

Eugene F. Megyesy

PRESSURE VESSEL **HANDBOOK**

Fourteenth Edition

PREFACE

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This reference book is prepared for the purpose of making formulas, technical data, design, and construction methods readily available for the designer, detailer, layout-person and others dealing with pressure vessels. Individuals in this industry often have difficulty finding the required data and solutions, these being scattered throughout extensive literature or advanced studies. The author's aim was to bring together all of the above material under one cover and present it in a convenient form.

The design procedures and formulas of the ASME Code for Pressure Vessels, Section VIII Division I have been utilized, as well as, those generally accepted sources which are not covered by this Code. From among the alternative construction methods described by the Code, the author has selected those which are most frequently used in practice.

In order to provide the greatest serviceability with this Handbook, rarely occurring loadings, special construction methods have been excluded from this handbook. For the same reason, this Handbook deals only with vessels constructed from ferrous material by welding, since the vast majority of the pressure vessels are in this category.

A large part of this book was taken from the works of others, with some of the material placed in different arrangement, and some unchanged.

The author wishes to acknowledge his indebtedness to Professor Sándor Kalinszky, János Bodor, László Félegyházy and József Györfi for their material and valuable suggestions, to the American Society of Mechanical Engineers and to the publishers, who generously permitted the author to include material from their publications.

The author wishes also to thank all those who helped to improve this new edition by their suggestions and corrections.

Suggestions and criticism concerning some errors which may remain in spite of all precautions shall be greatly appreciated. They contribute to the further improvement of this Handbook.

Eugene F. Megyesy

 $\begin{aligned} \frac{d\mathbf{y}}{dt} &= \frac{1}{2} \mathbf{y} \\ &= \frac{1}{2$

FOREWORD

Engineers who design equipment for the chemical process industry are sooner or later confronted with the design of pressure vessels and mounting requirements for them. This is very often a frustrating experience for anyone who has not kept up with current literature in the field of code requirements and design equations.

First, he must familiarize himself with the latest version of the applicable code. Then, he must search the literature for techniques used in design to meet these codes. Finally, he must select material properties and dimensional data from various handbooks and company catalogs for use in the design equations.

Mr. Megyesy has recognized this problem. For several years, he has been accumulating data on code requirements and calculation methods. He has been presenting this information first in the form of his "Calculation Form Sheets" and now has put it all together in one place in the Pressure Vessel Handbook.

I believe that this fills a real need in the pressure vessel industry and that readers will find it extremely useful.

Praise for Previous Editions of the Pressure Vessel Handbook

"Design engineers should find it invaluable for quick reference for most of their pressure vessel problems."

NATIONAL SAFETY COUNCIL

"A very useful reference work."

THE NEW YORK PUBLIC LIBRARY

"Contains practically everything required for the design and construction of pressure vessels. As such, this handbook becomes a convenient, extremely pertinent reference tool."

JOSEPH T. BUCKMASTER, P.E. OXY-U.S.A.

"Provides the formulae, technical data, design, and construction methods needed by the designer, layout person and other dealing with pressure vessels. In the past, practicing engineers often had difficulty finding the required data, codes, and solutions that were scattered throughout extensive literature. The author has brought together all of the above material under one cover, in a convenient form."

THE OIL & GAS JOURNAL

"The design information has proven most useful as reference material for our newer engineers as well as the older individuals in our organization."

THE RALPH M. PARSONS COMPANY

"I'd like to take this time to tell you I think your book is one of the most useful and practical aids I have ever encountered in pressure vessel design."

TOLAN MACHINERY COMPANY, INC.

PRESSURE VESSEL HANDBOOK

Fourteenth Edition

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DESIGN

Differences Between the ASME Code and the Pressure Vessel Handbook

THE ASME CODE

ASME Boiler and Pressure Vessel Code, Section VIII, Division 1 An internationally recognized Code published by The American Society of Mechanical Engineers.

PRESSURE VESSEL - is a containment of solid, liquid or gaseous material under internal or external pressure, capable of withstanding also various other loadings.

BOILER - is a part of a steam generator in which water is converted into steam under pressure.

RULES OF DESIGN AND CONSTRUCTION - Boiler explosions around the tum of the century made apparent the need for rules governing the design and construction of vessels. The first ASME Code was published in 1914.

ISSUE TIME - The updated and revised Code is published in three years intervals (2001 and so on). Addenda, which also include revisions to the Code, are published annually. Revisions and additions **become mandatory** 6 months after the date of issuance, except for boilers and pressure vessels contracted for prior to the end of the 6 month period. (Code Foreword)

SCOPE OF THE CODE- The rules of this Division have been formulated on the basis of design principles and construction practices applicable to vessels designed for pressures not exceeding 3000 psi. Code U-1(d)

Vessels, which are not included in the scope of this Division but, meet all applicable requirements of this Division may be stamped with the Code U Symbol. Code U l-(c)(2)

THE DESIGN METHOD- The Code rules concerning design of pressure parts are based on the maximum stress theory, i.e., elastic failure in a ductile metal vessel occurs when the maximum tensile stress becomes equal to the yield strength of the material.

OTHER COUNTRIES' Codes deviate from each other considerably, mainly because of differences in the basic allowable design stresses. The ASME Code's regulations may be considered to be at midway between conservative and unconservative design.

COMPUTER PROGRAMS - Designers and engineers using computer programs for design or analysis are cautioned that they are responsible for all technical assumptions inherent in the programs they use and they are solely responsible for the application of these programs to their design. (Code, Foreword)

DESIGN AND CONSTRUCTION NOT COVERED - This Division of the Code does not contain rules to cover all details of design and construction. Where complete details are not given, it is intended that the Manufacturer shall provide details which will be as safe as those provided by the rules of this Division. Code $U-2(g)$

CONTENTS

MISC.

PART I.

DESIGN AND CONSTRUCTION OF PRESSURE VESSELS

DESIGN

IN REFERENCES THROUGHOUT THIS BOOK "CODE" STANDS FOR ASME BOILER AND PRESSURE VESSEL CODE SECTION VIII, DIVISION $1 - AN$ AMERICAN STANDARD.

STRESSES IN PRESSURE VESSELS

Pressure vessels are subject to various loadings, which exert stresses of different intensities in the vessel components. The category and intensity of stresses are the function of the nature of loadings, the geometry and construction of the vessel components.

LOADINGS (Code UG-22)

- a. Internal or external pressure
- b. Weight of the vessel and contents
- c. Static reactions from attached equipment, piping, lining, insulation,
- d. The attachment of internals, vessel supports, lugs, saddles, skirts, legs
- e. Cyclic and dynamic reactions due to pressure or thermal variations
- f. Wind pressure and seismic forces
- g. Impact reactions due to fluid shock
- b. Temperature gradients and differential thermal expansion
- i. Abnormal pressures caused by deflagration.

INTERNAL PRESSURE

1. OPERATING PRESSURE

The pressure which is required for the process, served by the vessel, at which the vessel is normally operated.

2. DESIGNPRESSURE

The pressure used in the design of a vessel. It is recommended to design a vessel and its parts for a higher pressure than the operating pressure. A design pressure higher than the operating pressure with 30 psi or I 0 percent, whichever is the greater, will satisfy this requirement. The pressure of the fluid and other contents of the vessel should also be taken into consideration. See tables on page 17' for pressure of fluid.

3. MAXIMUM ALLOWABLE WORKING PRESSURE

The internal pressure at which the weakest element of the vessel is loaded to the ultimate permissible point, when the vessel is assumed to be:

- (a) in corroded condition
- (b) under the effect of a designated temperature
- (c) in normal operating position at the top
- (d) under the effect of other loadings (wind load, external pressure, hydrostatic pressure, etc.) which are additive to the internal pressure.

When calculations are not made, the design pressure may be used as the maximum allowable working pressure (MA WP) code 3-2.

A common practice followed by many users and manufacturers of pressure vessels is to limit the maximum allowable working pressure by the head or shell, not by small elements as flanges, openings, etc.

See tables on page29 for maximum allowable pressure for flanges.

See tables on page 142 for maximum allowable pressure for pipes.

The term, maximum allowable pressure, new and cold, is used very often. It means the pressure at which the weakest element of the vessel is loaded to the ultimate permissible point, when the vessel:

- (a) is not corroded (new)
- (b) the temperature does not affect its strength (room temperature) (cold) and the other conditions (c and d above) also need not to be taken into consideration.

4. HYDROSTATICTESTPRESSURE

At least 1.3 times the maximum allowable working pressure or the design pressure to be marked on the vessel when calculations are not made to determine the maximum allowable working pressure.

If the stress value of the vessel material at the design temperature is less than at the test temperature, the hydrostatic test pressure should be increased proportionally.

Hydrostatic test shall be conducted after all fabrication has been completed.

Hydrostatic test of multi-chamber vessels: Code UG-99 (e)

A Pneumatic test may be used in lieu of a hydrostatic test per Code UG-1 00

Proof tests to establish maximum allowable working pressure when the strength of any part of the vessel cannot be computed with satisfactory assurance of safety, prescribed in Code UG-101.

MAXIMUM ALLOW ABLE STRESS VALUES

The maximum allowable tensile stress values permitted for different materials are given in table on page 191. The maximum allowable compressive stress to be used in the design of cylindrical shells subjected to loading that produce longitudinal compressive stress in the shell shall be determined according to Code par. UG-23 b, c & d

JOINT EFFICIENCY

The efficiency of different types of welded joints are given in table on page 172. The efficiency of seamless heads is tabulated on page 178.

The following pages contain formulas used to compute the required wall thickness and the maximum allowable working pressure for the most frequently used types of shell and head. The formulas of cylindrical shell are given for the longitudinal seam, since usually this governs.

The stress in the girth seam will govern only when the circumferential joint efficiency is less than one-half the longitudinal joint efficiency, or when besides the internal pressure additional loadings (wind load, reaction of saddles) are causing longitudinal bending or tension. The reason for it is that the stress arising in the girth seam pound per square inch is one-half of the stress in the longitudinal seam.

The formulas for the girth seam accordingly:

$$
t = \frac{PR}{2SE + 0.4P} \qquad P = \frac{2SEt}{R - 0.4t}
$$

PRESSURE OF FLUID STATIC HEAD

The fluid in the vessel exerts pressure on the vessel wall. The intensity of the pressure when the fluid is at rest is equal in all directions on the sides or at bottom of the vessel and is due to the height of the fluid above the point at which the pressure is considered.

The static head when applicable shall be added to the design pressure of the vessel.

The tables below when applicable shall be added to the design pressure of the water.

To find the pressure for any other fluids than water, the given in the tables shall be multiplied with the specific gravity of the fluid in consideration.

Pressure in Pounds per Square Inch for Different Heads of Water

Note: One foot of water at 62° Fahrenheit equals .433 pounds pressure per square inch. To find the pressure per square inch for any feet head not given in the table above, multiply the feet times .433.

of pressure per square inch of water \overline{a} Fahrenheit. Therefore, to find the feet head of water for any pressure not given in the table above, multiply the pressure pounds per square inch by 2.309.

DESIGN

DESIGN

DESIGN

1.60

 1.44 1.48 1.52 1.56 1.60 1.65 1.65 1.72 1.77 THE MAXIMUM ALLOWED RATIO : $L \cdot t = D$ (see note on facing page)

1.62 | 1.69

11.72

1.75

M $\begin{bmatrix} 1.41 \\ 1.44 \end{bmatrix}$ 1.46 $\begin{bmatrix} 1.50 \\ 1.52 \end{bmatrix}$ 1.54 $\begin{bmatrix} 1.56 \\ 1.56 \end{bmatrix}$

DESIGN

INTERNAL OR EXTERNAL PRESSURE FORMULAS NOTATION $P =$ Internal or external design pressure psi $E =$ **joint efficiency** $d =$ Inside diameter of shell, in. $S =$ Maximum allowable stress value of material, psi $t =$ Minimum required thickness of head, exclusive of corrosion allowance, in. = Actual thickness of head exclusive of corrosion allowance, in. $f =$ Minimum required thickness of seamless shell for pressure, in. t_s = Actual thickness of shell, exclusive of corrosion allowance, in. A CIRCULAR FLAT HEADS $t = d \sqrt{0.13 P/SE}$ This formula shall be applied: 1. When *d* does not exceed 24 in. $r_{\min} = \frac{1}{4}$ 2. t_h/d is not less than 0.05 nor greater than 0.25 \overline{d} 3. The head thickness, t_h is not less than the shell thickness, t_s B *.. t* $t = d\sqrt{CP/SE}$ d $C = 0.33t_r/t_s$ t, c $C \text{ min.} = 0.20$ If a value of t_r/t_s less than 1 is used in d calculating t , the shell thickness t_s shall be $t_{\rm s}$ maintained along a distance inwardly from D 2 t_r min. nor less than $1.25t_s$ the inside face of the head equal to at least need not be greater than *t* $2\sqrt{dt_s}$ Non-circular, bolted flat heads, covers, blind flanges Code UG-34; other types d of closures Code UG-35

NSIS ш

INTERNAL OR EXTERNAL PRESSURE EXAMPLES

DESIGN DATA

- $P = 300$ psi design pressure $E = joint$ efficiency
- $d = 24$ in. inside diameter of shell
- $S = 17,100$ psi maximum allowable stress value of SA-515-60 plate
- t_r = 0.243 in. required thickness of seamless shell for pressure.
- t_s = 0.3125 in. actual thickness of shell.

DETERMINE THE MINIMUM REQUIRED THICKNESS, *t*

 $t = d \sqrt{0.13 P/SE} = 24 \sqrt{0.13 \times 300/17,100 \times 1} = 1.146$ in.

Use 1.25 in. head

Checking the limitation of

$$
\frac{t_h}{d} = \frac{1.25}{24} = 0.052
$$

The ratio of head thickness to the diameter of the shell is satisfactory

SEE DESIGN DATA ABOVE

$$
C = 0.33 \frac{t_r}{t_s} = 0.33 \frac{0.243}{0.3125} = 0.26
$$

$$
t = d \sqrt{CP/SE} = 24 \sqrt{0.26 \times 300/17,100 \times 1} = 1.620 \text{ in.}
$$

Use 1.625 in. plate

Using thicker plate for shell, lesser thickness will be satisfactory for the head.

$$
t_s = 0.375 \text{ in.}
$$

$$
C = 0.33 \frac{t_r}{t_s} = 0.33 \frac{0.243}{0.375} = 0.214
$$

$$
t = d \sqrt{CP/SE} = 24 \sqrt{0.214 \times 300/17,100 \times 1} = 1.471 \text{ in.}
$$

Use 1.625 in. plate

The shell thickness shall be maintained along a distance $2 \sqrt{dt_s}$ from the inside face of the head

2 $\sqrt{24 \times 0.375}$ = 6 in.

Ratings apply to NPS *Yz* trough NPS 24 and to materials: A 105 (1) A 350 Gr. LF2 (1) A 350 Gr. LF6 Cl. (1)(4)A216Gr.WCB(l) A 515 Gr. 70 (1) A 516 Gr. 70 (1) (2) A 537 Cl. (1)(3)

NOTES:

(1) Permissible but not recommended for prolonged use above 800 °F.

(2) Not to be used over 850 °F.

(3) Not to be used over 700 °F.

(4) Not to be used over 500 °F.

For other pressure-temperature ratings see Code UG-11(a)(2)

Ratings are maximum allowable non-shock working pressures expressed as gage pressure, at the tabulated temperatures and may be interpolated between temperatures shown.

Temperatures are those on the inside of the pressure-containing shell of the flange. In general, it is the same as that of the contained material. Flanged fittings shall be hydrostatically tested.

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Table **A** shows the stress value of the most frequently used shell and head materials.

Table **B** shows the ratios of these stress values.

EXAMPLE:

- 1. For a vessel using SA 515-70 plate, when spot radiographed, the required thickness 0.4426 inches and the weight of the vessel 12600 lbs.
- 2. What plate thickness will be required, and what will the weight of the vessel be using SA 285-C plate and full radiographic examination:

In case 1. The stress value of the material $17,000$ In case 2. The stress value of the material $15,700$

The ratio of the two stress values from Table B=1.08 In this proportion the required plate thickness and the weight of the vessel will be increased.

 $0.4426 \times 1.08 = 0.4780$ in.

 $12600 \times 1.08 = 13608$ lb.

EXTERNAL PRESSURE

DESIGN PRESSURE

When Code Symbol is to be applied, the vessel shall be designed and stamped with the maximum allowable external working pressure. It is recommended that a suitable margin is provided when establishing the maximum allowable external pressure to allow for pressure variation in service. Code UG-28(f).

Vessels intended for service under external design pressure of 15 psi and less may be stamped with the Code Symbol denoting compliance with the rules for external pressure provided all the applicable rules of this Division are also satisfied. Code UG-28(f).

This shall not be applied if the vessel is operated at a temperature below minus 20° F, and the design pressure is determined by the Code UCS-66(c)(2) or Code UHA-51(b) to avoid the necessity of impact test.

Vessels with lap joints: Code UG-28(g) Non-cylindrical vessel, jacket: Code UG-28(i).

TEST PRESSURE

Single-wall vessels designed for vacuum or partial vacuum only, shall be subjected to an internal hydrostatic test or when a hydrostatic test is not practicable, to a pneumatic test. Code UG-99(f).

Either type of test shall be made at a pressure not less than $1\frac{1}{2}$ times the difference between normal atmospheric pressure and the minimum design internal absolute pressure. Code UG-99(f).

Pneumatic test: Code UG-100.

The design method on the following pages conform to ASME Code for Pressure Vessels Section VIII, Div. 1. The charts on pages 42-47 are excerpted from this Code.

EXTERNAL PRESSURE

FORMULAS

NOTATION
P = Extern External design pressure, psig.

- Maximum allowable working pressure, psig.
- $\mu_o^a = \frac{v}{c}$ Outside diameter, in.
- \tilde{L}^o = the length, in. of vessel section between:
	- 1. circumferential line on a head at one-third the depth of the head-tangent line,
	- 2. stiffening rings
	- 3. jacket closure
4. cone-to-cyling
	- 4. cone-to-cylinder junction or knuckle-to-cylinder junction of a toriconical head or section,
	-
- 5. tube sheets (see page 39) = Minimum required wall thickness, in. t

EXAMPLES

DESIGN **DATA**

- $P = 15$ psig. external design pressure
- D_s = 96 in. outside diatmeter of the shell Length of the vessel from tangent line to tangent line: 48 ft. 0 in. $=$ 576 in. Heads 2:1 ellipsoidal Material of shell SA- 285 C plate Temperature 500° F
- $E =$ Modulus of elasticity of material, 27,000,000 psi. @ 500 ^oF (see chart on page 43)

Determine the required sheil thickness.

Assume a shell thickness: $t = 0.50$ in. (see page 49)

Length $L = 592$ in. (length of shell 576 in. and one third of the depth of heads 16 in.)

 $L/D_o = 592/96 = 6.17$ $D_o/t = 96/0.5 = 192$

A=0.00007 from chart (page 42)determined by the procedure described on the facing page.

Since the value of *A* is falling to the left of the applicable temperature-line in Fig. CS-2 (pg. 43),

 $P_a = 2AE/3(D_e/t) = 2 \times 0.00007 \times 27,000,000/3 \times 192 = 6.56$ psi.

Since the maximum allowable pressure P_a is smaller than the design pressure *P* stiffening rings shall be provided.

Using 2 stiffening rings equally spaced between the tangent lines of the heads, Length of one vessel section, $L = 200$ in. (length of shell 192 in. plus one third of depth of head 8 in.)

 $L/D_o = 200/96 = 2.08$ $D_o/t = 96/0.5 = 192$ *A* = 0.00022 from chart (page 42)

 $B = 3000$ from chart (page 43)

determined by the procedure described on facing page.

$$
P_a = 4B/3(D_o/t) = 4 \times 3000/3 \times 192 = 20.8 \text{ psi}.
$$

Since the maximum allowable pressure P_a is greater than the design pressure P , the assumed thickness of shell using two stiffening rings, is satisfactory.

See page 40 for design of stiffening rings.

EXTERNAL PRESSURE FORMULAS

NOTATION
 $P = Ex$

- $P =$ External design pressure psig.
 $P_a =$ Maximum allowable working
- P_a = Maximum allowable working pressure psig.
 D_a = Outside diameter of the head, in.
- D_{o} = Outside diameter of the head, in.
 R_{o} = Outside radius of sphere or hemisp
- P Outside radius of sphere or hemisphereical head, $0.9D_a$ for ellipsoidal heads, inside crown radius of flanged and dished heads, in.
- $1 =$ Minimum required wall thickness, inches.
 $E =$ Modulus of elasticity of material psi (pa
- E = Modulus of elasticity of material, psi. (page 43)

EXAMPLES

DESIGN DATA:

 $P = 15$ psig external design pressure D_a = 96 inches outside diameter of head Material of the head SA-285C plate 5000F design temperature

Determine the required head thickness.

SEE DESIGN DATA ABOVE

Assume a head thickness: $t = 0.25$ in. $R_{0} = 48.00$ in.

 $A = 0.125/(48.00/0.25) = 0.00065$

From Fig. CS-2 (page 43) $B = 8500$ determined by the procedure described on the facing page.

 $P_a = 8500/(48.00/0.25) = 44.27 \text{ psi}.$

Since the maximum allowable working pressure P_a is exceedingly greater than the design pressure P , a lesser thickness would be satisfactory.

For a second trial, assume a head thickness: $t = 0.1875$ in. $R_{0} = 48.00$ in. $A = 0.125/(48.00/0.1875) = 0.0005$ *B* = 6700, from chart (page 43), $P_a = B/(R_o/t) = 6700/256 = 26.2 \text{ psi}.$ The assumed thickness: $t = 0.1875$ in. is satisfactory.

SEE DESIGN DATA ABOVE. Procedure (2.) Assume a head thickness: $t = 0.3125$ in., $R_o = 0.9$ x $96 = 86.4$ in. $A = 0.125/(86.4/0.3125) = 0.00045$ $B = 6100$ from chart (page 43), $P_a = B/(R_a/t) = 6100/276 = 22.1$ psi.

Since the maximum allowable pressure P_a is greater than the design pressure P the assumed thickness is satisfactory.

SEE DESIGN DATA ABOVE. Procedure (2.) Assume a head thickness: $t = 0.3125$ in., $R₀ = D₀ = 96$ in. $A = 0.125/(96/0.3125) = 0.0004$ $B = 5200$ from chart (page 43), $P_a = B/(R_a/t) = 5200/307 = 16.93$ psi.

Since the maximum allowable pressure P_a is greater than the design pressure P the assumed thickness is satisfactory.
EXTERNAL PRESSURE FORMULAS

NOTATION

- $A =$ factor determined from the value of *B*. fig.UG0-28.0 (page 42
- $B =$ factor determined from charts (pages 43-47)
- α = one half of the included (apex) angle, degrees
- $D_l = 0$ outside diameter at the large end, in.
- D_s = outside diameter at the small end, in.
- $E =$ modulus of elasticity of material (page 43)
- $L =$ length of cone, in. (see page 39)
- L_e = equivalent length of conical section, $in.(L/2)(1+D_s/D_t)$
- $P =$ external design pressure, psi.
- $P_a = \frac{p_{21}}{2}$ Maximum allowable working pressure, psi
- $t = \text{minimum required}$ thickness, in.
- t_e = effective thickness, in. $=$ *t* cos α

CONE AND CONICAL SECTION

Seamless or with Butt Joints

WHEN α IS EQUAL TO OR LESS THAN 60° and $D_l/t_e \geq 10$ The maximum allowable pressure:

$$
P_a = \frac{4B}{3(D_i/t_i)}
$$

- L Assume a value for thickness, *t,* The values of *B* shall be determined by the following procedure:
- 2. Determine t_e , L_e , and the ratios L_e/D_l and D_l/t_r
- 3. Enter chart G (page 42) at the value of L_{e} $D_1 (L/D_1)$ (Enter at 50 when L/D_1 is greater than 50) Move horizontally to the line representing D_n/t . From the point of intersection move vertically and read the value of *A.*
- 4. Enter the applicable material chart at the value of A^* and move vertically to the line of applicable temperature. From the intersection move horizontally and read
- *S.* Compute the maximum allowable working pressure, P_{α} .

If P_a is smaller than the design pressure, the design, the design procedure must be repeated increasing the thickness or decreasing L by using of stiffening rings.

•For values of *A* falling to the left of the applicable line, the value of P can be calculated by the formula:

$$
P_a = 2AE/3(D_i/t_c)
$$

For cones having D /t ratio smaller than 10, see Code UG-33 (f)(b)

WHEN α IS GREATER THAN 60°

The thickness of the cones shall be the same as the required thickness for a flat head, the diameter of which equals the largest outside diameter of the cone.

Provide adequate reinforcing of the cone-tocylinder juncture. See page 1 59

ARE GIVEN AT FLAT HEADS

EXTERNAL PRESSURE DESIGN OF STIFFENING RINGS

NOTATION

- $A =$ Factor determined from the chart (page 42) for the material used in the stiffening ring.
- A_l = Cross sectional area of the stiffening ring, sq. in.
- D_s = Outside Diameter of shell, in.
- $E =$ Modulus of elasticity of material (see chart on page 43)
- I_l = Required moment of inertia of the stiffening ring about its neutral axis parallel to the axis of the shell, in.4 •
- I'_{τ} = Required moment of inertia of the stiffening ring combined with the shell section which is taken as contributing to the moment of inertia. The width of the shell section 1.10 $\sqrt{D_a t}$ in.⁴.
- L_r = The sum of one-half of the distances on both sides of the stiffening ring from the center line of the ring to the (1) next stiffening ring, (2) to the head line at $\frac{1}{3}$ depth, (3) to a jacket connection, or (4) to cone-to-cylinder junction, in.
- $P =$ External design pressure, psi.
- $t =$ Minimum required wall thickness of shell, in.
	- I. Select the type of stiffening ring and determine its cross sectional area A.
	- II. Assume the required number of rings and distribute them equally between jacketed section, cone-to-shell junction, or head line at $\frac{1}{3}$ of its depth and determine dimension, L_r .
	- III. Calculate the moment of inertia of the selected ring or the moment of inertia of the ring combined with the shell section (see page 95).
	- IV. The available moment of inertia of a circumferential stiffening ring shall not be less than determined by one of the following formulas:

$$
I'_{s} = \frac{D_{o}^{2}L_{s}(t+A_{s}/L)A}{10.9} \qquad I_{s} = \frac{D_{o}^{2}L_{s}(t+A_{s}/L)A}{14}
$$

The value of A shall be determined by the following procedure:

1. Calculate factor B using the formula:

$$
B = \frac{3}{4} \left[\frac{PD_o}{t + A_s/L_s} \right]
$$

- 2. Enter the applicable material chart (pages $43 -47$) at the value of B and move horizontally to the curve of design temperature. When the value of B is less than 2500, A can be calculated by the formula: $A = 2B/E$.
- 3. From the intersection point move vertically to the bottom of the chart and read the value of A.
- 4. Calculate the required moment of inertia using the formulas above.

If the moment of inertia of the ring or the ring combined with the shell section is greater than the required moment of inertia, the stiffening of the shell is satisfactory. Otherwise stiffening ring with larger moment of inertia must be selected, or the number of rings shall be increased.

Stiffening ring for jacketed vessel: Code UG-29 (t)

EXAMPLES

DESIGN DATA:

- $P = 15$ psi, external design pressure.
- $D_o = 96$ in., outside diameter of the shell.

Length of the vessel from tangent line to tangent line: 47 ft. 8 in. = 572 in. Heads 2: I ellipsoidal Material of the stiffening ring SA-36

Temperature 500°F

- $E =$ Modulus of elasticity of material, 27,000,000 psi, @ 500°F (see chart on page 43)
- 0.500 in. thickness of shell

- I. An angle of 6×4^{-5} /₁₆ selected. $A_s = 3.03$ sq. in.
- II. Using 2 stiffening rings equally spaced between one-third the depths of heads (see figure), L_s = 196 in.
- III. The moment of intertia of the selected angle: 11.4 in.
	- 1. The value of Factor B : $B = \frac{3}{4} [PD_0/(t+A_s/L_s)] =$ $\frac{3}{4}$ [15x96/(0.5 + 3.03/196)] $=2095$
	- 2. Since the value of B is less than 2500,

 $A = 2B/E =$

 $2 \times 2095/27,000,000 = 0.00015$

IV. The required moment of inertia:

$$
I_s = \frac{[D_o^2 L_s (t + A_s / L_s) A]}{14} = \frac{96^2 \times 196 \times (0.5 + 3.03 / 196) \times 0.00015}{14} = 9.97 \text{ in.}^4
$$

Since the required moment of inertia $(9, 97 \text{ in.}^4)$ is smaller than the moment of inertia of the selected angle (11.4 in.⁴) the vessel is adequately stiffened.

Stiffening rings may be subject to lateral buckling. This should be considered in addition to the required moment of inertia.

See pages 95-97 for stiffening ring calculations.

upper end of the temperature line an intersection with the of the end of the end of the temperature line, assume NOTE: In cases where the value of A falls to the right **FACTOR B** horizontal projection of the

 \ddagger

USED IN FORMULAS FOR VESSELS UNDER EXTERNAL PRESSURE

* The values of the chart are applicable when the vessel is constructed of austenitic steel (18CR-8Ni, Type 304) (Table 1 on page 190)

upper end of the an intersection NOTE: In cases where the value of A falls to the right of the end of the end of the end of the temperature line, assume with the temperature horizontal lme projection of the

upper end of the temperature line an intersection of the end of the end NOTE: In cases where the value of A falls to the right with the of the temperature line, assume horizontal projection of the

FACTOR A

THE VALUES OF FACTOR B USED IN FORMULAS FOR VESSELS UNDER EXTERNAL PRESSURE * The values of the chart are applicable when the vessel is constructed of austenitic steel (18CR-8Ni-0, 03 max. carbon, Type 304L) (Table 2 on page 190)

 \blacksquare

EXTERNAL PRESSURE CONSTRUCTION OF STIFFENING RINGS

LOCATION (Code UG-30)

Stiffening rings may be placed on the inside or outside of the vessel. For the maximum arc of shell left unsupported because of gap in the stiffening ring, see Code UG-29(c)

CONSTRUCTION

It is preferable to use plates for stiffening rings, not only because it is more economical than rolling structural shapes, but by using rings made of sectors, the possible gap between the ring and vessel wall can be avoided. The out of roundness of a cylindrical shell may result gaps of 1,2 or more inches.

