

1.Introduction

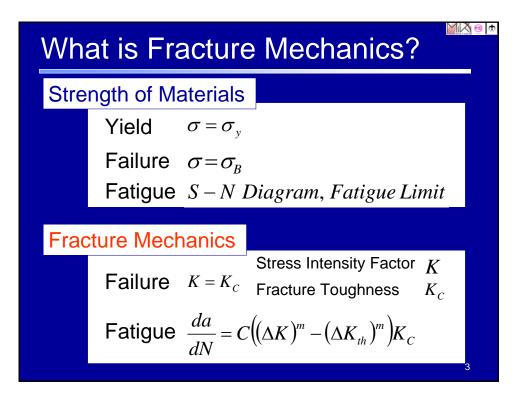
During World War II 5000 ships built

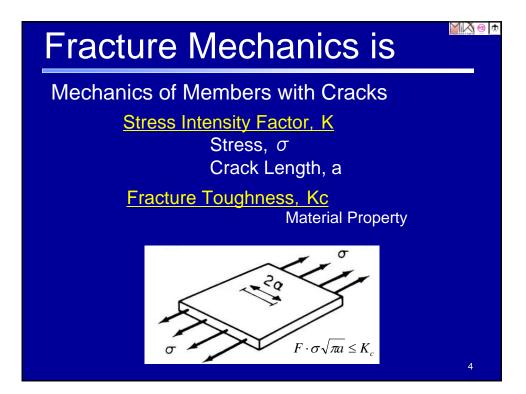


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over 1000 ships: cracks by 1946 200 ships: serious damage 9 T-2 tankers 7 Liberty ships broken in two

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Primary Factors controlling Brittle Fracture : 1

- 1) Material toughness (Kc, KIc, KId= $C\sigma\sqrt{a}$)
 - the ability to carry load or deform plastically in the presence of notch
 - for slow loading and linear -elastic behavior.
 - K_c :under conditions of plane stress
 - K_{Ic} :plane strain
 - impact or dynamic loading
 - K_{Id} : under condition of maximum constraint (plane strain)

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- For elastic-plastic behavior
 - R-curve resistance, J_{IC}, and CTOD

Primary Factors controlling Brittle Fracture : 2

2) Crack size (a)

 Brittle ftacture initiate from discontinuities varying from small cracks within a weld ark strike (case in a T-2 tanker) to much larger fatigue cracks.

- 3) Stress level (σ): Tensile stress are necessary for brittle failure to occur.
- Brittle failure can occur without all three factors being present if the other factors are sufficiently severe.
- Other factors such as temperature, loading rate, stress concentration, residual stress, and so on will affect the three primary factors

