equivalent stress with 91.26 MPa and the biggest Deformation at Inner Bottom Plate 10mm with deformation number 0.031626 m.