DRAIN AND VENT

Stiffener rings inside of a horizontal vessel shall have a hole or gap, at the bottom for drainage and at the top for vent. One half of 3 inch diameter hole for drainage, and 2 inch diameter hole for vent is satisfactory and does not affect the stress conditions. Figure A below

For the maximum arc of shell left unsupported, because of the gap in stiffening ring, see Code Figure 29 (c)

WELDING (Code UG-30)

Stiffener rings may be attached to the shell by continuous or intermittent welding. The total length of intermittent welding on each side of the stiffening ring shall be:

For rings on the outside not less than one half of the outside circumference of the vessel.

On the inside of the vessel not less than one third of the circumference ofthe vessel.

Internal stiffening rings need not be attached to the shell when adequate means of support is provided to hold the rings in place. (Code UG 29 a)

The fillet weld leg-size shall not be less than the smallest of the followings: $\frac{1}{4}$ inch, or the thickness of vessel wall, or stiffening ring at the joint.

CHARTS FOR DETERMINING THE WALL THICKNESS FOR FORMED HEADS SUBJECTED TO FULL VACUUM

Using the charts, trials with different assumed thicknesses can be avoided. The charts has been developed in accordance with the design method of ASME Code, Section VIII, Division 1.

DESIGN OF TALL TOWERS WIND LOAD PER ASCE-02

- The computation of wind load is based on Standard ASCE-02 published by American Society of Civil Engineers in 2002
- The numbers of equations, figures, tables, and sections are references to this standard.
- The basic wind speed in the United States shall be taken from the map on the following pages.
- The minimum design wind pressure shall not be less than 10lb/sq ft.
- When records and experience indicates that the wind speeds are higher than those reflected in the map, the higher values of wind speed shall be applied.
- The wind force on the projected area of a cylindrical vessel shall be calculated by the following formula:

WIND LOAD PER ASCE-02 *Continued*

NOTES:

- A tower considered to be a rigid structure when the natural frequency of it is equal to, or exceeds, $1 \text{ Hz} =$ one cycle per second (Section-6.2)
- The simplified equation of natural frequency is: $n_1 = 1 / (0.02 \times H^{3/2})$ Hz, Where H, the height of tower is in feet. This equation is recognized by ASCE, UBC and NBC Codes and Standards.
- If gust factor, *G* is taken as 0.85 per Section 6.5.8.1, the corresponding height of the tower is 184.2 feet. See table below for values of gust factor calculated by the referenced equations.
- When the natural frequency is below 1 Hz, the tower is flexible or dynamically sensitive structure and the gust factor shall be calculated by equations (Eq. 6-8).

Gust Factors (G) Parameters taken from Table 6-2. Calculations were made using Eq. 6-7, Eq. 6-6, Eq. 6-5 and Eq. 6-4.

WIND LOAD PER ASCE-02 *Continued*

EXAMPLE Determine the Wind Force, F

Wind Force, $F = q_z G C_f A_f = 59.187 \times 0.8831 \times 0.8 \times 600 = 26{,}126 \text{ lbs.}$

 q_z = 0.00256 *Kz Kzt Kd V*²*I* = 0.00256 x 1.21 x 1.749 x 0.95 x 100² x 1.15 $= 61.634$ $K_z = 1.26$ (Table 6-3) $K_{zt} = (1 + K_1 K_2 K_3)^2 = (1 + 0.43 \times 0.75 \times 1.0)^2 = (1.323)^2 = 1.750$ (Figure 6-4) $K_d = 0.95$ (Table 6-4) $V^2 = 100^2 = 10,000$

$$
I = 1.15
$$
 (Table 6-1)

 $n_1 = 1/(0.02 \times H^{3/2}) = 1/(0.02 \times 100^{3/2}) = 1/(0.02 \times 31.62) = 1/0.632$ $= 1.582$

Since $n_1 > 1$, the tower is rigid structure.

Gust Factor, $G = 0.8831$ from table on preceding page. $C_f = 0.8$ (Table 6-19) cylindrical shape $A_f = h \times D = 6 \times D = 6 \times 100 = 600.0$ sq.ft.

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WIND LOAD PER UBC-97

This computation of Wind Load is based on the latest edition of the 1997 *UNIFORM BUILDING CODE (UBC-97)* published by the International Code Council in 1997.

The numbers of equations, figures, tables are references to this Code

Structures sensitive to dynamic effects, such as buildings with a heightto-width ratio greater than five, structures sensitive to wind-excited oscillations, and buildings over 400 feet in height, shall be, and any structure may be, designed in accordance with approved national standards. (Section 1615) (such as ASCE Standard)

Design wind pressures for buildings and structures shall be determined for any height in accordance with this formula:

where

$$
f_{\rm{max}}(x)
$$

 $P = C_e C_q q_s I_w$

 C_e = combined height, exposure, gust factor (Table 16-G)

 C_q = pressure coefficient = 0.8 for cylindrical vessels

 q_s = wind stagnation pressure at the standard height of 33 ft. (Table 16-F)

 I_w = importance factor =1.15 for vessels (Table 16-K)

 $P =$ design wind pressure, lbs/ sq.ft.

EXAMPLE Design Data: C_e = 1.61 exposure C from Table 16-G $C_q = 0.8$ from Table 16-H *qs* = 25.6 from Table 16-F I_w = 1.15 from Table 16-K

 $P = C_e C_q q_s I_w = (1.61) (0.8) (25.6) (1.15) = 37.92$ lbs/sq.ft. Wind force on tower of 100 ft. high and 6 ft. diameter $=$ $100 \times 6 = 600 \times 37.92 = 22,751$ lbs.

TABLE 16-G- COEFFICIENT *Ce* COMBINED HEIGHT, EXPOSURE AND GUST FACTOR

NOTES:

Calculating the projected area of the tower, also the insulation and the joining appurtenances shall be taken into consideration. The area of caged ladder may be approximated as one square foot per lineal foot and 8 square foot as the projected area of a platform. The area exposed to wind can be reduced considerably by good arrangement of the equipment for instance by locating the ladder 90 degrees apart from the vapor line.

DESIGN OF TALL TOWERS VIBRATION

As a result of wind, tall towers develop vibration. The period of the vibration should be limited, since large natural periods of vibration can lead to fatigue failure. The allowable period has been computed from the maximum permissible deflection.

The so called harmonic vibration is not discussed in this Handbook since the trays as usually applied and their supports prevent the arising of this problem.

FORMULAS

Period of Vibration: T sec. $T= 0.0000265 \left(\frac{H}{D}\right)^2 \sqrt{\frac{wD}{t}}$

Maximum Allowable Period $T_a=0.80 \sqrt{\frac{WH}{V_g}}$ of Vibration, T_a sec.

NOTATION

- $D =$ Outside diameter of vessel, ft.
- $H =$ Length of vessel including skirt, ft.
- $g = 32.2$ ft. per sec. squared, acceleration
- *t* = Thickness of skirt at the base, in.
- $V =$ Total shear, lb. *CW*, see page 61
- $W =$ Weight of tower, lb.
- $w =$ Weight of tower per foot of height, lb.

EXAMPLE

Given: Determine the actual and maximum allowable period of vibration $D = 3.125$ ft. 0 in. $H = 100$ ft. 0 in. $g = 32.2 \text{ ft/sec}^2$ $t= 0.75$ in.
 $T=0.0000265 \left(\frac{100}{3.125}\right)^2 \sqrt{\frac{360 \times 3.125}{0.75}} = 1.05$ sec. 36,000 lb.
in operating condition in operating condition $T_a = 0.80 \sqrt{\frac{36000 \times 100}{1440 \times 32.2}} = 7.05 \text{ sec.}$ The actual vibration does not exceed the allowable vibration. Reference: Freese, C. E.: Vibration of Vertical Pressure Vessel ASME Paper 1959.

ESIGN

DESIGN OF TALL TOWERS SEISMIC LOAD (EARTHQUAKE)

The loading condition of a tower under seismic forces is similar to that of a cantilever beam when the load increases uniformly toward the free end. The design method below is based on Uniform Building Code, 1997 (UBC).

(a) Seismic Loading Diagram

FORMULAS

Base Shear

The base shear is the total horizontal seismic shear at the base of a tower. The triangular loading pattern and the shape of the tower shear diagram due to that loading are shown in Fig. (a) and (b). A portion of F_t of total horizontal seismic force V is assumed to be applied at the top of the tower. The remainder of the base shear is distributed throughout the length of the tower, including the top.

Overturning Moment

The overturning moment at any level is the algebraic sum of the moments of all the forces above that level.

NOTATION

- $C =$ Numerical coefficient = $\frac{2.35S}{T}$ (need not exceed 2.75)
- $C =$ Numerical coefficient = 0.035
- $D =$ Outside diameter of vessel, ft.
- $E =$ Efficiency of welded joints
- F_t = Total horizontal seismic force at top of the vessel, lb. determined from the following formula:

 $F_t = 0.07 \, \text{TV}$ (F_t need not exceed 0.25 *V*)

 $=0$, for $T \leq 0.7$

 $H =$ Length of vessel including skirt, ft.

I

l

DESIGN OFT ALL TOWERS SEISMIC LOAD (EARTHQUAKE) EXAMPLE

Given: Seismic zone: 2B *D=* 37.5 in.= 3.125 ft. $H = 100$ ft., 0 in. $Z = 0.2$ $X = 96$ ft., 0 in. $W = 35,400$ lb. Determine: The overturning moment due to earthquake at the base and at a distance X from top tangent line. First, fundamental period of vibration shall be calculated. $T = C_t \times H^{3/4} = 0.035 \times 100^{3/4} = 1.1$ sec. and $I=1$, $S=1.5$, $R_w=2.9$, $C = \frac{1.25S}{T^{2/3}} = \frac{1.25 \times 1.5}{1.1^{2/3}} = 1.76 < 2.75$ $V = \frac{ZIC}{R_w} \times W = \frac{0.2 \times 1 \times 1.76}{2.9} \times 35,400 = 4,296$ lb. $F_t = 0.07$ *TV* = 0.07 \times 1.1 \times 4,296 = 330 lb. $M = [F_t H + (V - F_t) (2H/3)] =$ $[330 \times 100 + (4,296 - 330) (2 \times 100/3)] = 294,756$ ft. - lb. $X > \frac{H}{3}$ thus $M_x = [F_t X + (V - F_t) (X - H/3)] =$ $[330 \times 96 + (4,296 - 330) (100 - 33)] = 281,138$ ft. - lb.

DESIGN

 \mathfrak{S}

DESIGN OF TALL TOWERS

ECCENTRIC LOAD

Towers and their internal equipment are usually symmetrical around the vertical axis and thus the weight of the vessel sets up compressive stress only. Equipment attached to the vessel on the outside can cause unsymmetrical distribution of the loading due to the weight and result in bending stress. This unsymmetrical arrangement of small equipment, pipes and openings may be neglected, but the bending stresses exerted by heavy equipment are additional to the bending stresses resulting from wind or seismic load.

EXAMPLE

When there is more than one eccentric load, the moments shall be summarized, taking the resultant of all eccentric loads.

Design of Tall Towers

E L A S T I C S T A B I L I T Y

A tower under axial compression may fail in two ways because of instability:

- 1. By buckling of the whole vessel (Euler buckling)
2. By local buckling
- By local buckling

In thin-walled vessels (when the thickness of the shell is less than one-tenth of the inside· radius) local buckling may occur at a unit load less than that required to cause failure of the whole vessel. The out of roundness of the shell is a very significant factor in the resulting instability. The formulas for investigation of elastic stability are given in this Handbook, developed by Wilson and Newmark. Elements of the vessel which are primarily used for other purposes (tray supports, downcomer bars) may be considered also as stiffeners against buckling if closely spaced. Longitudinal stiffeners increase the rigidity of the tower more effectively than circumferential stiffeners. If the rings are not continuous around the shell, its stiffening effect shall be calculated with the restrictions outlined in the Code UG-29 (c).

ESIGN

DESIGN OF TALL TOWERS

DEFLECTION

Towers should be designed to deflect no more than 6 inches per I 00 feet of height. The deflection due to the wind load may be calculated by using the formula for uniformly loaded cantilever beam.

The maximum allowable deflection 6 inches per 100 ft. of height:
for $48' - 0'' = \frac{48 \times 6}{100} = 2.88$ in.

for 48'-0" =
$$
\frac{48 \times 6}{100}
$$
 = 2.88 in.

Since the actual deflection does not exceed this limit, the designed thickness of the skirt is satisfactory.

A method for calculating deflection, when the thickness of the tower is not con-
stant, given by S. S. Tang: "Short Cut Method for Calculating Tower Deflection". Hydrocarbon Processing November 1968.

DESIGN OF TALL TOWERS

COMBINATION OF STRESSES

The stresses induced by the previously described loadings shall be investigated in combination to establish the governing stresses.

Combination of wind load (or earthquake load), internal pressure and weight of the vessel:

Stress Condition

At windward side

+ Stress due to wind

+ Stress due to int. press ..

- Stress due to weight

Combination of wind load (or earthquake load), external pressure and weight of the vessel:

Stress Condition

At windward side

- · + Stress due to wind
	- Stress due to ext. press.

 $-$ Stress due to weight

The positive signs denote tension and the negative signs denote compression. The

summation of the stresses indicate whether tension or compression is governing. It is assumed that wind and earthquake loads do not occur simultaneously, thus the tower should be designed for either wind or earthquake load whichever is

greater.

Bending stress caused by excentricity shall be summarized with the stresses resulting from wind or earthquake load.

The stresses shall be calculated at the following locations:

- 1. At the bottom of the tower
- 2. At the joint of the skirt to the head
- 3. At the bottom head to the shell joint
- 4. At changes of diameter or thickness of the vessel

The stresses furthermore shall be examined in the following conditions:

- 1. During erection or dismantling
- . 2. During test

3. During operation

Under these different conditions, the weight of the vessel and consequently, the stress conditions are also different. Besides, during erection or dismantling the vessel is not under internal or external pressure.

For analyzing the strength of tall towers under various loadings by this Handbook, the maximum stress theory has been applied.

 $-$ Stress due to wind + Stress due to int. press.

At leeward side

- Stress due to weight
	-
- At leeward side
-
-
- Stress due to weight
-
- Stress due to wind
- Stress due to ext. press.
-

DESIGN OF TALL TOWERS

EXAMPLE B

Required thickness of cylindrical shell under combined loadings of internal pressure, wind and weight of tower.

 $\begin{array}{|c|c|c|c|c|c|c|c|} \hline \overline{D}_1 & & & & \text{DESIGN DATA} \ \hline \overline{D}_1 & & B & = 3 \text{ ft. 0 in. inside diameter} \end{array}$ Platform $E = 0.85$ efficiency of welded seams
 $h_T = 4$ ft. 0 in. distance from the base to the bottom head to s
 $\frac{1}{2}$ = 0.85 efficiency of welded seams
 $h_T = 4$ ft. 0 in. distance from the base to the bottom head to $E = 0.85$ efficiency of welded seams h_T = 4 ft. 0 in. distance from the base to the bottom head to shell joint. $\begin{vmatrix} H & = & 100 \text{ ft. 0 in. length of tower} \\ P & = & 150 \text{ psi internal pressure} \end{vmatrix}$ $\begin{bmatrix} \frac{1}{2} \\ \frac{1}{2} \\ \frac{1}{2} \\ \frac{1}{2} \end{bmatrix}$ = 150 psi internal pressure
 $\begin{bmatrix} P \\ P_w \end{bmatrix}$ = 30 psf wind pressure f.-.-~ *Pw* = 30 psf wind pressure *a-.* R = 18 in. inside radius of vessel [~]⁰ s = 15700psi stress value of SA-28SC material at zoo•p .,.., temperature $\begin{array}{c|c|c|c} \hline \text{II} & & V & = \text{Total shear, lb.} \\ \hline \end{array}$ Head: 2:1 seamless e $\begin{array}{|c|c|c|c|}\n\hline\n\vdots & \text{Head:} & 2:1 \text{ semless elliptical} \\
\hline\nC_m & = \text{Circumference of shell}\n\end{array}$ Circumference of shell on the mean diameter, in.

(corrosion allowance not required)

Minimum required thickness for internal pressure considering the strength of the longitudinal seam of shell.

$$
t = \frac{PR}{SE - 0.6P} = \frac{150 \times 18}{15700 \times 0.85 - 0.6 \times 150} = 0.204 \text{ in. Use 0.25 in. plate}
$$

Minimum required thickness for internal pressure considering the strength of the circumferential seam of shell.

$$
t = \frac{PR}{2SE + 0.4P} = \frac{150 \times 18}{2 \times 15700 \times 0.85 + 0.4 \times 150} = 0.101 \text{ in.}
$$

Minimum required thickness for head

$$
t = \frac{PD}{2SE - 0.2P} = \frac{150 \times 36}{2 \times 15700 \times 0.85 - 0.2 \times 150} = 0.203 \text{ in.}
$$

\nWind Load $P_w \times D_1 \times H = V \times h_1 = M$
\nVessel $30 \times 3.5 \times 100 = 10,500 \times 50 = 525,040$
\nPlatform $30 \times 8 \text{ lin. ft.} = 240 \times 96 = 23,040$
\nLadder $30 \times 98 \text{ lin. ft.} = \frac{2,940 \times 49}{13,680} = \frac{144,060}{692,100 \text{ ft. lb. moment at the bottom head beam } (M_T)$
\n $M_T = M - h_T (V - 0.5 P_w D_1 h_T) =$
\n $M_T = M - h_T (V - 0.5 P_w D_1 h_T) =$
\n $t = \frac{12 M_t}{R^2 \pi SE} = \frac{12 \times 638,220}{18^2 \times 3.14 \times 15700 \times 0.85} = \frac{7,658,640}{13,583,556} = 0.564$
\nTry 0.750 in. plate for the lower courses For int. pressure $\frac{0.101}{}$

0.665 in.

The tensile stress 11,085 psi in operating condition on the windward side governs. The allowable stress for the plate material with 0.85 joint efficiency is 13,345 psi. Thus the selected 0.75 in. thick plate at the bottom of the vessel is satisfactory.

Stress in the shell at 72 ft. down from the top of tower. Plate thickness 0.50 in .

Stress due to wind. $P_w \times D_1 \times X = V \times \frac{X}{2} = M_x$ $\begin{array}{c|c|c|c|c|c|c|c|c} & & & & & r_w \times D_1 \times X = V \times \frac{1}{2} = M_x \ \hline \end{array}$
Shell $30 \times 3.5 \times 72 = 7.560 \times 36$ $\begin{array}{c|c|c|c|c|c|c|c|c} \hline \text{S}_{\text{R}} & \text{Shell} & 30 \times 3.5 \times 72 = 7,560 \times 36 = 272,160 \ \text{Pla} & \text{S}_{\text{R}} & 30 \times 8 \text{ lin. -ft.} & = 240 \times 68 = 16,320 \ \hline \text{R} & \text{S}_{\text{R}} & 30 \times 70 \text{ lin. -ft.} & = 2,100 \times 35 = 73,500 \ \text{Total Moment } M_x & = 361,980 \text{ ft. -lb.$ $S =$ $\frac{12 M_x}{R^2 \pi t}$ = $\frac{12 \times 361,980}{18.25^2 \times 3.14 \times 0.50}$ = 8,303 psi Stress due to internal pressure (As calculated previously) 1,837 $\frac{1}{\sqrt{1-\frac{1$

The calculation of stresses at the bottom head has shown that the stresses on the windward side in operating condition govern and the effect of the weight is insignificant. Therefore without further calculation it can be seen that the tensile stress 10,140 psi does not exceed the allowable stress 13,345 psi. Thus the selected 0.50 in. thick plate is satisfactory.

Stress in the shell at 40 ft. down from the top of the tower. Plate thickness 0.25 in.

Stress due to wind. Shell Platform Ladder $P_w \times D_1 \times X = V \times \frac{X}{2} = M_x$ $30 \times 3.5 \times 40 = 4{,}200 \times 20 =$ 30×8 lin. ft. = 240 \times 36 = 30×38 lin. ft. = 1,140 \times 19 = 84,000 8,640 21,660 Total Moment M_x = 114,300 ft.-lb.
 M_x = $\frac{12 \times 114,300}{2}$ = 5.316 pci $S = \frac{12 M_r}{R^2 \pi t} = \frac{12 \times 114,300}{18.125^2 \times 3.14 \times 0.25}$ Stress due to internal pressure (As calculated previously) Total = 5,316 psi I ,837 psi 7,153 psi

The 0.25 in. thick plate for shell at 40 ft. distance from top of the tower is satisfactory. No further calculation is required on the same reason mentioned above.

DESIGN OF SKIRT SUPPORT

A skirt is the most frequently used and the most satisfactory support for vertical vessels. It is attached by continuous welding to the head and usually the required size of this welding determines the thickness of the skirt.

Figures A and B show the most common type of skirt to head attachment. In the calculation of the required weld size, the values of joint efficiency given by the Code (UW12) may be used.

NOIGIO

DESIGN OF ANCHOR BOLT

Vertical vessels, stacks and towers must be fastened to the concrete foundation, skid or other structural frame by means of anchor bolts and the base (bearing) ring.

The number of anchor bolts. The anchor bolts must be in multiple of four and for tall towers it is preferred *to* use minimum eight bolts.

Spacing of anchor bolts. The strength of too closely spaced anchor bolts is not fully developed in concrete foundation. It is advisable to set the anchor bolts not closer than about 10 inches. To hold this minimum spacing, in the case of small diameter vessel the enlarging of the bolt circle may be necessary by using conical skirt or wider base ring with gussets.

Diameter of anchor bolts. Computing the required size of bolts the area within the root of the threads only can be taken into consideration. The root areas of bolts are shown below in Table A. For corrosion allowance one eighth of an inch should be added to the calculated diameter of anchor bolts.

For anchor bolts and base design on the following pages are described:

1. An approximate method which may be satisfactory in a number of cases.
2. A method which offers closer investigation when the loading conditions and A method which offers closer investigation when the loading conditions and other circumstances make it necessary.

DESIGN OF ANCHOR BOLT

(Approximate Method)

A simple method for the design of anchor bolts is to assume the bolts replaced by a continuous ring whose diameter is equal to the bolt circle.

The required area of bolts shall be calculated for empty condition of tower.

NOTATION

 A_B = Area within the bolt circle, sq. in.
 C_B = Circumference of bolt circle in.
 M = Moment at the base due to wind o

= Circumference of bolt circle in.

 \overrightarrow{M} = Moment at the base due to wind or earthquake, ft. lb.
 N = Number of anchor bolts

N = Number of anchor bolts
 S_B = Maximum allowable stre
 W = Weight of the vessel dur = Maximum allowable stress value of bolt material psi.

 $=$ Weight of the vessel during erection, lb.

EXAMPLE

$$
4_n = 707
$$
 sq. in.

- C_B = 94 in.
 M = 86400 ft. lb.
 W = 6000 lb. duri $W = 6000$ lb. during erection.
 $S_R = 15000$ psi. the maximum
- $= 15000$ psi. the maximum allowable stress value of
the anchor bolt material.

 $N = 4$ number of bolts.

(See Table B on the $\frac{2^n \text{ bolt is } 2.300 \text{ sq. in.}}{4 \text{ddine } 0.125 \text{ in.} \text{ for } \text{ce}}$

Given bolt circle = 30 in.; then: Determine the size and number of required anchor bolts.

$$
A_B = 707 \text{ sq. in.}
$$

\n
$$
C_B = 94 \text{ in.}
$$

\n
$$
M = 86400 \text{ ft. lb.}
$$

\n
$$
T = \frac{12 \times 86,400}{707} - \frac{6,000}{94} = 1,402 \text{ lb.}/\text{lin. in.}
$$

\n
$$
W = 6000 \text{ lb. during section}
$$

$$
B_A = \frac{1,402 \times 94}{15,000 \times 4} = 2.196
$$
 sq. in.

the anchor bolt material. From Table A. Page 77 the root area of $=$ 4 number of bolts. γ'' holt is 2.300 sq. in (See Table B on the Adding 0.125 in. for corrosion, use: Preceding Page) $(4) 2\frac{1}{4}$ bolts.

Checking stress in anchor bolt:

 $\mathbf{1}$

$$
S_B = \frac{1,402 \times 94}{2,300 \times 4} = 14,324 \text{ psi}
$$

Since the maximum allowable stress is 15,000 psi, the selected number and size of bolts are satisfactory.

DESIGN OF BASE RING

(Approximate Method)

The formulas below are based on the following considerations:

- 1. The bearing surface of the base ring shall be large enough to distribute the load uniformly on the concrete foundation and thus not to exceed the allowable bearing load of the foundation.
- 2. The thickness of the base ring shall resist the bending stress induced by wind or earthquake.

NSISE

DESIGN OF ANCHOR BOLT AND BASE RING

When a tower is under wind or earthquake load, on the windward side tensional stress arises in the steel and on the opposite side compressive stress in the concrete foundation. It is obvious then that the area of the bolting and the area of the base ring are related. As the anchor bolt area increased, the base ring area can be decreased. With the design method given here, the minimum required anchor bolt area for a practical size of base ring can be found. The strength of the steel and the concrete is different, therefore, the neutral axis does not coincide with the centerline of the skirt.

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Design procedure:

- 1. Determine the value of k
- 2. Calculate the required size and number of anchor bolts. See page 77 Table B
- 3. Determine the inside and outside diameter of the base ring
- 4. Check the stresses in the anchor bolts and foundation
- 5. If the deviation between the allowable and actual stresses are too large, repeat the calculation
- 6. Calculate the base ring thickness
- 7. Use gusset plates, anchor chairs or compression ring if it is necessary for better stress distribution in the base ring or skirt

DESIGN OF ANCHOR BOLT AND BASE RING

DESIGN

DESIGN OF ANCHOR BOLT AND BASE RING EXAMPLE

DETERMINE: DESIGN DATA: $D = 5$ ft., 0 in. diameter of anchor bolt circle. The size and number of $d = 60$ in. diameter of anchor bolt circle. anchor bolts; The width and thickness $n = 10$, ratio of modulus of elasticity of steel and concrete (Table E. Page 80) of base ring. f_c = 1,200 psi allowable compr. strength of concrete (Table E, Page 80) $S = 15,000$ psi allowable stress value of base $\frac{1}{B}$ ring. $= 18,000$ psi allowable tensile stress in bolts. $= 36,000$ lb. weight of the tower. $M = 692{,}100$ ft. lb. moment at the base. SOLUTION: Assume 8 in. wide base ring and a compressive stress at the bolt circle, $f_{cb} = 1,000$ psi. Then the constants from 1 Table D are: $k =$ $\frac{1}{1 + S_a}$ = $\frac{1}{1 + \frac{18,000}{1000}}$ = 0.35 C_c = 1.640
 C_t = 2.333 nf_{cb} 10 × 1,000 $j = 0.783$ $z = 0.427$ This is in sufficient agree $f_{cb} = f_c$ $\frac{2kd}{2kd + l} = 1,200 \frac{2 \times 0.35 \times 60}{2 \times 0.35 \times 60 \times 8} = 1,008$ psi ment with the assumed value of $f_{cb} = 1,000$ psi Required area of anchor bolts $B_t = 2 \pi \frac{12M - Wzd}{C_t S_a \, jd} = 6.28 \frac{12 \times 692,100 - 36,000 \times 0.427 \times 60}{2.333 \times 18,000 \times 0.783 \times 60} = 23.50 \text{ sq. in.}$ Using 12 anchor bolts, the required root area for one bolt $23.50/12 = 1.958$ in. From Table A 1¹/₈ in. diameter bolt would be satisfactory but adding ¹/₈ in. for corrosion, use (12) -2 in. diameter anchor bolts. Tensile load on the anchor bolts $F_t = \frac{M - Wz D}{iD} = \frac{692,100 - 36,000 \times 0.427 \times 5}{0.783 \times 5} = 157,150$ lb. Tensile stress in the anchor bolts $S_a = \frac{F_t}{t_s r C_t} = \frac{157,150}{0.125 \times 30 \times 2.333} = 17,960 \text{ psi}$ $t_s = \frac{B_t}{\pi d} = \frac{23.50}{3.14 \times 60} = 0.125$ in. Compressive load on the concrete: $l_4 = l - t_5 = 8.0 - 0.125 = 7.875$ in. $f_{cb} = \frac{F_c}{(l_4 + nt_s) r C_e} = \frac{193,150}{(7.875 + 10 \times 0.125) 30 \times 1.640} = 430 \text{ psi}$

SIGN

DESIGN OF ANCHOR BOLT AND BASE RING **EXAMPLE (Cont.)**

Checking value of k which was calculated with assumed values of f_{ch} = 1,000 psi and $S_a = 18,000$. Then the constants from

Table D are:

 $C_c = 1.184$ $= 2.683$
= 0.775

 $= 0.461$

C

$$
k = \frac{1}{1 + \frac{S_a}{n f_{ch}}} = \frac{1}{1 + \frac{17,960}{10 \times 430}} = 0.19
$$

$$
F_t = \frac{M - WzD}{jD} = \frac{692,100 - 36,000 \times 0.461 \times 5}{0.775 \times 5} = 157,192 \text{ lb.}
$$

$$
S_a = \frac{F_t}{t_s r C_t} = \frac{157,192}{0.125 \times 30 \times 2.683} = 15,624 \text{ psi}
$$

$$
F_c = F_t + W = 157,192 + 36,000 = 193,192
$$
 lb.

$$
f_{ch} = \frac{F_c}{(T_4 + nt_s)rC_c} = \frac{193,192}{(7.875 + 10 \times 0.125)30 \times 1.184} = 596 \text{ psi}
$$

Compressive stress in the anchor bolts:

$$
S_a = nf_{cb} = 10 \times 596 = 5{,}960 \text{ psi}
$$

Compressive stress in the concrete at the outer edge of the base ring:

 $f_c = f_{cb} \times \frac{2kd+1}{2kd} = 596 \times \frac{2 \times 0.19 \times 60 + 8}{2 \times 0.19 \times 60} = 805$ psi

Required thickness of base ring $l_1 = 6$ in.

$$
t_B = l_I \sqrt{3f_c/S} = 6\sqrt{\frac{3\times805}{15,000}} = 2.406
$$
 in

To decrease the thickness of the base ring, use gusset plates. Using (24) gusset plates, the distance between the gussets:

$$
b = \frac{\pi d}{24} = 7.85^{\circ}; \frac{l_1}{b} = \frac{6}{7.85} = 0.764
$$

from Table F:
\n
$$
M_{max} = M_y = 0.196 f_c l_f^2 = 0.196 \times 805 \times 6^2 = 5680 \text{ in. lb.}
$$
\n
$$
t_B = \sqrt{\frac{6 \times 680}{15,000}} = 1.5076 \text{ in. Use } 1\frac{1}{2} \text{ in., thick base plate.}
$$

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STRESSES IN LARGE **HORIZONTAL VESSELS** SUPPORTED BY SADDLES

The design methods of supports for horizontal vessels are based on L. P. Zick's analysis presented in 1951. The ASME published Zick's work (Pressure Vessel and Piping Design) as recommended practice. The API Standard 2510 also refers to the analysis of Zick. The British Standard 1515 adopted this method with slight modification and further refinement. Zick's work has also been used in different studies published in books and various technical periodicals.

The design method of this Handbook is based on the revised analysis mentioned above. (Pressure Vessel and Piping; Design and Analysis, ASME, 1972)

A horizontal vessel on saddle support acts as a beam with the following deviations:

- 1. The loading conditions are different for a full or partially filled vessel.
- 2. The stresses in the vessel vary according to the angle included by the saddles.
- 3. The load due to the weight of the vessel is combined with other loads.

LOADINGS:

- 1. Reaction of the saddles. It is a recommended practice to design the vessel for at least a full water-load.
- 2. Internal Pressure. Since the longitudinal stress in the vessel is only one half of the circumferential stress, about one half of the actually used plate thickness is available to resist the load of the weight.
- 3. External Pressure. If the vessel is not designed for full vacuum because vacuum occurs incidentally only, a vacuum relief valve should be provided, especially when the vessel outlet is connected to a pump.
- 4. Wind Load. Long vessels with very small t/r values are subject to distortion from wind pressure. According to Zick "experience indicates that a vessel designed to 1 psi. external pressure can successfully resist external loads encountered in normal service."
- 5. Impact Loads. Experience shows, that during shipping, hardly calculable impact loads can damage the vessels. When designing the width of the saddles and the weld sizes, this circumstance is to be considered.

LOCATION OF SADDLES:

The use of only two saddles is preferred both statically and economically over the multiple support system, this is true even if the use of stiffener rings is necessary. The location of the saddles is sometimes determined by the location of openings, sumps, etc., in the bottom of the vessel. If this is not the case, then the saddles can be placed at the statically optimal point. Thin walled vessels with a large diameter are best supported near the heads, so as to utilize the stiffening effect of the heads. Long thick walled vessels are best supported where the maximal longitudinal bending stress at the saddles is nearly equal to the stress at the mid-span. This point varies with the contact angle of the saddles. The distance between the head tangent line and the saddle shall in no case be more than 0.2 times the length of the vessel. (L)

Contact Angle θ

I'

The minimum contact angle suggested by the ASME Code is 120°, except for very small vessels. (Code Appendix G-6). For un-stiffened cylinders under external pressure the contact angle is mandatorily limited to 120° by the ASME Code. (UG-29).

Vessels supported by saddles are subject to:

- 1. Longitudinal bending stress
- 2. Tangential shear stress
- 3. Circumferential stress

Nexical

DESIGN

STRESSES IN VESSELS ON TWO SADDLES

NOTES:

STRESS

ONGITUDINAL BENDING

SHEAR

ANGENTIAL

Positive values denote tensile stresses and negative values denote compression.

 $E =$ Modulus of elasticity of shell or stiffener ring material, pound per square inch.

The maximum bending stress S_1 may be either tension or compression.

Computing the tension stress in the formula for S_1 , for factor K the values of K_1 shall be used.

Computing the compression stress in the formula for S_1 , for factor K the values of Kg shall be used.

When the shell is stiffened, the value of factor $K = 3.14$ in the formula for S_1 .

The compression stress is not factor in a steel vessel where $t/R \approx 0.005$ and the vessel is designed to be fully stressed under internal pressure.

Use stiffener ring if stress S_1 exceeds the maximum allowable stress.

If wear plate is used, in formulas for S_2 for the thickness t_s may be taken the sum of the shell and wear plate thickness, provided the wear plate extends R/10 inches above the horn of the saddle near the head and extends between the saddle and an adjacent stiffener ring.

In unstiffened shell the maximum shear occurs at the horn of the saddle. When the head stiffness is utilized by locating the saddle close to the heads, the tangential shear stress can cause an additional stress (S3) in the heads. This stress shall be added to the stress in the heads due to internal pressure.

When stiffener rings are used, the maximum shear occurs at the equator.

If wear plate is used, in formulas for S_4 for the thickness t_s may be taken the sum of the shell and wear plate thickness and for t_s may be taken the shell thickness squared plus the wear plate thickness squared, p extends $R/10$ inches above the horn of the saddle, and $A \le R/2$. The combined circumferential stress at the top edge of the wear plate should also be checked. When checking at this point: t_s = shell thickness, b^{\sim} = width of saddle

 $=$ central angle of the wear plate but not more than the included angle of the saddle plus 12°

CIRCUMFERENTIAL If wear plate is used, in formulas for S_5 for the thickness t_s may be taken the sum of the shell and wear plate thickness, provided the width of the wear plate equals at least b + 1.56 $\sqrt{\mathrm{Rt}_\mathrm{S}}$.
If the shell is not stiffened, the maximum stress occurs at the horn of the saddle.

This stress is not be to.added to the internal pressure-stress.

In a stiffened shell the maximum ring-compression is at the bottom of shell. Use stiffener ring if the circumferential bending stress exceeds the maximum allowable stress.

STRESSES IN LARGE HORIZONTAL VESSELS SUPPORTED BY TWO **SADDLES**

VALUES OF CONSTANT K (Interpolate for Intermediate Values)

 $*K_1 = 3.14$ if the shell is stiffened by ring or head $(A \leq R/2)$

DESIGN

STRESSES IN LARGE HORIZONTAL VESSELS SUPPORTED BY TWO SADDLES

EXAMPLE CALCULATIONS (cont.)

TANGENTIAL SHEAR STRESS (S₂)

Since A (48)>R/2 (60/2), the applicable formula:

 $S_2 = \frac{K_2 Q}{R t_1} \frac{L-2A}{L+4/3H} = \frac{1.171 \times 300,000}{60 \times 1} \left(\frac{960-2 \times 48}{960+4/3 \times 21} \right) = 5,120 \text{ psi}$

 S_2 does not exceed the stress value of shell material multiplied by 0.8; 20,000 \times 0.8 = 16,000 psi

CIRCUMFERENTIAL STRESS

Stress at the horn of saddle (5*4)* Since L (960) > 8R(480), A(48) > R/2 (60/2), the applicable formula:

$$
S_4 = -\frac{Q}{4t_s(b+1.56\sqrt{Rt_s})} - \frac{3K_6Q}{2t_s^2}
$$

A/R = 48/60 = 0.8; K = 0.036 (from chart)

$$
S_4 = -\frac{300,000}{4 \times 1 (24 + 1.56\sqrt{60 \times 1})} - \frac{3 \times 0.036 \times 300,000}{2t} = 20,000 \text{ psi}
$$

 S , does not exceed the stress value of shell material multiplied by 1.5; 20,000 \times 1.5 = 30,000 psi

Stress at bottom of shell (5*5)*

$$
S_5 = -\frac{K_7 Q}{t_5 (b + 1.56 \sqrt{R t_5})}
$$

$$
S_5 = -\frac{0.760 \times 300,000}{1 (24 + 1.56 \sqrt{60 \times 1})} = -6,319 \text{ psi}
$$

 $S₅$ does not exceed the compression yield point multiplied by 0.5; 38,000 \times 0.5 = 19,000 psi

STIFFENER RING FOR LARGE HORIZONTAL VESSELS SUPPORTED BY SADDLES

VALUES OF CONSTANT,K (Interpolate for Intermediate Values)

NOTES:

- 1. In figures & formulas $A-F$ positive signs denote tensile stresses and negative signs denote compression.
- 2. The first part of the formulas for S_6 gives the direct stress and the second part gives the circumferential bending stress.
- 3. If the governing combined stress is tensional, the stress due to internal pressure, $\frac{PK}{t_s}$ shall be added.

CALCULATION OF MOMENT OF INTERIA *(I)*

- Determine the width of shell that is effective to resist the circumferential bending moment. The effective width = $1.56\sqrt{R_{t_s}}$; 0.78 $\sqrt{R_{t_s}}$ on both sides of stiffener ring.
- 2. Divide the stiffener ring into rectangles and calculate the areas *(a)* of each rectangle, including the area of shell connection within the effective width. Add the areas (a) total area = A .
- 3. Multiply the areas (a) with the distances (Y) from the shell to the center of gravity of the rectangles. Summarize the results and denote all AY .
- 4. Determine the neutral axis of the stiffening ring, the distance *(C)* from the shell to the neutral axis $C = \frac{AL}{4}$
- 5. Determine the distances *(h)* from the neutral axis to the center of gravity of each rectangle of the stiffener.
- 6. Multiply the square of distances (h^2) by the areas (a) and summarize the results to obtain *AH2.*
- 7. Calculate the moment of inertia *Ig* of each rectangle $Ig = \frac{b \ d^3}{12}$, where *b* = the width and $d =$ the depth of the rectangles.
- 8. The sum of AH^2 and ΣIg gives the moment of intertia of the stiffener ring and the effective area of the shell.

See example calculations on the following pages.

STIFFENING RINGS Moment of Inertia (I) — Example Calculations (All dimensions in inches $-R = 72$ in, outside radius of shell) C $b_3 = 4.00$ $I = 0.78 \sqrt{Rd_1} =$ $0.78\sqrt{72\times 0.5} = 4.68$ 4.46 δ $AREA$ (1) Ig E Saddle $h = 0.9$ $e=6.00$ and Ring \mathbf{r} $\frac{b_l d_l^3}{12} = \frac{9.86 \times 0.5^3}{12} = 0.103$ in.⁴ $y_3=6.75$ $\overline{0}$ \overline{c} \overline{r} $= 2.29$ $AREA$ Q Ig $2 - 3.50$ 54 $\frac{b_2 d_2^3}{12} = \frac{0.5 \times 6^3}{12} = 9.00 \text{ in.}^4$ **SHELL** $\overline{\text{AREA}\bigcirc Ig}$ $0.557 = 4.68$ $I=4.68$ $\frac{b_3 d^3}{12} = \frac{4 \times 0.5^3}{12} = 0.04 \text{ in.}^4$ $Y_1 = 0$. $b_1 = 9.86$ $rac{bd^3}{12}$ MARK OF AREA \overline{Y} h^2 $a \times h^2$ \boldsymbol{h} $a \times y$ AREAS $\mathfrak a$ 4.93 0.25 1.23 2.29 5.24 25.83 0.10 $\mathbf{1}$ 3.00 9.00 3.50 10.50 0.96 0.92 2.76 $\overline{\mathcal{L}}$ 13.50 $\overline{4.21}$ 17.72 35.44 6.75 0.04 $\overline{3}$ 2.00 $AY=25.23$ **TOTAL** $A=9.93$ $AH=64.03$ $Ig=9.14$ $\overline{25.23} = 2.54$ $I = AH^2 + Ig = 64.03 + 9.14 = 73.17$ in.⁴ $C =$ $\overline{993}$ $\left| B\right|$ 25 $b_3 = 8.00$ _b 1 - 1.56 $\sqrt{Rd_1}$ = $\frac{1}{6.61802}$ $1.56\sqrt{72 \times 0.25} = 6.618$ $d=3.78$ $h_{3=3.655}$ **E** Saddle $AREA$ \bigcirc Ig $\overline{\text{Ring}}$ $\frac{b_1 d_1^3}{12} = \frac{13.74 \times 0.25^3}{12} = 0.02 \text{ in.}^4$ $y_3=6.375$ 6.500 ∣¥ੂ ∲= \boldsymbol{X} 72 $AREA$ Q Ig Shell $\frac{b_2 d_2^3}{12} = \frac{0.50 \times 6^3}{12} = 9.00 \text{ in.}^4$ $0.25 -$ 23 $AREA@Ig$ $b_2 + l = 6.868 + b_2 + l = 6.868$ $\frac{b_3 d^3}{12} = \frac{8 \times 0.25^3}{12} = 0.01 \text{ in.}^4$ $b_1 = 13.74$ $rac{bd^3}{12}$ **MARKS AREA** $a \times h^2$ h^2 \boldsymbol{h} OF AREAS $a \times y$ \boldsymbol{a} \mathcal{V} 3.43 0.125 2.59 6.72 23.09 0.02 0.43 $\mathbf{1}$ 3.250 9.75 0.53 0.28 0.84 9.00 $\overline{2}$ 3.00 26.80 0.01 $\overline{3}$ 2.00 6.375 12.75 3.66 13.40 $AH^2 = 50.73$ **TOTAL** $A = 8.43$ $\overline{}$ $AY = 22.93$ $Iq = 9.03$ $C = \frac{AY}{4} = \frac{22.93}{8.43} = 2.72$ $I = AH^2 + Ig = 50.73 + 9.03 = 59.76 \text{ in.}^4$

3. The web plate should be stiffened with ribs against the buckling.

the slots shall be determined by the expected magnitude of the movement. The coefficient of linear expansion for carbon steel per unit length and per degree $F = 0.0000067$. The table below shows the minimum length of the sion "a" calculated for the linear expansion of carbon steel material between 70ºF and the indicated temperature. When the change in the distance between the saddles is more than 3/8" inch long, a slide (bearing) plate should be used. When the vessel is supported by concrete saddles, an elastic, waterproof sheet at least 1/4" thick is to be applied between the shell and the saddle.

MINIMUM LENGTH OF SLOT (DIM. "a")

The design based on:

- 1. the vessel supported by two saddles
- 2. to resist horizontal force (F) due to the maximum operating weight of vessel as tabulated.
- 3. the maximum allowable stress is $\frac{3}{5}$ of the compression yield point: $\frac{3}{5}$ of $30,000 = 20,000$ psi.
- 4. the maximum allowable load on concrete foundation 500 psi.
- 5. the minimum contact angle of shell and saddle 120°.

Weld: ¹/4" continuous fillet weld all contacting plate edges.

Drill and tap ¹/₄" weep holes in wear plate.

At the sliding saddle the nuts ofthe anchor bolts shall be hand-tight and secured by tack welding.

SEE FACING PAGE FOR DIMENSIONS

SADDLE

 101

DESIGN

STRESSES IN VESSELS ON **LEG SUPPORT**

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[44-4- $\frac{1}{2}$. $\frac{1}{2}$ $\left| \begin{array}{c} \begin{array}{c} \hline \text{if } \mathbf{a} \\ \hline \text{if } \mathbf{b} \end{array} \\ \hline \text{if } \mathbf{b} \end{array} \right|$ $$ $\frac{1}{\sqrt{2\pi}}$ ^I*}R* ,. \]:?: l / \bigstar VIEW A-A NOTATION: $W =$ Weight of vessel, pounds $n =$ Number of legs $Q = W$ Load on one leg, pounds *R* H 2A, $2B =$ Dimension of wear plate S_s t *K c c n* = Radius of head, inch = Lever arm of load, inch = Stress, pound per square inch $=$ Wall thickness of head, inch = Factors, see charts = \sqrt{AB} , inch $=$ Radius of circular wear plate, inch $D = 1.82 \frac{C}{R} \sqrt{\frac{R}{t}}$

LONGITUDINAL STRESS:

$$
S_I = \frac{Q}{t^2} \left[\cos \in (K_I + 6K_2) + \frac{H}{R} \sqrt{\frac{R}{t}} (K_3 + 6K_4) \right]
$$

CIRCUMFERENTIAL STRESS:

$$
S_2 = \frac{Q}{t^2} \left[\cos \in (K_5 + 6K_6) + \frac{H}{R} \sqrt{\frac{R}{t}} (K_7 + 6K_8) \right]
$$

NOTES:

Positive values denote tensile stresses and negative values denote compression.

Computing the maximum tensile stresses, in formulas for S_1 , S_2 and K_1 , K_3 , K_5 and K_7 denote negative factors and K_2 , K_4 , K_6 and K_8 denote positive factors.

Computing the maximum compression stresses in formulas for S_1 , S_2 and K_1 , K_2 , K_3 , K_4 , K_5 , K_6 , K_7 and K_8 denote negative factors.

The maximum tensile stresses S*1,* and S*2,* respectively, plus the tensile stress due to internal pressure shall not exceed the allowable tensile stress value of head material.

The maximum compression stresses S_I , and S_2 , respectively, plus the tensile stress due to internal pressure shall not exceed the allowable compression stress value of head material.

STRESSES IN VESSELS ON LEG SUPPORT EXAMPLE CALCULATIONS

DESIGN DATA

 $W = 800,000$ lb. weight of vessel $n = 4$, number of legs $Q = \frac{W}{n} = \frac{800,000}{4} = 200,000$ lb. load on one leg $R = 100$ inch, radius of head *H* = 5 inch, lever arm of load $2A = 30$ inch, $2B = 30$ inch, dimensions of wear plate $t = 1.8$ inch thickness of head $cos \alpha = 0.800$ $P = 100$ psi, internal pressure Head material: SA 515-70 Allowable stress value: 20,000 psi Joint Efficiency: 0.85 Yield Point: 38,000 psi Factors *K* (see charts):

$$
C = \sqrt{AB} = \sqrt{15 \times 15} = 15 \text{ inch}
$$

\n
$$
D = 1.82 \frac{C}{R} \sqrt{\frac{R}{t}} = 1.82 \frac{15}{100} \sqrt{\frac{100}{1.8}} = 2.03
$$

\n
$$
K_l = 0.065, \qquad K_2 = 0.030 \qquad K_3 = 0.065 \qquad K_4 = 0.025
$$

\n
$$
K_5 = 0.020, \qquad K_6 = 0.010 \qquad K_7 = 0.022 \qquad K_8 = 0.010
$$

LONGITUDINAL STRES:

1.) Maximum tensile stress:

$$
S_I = \frac{Q}{t^2} \left[\cos \alpha (-K_I + 6K_2) + \frac{H}{R} \sqrt{\frac{R}{t}} (-K_3 + 6K_4) \right]
$$

$$
S_I = \frac{200,000}{1.8^2} \left[0.800 (-0.065 + 6 \times 0.030) + \frac{5}{100} \sqrt{\frac{100}{1.8}} \right]
$$

$$
(-0.065 \times 6 \times 0.025) = +7,634 \text{ psi}
$$

The stress due to internal pressure: $\frac{PR}{2t} = \frac{100 \times 100}{2 \times 1.8} = +2778$ psi

The sum of tensional stresses: $7.634 + 2.778 = 10,412$ psi

It does not exceed the stress value of the girth seam: $20,000 \times 0.85 = 17,000$

STRESSES IN VESSELS ON LEG SUPPORT EXAMPLE CALCULATIONS

2.) Maximum compressional stress:

$$
S_{I} = \frac{Q}{t^{2}} \left[cos \propto (-K_{I} - \delta K_{2}) + \frac{H}{R} \sqrt{\frac{R}{t}} (-K_{3} - \delta K_{4}) \right]
$$

\n
$$
S_{I} = \frac{200,000}{1.8^{2}} \left[0.800 (-0.065 - 6 \times 0.030) + \frac{5}{100} \sqrt{\frac{100}{1.8}} (-0.065 - 6 \times 0.025) \right]
$$

\n= -17,044 psi

The stress due to internal pressure:

 $\frac{PR}{2t}$ = $\frac{100 \times 100}{2 \times 1.8}$ = + 2,778 psi

The sum of stresses: $- 17,044 + 2,778 = - 14,266$ psi

It does not exceed the stress value of the girth seam: $20,000 \times 0.85 = 17,000 \text{ psi}$

Circumferential stress: 1.) Maximum tensile stress:

$$
S_2 = \frac{Q}{t^2} \left[\cos \alpha \left(-K_3 + 6K_6 \right) + \frac{H}{R} \sqrt{\frac{R}{t}} \left(-K_3 - 6K_8 \right) \right]
$$

\n
$$
S_2 = \frac{200,000}{1.8^2} \left[0.800 \left(-0.020 + 6 \times 0.010 \right) + \frac{5}{100} \sqrt{\frac{100}{1.8}} \left(-0.022 + 6 \times 0.010 \right) \right]
$$

\n= + 2,849 psi

The stress due to internal pressure: $\frac{PR}{2t}$ = $\frac{100 \times 100}{2 \times 1.8}$ = + 2,778 psi

The sum of tensile stresses:
 $-2,849 + 2,778 = -5,627$ psi

It does not exceed the stress value of the girth seam: $20,000 \times 0.85 = 17,000 \text{ psi}$

2.) Maximum compressional stress:

$$
S_2 = \frac{Q}{t^2} \left[\cos \alpha \left(-K_5 - \delta K_6 \right) + \frac{H}{R} \sqrt{\frac{R}{t}} \left(-K_5 - \delta K_8 \right) \right]
$$

\n
$$
S_2 = \frac{200,000}{1.8^2} \left[0.800 \left(-0.020 - 6 \times 0.010 \right) + \frac{5}{100} \sqrt{\frac{100}{1.8}} \left(-0.022 - 6 \times 0.010 \right) \right]
$$

\n
$$
= -5,837 \text{ psi}
$$

STRESSES IN VESSELS ON LEG SUPPORT EXAMPLE CALCULATIONS

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The stress due to internal pressure: $\frac{PR}{2t} = \frac{100 \times 100}{2 \times 1.8} = + 2,778 \text{ psi}$

The sum of stresses:
 $-5,837 + 2,778 = -3,059$ psi

It does not exceed the stress value of the girth seam: $20,000 \times 0.85 = 17,000 \text{ psi}$

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VALUE OF K_i

VALUE OF K_2

DESIGN

STRESSES IN VESSELS DUE TO LUG SUPPORT

VALUE OF K_3

VALUE OF K*⁴*

STRESSES IN VESSELS DUE TO LUG SUPPORT

DESIGN

STRESSES IN VESSELS DUE TO LUG SUPPORT

EXAMPLE CALCULATIONS

DESIGN DATA $W = 1,200,000$ lb. weight of vessel $n = 4$ number of lugs $Q = \frac{W}{n} = \frac{1,200,000}{4} = 300,000$ lb. load on one lug $R = 90$ in, radius of shell $H = 5$ in. leverarm of load $2A = 30$ in, $2B = 30$ in, dimensions of wear plate $t = 1.5$ in, thickness of shell $p = 100$ psi internal pressure Shell material: SA - 515-70 Allowable stress value 20,000 psi Yield point 38,000 psi Joint Efficiency: 0.85 Shape factors C, (see table): $R/t = \frac{90}{1.5} = 60$, $B/A = 15/15 = 1.0$ $C_1 = C_2 = C_3 = C_4 = 1.0$ The factors K, (see charts) $D = \frac{A}{R} \sqrt[3]{\frac{B}{A}} = \frac{15}{90} \sqrt[3]{\frac{15}{15}} = 0.167$, $R/t = \frac{90}{1.5} = 60$ $K_1 = 2.8$, $K_2 = 0.025$, $K_3 = 6.8$ $K_4 = 0.021$ **Longitudinal Stress:** $S_I = \pm \frac{Q H}{D R^2 t}$ $\left(C_I K_I + 6 \frac{K_2 R}{C_2 t} + \frac{D}{2 (1.17 + B/A)} \times \frac{R^2}{H A} \right)$ $S_1 = \frac{300,000 \times 5}{0.167 \times 90^2 \times 1.5}$ $\left(\begin{array}{c} 1 \times 2.8 + 6 \frac{0.025 \times 90}{1 \times 1.5} \end{array} \right)$ $+\frac{0.167}{2 (1.17 + 15/15)} \times \frac{90^2}{5 \times 15}$ = 11,795 psi Stress due to internal pressure: The sum of tensional stresses:

 $\frac{PR}{2t} = \frac{100 \times 90}{2 \times 1.5}$ = 3000 psi 11,795 + 3000 = 14,795 psi

It does not exceed the stress value of the girth seam: $20,000 \times 0.85 = 17,000$ psi.

STRESSES IN VESSELS DUE TO LUG SUPPORT

Circumferential Stress:
\n
$$
S_2 = \pm \frac{QH}{DR^2t} \left(C_3K_3 + 6 \frac{K_4R}{C_4t} \right)
$$
\n
$$
S_2 = \frac{300,000 \times 5}{0.167 \times 90^2 \times 1.5} \left(1 \times 6.8 + 6 \frac{0.021 \times 90}{1 \times 1.5} \right) = 10,616 \text{ psi}
$$
\nStress due to internal pressure:

 $\frac{PR}{t} = \frac{100 \times 90}{1.5} = 6000 \text{ psi}$

The sum of tensional stresses: $10,616 + 6000 = 16,616$ psi

It does not exceed the stress value of shell material multiplied by 1.5: $20,000 \times 1.5 = 30,000$

All dimensions are in inches Stresses in vessel shall be checked. Use wear plate if necessary

All dimensions are in inches.

Stresses in vessel shall be checked.

Use wear plate if necessary.

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LIFTING ATTACHMENTS (cont.)

RECOMMENDED MATERIAL: A 515-70, A 302 or equivalent. The thickness, and length of the lifting lug shall be determined by calculation.^{*}

WELD: When fillet welds are used, it is recommended that throat areas be at least 50 per cent greater than the cross sectional area of the lug.

To design the lugs the entire load should be assumed to act on one lug.

All possible directions of loading should be considered (during shipment, storage, erection, handling.) When two or more lugs are used for multileg sling, the angle between each leg of the sling and the horizontal should be assumed to be 30 degrees.

EYE- BOLT

Threaded fasteners smaller than 5/8" diameter should not be used for lifting because of the danger of overtorquing during assembly.

Commercial eyebolts are supplied with a rated breaking strength in the X direction.

For loadings other than along the axis of the eyebolt, the following ratings are recommended. These are expressed as percentage of the rating in the axial direction.

 $X = 100\%$ $Y = 33\%$
 $Z = 20\%$ $W = 10\%$ 20% W = 10%

EXAMPLE:

An eyebolt of 1 in. diameter which is good for 4960 lb. load in tension (direction x) can carry only 4960 x $0.33 = 1637$ lb. load if it acts in direction y.

The above dimensions and recommendations are taken from C. V. Moore: Designing Lifting Attachments, Machine Design, March 18, 1965.

*Assuming shear load only thru the minimum section, the required thickness may be calculated by the formula:

SAFE LOADS FOR ROPES AND CHAINS

The stress in ropes and chains under load is increasing with the reduction of the angle between the sling and the horizontal. Thus the maximum allowable safe load shall be reduced proportionally to the increased stress.

If the allowable load for a single vertical rope is divided by the cosecant of the angle between one side of the rope and the horizontal, the result will indicate the allowable load on one side of the inclined sling.

Example:

The allowable load for a rope in vertical position is 8000 lb. If the rope applied to an angle of 30 degrees, in this position the allowable load on one side will be 8000/cosecant 30 deg. = $8000/2$ = 4000 lb. For the two-rope sling the total allowable load 2 times $4000 = 8000$ lb. The table shows the load-bearing capacity of ropes and chains in different positions. Multiplying with the factors shown in the table the allowable load for a certain rope or chain, the product will indicate the allowable load in inclined position.

Angle of Inclination On One End On Two Ends 900 600 $1.00 \t 0.85$ 1.70 450 300 100 0.70 0.50 0.17 1.40 1.00 0.34

FACTORS TO CALCULATE SAFE LOADS FOR ROPES AND CHAINS

OPENINGS

SHAPE OF OPENINGS:

Openings in pressure vessels shall preferably be circular, elliptical or obround. An obround opening is one which is formed by two parallel sides and semicircular ends. The opening made by a pipe or a circular nozzle, the axis of which is not perpendicular to the vessel wall or head, may be considered an elliptical opening for design purposes.

Openings may be of shapes other than the above. Code UG-36(a)(2)

SIZE OF OPENINGS:

Openings are not limited as to size.

The rules, construction details of this handbook conform to the Code UG-36 through UG-43 and apply to openings:

- for maximum 60 in. inside-diameter-vessel one half of the vessel diameter, but maximum 20 in.
- for over 60 in. inside-diameter-vessel one third of the vessel diameter, but maximum 40 in.

For openings exceeding these limits, supplemental rules of Code Appendix 1-7 shall be satisfied Code UG-36(b)(1)

For nozzle neck thickness see page 140.

WHERE EXTERNAL PIPING IS CONNECTED TO THE VESSEL, THE SCOPE OF THE CODE INCLUDES:

- (a) the welding end connection for the first circumferential joint for welded connections,
- (b) the first threaded joint for screwed connections,
- (c) the face of the first flange for bolted, flanged connections,
- (d) the first sealing service for proprietary connections or fittings. Code $U-1(e)(1)$

INSPECTION OPENINGS

All pressure vessels for use with compressed air and those subject to internal corrosion, erosion or mechanical abrasion, shall be provided with suitable manhole, handhole, or other inspection openings for examination and cleaning. The required inspection openings shown in the table below are selected from the alternatives allowed by the Code, UG-46, as they are considered to be the most economical.

The preferable location of small inspection openings is in each head or near each head.

In place of two smaller openings a single opening may be used, provided it is of such size and location as to afford at least an equal view of the interior. Compressed air as used here is not intended to include air which has had moisture removed to the degree that it has an atmospheric dew point of -50 F or less. The manufacturer's Data Report shall include a statement "for non-corrosive service" and Code paragraph number when inspection openings are not provided.

NOZZLE NECK THICKNESS

The wall thickness of a nozzle neck or other connection used as access or inspection opening only shall not be less than the thickness computed for the applicable loadings plus corrosion allowance.

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OPENINGS WITH REINFORCING PAD

Below the most commonly used types of welded attachments are shown. For other types see Code, Fig. UW-16.1.

- $t =$ thickness of vessel wall, less corrosion allowance, in.
- t_n = nominal thickness of fitting wall less corrosion allowance, in.

The weld sizes defined here are the minimum requirements.

SEE NOTES ON FACING PAGE

FITTINGS NOT EXCEEDING 3 IN. PIPE SIZE.

In some cases the welds are exempt from size requirements, or fittings and bolting pads may be attached to the vessels by fillet weld deposited from the outside only with certain limitations (Code UW-16 (f) (2) and (3)) such as:

- 1. The maximum vessel thickness: 3/8 in.
- 2. The maximum size of the opening is limited to the outside diameter of the attached pipe plus $\frac{3}{4}$ in.
- 3. The weld throat shall be the greater ofthe minimum nozzle neck thickness required by the Code UG-45(a) or that necessary to satisfy the requirements ofUW 18 for the applicable loadings of UG 22.
- 4. The welding may effect the threads of couplings. It is advisable to keep the threads above welding with a minimum $\frac{1}{4}$ in. or cut the threads after welding.
- 5. Strength calculation of attachments is not required for attachments shown in Figs. A, C and E, and for openings:

3 in. pipe size fittings attached to vessel walls of 3/8 in. or less in thickness, 2 in. pipe size fittings attached to vessel walls over 3/8 in. in thickness. (Code UG-36(c)(3)).

REINFORCEMENTS OF OPENINGS DESIGN FOR INTERNAL PRESSURE

Vessels shall be reinforced around the openings, except single, welded and flued openings not subject to rapid pressure fluctuations do not require reinforcement if not larger than:

 $3 \frac{1}{2}$ in, diameter – in vessel shells or heads with required minimum thickness of $\frac{3}{8}$ in, or less

 $2\frac{3}{8}$ in. diameter - in vessel shells or heads over a required minimum thickness of $\frac{3}{8}$ in.

Threaded, studded or expanded connections for which the hole cut is not greater than $2\frac{3}{8}$ in. diameter.

. Code UG-36(c)(3){a)

The design procedure described on the following pages conforms to Code UG-36 through UG-43.

For openings exceeding these limits supplemental rules of Code I -7 shall be applied in addition to UG-36 through UG-43.

For reinforcement of openings in flat heads see Code UG-39.

A brief outline of reinforcement design for better understanding of the procedure is described in the following pages.

The basic requirement is that around the opening the vessel must be reinforced with an equal amount of metal which has been cut out for the opening. The reinforcement may be an integral part of the vessel and nozzle, or may be an additional reinforcement pad. (Fig. A)

This simple rule, however, needs further refinements as follows:

- 1. It is not necessary to replace the actually removed amount of metal, but only the amount which is required to resist the internal pressure *(A).* This required thickness of the vessel at the openings is usually less than at other points of the shell or head.
- 2. The plate actually used and nozzle neck usually are thicker than would be required according to calculation. The excess in the vessel wall $(A₁)$ and nozzle wall (A_2) serve as reinforcements. Likewise the inside extension of the opening (A_3) and the area of the weld metal (A_4) can also be taken into consideration as reinforcement.
- 3. The reinforcement must be within a certain limit.
- 4. The area of reinforcement must be proportionally increased if its stress value is lower than that of the vessel wall.
- 5. The area required for reinforcement must be satisfied for all planes through the center of opening and normal to vessel surface.

The required cross sectional area of the reinforcement shall then be:

The required area for the shell or head to resist the internal pressure *(A).* From this area subtract the excess areas within the limit $(A_1A_2A_3A_4)$. If the sum of the areas available for reinforcement $(A_1 + A_2 + A_3 + A_4)$ is equal or greater than the area to be replaced (A) , the opening is adequately reinforced. Otherwise the difference must be supplied by reinforcing pad *(As).*

Some manufacturers follow a simple practice using reinforcing pads with a crosssectional area which is equal to the metal area actually removed for the opening. This practice results in oversized reinforcement, but with the elimination of calculations they find it more economical.

 $t_n \times t_r$

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The metal used as reinforcement must be located within the

The limit measured parallel to the vessel wall $X = d$ or $R_n +$

The limit measured parallel to the nozzle wall $Y = 2.5$ *t* or 2.5 t_n .

When additional reinforcing pad is used, the limit, *Y* to be measured from the outside surface of the reinforcing pad.

 $Rn=$ inside radius of nozzle in corroded condition, inches.

material of the reinforcing pad are lower than that of the vessel material, their area considered as reinforcement shall

It is advisable to use for reinforcing pad material identical

No credit shall be taken for additional strength of reinforcement having higher stress value than that of the vessel wall.

- a. The stress value of nozzle material: 17,100 psi. The stress value of shell material: 20,000 psi.
- Using identical material for the vessel and reinforcing pad, the required area for reinforcement is 12 square

If the stress value of vessel material $= 20,000$ psi., the stress value of the nozzle material = $17,100$ psi.,

In this proportion shall be increased the area of reinforc-

 $12 \times 1.17 = 14.04$ square inches.

REINFORCEMENT FOR OPENINGS DESIGN FOR INTERNAL PRESSURE
(continued) (continued)
¹⁰⁰דדדדדדדדדדדדדדדדדד 5. REINFORCEMENT IN DIFFERENT PLANES FOR INTERNAL PRESSURE 0.95 Since the circumferential stress in cylindrical shells and cones is two times greater than the longitudinal stress, at the openo.goSltEESl=EES=t:tEE~ ing the plane containing the axis of the shell is the plane of the greatest unit load-0.85┠╌┠╼╂═┽═╂╶{═╂╲╬╼╂═╂═╂═╂═╂═╉═╉═╉╌╂╼╉┨ ing due to pressure. On the plane perpendicular to the vessel axis the unit loading 0.80 is one half of this. Chart shows the variation of the stresses ă 0.75 l3 on different planes. (Factor *F)* When the long dimension of an elliptical 0.70M33min/and 0.00M33min/and 0.00
M33min/and 0.00M33min/and 0.00M33min/and 0.00M33min/and 0.00M33min/and 0.00
M33min/and 0.00M33min/and 0.00M33min/and 0.00M33min/and 0.00M33min/and 0.00M33min/and 0.00M33min/and 0.00M33m or obround opening exceeds twice the short dimensions, the reinforcement across the short dimensions shall be in-0.6Sr!§33i§§3mgffE creased as necessary to provide against excessive distortion due to twisting mo-0.60 ment. Code UG-36(a)(l). Factor F shall not be less than 1.0, except o.ssfi§§§§i§§iiim for integrally reinforced openings in cylindrical shells and cones it may be less. $\begin{array}{|c|c|c|c|c|c|c|c|c|} \hline \multicolumn{1}{|c|}{\text{}} & \multicolumn{1}{|c|}{\text{}} &$ ~m ~ Angle Θ of Plane with Longitudinal Axis Factor F - Fig. UG-37 Plane 0° \rightarrow Plane 90° \rightarrow Plane 45°
 $F = 1.0$ \rightarrow $F = 0.5$ \rightarrow $F = 0.75$ $\frac{1}{\frac{1}{\text{Constituting }n}}$ Longitudinal axis of shell The total cross-sectional area of reinforceaxis of shell ment in any planes shall be: (Notations on preceeding pages.) $A = d \times t_r \times F$ DESIGN FOR EXTERNAL PRESSURE The reinforcement required for openings in a single-walled vessel subject to external pressure need be only 50 percent of that required for internal pressure where *tr* is the wall thickness required by the rules for vessels under external pressure. Code UG-

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 $37(d)(1)$.

$$
A = \frac{d \times t_r \times F}{2}
$$

(See Notations on preceeding pages.)

REINFORCEMENT OF OPENINGS EXAMPLES

EXAMPLE 1.

DESIGN DATA:

Inside diameter of shell: 48 in. Design pressure: 250 psi at 200° F Shell material: SA-285-C

 $S=15,700 \text{ psi}$ $t = 0.625 \text{ in.}$ The vessel is spot radiographed. No allowance for corrosion. Nozzzle material: SA-53-B

 $S = 17,100 \text{ psi}, t_n = 0.432 \text{ in}.$ Nozzle nom. size: 6 in. Extension of nozzle inside the vessel: 1.5 in. $h=2.5 \tcdot t_n=2.5 \times 0.432=1.08$ in.

The nozzle does not pass through seams. Fillet weld size: 0.375 in.

Wall thickness required:

for shell: $t_r = {PR \over SE - 0.6} = {250 \times 24 \over 15,700 \times 1.0 - 0.6 \times 250} = 0.386$ in.

for nozzle:
$$
t_m = \frac{PR_n}{SE - 0.6P} = \frac{250 \times 2.88}{17,100 \times 1.0 - 0.6 \times 250} = 0.043
$$
 in.

AREA OF REINFORCEMENT REQUIRED $A = dt_r = 5.761 \times 0.386 =$

2.224 in.

AREA OF REINFORCEMENT AVAILABLE $shell$) I arger of the following:

.
The device of the contract component components and

REINFORCEMENT OF OPENINGS EXAMPLES

EXAMPLE3.

DESIGN DATA:

Inside diameter of shell: 48 in. Design pressure: 300 psi at 200° F. Shell material: 0.500 in. SA-516-60 plate, The vessel fully radiographed, $E = 1$ There is no allowance for corrosion Nozzle nominal size: 8 in. Nozzle material: SA-53 B, 0.500 in. wall Extension of nozzle inside the vessel: 0.5 in. The nozzle does not pass through the main seams.

Size of fillet welds 0.375 in. (Reinforcement pad to nozzle neck.)

3.249 sq. in.

Wall thickness required:

Shell $t_r = \frac{PR}{SE - 0.6P} = \frac{300 \times 24}{17,100 \times 1 - 0.6 \times 300} = 0.426$ in.

Nozzle, $t_m = \frac{PR_n}{SE - 0.6P} = \frac{300 \times 3.8125}{17,100 \times 1 - 0.6 \times 300} = 0.068$ in.

AREA OF REINFORCEMENT REQUIRED $A = d \times t_r = 7.625 \times 0.426 =$

AREA OF REINFORCEMENT AVAILABLE

 A_1 = (Excess in shell.) Larger of the following: $(t-t_r) d = (0.500 - 0.426)$ 7.625 = 0.564 0.564 sq. in. *or* $(t - t_r)$ $(t_n + t)$ $2 = (0.500 - 0.426)$ (0.500 + 0.500) $2 = 0.148$ sq. in. A_2 = (Excess in nozzle neck.) Smaller of following: $(t_n - t_m)$ 5t = (0.500 – 0.068) 5 × 0.5 = 1.08 or $(t_n - t_m)$ $5t_n = (0.500 - 0.068)5 \times 0.5 = 1.08$ *A*₃ = (Inside projection.) $t_n \times 2h = 0.500 \times 2 \times 0.5 =$ A_4 = (Area of fillet weld) 0.375² (The area of pad to shell weld disregarded) TOTAL AREA AVAILABLE 1.08 sq. in. 0.500 sq. in. 0.141 sq. in. 2.285 sq. in.

This area is less than the required area, therefore the difference shall be provided by reinforcing element. It may be heavier nozzle neck, larger extension of the nozzle inside of the vessel or reinforcing pad. Using reinforcing pad, the required area of pad: $3.249 - 2.285 = 0.964$ sq. in. Using 0.375 in. SA-516-60 plate for reinforcing pad the width of the pad $0.964/0.375 = 2.571$ The outside diameter of reinforcing pad: Outside diameter of pipe: 8.625 width of reinforcing pad: 2.571 11.196 in.

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STRENGTH OF ATTACHMENTS JOINING OPENINGS TO VESSEL

EXAMPLE 5.

DESIGN DATA

 $A = 3.172$ sq. in., $A_1 = 0.641$ sq. in., $A_2 = 0.907$ sq. in. $d_p = 12.845$ in. outside diameter of reinforcing pad. d_{0} = 8.625 in. outside diameter of nozzle. $d_m = 8.125$ in. mean diameter of nozzle. $S = 20,000$ psi allowable stress value of vessel material $S_n = 17,100$ psi allowable stress value of nozzle material $t = 0.5000$ in. thickness of vessel wall. 0.375 in. leg of fillet $-$ eeld α

0.250 in. leg of fillet - weld d

 t_e = 0.250 in. thickness of reinforcing pad. Check the strength of attachment of nozzle.

LOAD TO BE CARRRIED BY WELDS: $(A - A_1)S = (3.172 - 0.641) \times 20,000 = 50,620$ lb.

LOAD TO BE CARRIED BY WLDS *a, c, e:* $(A_2 + 2 t_n t)S = (0.907 + 2 \times 0.500 \times 0.500) \times 17{,}100$ lb. = 24,059

STRESS VALUE OF WELDS:

Fillet – weld shear $0.49 \times 20,000 = 9,800$ psi Groove – weld tension $0.74 \times 20{,}000 = 14{,}800$ psi

STRESS VALUE OF NOZZLE WALLSHEAR: $0.70 \times 17,100 = 11,970$ psi

STRENGTH OF WELDS AND NOZZLE NECK:

a. Fillet weld shear $\frac{x+y}{2}$ x weld leg x 9,800 = 13.55 x 0.375 x 9,800 = 49,796 lb. b. Nozzle wall shear $\frac{\pi d_m}{\times}$ *t_n* × 11,970 = 12.76 × 0.500 × 11,970 = 76,368 lb. 2 c. Groove weld tension $\frac{\mu u_0}{2}$ x weld leg x 14,800 = 13.55 x 0.500 x 14.800 = 100,270 lb. d. Filet weld shear $\frac{\pi d_p}{\pi}$ x weld leg x 9,800 = 20.18 x 0.25 x 9.800 = 49,433 lb. 2 e. Groove weld tension $\frac{\mu u_0}{\sigma}$ weld leg \times 14,800 = 13.55 \times 0.25 \times 14,800 = 50,128 lb. 2 POSSIBLE PATH OF FAILURE: 1. Through *b* and *d* $76,368 + 49,433 = 125,801 \text{ lb.}$
2. Through *c* and *d* $100,270 + 49,433 = 149,703 \text{ lb.}$ 2. Through *c* and *d* $100,270 + 49,433 = 149,703$ lb. 3. Through *a,c* and *e* 49,796 + 100,270 + 50,128 = 200,1941b. Paths 1. and 2. are stronger than the total strength of 50,620 lb. Path 3. is stronger than the strength of 24,059 lb. The outer fillet weld *d* strength 49,433 lb. is greater than the reinforcing pad strength of $(d_p - d_o)t_e \times S = (12,845 - 8,625) \times 0.25 \times 20,000 = 21,100$ lb.

ESIGN

NOZZLE NECK THICKNESS Code UG-45

- 1. For Access Openings, Openings for Inspection only the minimum wall thickness of necks shall not be less than the thiclmess computed from the applicable loadings in UG-22 such as internal or external pressure, static, cyclic, dynamic, seismic, impact reactions, etc. 2. For Nozzles and other openings (except access and inspection openings) the
- minimum wall thickness of necks shall be the larger of the thickness computed from the applicable loadings in UG-22 or the smaller of wall thickness determined in 3, 4, 5, 6 below.
- 3. In vessels under internal pressure thickness of the shell or head required for internal pressure only, assuming $E = 1.0$.
- 4. In vessels under external pressure thickness of the shell or head for internal pressure using it as an equivalent value for external pressure, assuming $E = 1.0$.
- 5. In vessels under internal or external pressure the greater of the thickness determined in 3 and 4.
- 6. The minimum wall thickness of standard wall pipe.
- 7. The wall thickness of necks in no case shall be less than the minimum thiclmess specified in UG-16(b) for:

8. Allowance for corrosion and threading- when required- shall be added to the thicknesses determined in 1 through 7 above.

Using pipe listed in Table of Std. ANSI B36.10, the minimum wall thickness equals 0.875 times the nominal wall thickness.

See Code UG-45 footnote No. 27 using pipe sizes 22, 26 and 30 inches.

For selection of required pipe under internal pressure, see table "Maximum Allowable Internal Working Pressure for Pipes" on the following pages.

EXAMPLES for using the table:

MAXIMUM ALLOWABLE INTERNAL WORKING PRESSURE FOR PIPES

The Calculations Based on the Formula:

$$
P = \frac{2SEt}{D + 1.2t}
$$
, where

 $P =$ The max. allowable working pressure, psig.

 $S = 17,100$ psig. the stress value of the most commonly used materials for pipe (A53B, A106B) at temperature – 20 to 650 °F. For higher temperature see notes at the end of the tables.

 $E = 1.0$ joint efficiency of seamless pipe

 D = Inside diameter of pipe, in.

 $t =$ Minimum pipe wall thickness, in. $(.875$ times the nominal thickness).

DESIGN

MAXIMUM ALLOWABLE WORKING PRESSURE (coot) Nom. Desig- Pipe wall Corrosion allowance in. p1pe thickness 0 I 1116 I 118 1 31161 114 pipe
size nation Nom. Min. Max. Allow Pressure Psig.
SCH.140 0.812 0.711 3.017 2.736 2.456 2.180 1.909 SCH.l40 0.812 0.711 3,017 2,736 2,456 2,180 1,909 8 SCH.160 0.906 0.793 3,393 3,106 2,822 2,543 2,266
XX-STG. 0.875 0.766 3,269 2,983 2,701 2,423 2,148 XX-STG. 0.875 SCH.20 0.250 0.219 707 502 300 102
SCH 30 0.307 0.269 873 666 462 259 SCH.30 | 0.307| 0.269| 873 | 666 | 462 | 259 | 57 STD. $\begin{array}{|c|c|c|c|c|c|c|c|} \hline \text{S} & 0.365 & 0.319 & 1,038 & 831 & 625 & 421 & 220 \hline \end{array}$ X-STG. 0.500 0.438 1,439 1,228 1,019 811 606 10 | SCH.80 | 0.593 | 0.519 | 1,716 | 1,502 | 1,290 |1,080 | 873 SCH.100 0.718 0.628 2.095 1.877 1.662 1.447 1.236 SCH.120 0.843 0.738 2,484 2,261 2,248 1,825 1,610
SCH 140 1.000 0.875 2.976 2.750 2.526 2.264 2,085 SCH.140 1.000 0.875 2,976 2,750 2,526 2,264 2,085
SCH.160 1.125 0.984 3.377 3.146 2.918 2,692 2,469 SCH.160 | 1.125 | 0.984 | 3,377 | 3,146 | 2,918 SCH.20 0.250 0.219 595 422 253 86 SCH.30 0.330 0.289 788 615 443 273 103
STD 0.375 0.328 897 723 550 379 209 STD. 0.375 0.328 897 723 550 379 209 SCH.40 | 0.406| 0.355| 973 | 799 | 625 | 453 | 282 X-STG. 0.500 0.438 1,207 1,030 856 681 554 12 | SCH.60 | 0.562| 0.492| 1,361 | 1,183 | 1,006 | 832 | 658 SCH.80 | 0.687 | 0.601 | 1,674 | 1,494 | 1,315 |1,137 | 962 SCH.100 | 0.843 | 0.738 | 2,074 | 1,891 | 1,710 |1,528 | 1,349 SCH.120 1.000 0.875 2,482 2,295 2,110 1,926 1,744
SCH.140 1.125 0.984 2.812 2.623 2,435 2,248 2,063 SCH.140 1.125 0.984 2,812 2,623 2,435 2,248 2,063
SCH.160 1.312 1.148 3.317 3.123 2.932 2,740 2,552 $\begin{array}{|c|c|c|c|c|c|c|c|c|c|c|}\n \hline\n \text{SCH.160} & 1.312 & 1.148 & 3,317 & 3,123 & 2,932 & 2,740 \\
\hline\n \text{SCH.10} & 0.250 & 0.219 & 541 & 385 & 230 & 78\n \hline\n \end{array}$ SCH.lO 0.250 0.219 541 385 230 78 SCH.20 0.312 0.273 677 519 363 209 55 STD. 0.375 0.328 816 657 501 345 190 SCH.40 | 0.438 | 0.383 | 956 | 796 | 639 | 482 | 327 14 X-STG. 0.500 0.438 1,096 937 774 620 463 $SCH.60$ | 0.593 | 0.519 | 1,306 | 1,144 | 983 | 825 | 666 SCH.80 | 0.750 | 0.656 | 1,664 | 1,500 | 1,337 | 1,175 | 1,014 SCH.100 | 0.937 | 0.820 | 2,101 | 1,933 | 1,767 |1,602 | 1,438 SCH.120 1.093 0.956 2,469 2,299 2,130 1,963 1,796
SCH.140 1.250 1.094 2,850 2,676 2,505 2,334 2,166 SCH.140 1.250 1.094 2,850 2,676 2,505

DESIGN

NOTE: IF THE STRESS VALUE OF PIPE LESS THAN 17100 PSIG. DUE TO HIGHER TEMPERATURE, MULTIPLY THE MAX. ALLOWABLE PRESSURE GIVEN IN THE TABLES BY THE FACTORS IN THIS TABLE:

Example:

The Maximum Allowance Pressure for 6" x Stg. Pipe With a Corrosion Allowance of $1/8$ " From Table = 1,346 psi. - at Temperature 800 °F The Max. Allow. Press. $1,346 \times 0.6316 = 850$ psig.

Example to find max. allow. pressure for any stress values:

The Max. Allow. Press. 1,346 Psig. From Tables The Stress Value 13,000 psi.
F. F. F. F. H. M. M. Allen Pussons 13,000 ... 1346 - 1022 psi. For This Pipe The Max. Allow. Pressure $\frac{13,000}{17,100} \times 1,346 = 1,023$ psi.
REQUIRED WALL THICKNESS FOR PIPES UNDER INTERNAL PRESSURE

The required wall thickness for pipes, tabulated on the following pages, has been computed with the following formula:

$$
t = \frac{PR}{SE - 0.6P} \qquad , \text{where}
$$

 $t =$ the required minimum wall thickness of pipe, in.

 $P =$ internal pressure, psig.

 $S = 17,100$ psig, the stress value of the most commonly used materials for pipe. A 53 B and A 106 B \textcircled{e} temperature -20 to 650°F.

 $E =$ Joint efficiency of seamless pipe

 R = inside radius of the pipe, in.

For the inside diameter of the pipe round figures are shown. With interpolation the required thickness can be determined with satisfactory accuracy.

The thicknesses given in the tables do not include allowance for corrosion.

For the determination of the required pipe wall thickness in piping systems the various piping codes shall be applied.

Selecting pipe, the 12.5% tolerance in wall thickness shall be taken into consideration. The minimum thickness of the pipe wall equals the nominal thickness times .875.

29 0.043 0.085 0.128 0.171 0.214 0.257 0.301 0.344 0.388 0.432 30 0.044 0.088 0.133 0.177 0.222 0.266 0.311 0.356 0.401 0.447

DESIGN

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DESIGN

NOZZLE EXTERNAL FORCES AND MOMENTS IN CYLINDRICAL VESSELS

Piping by the adjoining nozzles exert local stress in the vessel. The method, below, to determine the nozzle loads is based in part on the Bulletin 107 of Welding Research Council and represents a simplification of it. The vessels are not intended to serve as anchor points for the piping. To avoid excessive loading in the vessel, the piping shall be adequately supported.

External Forces & Moments

To calculate the maximum force and moment, first evaluate β and γ . Then determine α , Σ , and Δ from Figures 1, 2 and 3, for the specified β and γ , substitute into the equations below, and calculate F_{RRF} , M_{RCM} and M_{RLM} .

$$
\beta = .875 \, \left(\frac{r_o}{R_m}\right)
$$

$$
\gamma = \frac{R_m}{T}
$$

Determine α , Σ and Δ from Figures 1, 2 and 3. Calculate Pressure Stress (σ) .

$$
\sigma = \left(\frac{2P}{T}\right)\left(R_m - \frac{T}{2}\right)
$$

If σ is greater than S_{σ} , then use S_{σ} as the stress due to design pressure.

$$
F_{RRF} = \frac{R_m^2}{\alpha} (S_y - \sigma)
$$

\n
$$
M_{RCM} = \frac{R_m^2 r_o S_y}{\Sigma}
$$

\n
$$
M_{RLM} = \frac{R_m^2 r_o}{\Delta} (S_y - \sigma)
$$

\nPlot the value of F_{RRF} as F_{RF} and the smaller of M_{RCM} and M_{RLM}
\nas M_{RM} . The allowable nozzle loads are bounded by the area
\nof F_{RF} , 0, M_{RM} .
\nEXAMPLE: Determine Resultant Force and Moment
\n $R_m = 37.5$
\n $r_o = 15$
\n $r_o = 15$
\n $\beta = .875 \left(\frac{r_o}{R_m}\right) = .875 \left(\frac{15}{37.5}\right) = .35$
\n $\beta = .875 \left(\frac{r_o}{37.5}\right) = .35$
\n $\gamma = \left(\frac{R_m}{T}\right) = \frac{37.5}{.75} = 50$
\nFrom Figure 1, $\alpha = 440$ From Figure 2, $\Sigma = 1,070$ From Figure 3, $\Delta = 340$

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NOZZLE EXTERNAL FORCES AND MOMENTS IN CYLINDRICAL VESSELS *(continued)*

Calculate Pressure Stress

$$
\sigma = \frac{2P}{T}\left(R_m - \frac{T}{2}\right) = \frac{2(150)}{.75} \left(37.5 - \frac{.75}{2}\right) = 14,850 \text{ psi} < S_a = 20,000 \text{ psi}.
$$

Use σ = 14,850 in the equations for calculating F_{RRF} and M_{RIM} Calculate Allowable Forces and Moments

$$
F_{RRF} = \frac{R_m^2}{\alpha} (S_v - \sigma) = \frac{(3.75)^2}{440} (31,500 - 14,850) = 53,214 \text{ lb.}
$$

$$
M_{RCM} = \frac{R_m^2 r_o S_v}{\Sigma} = \frac{37.5^2 (15) (31,500)}{1,070} = 620,984 \text{ in.-lb.}
$$

$$
M_{RLM} = \frac{R_m^2 r_o}{\Delta} (S_y - \sigma) = \frac{(37.5)^2 (15)}{340} \times 31,500 - 14,850 = 1,032,973 \text{ in.-lb.}
$$

M_{RCM} and *M_{RLM}* as *M_{RM}*. The allowable nozzle loads are bounded by the area of F_{RF} , O, M_{RM} .

Therefore, a nozzle reaction of $F = 20,000$ lbs. and $M = 100,000$ in. lbs. would be allowable (point A) but a nozzle reaction of $F = 5,000$ lbs. and $M =$ 620,000* in. lbs. would not be allowable (point *B).*

*Note: Use absolute values in the graph.

NOTATION:

- $P =$ Design Pressure, pounds per sq. in. $\Sigma =$ Dimensionless Numbers
- r_0 = Nozzle Outside Radius, inches
- R_m = Mean Radius of Shell, inches
- $T =$ Shell Thickness, inches
- *Sy* = Yield Strength of Material at Design Temperature, pounds per square inch
- σ = Stress Due to Design Pressure, pounds per square inch
- S_a = Stress Value of Shell Material, pounds per square inch.
- β = Dimensionless Numbers
- γ = Dimensionless Numbers
- α = Dimensionless Numbers
-
- Δ = Dimensionless Numbers
- F_{RRF} = Maximum Resultant Radial Force, pounds*
- M_{RCM} Maximum Resultant Circumferential Momentm , inch-pounds*
- *MRLM* Maximum Resultant Longitudinal Moment, inch-pounds*
- F_{RF} = Maximum Resultant Force, pounds*
- F_{RM} = Maximum Resultant Moment, inchpounds*
- *Use absolute values.

REFERENCES:

Local Stresses in Spherical and Cylindrical Shells due to External Loadings, K. R. Wichman, A. G. Hopper and J. L. Mershon - Welding Research Council. Bulletin 107/August 1965 - Revised Printing - December 1968.

Standards for Closed Feedwater Heaters, Heat Exchange Institute, Inc., 1969.

DESIGN

DESI

NOTES $\overline{}$

REINFORCEMENT AT THE JUNTION OF CONE TO CYLINDER **UNDER INTERNAL PRESSURE**

At the junction of cone or conical section to cylinder (Fig. C and D) due to bending and shear, discontinuity stresses are induced which are with reinforcement to be compensated.

DESIGN PROCEDURE (The half apex angle $\alpha \leq 30$ deg.)

- Determine P/S_5E_7 and read the value of Δ from tables A and B. $\mathbf{1}$.
- Determine factor y, For reinforcing ring on shell, $y = S_s E_s$ $2.$ For reinforcing ring on cone, $y / S_c E_c$

* \triangle = 30 deg. for greater value of P/S_s E_l

When the value of Δ is less than α , reinforcement shall be provided.

- 3. Determine factor $k = y / S$ E (Use minimum 1.0 for k in formula).
- Design size and location of reinforcing ring (see next page). $\overline{4}$.

NOTATION

- $E =$ with subscripts s, c or r modulus of elasticity of shell, cone or reinforcing ring material respectively, psi. It shall be taken from Table T-1 Section II, Part D. See page 188
- E = with subscripts 1 or 2 efficiency of welded joints in shell or cone respectively. For compression $E=1.0$ for butt

welds. f_l = axial load at large end due to wind,

- dead load, etc. excluding pressure, $lb/in.$ f_2 = axial load at small end due to wind.
- dead load, etc. excluding pressure, lb/in.
- $P =$ Design pressure, psi
- Q_I = algebraic sum of $PR_L/2$ and f_I lb/in.
- Q_s = algebraic sum of $PR_s/2$ and f_2 lb/in.
- R_L =inside radius of large cylinder at large end of cone, in.
- R_s =inside radius of small cylinder at small end of cone, in.

 S = with subscripts s, c or r allowable stress of shell, cone or reinforcing material. psi.

- minimum required thickness of cylin $t =$ der at the junction, in.
- t_s = actual thickness of cylinder at the junction, in.
- t_r = minimum required thickness of cone at the junction, in.
- t_c = actual thickness of cone at the junction. in.
- α = half apex angle of cone or conical section, deg.
- Δ = angle from table A or B, deg.
- $y =$ factor: $S_s E_s$ or $S_c E_c$

REINFORCEMENT AT THE JUNCTION OF CONE TO CYLINDER EXAMPLE *(continued)*

JUNCTION AT SMALL CYLINDER

- 1. $P/S_s E_1 = 0.0032$; from table B $\Delta = 4.8^{\circ}$ Since Δ is less than α , reinforcement is required.
- 2. Factor $\gamma = S_s E_s = 15,700 \times 30 \times 10^6$
- 3. Factor $k = 1$
- 4. $Q_s = PR_s/2 + f_2 \text{ lb.}/\text{in} = \frac{50 \times 84}{2} + 952 = 3{,}052 \text{ lb.}/\text{in}.$
- 5. The required cross-sectional area of compression ring: $A_{rs} = \frac{kQ_sR_s}{S_sE_l} \left(1 - \frac{\Delta}{\alpha} \right) \tan \alpha = \frac{1 \times 3,052 \times 84}{15,700 \times 1} \left(1 - \frac{4.8}{30} \right) \tan 30^\circ = 7.92$ sq. in.

The area of excess in shell available for reinforcement:

$$
A_{es} = (t_{ss}/t_s) \cos (\alpha - \Delta)(t_{ss} - t_s) \sqrt{R_s t_{ss}} + (t_c / t_{r_s})
$$

\n
$$
\times \cos (\alpha - \Delta) (t_c - t_{rs}) \sqrt{R_s t_c / \cos \alpha}
$$

\n(0.375/0.36) $\times \cos(3-4.8) \times (0.375 - 0.36) \times \sqrt{84 \times .0375}$
\n $+ (0.5/0.41) \cos(30-4.8) \times (0.5-0.41) \times \sqrt{84 \times 0.5 / \cos 30^\circ} = 0.77$ sq. in.

 A_{rs} - A_{es} = 7.92 -0.77 = 7.15 sq. in., the required cross sectional area of compression ring.

Using $1\frac{1}{2}$ thick bar, the required width of the bar: $7.15/1.5 = 4.8$ in.

Location of the compression ring:

Maximum distance from the junction: $\sqrt{R_t}$, \sqrt{s} + $\sqrt{84 \times 0.375}$ = 5.6 in.

Maximum distance of centroid from the junction: 0.25 $\sqrt{R_{\text{diss}}} = \sqrt{84 \times 0.375} = 1.4$ in.

Insulation ring may be utilized as compression ring provided it is continuous and the ends of it are joined together.

Since the moment of intertia of the ring is not factor, the use of flat bar rolled easy-way is more economical than the use of structural shapes.

To eliminate the necessity of additional reinforcement by using thicker plate for the cylinders at the junction in some cases may be more advantageous than the application of compression rings.

REINFORCEMENT AT THE JUNCTION OF CONE TO CYLINDER UNDER EXTERNAL PRESSURE

 $D_{\rm g}$ \Rightarrow L] FIG

Reinforcement shall be provided at the junction of cone to cylinder, or at the junction of the large end of conical section to cylinder when cone, or conical section doesn't have knuckles and the value of Δ , obtained from table E, is less than α .

 α = 60 deg. for greater values of P/SE

Note: Interpolation may be made for intermediate values.

The required moment of intertia and cross-sectional area of reinforcing (stiffening) ring- when the half apex angle α is equal to or less than 60 degrees - shall be determined by the following formulas and procedure.

- 1. Determine P/Se, and read the value of Δ from table E.
- 2. Determine the equivalent area of cylinder, cone and stiffening ring, A_{TT} , sq. in. (See page 48 for construction of stiffening ring.) ' Make subscripts more visible

$$
A_{TL} = \frac{L_L t_s}{2} + \frac{L_c t_c}{2} + A_s
$$
 Calculate factor *B*, $B = \frac{3}{4} \left(\frac{F_L D_L}{A_{TL}} \right)$

where

$$
F_{L} = PM + f_{1} \tan \alpha \qquad M = \frac{-R_{L} \tan \alpha}{2} + \frac{L_{L}}{2} + \frac{R_{L}^{2} - R_{S}^{2}}{3R_{L} \tan \alpha}
$$

- If F_r is a negative number, the design shall be in accordance with U-2 (g).
- 3. From the applicable chart (pages 43 thru 47) read the value of *A* entering at the value of *B,* moving to the left to the material/temperature line and from the intersecting point moving vertically to the bottom of the chart.

For values of *B* falling below the left end of the material/temperature line for the design temperature, the value of $A = 2B/E$.

If the value of B is falling above the material/temperautre line for the design temperature: the cone or cylinder configuration shall be changed, and/or the stiffening ring relocated, the axial compression stress reduced.

For values of B having multiple values of A, such as when B falls on a horizontal portion of the curve, the smallest value of A shall be used.

4. Compute the value of the required moment of inertia

For the stiffening ring only: For the ring-shell-cone section:

$$
I_s = \frac{AD_L^2 A_{TL}}{14.0}
$$

$$
I's = \frac{AD_L^2 A_{TL}}{10.9}
$$

5. Select the type of stiffening ring and determine the available moment of inertia (see page 95) of the ring only I , or the shell-cone or the ring-shell-cone section I' .

REINFORCEMENT AT THE JUNCTION OF CONE TO CYLINDER *(continued)*

If I or I' is less than I_s , or I'_s respectively, select stiffening ring with larger moment of inertia.

6. Determine the required cross-sectional area of reinforcement, A_{rL} , sq. in. *(when compression governs)*:

$$
A_{rL} = \frac{kQ_L R_L \tan \alpha}{SE} \left[1 - \frac{l}{4} \left(\frac{PR_L - Q_L}{Q_L} \right) \frac{\Delta}{\alpha} \right]
$$

Area of excess metal available for reinforcement: A_{at} sq. in.:

$$
A_{eL} = 0.55\sqrt{D_L t_s} (t_s + t_c / \cos \alpha)
$$

The distance from the junction within which the additional reinforcement shall be situated, in.

$$
\sqrt{R_L t_s}
$$

 $0.25\sqrt{R_Lt_s}$

The distance from the junction within which the centroid of the reinforcement shall be situated, in.

Reinforcing shall be provided at the junction of small end of conical section without flare to cylinder.

The required moment of inertia and cross-sectional area of reinforcing (stiffening) ring shaH be determined by the following formulas and procedure.

1. Determine the equivalent area of cylinder, cone and stiffening ring, A_{TS} sq. in.

$$
A_{TS} = \frac{L_s t_s}{2} + \frac{L_c t_c}{2} + A_s
$$

2. Calculate factor *B*

$$
B = \frac{3}{4} \left(\frac{F_s D_s}{A_{TS}} \right)
$$

where

$$
F_s = PN + f_2 \tan \alpha
$$

P $\tan \alpha$ *I I* ²

$$
N = \frac{R_s \tan \alpha}{2} + \frac{L_s}{2} + \frac{L_L^2 - R_s^2}{6R_s \tan \alpha}
$$

If F_s is a negative number, the design shall be in accordance with $U-2$ (g).

REINFORCEMENT AT THE JUNCTION OF CONE TO CYLINDER

(continued)

3. From the applicable chart (pages 43 thru 47) read the value of A entering at the value of *B,* moving to the left to the material/temperature line and from the intersecting point moving vertically to the bottom of the chart.

For values of *B* falling below the left end of the material/temperature line for the design temperature, the value of $A = 2B/E$.

If the value of B is falling above the material/temperature line for the design temperature: the cone or cylinder configuration shall be changed, and/or the stiffening ring relocated, the axial compression stress reduced.

For values of B having multiple values of A, such as wh n B falls on a horizontal portion of the curve, the smallest value of A shall be used.

For the stiffening ring only:

 $I = \frac{AD_s^2 A_{TS}}{2}$ $\frac{s}{14.0}$

4. Compute the value of the required moment of inertia:

For the ring-shell-cone section:

$$
I'_s = \frac{AD_s^2 A_{TS}}{10.9}
$$

i; i' I

- 5. Select the type of stiffening ring and determine the available moment of inertia (see page 95) of the ring only, I and of the ring-shell-cone section, I'. If I or I' is less than I_c or I_c respectively, select stiffening ring with larger moment of inertia.
- 6. Determine the required cross-sectional area of reinforcement. A_{rr} , sq. in:

$$
A_{rs} = \frac{kQ_s R_s \tan \alpha}{SE}
$$

Area of excess metal available for reinforcement, A_{ρ} , sq. in.

$$
A_{es} = 0.55 \sqrt{D_s t_s} \left[(t_s - t) + (t_c - t_r) / \cos \alpha \right]
$$

The distance from the junction within which the additional reinforcement shall be situated, in.

$$
\sqrt{R_s t_s}
$$

The distance from the junction within which the centroid of the reinforcement shall be situated, in.

$0.25\sqrt{R_{\rm s}t_{\rm s}}$

NOTE: When the reducers made out of two or more conical sections of different apex angles without knuckle, and when the half apex angle is greater than 60 degrees, the design may be based on special analysis. (Code 1-8 (d) and (e).)

NOTATION

REINFORCEMENT AT THE JUNCTION OF CONE TO CYLINDER . **EXAMPLE** *(continued)*

$$
B = \frac{3}{4} \left(\frac{F_L D_L}{A_{T_L}} \right) = 0.75 \times 1061 \times 96/21 = 3636
$$

- 3. *A* = 0.0003 from chart on page 42.
- 4. Required moment of inertia of the combined ring-shell-cone cross section:

$$
I'_{s} = \frac{AD_{L}A_{TL}}{10.9} = \frac{0.0003 \times 96^{2} \times 21}{10.9} = 5.32 \text{ in.}^{4}
$$

5. Using two $2\frac{1}{2} \times \frac{1}{2}$ flat bars as shown, and the effective width of the shell: $1.10 \times \sqrt{D_L t} = 1.1 \sqrt{96 \times 0.025} = 5.389 \text{ in.}$

The available moment of inertia: 5.365 in.4 (see page 95)

It is larger than the required moment of inertia. The stiffening is satisfactory.

6. The required cross-sectional area of reinforcing:

$$
k = \frac{S_{\rm s}E_{\rm s}}{S_{\rm g}E_{\rm R}} = \frac{17100 \times 30 \times 10^6}{15700 \times 30 \times 10^6} = 1.09
$$

\n
$$
Q_{L} = \frac{PR_{L}}{2} + f_{I} = \frac{15 \times 48}{2} + 100 = 460
$$

\n
$$
A_{rL} = \frac{kQ_{L}R_{L} \tan \alpha}{S_{\rm s}E} \left[1 - \frac{\mu_{\rm s} (PR_{L} - Q_{L}) \Delta}{Q_{L}} \right]
$$

\n
$$
= \frac{1.09 \times 460 \times 48 \times 0.5774}{17100 \times 0.7} \left[1 - 0.25 \left(\frac{15 \times 48 - 460}{460} \right) \right]_{30}^{2.2} = 1.15 \text{ in.}^{2}
$$

The cross-sectional area of the stiffening ring is 2.5 in². It is larger than the area required.

The reinforcing shall be situated within a distance from the junction: $\sqrt{R_{LL}}$ _s = $\sqrt{48 \times 0.25}$ = 3.46 in.

The centroid of the ring shall be within a distance from the junction: $0.25 \sqrt{R_L t_s} = 0.25 \sqrt{48 \times 0.25} = 0.86$ in.

JUNCTION AT THE SMALL END

- 1. The conical section having no flare, reinforcement shall be provided.
- 2. Asuming $A_s = 0$, $A_{TS} = L_s t_s/2 + L_c t_c/2 + A_s =$ $244 \times 0.25/2 + 48 \times 0.25/2 + 0 = 36.5$ in?

$$
N=\frac{R_s \tan \alpha}{2}+\frac{L_s}{2}+\frac{R_L^2-R_s^2}{\delta R_s \tan \alpha}=\frac{24 \times 0.5774}{2}+\frac{244}{2}+\frac{48^2-24^2}{6 \times 24 \times .5774}=149.7 \text{ in.}
$$

REINFORCEMENT AT THE JUNCTION OF CONE TO CYLINDER EXAMPLE *(continued)*

 $F_s = PN + f_2 \tan \alpha = 15 \times 149.7 + 30 \times 0.5774 = 2263$

$$
B = \frac{3}{4} \quad \frac{F_S D_S}{A_{TS}} = 3/4 \left(\frac{2263 \times 48}{36.5}\right) = 2232
$$

- 3. Since value of *B* falls below the left end of material/temperature line: $A= 2 B/E = 2 \times 2232 / 30 \times 10^6 = 0.00014$
- 4. Required moment of inertia of the combined ring-shell-cone cross section: $I'_{s} = \frac{AD_{s}^{2} A_{7S}}{10.9} = \frac{0.00014 \times 48^{2} \times 36.5}{10.9} = 1.08 \text{ in.}^{4}$
- 5. Using $2\frac{1}{2} \times \frac{1}{2}$ flat bar, and the effective shell width: 1.1 $\sqrt{48 \times 0.25} = 3.81$ in.

The available moment of inertia 1.67 in.⁴ (see page 95)

It is larger than the required moment of inertia; the stiffening is satisfactory.

6. The required area of reinforcing:

$$
k = 1.09 \qquad Q_s = \frac{PR_s}{2} + f_2 = \frac{15 \times 24}{2} + 30 = 210 \text{ lb./in.}
$$
\n
$$
A_{rs} = \frac{kQ_sR_s \tan \alpha}{S_sE} = \frac{1.09 \times 210 \times 24 \times 0.5774}{17100 \times 0.7} = 0.265 \text{ in.}^2
$$

Area of excess metal available for reinforcement:

$$
A_e = \sqrt{\frac{R_s t_c}{\cos \alpha}} (t_c - t_r) + \sqrt{R_s t_s} (t_s - t_{rs})
$$

= $\sqrt{\frac{24 \times 0.25}{0.866}} (0.25 - 0.25) + \sqrt{24 \times 0.25} (0.25 - 0.1875) = 0.153 \text{ in.}^2$

$$
A_{rs} - A_e = 0.265 - 0.153 = 0.112 \text{ in.}^2
$$

The area of ring used for stiffening 1.25 in.². It is larger than the required area for reinforcement.

The reinforcing shall be situated within a distance from the junction:

 $\sqrt{R_{\text{r}}t} = \sqrt{24 \times 0.25} = 2.44$ in.

and the centroid of the ring shall be within a distance from the junction: $0.25 \sqrt{R_s t_s} = 0.25 \sqrt{24 \times 0.25} = 0.61$ in.

WELDING OF PRESSURE VESSELS

There are several methods to make welded joints. In a particular case the choice of a type from the numerous alternatives depend on:

- 1. The circumstances of welding
- 2. The requirements of the Code
- 3. The aspect of economy

l. THE CIRCUMSTANCES OF WELDING.

In many cases the accessibility of the joint determines the type of welding. In a small diameter vessel (under 18 - 24 inches) from the inside, no manual welding can be applied. Using backing strip it must remain in place. In larger diameter vessels if a manway is not used, the last (closing) joint can be welded from outside only. The type of welding may be determined also by the equipment of the manufacturer.

2. CODE REQUIREMENTS.

Regarding the type of joint the Code establishes requirements based on service, material and location of the welding. The welding processes that may be used in the construction of vessels are also restricted by the Code as described in paragraph UW-27.

The Code-regulations are tabulated on the following pages under the titles: a. Types of Welded Joints

(Joints permitted by the Code, their efficiency and limitations of their applications.) Table UW-12

b. Design of Welded Joints

(Types of Joints to be used for vessels in various services and under certain design conditions.) UW-2, UW-3

c. Examination of Welded Joints

The efficiency of joints depends only on the type of joint and on the degree of examination and does not depend on the degree of examination of any other joint. (Except as required by UW-11(a)(5)

This rule of the 1989 edition of the Code eliminates the concept of collective qualification of butt joints, the requirement of stress reduction.

3. THE ECONOMY OF WELDING.

If the two preceding factors allow free choice, then the aspect of economy must be the deciding factor.

Some considerations concerning the economy of weldings:

V-edge preparation, which can be made by torch cutting, is always more economical than the use of J or U preparation.

Double V preparation requires only half the deposited weld metal required for single V preparation.

Increasing the size of a fillet weld, its strength increases in direct proportion, while the deposited weld metal increases with the square of its size.

Lower quality welding makes necessary the use of thicker plate for the vessel. Whether using stronger welding and thinner plate or the opposite is more economical, depends on the size of vessel, welding equipment, etc. This must be decided in each particular case.

NO1501

Joint Category: A, B

eter.

excluded.

6. Joint efficiency, $E = 1$ for butt joints in compression.

l,

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DESIGN OF WELDED JOINTS

WELDED JOINT LOCATIONS

To the joints under certain condition special requirements apply, which are the same for joints designated by identical letters.

These special requirements, which are based on service, material, thickness and other design conditions, are tabulated below.

DESIGN

EFFICIENCY (E) TO BE USED IN CALCULATIONS OF SEAMLESS HEAD THICKNESS ASME Code UW-12(d)

*For calculation involving circumferential stress or for thickness of seamless head

EXAMINATION OF WELDED JOINTS

RADIOGRAPHIC EXAMINATION

Full radiography is mandatory of joints: (Code UW-11)

- 1. All butt welds in shells, heads, nozzles, communicating chambers of *unfired steam boilers* having design pressures exceeding 50 psi and vessels containing *lethal substances.*
- 2. All butt welds in vessels in which the least nominal thickness at the welded joint exceeds:

1 1/4 in. of carbon steel and 11/2 in. of SA-240 stainless steel. *Exemption:* Categories B and C butt welds in nozzles and communicating chambers that neither exceed 10 in pipe size nor 11/8 in. wall thickness do not require radiographic examination in any of the above cases.

- 3. All category A and D butt welds in vessel sections and heads where the design of the joint or part is based on joint efficiency: 1.0, or 0.9. (see preceding pages: Design of Welding Joints).
- 4. All butt welds joined by electroslag welding and all electrogas welding with any single pass greater than 1 1/2 in.

Spot radiography, as a minimum, is mandatory of

- 1. Category B or C welds which intersect the Category A butt welds in vessel sections (including nozzles and communicating chambers above 10 in. pipe size and 1 in. wall thickness) or connect seamless vessel sections or heads when the design of Category A and D butt welds in vessel sections and heads based on a joint efficiency of 1.0 or 0.9.
- 2. Spot radiography is optional of butt welded joints (Type 1 or 2) which are not required to be fully radiographed. If spot radiography specified for the entire vessel, radiographic examination is not required of Category B and C butt welds in nozzles and communicating chambers.
- *No Radiography.* No radiographic examination of welded joints is required when the vessel or vessel part is designed for external pressure only, or when the design of joints based on no radiographic examination.

ULTRASONIC EXAMINATION

- 1. In ferritic materials electroslag welds and electrogas welds with any single pass greater than 1 1/2 in. shall be ultrasonically examined throughout their entire length.
- 2. In addition to the requirements of radiographic examination, all welds made by the electron beam process or by the inertia and continuous drive friction welding process shall be ultrasonically examined for their entire length.
- 3. Ultrasonic examination may be substituted for radiography for the final closure seam if the construction of the vessel does not permit interpretable radiograph.

J.

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DESIGN

DESIGN

Notes (Brief Extracts of Code Requirements)

DESIGN

CODE RULES RELATED TO VARIOUS WALL THICKNESSES OF VESSEL (Continued)

TANKS AND VESSELS CONTAINING FLAMMABLE AND COMBUSTIBLE LIQUIDS

Excerpt from the Department of Labor Occupational Safety and Health Standards (OSHA), Chapter XVII, Part 1910.106, (Federal Register, July 1, 1985)

In addition to the regulations of the above mentioned standards and code, the occupational safety and health standards contain rules concerning tanks and vessels as follows:

- 1. Definition of combustible and flammable liquids
- 2. Material of storage tanks
- 3. Location of tanks
- 4. Venting for tanks
- 5. Emergency relief venting
- 6. Drainage
- 7. Installation of tanks

LOW TEMPERATURE OPERATION

If a minimum design metal temperatureand thickness-combination of carbon and low alloy steels is below the curves in FIG UCS-66, impact testing is required.

FIG. UCS-66 IMPACT TEST CURVES

Impact test is not mandatory for materials which satisfy all of the following:

- 1. the thickness of material listed in curve A does not exceed $\frac{1}{2}$ in.
- 2. the thickness of material listed in curves B, C and D does not exceed 1 in.

For stationary vessels, when the coincident
ratio in Fig.UCS-66.1 is less than one, this
Figure provides basis to use material without impact testing. UG-66(b)

If the thickness at any welded joint exceeds 4 in. and the minimum design metal temperature is colder than 120°F. impact tested material shall be used.UCS-66(b).

NOTE: In the Handbook the most commonly used materials are listed. For others see ASME Code.

All carbon and alloy steels listed in the following pages and not shown below.

SA-515 Gr 60, SA-285 Gr A & B SA-516 Gr 65 & 70 if not normalized

SA-516 Gr 55 & 60 if not normalized.

SA-516 all grades if normalized. Normalized rolling is not considered equivalent to normalizing.

NO IMPACT TEST IS REOUIRED:

 $2H$ to -55 \textdegree F

REDUCTION OF MINIMUM METAL TEMPERATURE.

EXAMPLE:

For 1½ thick, SA-515 Gr 60 plate the minimum design temperature is from Fig. USC-66 - 50°F.

If the actual stress in tension from internal pressure and other loads is 12,000 PSI, and the maximum allowable stress of the material is 17,100 psi, the ratio:

 $12,000/17,100 = 0.7$

and from FIG. USC 66.1 the reduction is 30°F. The minimum design temperature is: $50-30=20$ °F.

(Applicable joint efficiencies shall be included in the calculation of stresses.)

- 3. The vessel is hydrostatically tested.
- 4. the design temperature is not lower than -20°F and not higher than 650°F.
- 5. thermal, mechanical shock loading or cylindrical loading is not controlling design requirement.

Data of the most frequently used materials from ASME Code Section II and VIII.

DESIGN

PROPERTIES OF MATERIALS CARBON & LOW ALLOY STEAL *Continued*

NOTES

- 1. Upon prolonged exposure to temperatures above 800° F, the carbide phase of carbon steel may be converted to graphite.
- 2. SA-36 and SA-283 ABCD plate may be used for pressure parts in pressure vessels provided all of the following requirements are met: UCS-6 (b)
	- 1. The vessels are not used to contain lethal substances, either liquid or gaseous;
	- 2. The material is not used in the construction of unfired steam boilers (sec Code $U-1(\mathbf{g})$:
	- 3. With the exception of flanges, flat bolted covers, and stiffening rings the thickness of plates on which strength welding is applied does not exceed $\frac{5}{\pi}$ in.
- 3. Allowable stresses for temperatures of 700° F and above are values obtained from time-dependent properties.
- 4. Allowable stresses for temperatures of750° F and above are values obtained from time-dependent properties.
- 5. Stress values in bearing shall be 1.60 times the values in tables.

MODULI OF ELASTICITY FOR FERROUS MATERIALS Table TM-1 from Code, Section II, Part **D**

NOTE: The values in the External Pressure Charts are intended for external pressure calculations only.

* The stress values may be interpolated to determine values for intermediate temperatures.

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DESIGN

NOTES:

- 1. These higher stress values exceed 2/3 but do not exceed 90% of the yield strength at temperature. Use of these stress values may result in dimensional changes due to permanent strain. These stress values are not recommended for flanges or gasketed joints or other applications where slight amounts of distortion can cause leakage or malfunction.
- 2. At temperatures above 1,000° F, these stress values apply only when the carbon is 0.04% or higher.
- 3. For temperatures above 1,000° F, these stress values may be used only if the material is heat treated by heating it to a minimum temperature of 1,900° F and quenching in water or rapidly cooling by other means.

THERMAL EXPANSION

Linear Thermal Expansion between 70F and Indicated Temperature, Inches/100 Feet

THE DATA OF THIS TABLE ARE TAKEN FROM THE AMERICAN STANDARD CODE FOR PRESSURE PIPING. IT IS NOT TO BE IMPLIED THAT MATERIALS ARE SUITABLE FOR ALL THE TEMPERATURES SHOWN IN THE TABLE.

DESIGN

DESCRIPTION OF MATERIALS

When describing various vessel components and parts on drawings and in bill of materials, it is advisable that a standard method be followed. For this purpose it is recommended the use of the widely accepted abbreviations in the sequences exemplified below. For ordering material the requirements of manufacturers should be observed.

DESCRIPTION OF MATERIALS (cont.)

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SPECIFICATION

FOR THE DESIGN AND FABRICATION OF PRESSURE VESSELS

NOTES:

Pressure vessel users and manufacturers have developed certain standard practices which have proven advantageous in the design and construction of pressure vessels. This specification includes those practices which have become the most widely accepted and followed.

These standards are partly references to the selected alternatives permitted by the ASME Code, and partly described design and construction methods not covered by the Code. The regulations of the Code are not quoted in this Specification.

A GENERAL

- I. This Specification, together with the purchase order and drawings, covers the requirements for the design and fabrication of pressure vessels.
- 2. In case of conflicts, the purchase order and drawings take precedence over this Specification.
- 3. Pressure vessels shall be designed, fabricated, inspected and stamped in accordance with the latest edition of the ASME Boiler and Pressure Vessel Code, Section VIII, Division I, and its subsequent addenda.
- 4. Vessels and vessel appurtenances shall comply with the regulations of the Occupational Safety and Health Act (OSHA).
- 5. Vessel Manufacturers are invited to quote prices on alternate materials and construction methods if economics or other aspects make it reasonable to do so.
- 6. All deviations from this Specification, the purchase order, or the drawings shall have the written approval of the purchaser.
- 7. Vessel fabricator, after receipt of purchase order, shall furnish to purchaser checked shop drawings for approval.

B. DESIGN

- 1. Pressure Vessels shall be designed to withstand the loadings exerted by internal or external pressure, weight of the vessel, wind, earthquake, reaction of supports, impact, and temperature.
- 2. The maximum allowable working pressure shall be limited by the shell or head, not by minor parts.
- 3. Wind load and earthquake. All vessels shall be designed to be free-standing. To determine the magnitude of wind pressure, the probability of earthquakes and seismic coefficients in various areas of the United States, Standard ANSI/ASCE 7-95 (Minimum Design Loads in Buildings and Other Structures) shall be applied.

It is assumed that wind and earthquake loads do not occur simultaneously, thus the vessel should be designed for either wind or earthquake loading, whichever is greater.

- 4. Horizontal vessels supported by saddles shall be designed according to the method of L. P. Zick (Stresses in Large Horizontal Pressure Vessels on Two Saddle Supports).
- 5. The deflection of vertical vessels under normal operating conditions shall not exceed 6 inches per I 00 feet oflength.

- 6. Stresses in skirts, saddles, or other supports and their attachment welds may exceed the maximum allowable stress values of materials given in Part UCS of the ASME Code by 33-1/3 percent.
- 7. Vessel manufacturers shall submit designs for approval when purchaser does not furnish a design or does not specify the required plate thickness.

C. FABRICATION

- I. Materials shall be specified by purchaser and their designation indicated on the shop drawings. Materials shall not be substituted for those specified without prior written approval of purchaser.
- 2. The thickness of plate used for shell and heads shall be I /4-inch minimum.
- 3. Manufacturer's welding procedure and qualification records shall be submitted for approval upon receipt of purchase order. Welding shall not be performed prior to purchaser's approval of welding procedure and qualification.

All welding shall be done by the metallic shielded arc or the submerged arc welding process.

Permanently installed backing strips shall not be used without written approval of purchaser. When used, backing strips shall be the same composition steel as that which they are attached to.

4. Longitudinal seams in cylindrical or conical shells, all seams in spherical shells and built-up heads shall be located to clear openings, their reinforcing pads, and saddlewear plates. Circumferential seams of shell shall be located to clear openings, their reinforcing pads, tray and insulation support rings, and saddle wear plates. When the covering of circumferential seam by reinforcing pad is unavoidable, the seam shall be ground flush and examined prior to welding the reinforcing pad in place.

No longitudinal joints shall be allowed within the downcomer area or at any other place where proper visual inspection of the weld is impossible.

The minimum size of fillet weld serving as strength weld for internals shall be 1/4 inch.

5. Skirt. Vertical vessels shall be provided with a skirt which shall have an outside diameter equal to the outside diameter of the supported vessel .. The minimum thickness for a skirt shall be l/4 inch.

Skirts shall be provided with a minimum of two 2-inch vent holes located as high as possible 180 degrees apart.

Skirts 4 feet in diameter and less shall have one access opening; larger than 4-foot diameter skirts shall have two 18-inch O.D. access openings reinforced with sleeves.

- 6. Base rings shall be designed for an allowable bearing pressure on concrete of 625 psi.
- 7. Anchor bolt chairs or lug rings shall be used where required and in all cases where vessel height exceeds 60 feet. The number of anchor bolts shall be in multiples of 4; a minimum of 8 is preferred.
- 8. Saddle. Horizontal vessels shall be supported by saddles, preferably by only two whenever possible.

Saddles shall be welded to the vessel, except when specifically ordered to be shipped loose. Saddles to be shipped loose shall be fitted to the vessel and matchmarked for field installation. The shop drawing shall bear detailed instruction concerning this.

When temperature expansion will cause more than 3/8 inch change in the distance between the saddles, a slide bearing plate shall be used. Where the vessel is supported by concrete saddles 1/4 inch thick, corrosion plate 2 inches wider than the concrete saddle shall be welded to the shell with a continuous weld. The corrosion plate shall be provided with a $1/4$ inch vent hole plugged with plastic sealant after the vessel has been pressure tested.

9. Openings of 2 inches and smaller shall be 6000 lb forged steel full or half coupling.

Openings 2-1/2 inches and larger shall be flanged.

Flanges shall conform to Standard ANSI B16.5-1973.

Flange faces shall be as follows:

Raised face. below rating 600 lb ANSI

Raised face. . . rating 600 lb ANSI, pipe size 3 inches and smaller

Ring type joint. rating 600 lb ANSI, pipe size 4 inches and larger

Ring type joint. above rating 600 lb ANSI.

Flange-bolt-holes shall straddle the principal centerlines of the vessel. Openings shall be flush with inside of vessel when used as drains or when located so that there would be interference with vessel internals. Internal edges of openings shall be rounded to a minimum radius of 1/8 inch or to a radius equal to one-half of the pipe wall thickness when it is less than 1/4 inch.

When the inside diameter of the nozzle neck and the welding neck flange or welding fitting differ by $1/16$ inch or more, the part of smaller diameter shall be tapered at a ratio 1 :4.

Openings shall be reinforced for new and cold, as well as for corroded condition.

The plate used for reinforcing pad shall be the same composition steel as that used for the shell or head to which it is connected.

Reinforcing pads shall be provided with a 1/4 inch tapped tell-tale hole located at 90° off the longitudinal axis of vessel.

The minimum outside diameter of the reinforcing pad shall be 4 inches plus the outside diameter of the opening's neck.

When covers are to be provided for openings according to the purchaser's requisition, manufacturer shall furnish the required gaskets and studs; these shall not be used for testing the vessel.

Manway covers shall be provided with davits.

. Coupling threads must be clean and free from defects after installation.

10. Internals. Trays shall be furnished by tray fabricator and installed by vessel manufacturer. Tray support rings and downcomer bolting bars shall be furnished and installed by vessel manufacturer. The tray fabricator shall submit complete shop details, including installation instructions and packing list, to purchaser for approval and transmittal to vessel fabricator.

Trays shall be designed for a uniform live load of 10 psf or the weight of water setting, whichever is greater, and for a concentrated live load of 250 lb.

At the design loading the maximum deflection of trays shall not exceed

up to 10-foot diameter - $1/8$ inch

larger than 10-foot diameter - 3/16 inch

The minimum thickness of internal plateworks and support rings shall not be less than 1/4 inch.

Internal carbon steel piping shall be standard weight.

Internal flanges shall be ANSI 150-lb slip-on type or fabricated from plate.

Carbon steel internal flanges shall be fastened with carbon steel square-head machine bolts and square nuts tack-welded to the flanges to avoid loosening.

Removable internals shall be made in sections which can be removed through the manways.

Removable internals shall not be provided with corrosion allowance. For openings connected to pump suction, a vortex breaker shall be provided.

11. Appurtenances. Vessels provided with manways, liquid level controls or relief valves 12 feet above grade, shall be equipped with caged ladders and platforms.

Ladder and platform lugs shall be shop-welded to the vessel. Where vertical vessels require insulation, fabricator shall furnish and install support rings. Reinforcing rings may also be utilized in supporting insulation.

Insulation support rings shall be $1/2$ inch less in width than the thickness of insulation and spaced 12 foot-1/2 inch clear starting at the top tangent line. The top ring shall be continuously welded to the head; all other rings may be attached by a l-inch long fillet weld on 12-inch centers. The bottom head of insulated vertical vessel shall be equipped with 1/2-inch square nuts welded with their edges to the outside of the head on approximately 12-inch square centers.

12. Fabrication tolerances shall not exceed the limits indicated in the table beginning on page 202.

D. INSPECTION

- 1. Purchaser reserves the right to inspect the vessel at any time during fabrication to assure that the vessel materials and the workmanship are in accordance with this specification.
- 2. The approval of any work by the purchaser's representative and his release of a vessel shall not relieve the manufacturer of any responsibility for carrying out the provisions of this specification.

E. MISCELLANEOUS

- 1. Radiographic examination shall be performed when required by the ASME Code or when determined by the economics of design.
- 2. The completed vessel shall be provided with a name plate securely attached to the vessel by welding.
- 3. If the vessel is post-weld heat-treated, no welding is permitted after stress relieving.
- 4. Removable internals shall be installed after stress relieving.
- 5. The location of all vessel components openings, seams, internals, etc., of the vessel shall be indicated on the shop drawings by the distance to a common reference line. The reference line shall be permanently marked on the shell.
- 6. The hydrostatic test pressure shall be maintained for an adequate time to permit a thorough inspection, in any case not less than 30 minutes.
- 7. Vessels shall not be painted unless specifically stated on order.

F. PREPARATION FOR SHIPMENT

- 1. After final hydrostatic test, vessel shall be dried and cleaned thoroughly inside and outside to remove grease, loose scale, rust and dirt.
- 2. All finished surfaces which are not protected by blind flanges shall be coated with rust preventative.
- 3. All flanged openings which are not provided with covers shall be protected by suitable steel plates.
- 4. Threaded openings shall be plugged.
- 5. For internal parts, suitable supports shall be provided to avoid damage during shipment.
- 6. Bolts and nuts shall be coated with waterproof lubricant.
- 7. Vessels shall be clearly identified by painting the order and item number in a conspicuous location on the vessel.
- 8. Small parts which are to be shipped loose shall be bagged or boxed and marked with the order and item number of the vessel.
- 9. Vessel fabricator shall take all necessary precautions in loading by blocking and bracing the vessel and furnishing all necessary material to prevent damages.

G. FINAL REPORTS

- 1. Before the vessel is ready for shipment the manufacturer shall furnish purchaser copies or reproducible transparency each of the following reports:
	- a. Manufacturer's data report.
	- b. Shop drawings showing the vessel and dimensions "as built".
	- c. Photostatic copies of recording charts showing pressure during hydrostatic test.
	- d. Photostatic copies of recording charts showing temperature during post-weld heat treatment.
	- e. Rubbing of name plate.

H. GUARANTEE

Manufacturer guarantees that the vessel fulfills all conditions as stated in this Specification and that it is free from fault in design, workmanship and material. Should any defect develop during the first year of operation, the manufacturer agrees to make all necessary alterations, repairs and replacements free of charge.

VESSEL FABRICATION TOLERANCES The dimensional tolerances in this table - unless otherwise noted - are based on practice widely followed by users and manufacturers of pressure vessels. All tolerances are inches, unless otherwise indicated. Tolerances not listed in this table shall be held within a practical limit. Base Ring a. Flatness \ldots \pm 1/16 b. Out of level \ldots \ldots \ldots \ldots \ldots $±$ 1/8 Clips, Brackets c. Distance to the reference line \ldots \pm 1/4 d. Deviation circumferentially measured at the joint of structure \ldots \pm 1/4 Distance between two adjacent clips. \pm 1/16 Manway e. Distance from the face of flange or centerline of man way to reference line, vessel support Jug, bottom of saddle, centerline of vessel, whichever is applicable \pm 1/2 f. Deviation circumferentially measured on the outer surface of vessel \ldots \pm 1/2 g. Projection; shortest distance from outside surface of vessel to the face
of manway \cdots \pm 1/2 h. Deviation from horizontal, vertical or the intended position in any $+10$ direction. i. Deviation of bolt holes in any direction. $±$ 1/4 Nozzle, Coupling which are not to be connected to piping. The tolerances for man ways shall be applied. Nozzle, Coupling which are to be connected to piping. Distance from the face of flange or centerline of opening to reference line, vessel support Jug, bottom of saddle, centerline of vessel, whichever is applicable. \ldots \pm 1/4 f. Deviation circumferentially measured on the outer surface of vessel \ldots \pm 1/4 g. Projection; shortest distance from outside surface of vessel to the face of opening \ldots \ldots \ldots \ldots \ldots \pm 1/4

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VESSEL FABRICATION TOLERANCES (continued)

Tray Support (continued)

API Specification 12F for **SHOP WELDED** TANKS

Elevenlh Edition 2000

SCOPE - This Specification covers material, design, fabrication and testing requirements for vertical, cylindrical, above-ground, shop fabricated, welded, steel storage tanks for oilfield service in standard sizes as tabulated below.

MATERIAL

Plates shall conform to the following ASTM Standards: A36,A283, CorD, and A285 C.

MINIMUM PLATE THICKNESS

Shell and deck: $\frac{3}{16}$ in., Bottom: 1/4 in., Sump: $\frac{3}{8}$ in. 15-6 diam Deck: 1/4 in.

CONSTRUCTION

The bottom of the tank shall be flat or conical; the later may be skirted or unskirted. Fig. A, B, C. The deck shall be conical. The slope of the bottom and deck cone $= 1:12$.

WELDING

Bottom shell and deck plate joints shall be double-welded butt joints with complete penetration. Fig. D. The bottom and the deck shall be attached to the shell by doublewelded butt joint or $\frac{3}{16}$ in filet welds, both inside and outside. Fig. E through K.

OPENINGS

Tanks shall be furnished with 24 in. *x* 36 in. extended neck cleanout. API Std. 12F Fig. 4.

TESTING

The tank will be tested with air $1\frac{1}{2}$ times the maximum design pressure.

PAINTING

One coat Primer.

H

A

E

WELDED STEEL TANKS FOR OIL STORAGE API. Standard 650, Tenth Edition 1998

With addenda 2001, 2002 & 2003 SUMMARY OF MAJOR REQUIREMENTS

SCOPE

This standard covers material, design, and fabrication requirements for vertical, cylindrical, aboveground, closed- and open-top, welded steel storage tanks for internal pressures approximating atmospheric pressure. This standard applies only to tanks whose entire bottom is uniformly supported and to tanks in non-refrigerated service tbat have a maximum operating temperature of 200"F.

APPENDICES

- A Optional Design Basis for Small Tanks (See Following Pages)
- B Recommendations for Design and Construction of Foundations for Above Ground Oil Storage Tanks
- $C -$ External Floating Roofs
- $D -$ Technical Inquiries
- $E -$ Seismic Design of Storage Tanks
- $F -$ Design of Tanks for Small Internal Pressures
- G Structurally Supported Aluminum Dome Roofs
- $H Internal$ Floating Roofs
- I Undertank Leak Detection and Sub-grade Protection
- J Shop-Assembled Storage Tanks (See Following Pages)
- $K -$ Sample Application of the Variable-Design-Point Method to Determine Shell-Plate Thickness
- $L API$ Standard 650 Storage Tank Data Sheets
- M Requirements for Tanks Operating at Elevated Temperatures
- $N -$ Use of New Materials That Are Not Identified
- O Recommendations for Under-Bottom Connections
- $P -$ Allowable External Loads on Tank Shell Openings
- S Austenitic Stainless Steel Storage Tanks
- $T -$ NDE Requirements Summary
- U -Ultrasonic Examination in Lieu of Radiography

WELDED STEEL TANKS API. Standard 650-APPENDIX A **FORMULAS NOTATION** $C.A.$ = corrosion allowance, in. $H =$ design liquid level, ft. $t =$ minimum required plate $D =$ nominal diameter of tank, ft. $E =$ joint efficiency, 0.85 when thickness, in. $R =$ radius of curvature of roof, ft. spot radiographed 0.70 Θ = angle of cone elements with when not radiographed $G =$ specific gravity of liquid to horizontal, deg. S_d = allowable stress for the design be stored, but in no case condition, psi. less than 1.0 • 23200 psi for A36 plate • 20000 psi for A283C plate • 20000 psi for A 285C plate • 20000 psi for A 516-55 plate • 21333 psi for A 516-60 plate $t = \frac{(2.6)(D)}{(H-1)(G)} + C.A.$ but in no case less than the following: Mean diameter Plate thickness of tank inches feet $^{3/16}$ D ¼ $^{5}/_{16}$ SHELL $3/2$ $t = \frac{D}{400 \sin \Theta}$ but not less than $\frac{3}{16}$ in. Maximum $t = \frac{1}{2}$ in.
Maximum $\Theta = 37$ deg. 9:12 slope
Minimum $\Theta = 9$ deg. 28 min. 2:12 slope $9:12$ slope SELF-SUPPORTING **CONEROOF** $t = R/200$ but not less than $\frac{3}{16}$ in. Maximum $t = \frac{1}{2}$ in. D $R =$ radius of curvature of roof, in feet Maximum $R = 0.8 D$ (unless otherwise specified SELF-SUPPORTING by the purchaser. **DOME AND** Maximum $R = 12D$ **UMBRELLAROOF** The cross-sectional area of the top angle plus the participating area of the shell and roof plate shall be equal or exceed the following: For Self-Supporting For Self-Supporting Cone Roofs: Dome and Umbrella Roofs: $D²$ DR-1,500 $3.000 \sin \Theta$ The participating area shall be determined using Figure F-1 of this Standard. **TOP RING**

All bottom plates shall have a minimum nominal thick-**BOTTOM** ness of 1/4 in.

WELDED STEEL TANKS FOR OIL STORAGE API. Standard 650

APPENDIX A- OPTIONAL DESIGN BASIS FOR SMALL TANKS (Smnmary of **major** requirements)

SCOPE

This appendix provides mles for relatively small capacity, field-erected tanks in which the stressed components are limited to a maximum of $\frac{1}{2}$ inch nominal thickness, including any corrosion allowance specified by the purchaser.

MATERIALS

The most commonly used plate materials of those permitted by this standard:

•A283 C,A285 C,A36,A 516-55,A516-60

The plate materials shall be limited to $\frac{1}{2}$ thickness.

WELDED JOINTS

The type of joints at various locations shall be:

Vertical Joints in Shell

Butt joints with complete penetration and complete fusion as attained by double-welding or by other means, which will obtain the same quality of joint

Horizontal Joints in Shell

CompLete penetration and complete fusion butt-weld.

Bottom Plates

Single-welded, full-fillet lap-joint, or single-welded butt-joint with backing strip.

Roof Plates

Single-welded, full-fillet lap-joint. Roof plates shall be welded to the top angle of the tank with continuous fillet-weld on the top side only.

Shell to Bottom Plate Joint

Continuous fillet weld laid on each side of the shell plate. The size of each weld shall be the thickness of the thinner plate. The bottom plates shall project at least 1 inch width beyond the outside edge of the weld attaching the bottom to shell plate.

INSPECTION

Butt Welds

Inspection for quality of welds shall be made by the radiographic method. By agreement between purchaser and manufacturer, the spot radiography may be deleted.

Fillet Welds

Inspection of fillet welds shall be visual inspection.

TESTING

Bottom Welds

1. Air pressure or vacuum shall be applied using soapsuds, linseed oil. or other suitable material for detection of leaks, or...

2. After attachment of at least the lowest shell course, water shall be pumped underneath the bottom and a head of 6 inches shall be maintained inside a temporary dam.

Tank Shell

1. The tank shall be filled with water, or ...

2. Painting all joints on the inside with highly penetrating oil, and examining outside for leakage.

3. Applying vacuum.

WELDED STEEL TANKS FOR OIL STORAGE APL Standard 650

APPENDIX J-SHOP-ASSEMBLED STORAGE TANKS (Summary of major requirements)

SCOPE

This appendix provides design and fabrication requirements for vertical storage tanks in sizes that permit complete shop assembly and delivery to the installation site in one piece. Storage tanks designed on this basis are not to exceed 20 feet in diameter.

MATERIALS

The most commonly used plate materials of those permitted by this standard: A36,A283 C, A285 C, A 516-55,A516-60.

WELDED JOINTS

As described in Appendix A (see preceeding page) with the following modifications:

Lap-welded joints in bottoms are not permissible.

All shell joints shall be full penetration, butt-welded without the use of backup bars.

Top angles shall not be required for flanged roof tanks.

Joints in bottom plates shall be full penetrations butt-welded.

Flat bottoms shall be attached to the shell by continuous fillet weld laid on each side of the shell plate.

BOTTOM DESIGN

All bottom plate shall have a minimum thickness of $\frac{1}{4}$ inch. Bottoms may be flat or flat-flanged.

Flat bottoms shall project at least 1 inch beyond the outside diameter of weld attaching the bottom shell.

SHELL DESIGN

Shell plate thickness shall be designed with the formula: (for notations see Appendix A on the preceeding page.}

$$
t = \frac{(2.6)(D)(H-1)(G)}{(E)(21,000)} + C.A.
$$

but in no case shall the nominal thickness be less than:

ROOF DESIGN

Roofs shall be self supporting cone or dome and umbrella roofs. See Appendix A
for design formulas.

TESTING

Apply 2 to 3 pounds per square inch internal pressure. For tanks with a diameter of 12 feet or less, a maximum pressure of 5 psig shall be used.

SIGN

Summary of Major Requirements of PIPING CODES

(Continued from facing page)

DESIGN

NOTATION

- α = factor depending on ratio of length and height of tank, H/L (See Table)
- $E =$ modulus of elasticity, psi.; 30,000,000 for carbon steel
- $G =$ specific gravity of liquid
- $H =$ height of tank, in
- $I =$ moment of inertia, in.⁴
 $I =$ maximum distance bet
- = maximum distance between supports, inches
- $L =$ length of tank, nches
-
- R = reaction with subscripts indicating the location, lb./in.
 S = stress value of plate, psi. as tabulated in Code, Tables $=$ stress value of plate, psi. as tabulated in Code, Tables UCS - 23
- $t =$ required plate thickness, inches
-
- t_a = actual plate thickness, inches t_b = required plate thickness for t $=$ required plate thickness for bottom, inches
- t_8 = actual thickness of bottom, inches w = load perunit of length lb./in.
- $=$ load perunit of length lb./in.
- *y* = deflection of plate, inches

RECTANGULAR TANKS **EXAMPLES**

DESIGN DATA

Capacity of the tank: 600 gallon = 80 cu. ft. approximately Content: water; $G = 1$ Content: water; G = 1
The side of a cube-shaped tank for the designed capacity: $\sqrt[3]{80}$ = 4.31 ft. Preferred proportion of sides: $L = 4.31 \times 1.5 = 6.47 \text{ ft.} = 78 \text{ inches}$ $H = 4.31 \times .667 = 2.87 \text{ ft.} = 34 \text{ inches}$ Width of the tank $4.31 \text{ ft.} = 52 \text{ inches}$ $S = 15,700$, using SA 285 C material Corrosion allowance: 1/16 in. $H/L = 34/78 = 0.43$; $\beta = 0.063$

REQUIRED PLATE THICKNESS

$$
t = 78 \sqrt{\frac{0.063 \times 34 \times 10.036 \times 1}{15,700}} = 0.1729 \text{ in.}
$$

 $+0.0625$ corr. allow = 1/4 in.

STIFFENING FRAME

W $\frac{0.036 \times 1 \times 34^2}{2} = 20.808$ lb/in 2 $R_1 = 0.3 \times 20.808 = 6.24$ lb/in $R_2 = 0.6 \times 20.808 = 14.57$ lb/in 6.24 X 78⁴ I = 0.214 in4

$$
^{\min} = 192 \times 30,000,000 \times 0.1875 = 0.21
$$

1-3/4 \times 1-3/4 \times 3/16 (.18 in⁴) satisfactory for stiffening at the top of the tank

BOTTOM PLATE WHEN SUPPORTED BY BEAMS if number of beams = 3; $1 = 39$ inches

> $I_b = \frac{39}{1.254 \sqrt{15.700}} = 0.275$ $1.254\sqrt{\frac{13,700}{0.036x1x34}}$ in.,

Or using the plate thickness 0.1875 as calculated above, the maximum spacing for supports:

$$
I = 1.254 \times 0.1875 \sqrt{\frac{15,700}{0.036 \times 1 \times 34}} = 26.63 \text{ in.}
$$

Using 4 beams, $1 = 26$ in.

スウル

RECTANGULAR TANKS WITH INTERMEDIATE HORIZONTAL STIFFENINGS EXAMPLES

DESIGN DATA:

Designed capacity = $1,000$ gallon = 134 cu. ft. (approx.) Content: water $S = 15,700$ psi, using SA 285 C material Corrosion allowance = $\frac{1}{16}$ in.

The side of a cube-shaped tank for the designed capacity: $3 \times 134 = 5.12$ ft. Preferred proportion of sides: $width = 0.667 \times 5.12 = 3.41 \text{ ft}$; approx. 42 inches *length* = $1.500 \times 5.12 = 7.68$ ft; approx. 92 inches $height = 5.12$ ft; approx. 60 inches

For height 60 inches, intermediate stiffening is required.

SPACINGOFSTIFFENINGS:

 $H_1 = 0.6$ *H* = 36 in. *H*₂ = 0.4*H* = 24 in.

REQUIRED PLATE TIDCKNESS:

 $t = 0.3 \times 60 \sqrt{\frac{0.036 \times 1560}{15,700}} = 0.2111 \text{ in.}$

+ corr. allow 0.0625 in. 0.2736 in.

use $\frac{5}{16}$ " plate

LOADS:

 $w = \frac{0.036 \times 1 \times 60^2}{2} = 64.8 \text{ lb/in.}$

 $R_1 = 0.06w = 3.89 \text{ lb.}/\text{in.}$ $R_2 =$

$$
2 = 0.3w = 19.44
$$
 lb./in.

MINIMUMMOMENTOFINERTIAFORSTIFFENINGS:

$$
I_1 = \frac{3.89 \times 92^4}{192 \times 30,000,000 \times 0.25} = 0.4690 \text{ in.}^4
$$

$$
I_2 = \frac{19.44 \times 92^4}{192 \times 30,000,000 \times 0.25} = 0.967 \text{ in.}^4
$$

CORROSION

Vessels or parts of vessels subject to thinning by corrosion, erosion or mechanical abrasion shall have provision made for the desired life of the vessel by suitable increase in the thickness of the material over that determined by the design formulas, or by using some other suitable method for protection (Code UG-25b).

The Code does not prescribe the magnitude of corrosion allowance except for vessels with a required minimum thickness of less than 0.25 in. that are to be used in steam, water or compressed air service, shall be provided with corrosion allowance of not less than one-sixth of the required minimum thickness. The sum of the required minimum thickness and corrosion allowance need not exceed $\frac{1}{4}$ in. This requirement does not apply to vessel parts designed with no x-ray examination or seamless vessel parts designed with 0.85 joint efficiency. (Code UCS-25).

For other vessels when the rate of corrosion is predictable, the desired life of the vessel will determine the corrosion allowance and if the effect of the corrosion is indeterminate, the judgment of the designer. A corrosion rate of 5 mils per year $(1/16$ in. = 12 years) is usually satisfactory for vessels and piping.

The desired life time of a vessel is an economical question. Major vessels are usually designed for longer (15-20 years) operating life time, while minor vessels for shorter time $(8-10 \text{ years})$.

The corrosion allowance need not be the same thickness for all parts of the vessel if different rates of attack are expected for the various parts (Code UG-25 c).

There are several different methods for measuring corrosion. The simplest way is the use of telltale holes (Code UG-25 e) or corrosion gauges.

Vessels subject to corrosion shall be supplied with drain-opening (Code UG-25 f).

All pressure vessels subject to internal corrosion, erosion, or mechanical abrasion shall be provided with inspection opening (Code UG-46).

To eliminate corrosion, corrosion resistant materials are used as lining only, or for the entire thickness of the vessel wall.

The rules oflining are outlined in the Code in Part UCL, Appendix F and Par. UG-26.

The vessel can be protected against mechanical abrasion by plate pads which are welded or fastened by other means to the exposed area of the vessel.

In vessels where corrosion occurs, all gaps and narrow pockets shall be avoided by joining parts to the vessel wall with continuous weld.

Internal heads may be subject to corrosion, erosion or abrasion on both sides.

N9ISEO
SELECTION OF CORROSION RESISTANT MATERIALS

The tabular information on the following pages is an attempt to present a summarized analysis of existing test data. It is necessarily brief and, while the utmost precautions have been taken in its preparation, it should not be considered as infallible or applicable under all conditions. Rather, it should be looked upon as a convenient tool for use in determining the degree of safety which various materials are capable of providing and in narrowing down the field of investigation required for final selection. This particularly applies where failure due to corrosion may produce a hazardous situation or result in expensive down-time.

Footnotes have been generously used to explain and further clarify information contained in this table. It is most important that these notes be carefully read when using the table.

In rating materials, the letter "A" has been used to indicate materials which are generally recognized as satisfactory for use under the conditions given. The letter "F" signifies materials which are somewhat less desirable but which may be used where a low rate of corrosion is permissible or where cost considerations justify the use of a less resistant material. Materials rated under the letter "C" may be satisfactory under certain conditions. Caution should be exercised in the use of materials in this classification unless specific information is available on the corroding medium and previous experience justifies their use for the service intended. The letter "X" has been used to indicate materials generally recognized as not acceptable for the service.

Information on metals has been obtained from the International Nickel Company, the Dow Chemical Company, the Crane Company, the Haynes-Stellite Company, "Corrosion Resistance of Metals and Alloys" by McKay & Worthington, "Metals and Alloys Data Book" by Samuel L. White, "Chemical and Metallurgical Engineering" and "The Chemical Engineers' Handbook," Third Edition by McGraw-Hill.

NOTES- GASKET MATERIALS

- I. The generally accepted temperature limit for a good grade compressed asbestos sheet, also called asbestos composition sheet, is 7SOOF. However, some grades are successfully used at consider-able higher temperatures. This type of sheet is used for smooth flanges. For rough flanges, gaskets cut from asbestos-metallic sheet or formed by folding asbestos-metallic cloth are pre-ferred. The latter ,and gaskets cut from felted asbestos sheet, are indicated for flanges when bolt pressures are necessarily limited because of the type of flange meterial.
- II. Data from the Pfaulder Company are given from the special point of view of the suitability of the gasket material for use with glass·lined steel equipment.
- III. Data in this column apply specifically to Silastic 181, a special silicone rubber for use in gasketing produced by Dow-corning Corporation.
- IV. Fiberglas fabric filled with Silastic silicone rubber (polysiloxane elastomer) has a usable compressibility of about 20 per cent and shows the chemical resistance cited here over the temperature range from -85 to 3920F. For Fiberglas fabric filled with chemically resistant synthetic rubber, the temperature range is approximately -40 to 2570F. Both the silicone rubber and the ordinary synthetic rubber are available as gasket materials in which the reinforcing fabric is a metal cloth (brass, aluminum, iron, stainless steel). The chemical properties of these constructions are the same as those given here for the Fiberglas-reinforced material, with the properties of the metal in the cloth imposed upon them. The metal-cloth construction for increased mechanical strength and electrical conductivity.
- V. Teflon is the DuPont trade-name for polymerized tetrafluorethylene. It is completely inert in the presence of all known chemicals. It is not affected by any known solvent or combination of solvents. It is chemically sta similar joint.
- * Sources of Data: A Armstrong Cork Co.; C -Connecticut Hard Rubber Co.; D ·Dow-Corning Corp.; E - E. I. DuPont de Nemours & Co.; J - Johns-Manville Corp.; P - The Pfaudler Co.; S- Stanco Distributors, Inc.; U- United States Rubber Co.

Information on gasket materials compiled by McGraw-Hill, "Chemical Engineers Handbook," Third Edition.

CHEMICAL RESISTANCE OF METALS

Caution: Do not use table without reading footnotes and text.

Resistance Ratings: $A = Good$: $F = Fair$: $C =$ Caution – depends on conditions; $X = Not recommended.$

Notes continued on opposite page

- 1. In absence of oxygen.
2. 125° maximum.
-
-
-
- 2. 12 maximum.
3. All percents; 70°.
4. To boiling.
5. 5% room temperature.
6. To 122°.
- 0. 10 122.

7. Iron and steel may rust considerably in

presence of water and air.

8. High copper alloys probibited by Codes;

yellow brass acceptable.

9. Hastelloy "C" recommended to 105°.
-
-
- 10. Where color is not important. Do not use with c.p. acid.
- 11. Room temperature to 212°. Moisture inhibits attack.
- 12. Gas; 70°.
13. To 500°.
-
- 14. Hastelloy "C" at room temperature.
15. Room temperature to 158°.
16. At room temperature.
-
-
- 17. Where discoloration is not objectionable.
18. 5% maximum; 150° maximum.
19. Satisfactory vapors to 212°.
	-
	-

CHEMICAL RESISTANCE OF GASKETS (SEE CHEMICALS ON OPPOSITE PAGE) Resistance Ratings: Same as facing page

*See text at the front page of these tables.

- 20. Highly corrosive to nickel alloys at elevated temperatures. Recommendation applies to "dry" gas at ordinary temperatures.
plies to "dry" gas at ordinary temperatures.
48% – boil at 330°.
- 21. 22. Room temperature - over 80%.
- 23. Not for temperatures over 390°F.
24. Up to 140°F.
-
- 25. Up to 200°F.
-
- 26. Up to $176^{\circ}F$.
- 27. 10% maximum; boiling.
- 28. 50%; 320°.
- 29. Do not use if iron contamination is not

permissible.

- 30. 10% room temperature.
31. Hot.
	-
- 32. Unsatisfactory for hot gases.
33. Hastelloy "C" to 158°.
	-
	- 34. Room temperature to 158°. Corrosion in-
creases with increase in concentration as well as temperature.
	-
- 35. Dilute at room temperature.
36. Attack increases when only partially submerged; fumes very corrosive.
37. Hastelloy "C" to 212°.
	-

Notes continued on opposite page

- 1. In absence of oxygen.
2. 125^e maximum.
3. All percents; 70^e.
4. To boiling.
-
-
-
- 5. 5% room temperature.
6. T_0 122^o.
-
- 0. 10 122.

7. Iron and steel may rust considerably in

presence of water and air.

8. High copper alloys probibited by Codes;

yellow brass acceptable.

9. Hastelloy "C" recommended to 105°.
-
-
- 10. Where color is not important. Do not use with c.p. acid.
- 11. Room temperature to 212°. Moisture inhibits attack.
- 12. Gas; 70°.
13. To 500°.
- 14. Hastelloy "C" at room temperature.
- 15. Room temperature to 158°.
-
- 16. At room temperature.

17. Where discoloration is not objectionable.

17. Where discoloration is not objectionable.

19. Satisfactory vapors to 212⁸.
-
-

CHEMICAL RESISTANCE OF GASKETS (SEE CHEMICALS ON OPPOSITE PAGE)
Resistance Ratings: Same as facing page

Notes continued on opposite page

- 1. In absence of oxygen.

2. 125° maximum.

3. All percents; 70°.

4. To boiling.
-
-
-
- 5. 5% room temperature.
6. To 122° .
-
- 0. 10 122.

7. Iron and steel may rust considerably in

presence of water and air.

8. High copper alloys probibited by Codes;

yellow brass acceptable.

9. Hastelloy "C" recommended to 105°.
-
-
- 10. Where color is not important. Do not use
with c.p. acid.
- 11. Room temperature to 212°. Moisture inhibits attack.
-
- 12. Gas; 70°.
13. To 500°.
- 14. Hastelloy "C" at room temperature.
15. Room temperature to 158°.
-
- 16. At room temperature.
- 17. Where discoloration is not objectionable.
18. 5% maximum; 150° maximum.
19. Satisfactory vapors to 212°.
-
-

CHEMICAL RESISTANCE OF GASKETS (SEE CHEMICALS ON OPPOSITE PAGE) Resistance Ratings: Same as facing page

Rubber Miscellaneous Asbestos $\overline{\text{Woven}}$ $\overline{\text{Comp.}}$ Rubber Rubber White (comp. or woven) (comp. or woven)^I Bonded Frictioned Elastomer^{IV} Rubber IV White (Neoprene)^I (Neoprene)^{II} White (Neoprene) Sheet Cork Composition White (Buna-S)II Compressed sheet Glass Fabric and
Silicone Elastom hue $(Buty)$ II Blue (Butyl)^{II} Glass Fabric a
Synthetic Rul Plant-Fiber Silicone_{III} Neoprene Teflon^{II} Buna-N Thiokol Natural $\boldsymbol{\omega}$ Butyl Blue Blue¹ $\frac{1}{2}$ \mathbb{R} \overline{m} $\overline{\mathtt{U}}$ $\overline{\mathbf{P}}$ $\overline{\texttt{P}}$ $\overline{\mathbf{P}}$ ับ $\overline{\mathbf{A}}$ U $\overline{\mathtt{U}}$ $\overline{\mathtt{U}}$ \bar{D} $\mathbf C$ $\mathbf C$ \overline{A} A $\overline{\textbf{P}}$ $\overline{\mathbf{P}}$ $\bf P$ $\overline{\mathbf{P}}$ $\overline{\ast}$ Ü J XXXAAAXAAAXXXAAAAXXAAXXAAAXX $\mathbf x$ \overline{F} Ċ FCCXCFAAA-A CCCCACA XXXXACCCC - - XXX XXXXACCCC - - XXX - A - XCCA -FCCXCFAAA IFXXXFFFCCAA $\overline{\mathbf{A}}$ **ACCXACAAAACAFAXCXFXAACAAAA** CCCCACAAA - IXCX IA ICACA I IAA CCCCACAAA - - XCX XXXXACCCC - - XXX \overline{A} ... AACXCCC - - C - - - - - CC \overline{A} \overline{A} COXCAAAA 1 AXXXA 1 AACAAAAAA Ä **AFXAFAFAAAXXXCFAFFCAAAA AAXCXAAA** $\frac{-}{-}$ $\frac{-}{A}$ L — Ä A **AAAACACAAXXXAXAAXAAAAACA** \overline{a} \overline{C} A \overline{A} A \overline{A} **AFAFFAAAXXXAFACXXXAFXF** \overline{A} $\frac{1}{1}$ À \mathbf{A} \overline{A} \overline{A} \hat{A} A \overline{A} A -CACCXAAAAA \overline{a} $-\frac{1}{X}$ $\frac{1}{X}$ $-XCAC - FXCAA$ $-\frac{1}{A}$
A
A
A **FXXXFFFCCAA - CAAA** A A A $\frac{1}{A}$ A \overline{A} \overline{A} $- A - X C C A - - A$ A $\overline{\mathbf{A}}$ $\overline{}$ \overline{C} A \overline{C} A $\overline{\overline{c}}$ \bar{x}
CC
A A A $\overline{\mathbf{A}}$ $\begin{matrix} A \\ C \\ A \end{matrix}$ A \overline{A} \overline{A} \overline{A} \overline{A} \overline{A} $\frac{1}{1}$ A $-X A A$ $\overline{}$ $\frac{1}{2}$ $\overline{}$ \overline{C}
A
A A A A A \bar{A} \overline{A} Ä A $\overline{\mathbf{A}}$ A A \overline{A} A $\overline{\mathbf{A}}$ $\overline{\mathbf{A}}$ A Λ \overline{A} \mathbf{A} A A <u>...</u> AC AC C \overrightarrow{A} $\frac{1}{c}$ $\overline{\mathbf{A}}$ $\frac{A}{X}$ $\begin{matrix} A \\ C \\ C \end{matrix}$ A $\overline{\overline{A}}$ A A $\frac{\lambda}{C}$ A A .
C \overline{A} A A \overline{A} A A A $\overline{\mathbf{A}}$ A A A A Ä A A A A A A F the front page $\overline{\text{of}}$ these tables. $*_{See}$ text at 20. Highly corrosive to nickel alloys at ele-
vated temperatures. Recommendation ap-
plies to "dry" gas at ordinary temperatures.
21. 48% – boil at 330°. permissible. 30. 10% - room temperature. Hot. 31. Unsatisfactory for hot gases.
Hastelloy "C" to 158° $32.$ Room temperature - over 80% $33.$ $22.$ Room temperature to 158°. Corrosion in-Not for temperatures over 390°F.
Up to 140°F. 34. 23 creases with increase in concentration as 24. Up to $200^{\circ}F$. well as temperature. 25.

Up to $176^{\circ}F$.

 50% ; 320° .

10% maximum; boiling.

Do not use if iron contamination is not

26.

27.

28.

29.

35. Dilute at room temperature.

- 36. Attack increases when only partially sub-
and the set of the sub-
	-

SH

Notes continued on opposite page

- 1. In absence of oxygen.
2. 125° maximum.
-
-
-
- 2. 123 maximum.

3. All percents; 70°.

4. To boiling.

5. 5% room temperature.

6. To 122°.
-
- 7. Iron and steel may rust considerably in
presence of water and air,
- gresence of water and air,
8. High copper alloys prohibited by Codes;
yellow brass acceptable.
9. Hastelloy "C" recommended to 105°.
-
- 10. Where color is not important. Do not use with c.p. acid.
- 11. Room temperature to 212°. Moisture inhibits attack.
-
-
- n nous annum.

13. To 500°.

14. Hastelloy "C" at room temperature.
- 15. Room temperature to 158°.
-
- 15 Accompaname to 150
16. At room temperature.
17. Where discoloration is not objectionable.
18. 5% maximum; 150° maximum.
10. Satisfacement 150° maximum.
-
- 19. Satisfactory vapors to 212°.

CHEMICAL RESISTANCE OF GASKETS (SEE CHEMICALS ON OPPOSITE PAGE)

Resistance Ratings: Same as facing page

26. *Up to 176* \degree F.

20. 06. 10. 1.
27. 10% maximum; boiling.
28. 50%; 320°.
29. Do not use if iron contamination is not

- 32. Unsatisfactory for hot gases.
33. Hastelloy ''C'' to 158°.
34. Room temperature to 158°. Corrosion in-22. Koom competante – over 80%.
23. Not for temperatures over 390°F.
24. Up to 140°F.
25. Up to 200°F. creases with increase in concentration as
	- well as temperature.
		-
		- 25. Dilute at room temperature.
36. Attack increases when only partially sub-
merged; fumes very corrosive.
37. Hastelloy "C" to 212°.
		-

PIPE AND TUBE BENDING *

In bending a pipe or tube, the outer part of the bend is stretched and the inner section compressed, and as the result of opposite and unequal stresses, the pipe or tube tends to flatten or collapse. To prevent such distortion, the common practice is to support the wall of the pipe or tube in some manner during the bending operation. This support may be in the form of a filling material, or, when a bending machine or fixture is used, an internal mandrel or ball-shaped member may support the inner wall when required.

MINIMUM RADIUS: The safe minimum radius for a given diameter, material, and method of bending depends upon the thickness of the pipe wall, it being possible, for example, to bend extra heavy pipe to a smaller radius than pipe of standard weight. As a general rule, wrought iron or steel pipe of standard weight may readily be bent to a radius equal to five or six times the nominal pipe diameter. The minimum radius for standard weight pipe should, as a rule, be three and one-half to four times the diameter. It will be understood, however, that the minimum radius may vary considerably, depending upon the method of bending. Extra heavy pipe may be bent to radii varying from two and one-half times the diameter for smaller sizes to three and one-half to four times the diameter for larger sizes.

Standard Pipe **Extra Heavy Pipe**

MINIMUM RADIUS

*From Machinery's Handbook, 1969 Industrial Press, Inc.- New York

DESIGN

PIPE ENGAGEMENT LENGTH OF THREAD ON PIPE TO MAKE A TIGHT JOINT Nominal Dimension Nominal
Pipe A Pipe Pipe A Pipe
Size inches Size inches Dimension A inches

 $1/8$ 1/4 3-1/2 $1/4$ $3/8$ 4

 $\frac{1}{1}$ 11/16 10 $1-1/4$ 11/16 12 $1-1/2$ 11/16

> 3 1 DIMENSIONS DO NOT ALLOW FOR VARIATION IN TAPPING OR THREADING

2 $\frac{3}{4}$ $2-1/2$ 15/16

DRILL SIZES FOR PIPE TAPS

1-1/16

1-1/8

1-1/4 1-5/16 1-7/16 1-5/8

1-3/4

Note: $w =$ developed width (length) of blank, $t =$ metal thickness, $r =$ inside radius of bend.

EXAMPLE: Carbon steel bar bent at two places.

The required length of a 1/4 in. thick bar bent to 90 degrees with 1/4 in inside radius as shown above when the sum of dimensions a, b and c equals 12 inches, is $12 - (2 \times 0.476) = 11.048$ inches

MINIMUM RADIUS FOR COLD BENDING:

The minimum permissible inside radius of cold bending of metals when bend lines are transverse to the direction of the final rolling, varies in terms of the thickness, t from 1-1/2 t up to 6 t depending on thickness and ductility of material.

When bend lines are parallel to the direction of the final rolling the above values may have to be approximately doubled.

IN THE PRACTICE THERE ARE SEVERAL DIFFERENT WAYS OF DETAILING PRESSURE VESSELS. BY MAKING THE DRAWINGS ALWAYS WITH THE SAME METHOD, CONSIDERABLE TIME CAN BE SAVED AND ALSO THE POSSIBILITIES OF ERRORS ARE LESS. THE RECOMMENDED METHOD IN THE FOLLOWING PROVED PRACTICAL AND GENERALLY ACCEPTED. HORIZONTAL VESSELS Ref. line **End View** \sum_{Saddle} ELEVATION Saddle GENERAL SPECIFICA-TIONS MISCELLANEOUS DETAILS TITLE BLOCK centerlines. D. Locate davit. M saddles. $N1$ $\frac{C_1}{A}$ $\frac{C}{A}$ Hold C2
B $N₂$ saddles. END VIEW

PRESSURE VESSEL DETAILING

- A. Select the scale so that all openings, seams, etc., can be shown without making
the picture overcrowded the picture overcrowded
or confusing.
- B. Show right-end view if necessary only for clarity because of numerous connections, etc., on heads. In this case it is not necessary to show on both views the connections etc., in shell.
- C. Show the saddles separate- ly, if showing_ them on the end view woUld overcrowd the picture. On elevation show only a simple pic- ture of saddle and 1he
- E. Locate name plate.
- F. Locate seams, after every-
thing is in place on eleva-
tion. The seams have to clear nozzles, lugs and
- G. Show on the elevation and end view a simple picture of openings, internais, etc., if a separate detail has to be made for these.
- H. Dimensioning on the ele-vation drawmg. All locations shall be shown with tailed dimensions measured from the reference line. The distance from ref. line to be shown for one saddle only. The other saddle shall be located showing the dimension between the anchor bolt holes of the
- I. Two symbolic bolt holes
shown in flanges make
clear that the holes are straddling the parallel lines
with the principal center-
lines of vessel.

- A. Select the scale so that all openings, trays, seams, etc., can be shown without making the picture overcrowded or confusing.
- B. If the vessel diameter is unproportionally small to the length, draw the width of the vessel in a larger scale to have space enough for all details.
- C. The orientation is not a top view, but a schematic information about the location of nozzles, etc.
- D. Show the orientation so rotated that the down-
comers on the elevation can be shown in their true
- All loca-E. Dimensioning. tions on the elevation drawing shall be shown tailed dimensions measured from the refer-
- F. Locate long seams, after everything is in place on elevation.
- G. Mark vessel centerlines w/ degrees: 0° , 90° , 180° , 270° and use it in the same position on all other orientations.

COMMON ERRORS in detailing pressure vessels

A. Interferences

Openings, seams, lugs, etc. interfere with each other. This can occur:

- 1. When the location on the elevation and orientation is not checked. The practice of not showing openings etc. on the elevation in their true position, may increase the probability of this mistake.
- 2. The tail dimensions or the distances between openings on the orientation do not show interference, but it is disregarded, that the nozzles, lugs etc., have certain extension. Thus it can take place that:
	- a. Skirt access opening does not clear the anchor lugs.
	- b. Ladder lug interferes with nozzles.
	- c. The reinforcing pads of two nozzles overlap each other.
	- d. Reinforcing pad covers seam.
	- e. Vessel-davit interferes with nozzles. This can be overlooked especially if the manufacturer does not furnish the vessel-davit itself, but the lugs only.
	- f. Lugs, open:"ags, etc. are on the vessel seam.
	- g. There is no room on perimeter of the skirt for the required number of anchor lugs.

Particular care should be taken when ladder, platform, vessel-davit etc., are shown on separate drawings, or more than one orientations are used.

B. Changes.

Certain changes are necessary on the drawing which are carried out on the elevation, but not shown on the orientation or reversed. Making changes, it is advisable to ask the question: "What does it affect?"

For example:

The change of material affects: Bill of material

Schedule of openings General specification Legend The change of location affects: Orientation Elevation

> Location of internals Location of other components.

- C. Showing O.D. (outside diameter) instead of I.D. (inside diameter) or reversed.
- D. Dimensions shown erroneously: 1'-0" instead of I 0" 2~0'instead of 20"etc.
- E. Overlooking the requirement of special material

PRESSURE VESSEL DETAILING (cont.)

GENERAL SPECIFICATIONS

VESSEL TO BE CONSTRUCTED IN STRICT ACCORDANCE WITH THE LATEST EDITION OF THE ASME CODE SECTION VIII. DIV. I. FOR PRESSURE VESSELS AND IS TO BE SO STAMPED. INSPECTION BY COMMERCIAL UNION INSURANCE CO. OF AMERICA.

Detailing openings as shown on the opposite page with data exemplified in the schedule of openings below, eliminates the necessity of detailing every single opening on the shop drawing.

TRANSPORTATION OF VESSELS

Shipping capabilities and limitations.

1. TRANSPORTATION BY TRUCK.

The maximum size of loads which may be carried without special permits

a. weight approximately 40.000 lbs.

b. width of load 8 ft., 0 in.

c. height above road 13 ft., 6 in. (height of truck 4 ft., 6 in. to 5 ft., 0 in.)

d. length of load 40 ft., 0 in.

Truck shipments over 12 ft., 0 in. width require escort. It increases considerably the costs of transportation.

2. TRANSPORTATION BY RAILROAD.

Maximum dimensions of load which may be carried without special routing.

a. width of load 10 ft., 0 in.

b. height above bed of car 10 ft., 0 in.

With special routing, loads up to 14 ft., 0 in. width and 14 ft., 0 in. height may be handled.

PAINTING OF STEEL SURF ACES

PURPOSE

The main purpose of painting is the preservation of a steel surface. The paint retards the corrosion 1., by preventing the contact of corrosive agents from the vessel surface and 2., by rust inhibitive, electro-chemical properties of the paint material.

The paints must be suitable to resist the effects of the environment, heat, impact, abrasion and action of chemicals.

SURFACE PREPARATION

The primary requisite for a successful paint job is the removal of mill scale, rust, dirt, grease, oil and foreign matter. Mill scale is the bluish-gray, thick layer of iron oxides which forms on structural steel subsequent to the hot rolling operation. If the mill scale is intact and adheres tightly to the metal, it provides protection to the steel, however, due to the rolling and dishing of plates, completely intact mill scale is seldom encountered in practice.

If mill scale is not badly cracked, a shop primer will give long life in mild environments, provided that the loose mill scale, rust, oil, grease, etc. are removed.

ECONOMIC CONSIDERATIONS

The selection of paint and surface preparation beyond the technical aspects is naturally a problem of economics.

The cost of paint is normally 25-30% or less of the cost of painting a structure, thus the advantage of using high quality paint is apparent. Sixty percent or more of the total expense of a paint job lies in the surface preparation and the cost of preparation to different degrees is varying in a proportion of 1 to 10-12. For example, the cost of sandblasting is about 10-12 times higher than that of the hand wire brushing. The cost of surface preparation should be balanced against the increased life of the vessel.

SELECTION OF PAINT SYSTEMS

The tables on the following pages serve as guides to select the proper painting system and estimate the required quantity of paint for various service conditions. The data tabulated there have been taken from the Steel Structures Painting Council's specifications and recommendations.

Considering the several variables of painting problems, it is advisable to request the assistance of paint manufacturers.

SPECIAL CONDITIONS

ABRASION

When the painting must resist abrasion, the good adhesion of the coating is particularly important. For maximum adhesion, blast cleaning is the best and also pickling is satisfactory. Pretreatments such as hot phosphate or wash primer are excellent for etching and roughening the surface.

Urethane coatings, epoxies and vinyl paints have very good abrasion resistance. Zincrich coating, and phenolic paints are also good. Oleoresinous paints may develop much greater resistance by incorporation of sand reinforcement.

HIGH TEMPERATURE

Below temperatures of 500-600^oF to obtain a good surface for coating, hot phosphate treatment is satisfactory. Above $500-600^{\circ}$ F a blast cléaned surface is desirable.

Recommended Paints:

CORROSIVE CHEMICALS

See tables I and V for the selection of paint systems.

THE REQUIRED QUANTITY OF PAINT

Theoretically, one gallon of paint covers 1600 square feet surface with 1 mil (0.001 inch) thick coat when it is wet.

The dry thickness is determined by the solid (non volatile) content of the paint, which can be found in the specification on the label, or in the supplier's literature.

If the content of solids by volume is, for example, 60%, then the maximum dry coverage (spreading rate) theoretically will be $1600 \times .60 = 960$ square feet.

THE CONTENT OF SOLIDS OF PAINTS BY VOLUME %

In practice, especially with spray application, the paint never can be utilized at 100 percent. Losses due to overspray, complexity of surface (piping, etc.) may decrease the actual coverage to 40-60%, or even more.

*Four coats are recommended in severe exposures **The dry film thickness of the wash coat 0.3-0.5 mils.

PAINTING

TABLE IV, PAINTS

CHECK LIST FOR INSPECTORS

CHECK LIST FOR INSPECTORS *(continued)* $OC | AI$ d) Is a Welder's Log and Qualification Directory kept up-to-date and available? .. e) Are WPS, PQR, & WPQ forms correct and signed? f) Are welders properly qualified for thickness, position, pipe diameter and welding with no backing (when required)? g) Is sub-arc flux, electrodes and shielding gas(es) used the same as specified on applicable WPS? ... h) Do weld sizes (fillet $\&$ butt weld reinforcement) comply with drawing and Code requirements? i) Is welder identification stamped or recorded per QC Manual and/or Code requirements? .. 7. Non-Destructive Examination & Calibration: a) Are SNT-TC-1A qualification records with current visual examination available for all RT technicians used? b) Do film reader sheets or check off records show film interpretation by a SNT-TC Level I or II examiner or interpreter?*.* -:.~.-*.....*.. c) Are the required number of film shots in the proper locations for the joint efficiency and welders used (UW-11, 12, & 52)? .. d) Is an acceptable PT and/or MT procedure and personnel qualified and certified in accordance with Sec. VIII, Appendix 6 or 8 available? ... e) Is the PT material being used the same as specified in the PT procedure? .. f) Do all radiographs comply with identification, density, penetrameter, and acceptance requirements of Sect. VIII and V? .. g) For B31.1 fabrication, is a visual examination procedure and certified personnel available? h) Are tested gases marked or identified and calibrated as stated in QC Manual? .. i) Is a calibrated gage size per UG-102 available for demo vessel? ..

ABBREVIATIONS:

PART II. **GEOMETRY AND LAYOUT OF PRESSURE VESSELS**

LAYOUT

LAYOUT

EXAMPLES

(See formulas on the facing page.)

EXAMPLES

(See formulas on the facing page.)

CIRCLE: Given: Radius $r = 6$ in. Find Area: $A = r^2 \times \pi = 6^2 \times 3.1416 = 113.10$ sq. in. or $A = d^2 \times 0.7854 = 12^2 \times 0.7854 = 113.10$ sq. in. Circumference $C = d \times \pi = 12 \times 3.1416 = 37.6991$ in. The length of arc for an angle, if $\alpha = 60^\circ$ *Arc* = 0.008727 $d \times \infty = 0.008727 \times 12 \times 60 = 6.283$ in. CIRCULAR SECTOR: Given: Radius $r = 6$ in. Angle = 60° Find Area: $A = r^2 \pi \times \frac{\infty}{360} = 6^2 \pi \times \frac{60}{360} = 18.85 \text{ sq. in.}$ Arc $a = \frac{r \times \alpha \times 3.1416}{180} = \frac{6 \times 60 \times 3.1416}{180} = 6.283$ in. Angle $\alpha = \frac{57,296 \times a}{r} = \frac{57,296 \times 6.283}{6} = 60^{\circ}$ CIRCLULAR SEGMENT: Given: Radius $r = 6$ in. Angle $\infty = 90^{\circ}$ FindArea: *A* Area of sector $r^2 \pi \times \frac{\alpha}{360} = 6^2 \times 3.1416 \times \frac{60}{360} = 28.274$ sq. in. Minus area of triangle = 18.000 sq. in. Area of segment $A = 10.274$ sq. in. Chord $c = 2r \times \sin{\frac{\infty}{2}} = 2 \times 6 \times \sin{\frac{90}{2}} = 2 \times 6 \times 0.7071 = 8.485$ in. ELLIPSE: Given: Half axis, $a = 8$ in. and $b = 3$ in. Find: Area $A = \pi \times a \times b = 3.1416 \times 8 \times 3 = 75.398$ in. Perimeter $P = 3.1416 \sqrt{2(a^2 + b^2)} = 3.1416 \sqrt{2(8^2 + 3^2)}$ = $3.1416 \sqrt{146} = 37.96 \text{ in.}$ ELLIPSE: Given: Half-axis, $a = 8$ in. and $b = 4$ in., then $C = \frac{a}{b} = \frac{8}{4} = 2$, $x = 6$ in. Find: $Y = \frac{\sqrt{a^2 - x^2}}{C} = \frac{\sqrt{8^2 - 6^2}}{2} = \frac{\sqrt{64 - 36}}{2} = \frac{\sqrt{28}}{2} = \frac{5.2915}{2} = 2.6457 \text{ in.}$ $X = \sqrt{a^2 - (2C \times y^2)} = \sqrt{8^2 - (2 \times 2 \times 2.6457^2)} = \sqrt{64 - 4 \times 7} = \sqrt{36} = 6$ in. EXAMPLE: How many $\frac{1}{4}$ in. ϕ holes have same areas as a 6 in. diam. pipe? $N = (D/d)^2 = (6/0.25)^2 = 24^2 = 576$ holes Area of 6 in. ϕ pipe = 28,274 in.² Area of 576, $\frac{1}{4}$ in. ϕ holes = 28,276 in.²

LAYOUT

EXAMPLES

(See formulas on the facing page.)

- 5. Calculate the length of the chords C_1, C_2, C_3 , etc. using Factor, C from table "Segments of Circles for Radius = 1 on page 290.
- 6. Calculate the lengths of S_1 , S_2 , etc. and S_1^* , S_2^* , etc.

LUOYAL

OPTIMUM VESSEL SIZE*

To build a vessel of a certain capacity with the minimum material, the correct ratio of length to diameter shall be determined.

The optimum ratio of length to the diameter can be found by the following procedure: (The pressure is limited to 1000 psi and ellipsoidal heads are assumed)

Enter chart on facing page at the left hand side at the desired capacity of the vessel. Move horizontally to the line representing the value of F . From the intersection move vertically and read the value of D.

The length of vessel = $\frac{4V}{\pi D^2}$, where $V =$ Volume of vessel, cu. ft.
 $D =$ Inside diameter of vessel, ft.

EXAMPLE Design Data: $P = 100 \text{ psi}, V = 1,000 \text{ cu}. \text{ ft}, S = 16,000 \text{ psi}, E = 0.80, C = 0.0625 \text{ in}.$ Find the optimum diameter and length

$$
F = \frac{100}{0.0625 \text{ x } 16,000 \text{ x } 0.8} = 0.125 \text{ in.}^{-1}
$$

From chart $D = 5.6$ ft., say 5 ft. 6 in.

Length =
$$
\frac{4 \times 1,000}{3.14 \times 5.5^2}
$$
 = 42.1, say 42 ft. 1 in.

*FROM:

"Nomographs Gives Optimum Vessel Size," by K. Abakians, Originally published in HYDRO-CARBON PROCESSING, Copyrighted Gulf Publishing Company, Houston. Used with permission.

CHART FOR DETERMINING THE OPTIMUM VESSEL SIZE (See facing page for explanation)

EXAMPLE

Determine the required plate size for a 168 in. O.D., 120 in. I.D. ring made of 6 sectors

- 1. D/d = 1.4; $D^2 = 28,224$ sq. in.
- 2. From chart (above) the required area of plate is 50% of the area that would be required for the ring made of one *piece.*
- 3. Area required 28.224 x 0.50 = 14,112 sq. in.
- 4. Divide this area by the required width of plate (facing page). Width $= 0.5$ $x 168 = 84$ 14,112/84 = 167.9 inches, the length of plate.
- 5. Add allowance for flame cut.

Fig. B shows as an example the calculation of *0-4*¹ only (marked *S,*).

If the bottom circle is divided into 12 equal spaces,

$$
C_3 = 2 \text{ R} \times \sin 45^0
$$

$$
S_3 = \sqrt{H^2 + C_3^2}
$$

Where *R* denotes the mean radius of the base circle. See example on the following page.

 S_3

**INTERSECTION OF
I N D E R & P L A N E CYLINDER & PLANE**

When the intersecting plane is not perpendicular to the axis of the cylinder, the intersection is an ellipse.

CONSTRUCTION OF THE INTER-SECTING ELLIPSE

Divide the circumference of the cylinder into equal parts and draw an element at each division point. The major axis of the ellipse is the longest distance between the intersecting points and the minor axis is the diameter of the cylinder. The points of the ellipse can be determined by using the chords of the cylinder spaced by projection as
shown or by calculations as exem-
plified below. With this method With this method may be laid out sloping trays, baffles, down-comers etc. The thick- ness of the plate and the required clearance shall also be taken into consideration.

DEVELOPMENT

The length, **H** is equal to the circumference of the cylinder. Divide this line into the same number of equal parts as the circumference of
the cylinder. Draw an element Draw an element through each division perpendicular to this line. Determine the length of each element as shown or by calculation. By connecting the end points of the elements can be obtained the stretched-out line of the intersection and may be used for cutting out pattern for pipe mitering, etc.

EXAMPLE

for calculation of length of elements.

The circumference of the cylinder is divided into 16 equal parts.

The angle of a section = $22-1/2$ degrees.

The angle of the intersecting plane to the axis of the cylinder $= 40$ degrees.

 $c_1 = r \times cos 22 - 1/2^{\circ}$

 $c_2 = r \times cos 45^\circ$

 $c_3 = r \times \sin 22 - 1/2^{\circ}$

 $a_1 = \frac{h_1}{\sin 40^\circ} a_2 = \frac{h_2}{\sin 40^\circ}$ etc.

of equal diameters with angle of intersection 90°

 $1/4$ OF

into equal parts and draw an element at each division point. The intersecting division point. The intersecting points of the elements determine the line of intersection.

I

 $\frac{1}{2}$ of $\frac{1}{405}$

DEVELOPMENT OF PATTERNS

Draw straight line of equal lengt

circumference of the cylinders. D

lines into the same number of eq

as the circumference of the c

Draw an element through each

perpendicular to these lines. Draw straight line of equal length to the circumference of the cylinders. Divide the lines into the same number of equal parts as the circumference of the cylinders. ctJ :2 Draw an element through each division perpendicular to these lines. Determine the length of each element by projection or calculation. (See example below). By \mathbb{C}_2 connecting the end point of the elements $\begin{array}{c|c}\n\hline\n\text{c}_3 \quad \text{d}\n\end{array}$ the stretched out curve of the intersection

If the circumference of cylinders is divided

 $c_1 = r \sin \alpha$ c_2 = r sin 2 α $c_3 = r \cos \alpha$ $c_4 = r$

 $c_1 = r \sin 30^\circ$ $c_2 = r \cos 30^\circ$ $c_3 = r$

 $1_{2} = \sqrt{R^{2}}$

INTERSECTION OF CYLINDERS

with non intersecting axes

THE LINE OF INTERSECTION

Divide the circumference of the branch cylinder on both views into as many equal parts as necessary for the intended accuracy. Draw an element at each division point. The points of intersection of the corresponding elements determine the line of intersection.

DEVELOPMENT OF PATTERN

Draw a straight line of equal length to the circumference of the branch cylinder and divide it into the same number of equal parts as the cir-
cumference. Draw an element Draw an element through each division perpendicular to the line. Determine the length of the elements by projection or calculation. (See example below). By connecting the end point of the elements the stretched out curve of the intersection can be developed.

The curvature of the hole in the main cylinder is determined by the length of elements c_1, c_2 etc. spacing them at distances $a, b, c, etc.,$ which are the length of arcs on the main cylinder (see elevation).

for calculation of length of elements

Dividing the circumference of the cylinder into 12 equal parts, α = 30^o

$$
c_1 = r \sin 30^\circ
$$

\n
$$
l_1 = \sqrt{R^2 - (r + c_2)^2}
$$

\n
$$
c_2 = r \cos 30^\circ
$$

\n
$$
l_2 = \sqrt{R^2 - (r + c_1)^2}
$$

\n
$$
c_3 = r
$$

\n
$$
l_3 = \sqrt{R^2 - (r - c_1)^2}
$$

\n
$$
l_4 = \sqrt{R^2 - (r - c_1)^2}
$$

\n
$$
l_5 = \sqrt{R^2 - (r - c_2)^2}
$$

INTERSECTION OF CONE AND CYLINDER

THE LINE OF INTERSECTION

Divide the circumference of the cylinder on both views into as many equal parts as necessary for the desired accuracy. Draw an element at each division point. Draw circles on plan view with radius r_1, r_2 , etc. The line of intersection on the plan is determined by the points of intersections of elements and the corresponding circles. Project these points to the elevation. The intersecting points of the projectors and elements will determine the line of intersection
on the elevation. The stretched on the elevation. out curvature of the hole in the cone is to be determined by the length of arcs a_2 , a_3 , etc. transferred from the plan view or calculated as exemplified below. The spacing of arcs a_2 , a_3 , etc. may be obtained as shown or may be calculated. (See example below).

DEVELOPMENT OF PATTERN

Draw a straight line of length equal to the circumference of the cylinder and divide it into the same number of equal parts as the circumference. Draw an element through each division point perpendicular to the line. Determine the length of the elements by projection or by calculating the length of 1_1 , 1_2 , etc.(See example below).

EXAMPLE for calculation of length of elements

$$
c_6 = r \sin \alpha
$$

radius, $R_6 = h_6 \tan \beta$
arc $a_6 = 2R_6 \pi \times \frac{2\alpha}{360}$
 $l_6 = \sqrt{R_6^2 - c_6^2}$ etc.

a, "2 ä 5

٦

B
CUMFERENCE
R

u

THE LINE OF INTERSECTION

R. $\overline{\mathbf{R_2}}$

y,

Divide the diameter of the cylinder into equal spaces. The horizontal planes through the division points cut elements from the cylinder and circles from the sphere. The intersections of the elements with the corresponding circles are points on the curvature of intersection.

DEVELOPMENT OF THE CYLINDER

Draw a straight line of equal length to the circumference of the cylinder and divide it into the same number of parts as the cylinder. The spacing of the division points are determined by the length of arcs of the cylinder. Draw an element through each division point perpendicular to the line. Determine the length of the elements by projection or by calculation of the lengths of $1₁$, $1₂$, etc.

Pipe in 2:1 Ellipsoidal Head

The center portion of the head is approximately a spherical segment the radius of which is equal 0.9 times the diameter of the head. When the pipe is within a limit of 0.8 times the diameter of the head the line of intersection and development of the cylinder can be found in the above described manner.

Pipe in Flanged and Dished Head

Similar way the center portion of the head within the knuckles is a spherical segment the radius of which is equal to the radius of the dish.

EXAMPLE
for calculation for calculation of length of elements.

Calculate the distances, x_1 , x_2 , etc. x_1 is given; $x_2 = x_1 + r \times \sin \alpha$, etc...

 $l_1 = \sqrt{R_1^2 - x_1^2}$, etc. $R_1 = \sqrt{R^2 - y_1^2}$, etc.

TRANSITION PIECES

connecting cylindrical and rectangular shapes

DEVELOPMENT

Divide the circle into equal parts and draw an element at each division point.

Find the length of each element by triangulation or by calculation. The elements are the hypotenuse of the triangles one side of which is A-I', A-2', A-3' etc. and the other side is the height of the transition piece.

Begin the development on the line I-8 and draw the right triangle I-S-A, whose base SA is equal to half the side AD and whose hypotenuse A-I found by triangulation or calculation. Find the points I, 2, 3 etc. The length of 1-2, 2-3, 3-4 etc. may be taken equal to the cord of the divisions of the top circle if they are small enough for the desired accuracy. Strike an arc with 1 as center and the chord of divisions as radius. With A as center and A-2 as radius draw arc at 2. The intersection of these arcs give the point 2. The points 3, 4 etc. in the curve can be found in a similar manner.

EXAMPLE

for calculation of length of elements

LENGTH OF ELEMENTS

In the above described manner can be found the development for transition pieces when:

- 1. one end is square
- 2. one or both sides of the rectangle are equal to the diameter of the circle
- 3. the circular and rectangular planes are eccentric
- 4. the circular and rectangular planes are not parallel

TRANSITION PIECES

connecting cylindrical and rectangular shapes

DEVELOPMENT

Divide the circle into equal parts and draw an element at each division point.

Find the length of each element by triangulation or by calculation. The elements are the hypotenuse of the triangles one side of which is A-1', A-2', A-3' etc. and the other side is the height of the transition piece.

Begin the development on the line 1-S and draw the right triangle 1-S-A, whose base SA is equal to half the side AD and whose hypotenuse A-1 found by triangulation or calculation. Find the points 1, 2, 3 etc. Find the points $1, 2, 3$ etc. The length of $1-2$, $2-3$, $3-4$ etc. may be taken equal to the cord of the divisions of the top circle if they are small enough for the desired accuracy. Strike an arc with 1 as center and the chord of divisions as radius. With A as center and A-2 as radius draw arc at 2. The intersection of these arcs give the point 2. The points 3, 4 etc. in the curve can be found in a similar manner.

EXAMPLE

for calculation of length of elements

$$
c = r \times \cos \alpha \quad d = r \times \sin \alpha
$$

e = $\sqrt{(b-d)^2 + (c-a)^2}$
k = $\sqrt{e^2 + h^2}$

In the above described manner can be found the development for transition pieces when:

- 1. one end is square
- 2. one or both sides of the rectangle are equal to the diameter of the circle
- 3. the circular and rectangular planes are eccentric
- 4. the circular and rectangular planes are not parallel

DIVISION OF CIRCLES INTO EQUAL PARTS

The best method for division of a circle into equal parts is to find the length of the chord of a part and measure this length with the divider on the circumference. The length of the chord, $C =$ diameter of circle \times c, where c is a factor tabulated below.

EXAMPLE:

It is required to divide a 20 inch diameter circle into 8 equal spaces.

c for 8 spaces from the table: 0.38268

C = Diameter \times 0.38268 = 20 \times 0.38268 = 7.6536 inches

To find the length of chords for any desired number of spaces not shown in the table:

C = Diameter \times sin $\frac{180}{\text{number 0}}$ number of spaces

EXAMPLE:

It is required to divide a 100 inch diameter circle into 120 equal parts

 $C = 100 \times \sin \frac{180}{180} = 100 \times \sin 1^{\circ} 30' = 100 \times 0.0262 = 2.62$ inches

Length of arc, height of segment, length of chord, and area of segment for angles from 1 to 180 degrees and radius = 1. For other radii, multiply the values $\frac{c}{4}$ θ radius of 1, h and c in the table by the given radius r, and the values for areas, by r^2 , the square of the radius.

DROP AT THE INTERSECTION

OF SHELL AND NOZZLE

(Dimension,d Inches)

Shell

NOWN LAND STATE OF SHELL AND NOZZLE (Dimension,d Inches)

293

AYOUT

DROP AT THE INTERSECTION
OF SHELL AND NOZZLE
(Dimension d, Inches) OF SHELL AND NOZZLE (Dimension d, Inches)

TABLE FOR LOCATING POINTS ON 2:1 ELLIPSOIDAL HEADS

 $\begin{array}{c|c}\n & x \\
\hline\n & y \text{ can be found if the diameter, 0 and dimension x are known, 0 or x can be determined if D and dimension x are known, 0 or x can be determined if D and (0, 1).\n\end{array}$ $\frac{1}{D}$ $\begin{cases} \frac{1}{\text{Tangent}} & \text{the formula: } y = \frac{1}{2} \sqrt{R^2 - x^2} \text{, where } \end{cases}$

From these tables the dimension
y can be found if the diameter, D and dimension x are known, or x can be determined if D and $+\longrightarrow$ Iy y are given. The tables based on
the formula: $\sqrt{2^2+2^2}$

TABLE FOR LOCATING POINTS ON 2:1 ELLIPSOIDAL HEADS (Cont.) $D=38$ 8 9.7082 6 13.1624 24 9 3 17.9374 6 9.0138 9 9.4868 7 13.0384 25 8.2915 4 17.8885 7 8.8317 10 9.2330 8 12.8939 26 7.4833 5 17.8255 8 8.6168 11 8.9442 9 12.7279 27 6.5383 6. 17.7482 9 | 8.3666 | 12 | 8.6168 | 10 | 12.5399 | 28 | 5.3851 | 7 | 17.6564 10 | 8.0777 | 13 | 8.2462 | 11 | 12.3288 | 29 | 3.8405 | 8 | 17.5499 11 7.7459 14 7.8262 12 12.0934 30 0 9 17.4284 $\frac{12}{13}$ 7.3654 15 7.3484 13 11.8322 $\frac{12}{15}$ $\frac{12}{11}$ 17.2916 $13 \mid 6.9282 \mid 16 \mid 6.8007 \mid 14 \mid 11.5434 \mid \frac{19 - 00}{y} \mid 11 \mid 17.1391$ $\frac{13}{14}$ 6.4226 17 6.1644 15 11.225 $\frac{x}{14}$ 12 16.9706 15 5.8309 18 5.4083 16 10.8743 1 16.4924 13 16.7854 16 5.1234 19 4.4721 17 10.4881 2 16.4697 14 16.5831 17 4.2426 20 3.2015 18 10.0623 3 16.4317 15 16.3631 18 3.0413 21 0 19 9.5916 4 16.3783 16 16.1245 19 0 $D=48$ 20 9.0691 $\begin{bmatrix} 5 & 16.3095 & 17 & 15.8666 \\ 16.3095 & 18 & 16.895 \end{bmatrix}$ $D=40$ x y 21 8.4852 6 16.225 18 15.5885 $\begin{array}{|c|c|c|c|c|c|c|c|c|c|c|} \hline x & y & 1 & 11.9896 & 22 & 7.8264 & 7 & 16.1245 & 19 & 15.2889 \\ \hline x & 1 & 11.9896 & 22 & 7.0710 & 8 & 16.0078 & 20 & 14.9666 \\\hline \end{array}$ $\begin{array}{|c|c|c|c|c|c|}\n \hline\n 23 & 7.0710 & 8 & 16.0078 & 20 & 14.9666 \\
 \hline\n 24 & 6.1846 & 9 & 15.8745 & 21 & 14.6202\n \end{array}$ $1 \mid 9.9874 \mid \frac{2}{3} \mid 11.9583 \mid \frac{23}{24} \mid 6.1846 \mid 9 \mid 15.8745 \mid 21 \mid 14.6202$ $2 \begin{array}{|c|c|c|c|c|c|c|c|} \hline 3 & 11.9059 & 25 & 5.0990 & 10 & 15.7242 & 22 & 14.2478 \ \hline 21 & 14.2478 & 22 & 14.2478 & \hline \end{array}$ $\frac{2}{3}$ 9.8868 $\frac{4}{5}$ 11.8322 $\frac{25}{26}$ 3.6400 11 15.5563 23 13.8474 $\frac{4}{4}$ 9.7979 $\begin{array}{|c|c|c|c|c|c|c|c|c|} \hline 5 & 11.7367 & 20 & 3.0400 & 12 & 15.3704 & 24 & 13.4164 \ \hline \end{array}$ $5 \mid 9.6824 \mid 6 \mid 11.619 \mid 2 \mid 3 \mid 15.1658 \mid 25 \mid 12.9518$ 6 9.5393 7 11.4782 D=60 14 14.9416 26 12.4499 $7 \mid 9.3675 \mid 8 \mid 11.3137 \mid x \mid y \mid 15 \mid 14.6969 \mid 27 \mid 11.9059$ 8 9.1651 9 11.1243 1 14.9917 16 14.4309 28 11.3137 9 8.9302 10 10.9087 2 14.9666 17 14.1421 29 10.6654 10 8.6602 ¹¹10.6654 3 14.9248 18 13.8293 30 9;9498 11 8.3516 12 10.3923 4 14.8661 19 13.4907 31 9.1515 12 8 13 10.0871 5 14.7902 20 13.1244 32 8.2462 13 7.5993 14 9.7467 6 14.6969 21 12.7279 33 7.1937 $\frac{1}{14}$ 7.1414 $\begin{bmatrix} 15 \\ 16 \end{bmatrix}$ 9.3675 7 14.586 22 12.2984 34 5.9160 15 6.6143 16 8.9442 8 14.4568 23 11.8322 35 4.2130 16 6 17 8.4705 9 14.3091 24 11.3248 36 0 $\frac{17}{17}$ 5.2678 $\begin{bmatrix} 18 \\ 19 \end{bmatrix}$ 7.9372 10 14.1421 25 10.7703 $\frac{17}{18}$ 4.3589 19 7.3314 11 13.9553 26 10.1612 D=78 $\frac{10}{19}$ 3.1225 $\begin{bmatrix} 20 & 6.6332 \\ 21 & 5.8004 \end{bmatrix}$ 12 13.7477 27 9.4868 $\begin{array}{|l|} x & y \end{array}$ $\frac{20}{20}$ 0 $\frac{21}{22}$ 5.8094 13 13.5185 28 8.7321 1 19.4936 $\frac{D=42}{D=42}$ $\begin{array}{c|c|c|c|c|c|c|c|c} 22 & 4.7958 & 14 & 13.2665 & 29 & 7.8740 & 2 & 19.4743 \ 15 & 12.9904 & 30 & 6.8738 & 3 & 19.4422 \ \end{array}$ X y 24 0 16 12.6886 31 5.6558 4 19.3972 $1 \t10.4881 \t\t D = 54$ 17 12.3592 32 4.0311 5 19.3391 2 10.4523 X y 18 12 33 0 6 19.2678 $3 \begin{array}{|c|c|c|c|c|c|c|c|c|} \hline 1 & 13.4907 & 19 & 11.6082 & & & & & & 7 & 19.1833 \ \hline \end{array}$ 4 10.3078 2 13.4629 20 11.1803 $D = 72$ 8 19.0853 $5 \begin{array}{|c|c|c|c|c|c|c|c|c|} \hline 5 & 10.198 & 3 & 13.4164 & 21 & 10.7121 & x & y & 9 & 18.9737 \ \hline \end{array}$ 6 10.0623 4 13.351 22 10.198 1 17.9931 10 18.8481 7 9:8994 5 13.2665 23 9.6306 2 17.9722 11 18.7083

TABLE FOR LOCATING POINTS

 $\frac{15}{15}$ 19.615 18 20.6216 18 22.2486 15 25.9374 6 29.8496 16 19.4165 19 20.3961 19 22.0397 16 25.7876 7 29.7951
TABLE FOR LOCATING POINTS ON 2: 1 ELLIPOIDAL HEADS (Cont.)

LENGTH OF ARCS

- I. These tables are for locating points on pipes and shells by measuring the length of arcs.
- 2. The length of arcs are computed for the most commonly used pipesizes and vessel diameters.
- 3. The length of arcs for any diameters and any degrees, not shown in the table, can be obtained easily using the values given for diam. 1 or degree 1.
- 4. All dimensions are in inches.

EXAMPLES

LAYOUT

CIRCUMFERENCES AND AREAS OF CIRCLES

 \bar{z}

LAYOUT

LAYOUT

 $\ddot{}$

LAYOUT

LAYOUT

 $\overline{}$

LAYOUT

STIFFENER

FIXED STAIR

Conforms to the requirements of

OCCUPATIONAL SAFETY AND HEALTH (OSHA) STANDARDS

Fixed stairs will be provided where operations necessitate regular travel between levels.

Fixed stairways shall be designed to carry a load offive times the normal live load anticipated but never less than to carry a moving concentrated load of 1,000 pounds.

Minimum width: 22 inches

Angle of stairway rise to the horizontal: 30 to *50* degrees.

Railings shall be provided on the open sides of all exposed stairways. Handrails shall be provided on at least once side of closed stairways, preferably on the right side descending.

Each tread and nosing shall be reasonably slip-resistant.

Stairs having treads of less than nine-inch width should have open risers. Open grating type treads are desirable for outside stairs.

See figure for minimum dimensions. Bolts $\frac{1}{2}$ \emptyset Bolt holes $\frac{1}{16}$ \emptyset

All burrs and sharp edges shall be removed.

Dimensions of rises (R) and tread runs (T) tabulated below:

TUOVA-

HINGE

Fit lugs and pin so that pin is loose when cover is bolted up. Weld lugs to flanges with full penetration weld.

The use of davit preferred to hinge, especially for frequently used openings.

$$
A = \sqrt{R^2 - (R/2)^2}
$$

\n
$$
B = \sqrt{R^2 - (R/2 + 1/16 + t)^2}
$$

\n
$$
C = R + 2\frac{1}{2} - A
$$

\n
$$
D = R + 2\frac{1}{2} - B
$$

^R*=* Radius of flange ^r*=* 1.5 times diameter of hole Diameter of hole =
Pin diameter + $1/16$ in.

NOTE **LUG-A WELDED TO BLIND FLANGE**

LUG-B WELDED TO FLANGE

THICKNESS, t OF LUGS AND DIAMETER OF PINS

NOTES

- 1. Cage is not required where the length of climb is 20 feet or less above ground level.
- 2. Horizontally offset landing platform shall be provided at least every 30 ft. of climbing length. Where safety devices are used, rest platforms shaH be provided at maximum interwalls of 250 feet.
- 3. All material: steel conforming to ASTM A 36
- 4. Instead of the above specified structural shapes any other structural steel of equivalent strength may be used. To avoid damages during shipping or galvanizing, structural angles are widely used for side rail and vertical members of the cage.
- 5. The recommended minimum size of side rails under normal atmospheric condition 2 $1/2 \times 3/8$ in. flat bar, although 2 x $1/4$ bars are frequently used in practice.
- 6. All burrs and sharp edges shall be removed.
- 7. Protective Coating: one shop coat primer and one field coat of paint or hot dip galvanizing.

NAME PLATE

Pressure vessels built in accordance with the requirements of the Code may be stamped with the official symbol "U" to denote The American Society of Mechanical Engineers' standard. (Code UG-115 and 116)

Pressure vessels stamped with the Code-symbol shall be marked with the following:
1. manufacturer's name; preceded with the words: "certified by";

maximum allowable working pressure, (MAWP) psi at temperature, °F;
Maximum allowable external working pressure (MAWP) maximum design metal temperature at maximum allowable working pressure, psi (MDMT); manufacturer's serial number; (S/N);
year built

Abbreviations may be used as shown in parenthesis.

2 the appropriate abbreviations indicating the type of construction, service, etc., as tabulated:

- 1. *Symbol ''UM" shall be used when the vessel is exempted from inspection [Code U-1 (k)j.*
- *2. For vessels made of 5%, 8% and 9% nickel sheets, the use of nameplates is mandatory for shell thickness below 1/2 in.; name plates are preferred on all thicknesses. Code ULT-Il5(c)*

NAME PLATE EXAMPLE

(The vessel was inspected by user's inspector, arc welded, used in lethal service, fully radiographed and post weld heat treated.)

Additional data shall be below the code reauired marking.

The name plate shall be affixed directly to the shell. If additional name plate is used on skirts, supports, etc., it shall be marked: "Duplicate."

Lettering shall be not less than *5/n* in. high. The Code-symbol and serial number shall be stamped, the other data may be stamped, etched, cast or impressed.

Commonly used material for name plate 0.32 in. stainless steel or 1 /s in carbon steel. The name plate shall be seal welded to uninsulated vessel or mounted on bracket if the vessel is insulated, and located in some conspicuous place; near manways, liquid level control, level gage, about 5 ft. above ground, etc.

SKIRT OPENINGS

TYPES OF SKIRT ACCESSES

VENT HOLES

In service of hydrocarbons or other combustible liquids or gases the skirts shall be provided with minimum of two 2 inch vent holes located as high as possible 180 degrees The vent holes shall clear head insulation. For sleeve may be used coupling or pipe.

ACCESS OPENINGS

The shape of access openings may be circular or any other shapes. Circular access openings are used most frequently with pipe or bent plate sleeves. The projection of sleeve equals to the thickness of fireproofing or minimum 2 inches. The projection of sleeves shall be increased when necessary for reinforcing the skirt under certain loading conditions.

Diameter (D) = $16 - 24$ inches

PIPE OPENINGS

The shape of pipe openings are circular with a diameter of I inch larger than the diameter of flange. Sleeves should be provided as for access openings.

321

TUOYA

Reference: F. M. Patterson "Vortexing can be prevented" The Oil and Gas Journal, August 4, 1969.

PART III.

MEASURES AND WEIGHTS

PROPERTIES OF PIPE

Schedule numbers and weight designations are in agreement with ANSI 836. I 0 for carbon and alloy steel pipe and ANSI 836.19 for stainless steel pipe.

MEASURES

325

Collection

MEASURES

 $\frac{1}{\sqrt{2}}\left(\frac{1}{2}\right)$

MEASURES

MEASURES

DIMENSIONS OF PIPE

I. All Dimensions are in inches

2. The Nominal Wall Thicknesses shown are subject to a 12.5% Mill Tolerance

3. Not included in standard ANSI B 36.10

w *w* N

ANSI B 36.10

PROPERTIES OF STEEL TUBING

PROPERTIES OF TUBING

Specific gravity of water at 60 deg. $F = 1.0$

Courtesy of HEAT EXCHANGE INSTITUTE

70-JO Cu. Ni. Alloy 715- 1.140 70-30 Ni. Cu. Alloy 400 - 1.126 TP304 Stainless Steel - 1.0!3

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335

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MEASURES
HEADS

For vessels of small and medium diameters ellipsoidal heads are used most commonly, while large diameter vessels are usually built with hemispherical or flanged and dished heads.

Heads may be of seamless or welded construction.

STRAIGHT FLANGE

Formed heads butt-welded to the shell need not have straight flange when the head is not thicker than the shell according to the Code Par. UG-32 & 33, but in practice heads except hemisphericals are used with straight flanges. The usual length of straight flanges: 2 inches for ellipsoidal, 1 1/2 inches for flanged and dished and 0 inches for hemispherical heads.

Formed heads thicker than the shell and butt-welded to it shall have straight flange.

On the following pages the data of the most commonly used heads are listed. The dimensions of flanged and dished heads meet the requirements of ASME Code.

WEIGHT OF HEADS See tables beginning on page 388

VOLUME OF HEADS See page 430

SURF ACE OF HEADS See page 439

EASURES

1.52 20 1.875 4.000 1.56 24 1.875 4.000 1.65

1.46 20 2.250 4.188 1.50 24 2.250 4.188 1.58

1.41 20 2.625 4.313 1.44 24 2.625 4.375 1.50

1.36 20 3.000 4.500 1.39 24 3.000 4.563 1.46

20 3.375 4.688 1.36 24 3.375 4.813 1.41

24 3.750 5.000 1.39

22

M $L(R)$ r h M $L(R)$ r h M

1.69 21 1.375 3.688 1.72 24 1.500 3.875 1.75

1.62 20 1.500 3.813 1.65 24 1.500 3.813 1.75

338

 \mathcal{A}

MEASURES

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DIMENSIONS O F HEADS										
ALL DIMENSIONS IN INCHES										
DIAM		WALL THICKNESS								
ETER D		$\overline{\frac{3}{8}}$	$\frac{1}{2}$	$\frac{5}{8}$	$\frac{3}{4}$	$\frac{7}{8}$	1	$1\frac{1}{8}$	$1\frac{1}{4}$	13/8
66	L(R)	66	66	60	60	60	60	60	60	60
	r	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.125
	h	11.000	10.938	11.750	11.625	11.563	11.500	11.438	11.375	11.375
	M	1.77	1.77	1.72	1.72	1.72	1.72	1.72	1.72	1.72
72	L(R)	72	72	72	72	66	66	66	66	66
	r	4.375	4.375	4.375	4.375	4.375	4.375	4.375	4.375	4.375
	h	12.000	11.938	11.875	11.875	12.625	12.500	12.438	12.375	12.313
	M	1.77	1.77	1.77	1.77	1.72	1.72	1.72	1.72	1.72
78	L(R)	78	$\overline{72}$	$\overline{72}$	$\overline{72}$	$\overline{72}$	72	$\overline{72}$	$\overline{72}$	72
	r	4.750	4.750	4.750	4.750	4.750	4.750	4.750	4.750	4.750
	h	13.000	13.813	13.750	13.688	13.563	13.500	13.438	13.375	13.313
	M	1.77	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72
84	L(R)	84	84	84	84	84	84	78	$\overline{78}$	$\overline{78}$
	r	5.125	5.125	5.125	5.125	5.125	5.125	5.125	5.125	5.125
	h	14.000	13.938	13.875	13.813	13.750	13.688	14.438	14.375	14.313
	M	1.77	1.77	1.77	1.77	1.77	1.77	1.72	1.72	1.72
90	L(R)	90	84	84	84	84	84	84	84	84
	r	5.500	5.500	5.500	5.500	5.500	5.500	5.500	5.500	5.500
	h M	15.125	15.813	15.750	15.688	15.625	15.563	15.500	15.438	15.313
		1.77	1.72 90	1.72	1.72 90	1.72 90	1.72 90	1.72 90	1.72 90	1.72 84
96	L (R)	96	5.875	90 5.875	5.875	5,875	5.875	5.875	5.875	5.875
	r h	5.875	16.875		16.750		16.563	16.500	16.438	17.313
	M	16.125 1.77	1.72	16.813	1.72	16.625 1.72	1.72	1.72	1.72	1.72
		96	96	1.72 96	96	96	96	᠀᠐	90	90
102	L(R) r	6.125	6.125	6.125	6.125	6.125	6.125	6.125	6.125	6.125
	h	17.938	17.875	17.750	17.688	17.625	17.563	18.500	18.375	18.250
	M	1.75	1.75	1.75	1.75	1.75	1.75	1.72	1.72	1.72
	L(R)	102	102	$\overline{102}$	102	$\overline{102}$	102	96	$\overline{96}$	96
108	r	6.500	6.500	6.500	6.500	6.500	6.500	6.500	6.500	6.500
	h	18.938	18.875	18.750	18.750	18.688	18.563	19.438	19.375	19.313
	M	1.75	1.75	1.75	1.75	1.75	1.75	1.72	1.72	1.72
114	L(R)		108	108	108	$\overline{108}$	108	108	$\overline{108}$	108
	r		6.875	6.875	6.875	6.875	6.875	6.875	6.875	6.875
	h		19.875	19.813	19.750	19.685	19.625	19.563	19.500	19.438
	M		1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75
120	L(R)		$\overline{114}$	$\overline{114}$	$\overline{114}$	114	114	$\overline{108}$	$\frac{108}{ }$	$\overline{108}$
	r		7.250	7.250	7.250	7.250	7.250	7.250	7.250	7.250
	h		20.875	20.813	20.750	20.688	20.625	21.500	21.438	21.375
	M		1.75	1.75	1.75	1.75	1.75	1.72	1.72	1.72
126	L(R)		120	120	120	120	120	120	120	114
	r		7.625	7.625	7.625	7.625	7.625	7.625	7.625	7.625
	h		21.875	21.813	21.750	21.688	21.625	21.563	21.500	22.313
	M		1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.72
132	L(R)			126	126	120	120	120	120	120
				8.000	8,000	8.000	8.000	8.000	8.000	8.000
	h			22.875	22.813	23.688	23.563	23.500	23.438	23.750
	M			1.75	1.75	1.72	1.72	1.72	1.72	1.72

MEASURES

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TOLERANCES

WALL THICKNESS (APPROXIMATION) *

* Specify minimum thickness (if required) when ordering.

INSIDE DEPTH OF DISH (h)

48" O.D. and under plus 0.5" minus 0"

Over 48" O.D. to 96" O.D. incl. plus 0.75", minus 0" Over 96" O.D. plus 1", minus 0"

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OUT OF ROUNDNESS

Within the limits permitted by the Code.

FLANGES

FLANGE FACING FINISH

In pressure vessel construction only gasket seats of flanges, studded openings, etc. require special finish beyond that afforded by turning, grinding or milling.

The surface finish for flange facing shall have certain roughness regulated by Standard ANSI Bl6.5. The roughness is repetitive deviation from the nominal surface having specified depth and width.

Raised faced flange shall have serrated finish having 24 to 40 grooves per inch. The cutting tool shall have an approximate 0.06 in. or larger radius resulting 500 microinch approximate roughness /ANSI B16.5, 6.3.4.1./

The side wall surface of gasket groove of ring joint flange shall not exceed 63 microinch roughness. /ANSI B16.5-6.3.4.3./

Other finishes may be furnished by agreement between user and manufacturer.

The finish of contact faces shall be judged by visual comparison with Standard ANSI B46-1.

The center part of blind flanges need not to be finished within a diameter which equals or less than the bore minus one inch of the joining flange. /ANSI B16.5-6.3.3/

Surface symbol used to designate roughness \mathcal{T} is placed either on the line indicating the surface or on a leader pointing to the surface as shown below. The numbers: 500 and 63 indicate the height of roughness; letter "c" the direction of surface pattern: "concentric-serrated".

CONCENTRIC SERRATED FINISH

 $\omega \rightarrow \omega \gamma \gamma$, γ

STANDARD ANSI B16.5

- 1. All dimensions are in inches.
- 2. Material most commonly used, forged steel SA 105. Available also in stainless steel, alloy steel and non-ferrous metal.
- 3. The 1/16 in. raised face is included in dimensions C, D and J.
- 4. The lengths of stud bolts do not include the height of crown.
- 5. Bolt holes are 1/8 in. larger than bolt diameters.
- 6. Flanges bored to dimensions shown unless otherwise specified.
- 7. Flanges for pipe sizes 22, 26, 28 and 30 are not covered by ANSI B16.5.

SEE FACING PAGE FOR DIMENSION K AND DATA ON BOLTING.

 $\,$ K .
H **WELDING NECK** - G -R K .
H SLIP - ON $t_{\frac{1}{6}}$ \mathbf{H}

BLIND

1. All dimensions are in inches.

 $\frac{1}{6}$

- 2. Material most commonly used, forged steel SA 105. Available also in stainless steel, alloy steel and non-ferrous metal.
- 3. The 1/16 in. raised face is included in
dimensions J and M.
4. The length of bolts do not include the
- height of crown.
- 5. Bolt holes are 1/8 in. larger than bolt diameters.
- 6. Dimensions, M (length of welding necks) are based on data of major manufacturers. Long welding necks with necks longer than listed are available on special order.

SEE FACING PAGE FOR DIMENSION J.

EASURES

STANDARD ANSI B16.5

- 1. All dimensions are in inches.
- 2. Material most commonly used, forged steel SA 105. Available also in stainless steel, alloy steel and non-ferrous metal.
- 3. The 1/16 in. raised face is included in dimensions C, D and J.
- 4. The lengths of stud bolts do not include the height of crown.
- 5. Bolt holes are 1/8 in. larger than bolt diameters.
- 6. Flanges bored to dimensions shown unless otherwise specified.
- 7. Flanges for pipe sizes 22, 26, 28 and 30 are not covered by ANSI B16.5.

SEE FACING PAGE FOR DIMENSION K AND DATA ON BOLTING.

300 lb. **LONG WELDING NECK**

- 1. All dimensions are in inches.
- 2. Material most commonly used, forged steel SA 105. Available also in stainless steel, alloy steel and non-ferrous metal.
- 3. The 1/16 in. raised face is included in dimensions J and M.
- 4. The length of bolts do not include the height of crown.
- 5. Bolt holes are 1/8 in. larger than bolt diameters.
- 6. Dimensions, M (length of welding necks) are based on data of major manufacturers. Long welding necks with necks longer than listed are available on special order.

SEE FACING PAGE FOR DIMENSION J.

STANDARD ANSI B16.5

- 1. All dimensions are in inches.
- 2. Material most commonly used, forged
steel SA 105. Available also in stainless. steel, alloy steel and non-ferrous metal.
- 3. The $1/4$ in. raised face is not included in dimensions C, D and J.
- 4. The lengths of stud bolts do not include the height of crown.
- 5. Bolt holes are 1/8 in. larger than bolt diameters.
- 6. Flanges bored to dimensions shown unless otherwise specified.
- 7. Flanges for pipe sizes 22, 26, 28 and 30 are not covered by ANSI B16.5.

SEE FACING PAGE FOR DIMENSION K AND DATA ON BOLTING.

BLIND

SEE FACING PAGE FOR DIMENSION J.

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JRES

STANDARD ANSI Bl6.5

- 1. All dimensions are in inches.
- 2. Material most commonly used, forged steel SA 105. Available also in stainless steel, alloy steel and non-ferrous metal.
- 3. The 1/4 in. raised face is not included in dimensions C, D and J.
- 4. The lengths of stud bolts do not include the height of crown.
- 5. Bolt holes are 1/8 in. larger than bolt diameters.
- 6. Flanges bored to dimensions shown unless otherwise specified.
- 7. Flanges for pipe sizes 22, 26, 28 and 30 are not covered by ANSI B16.5.

SEE FACING PAGE FOR DIMENSION K AND DATA ON BOLTING.

 \mathbf{F}

SURES

STANDARD ANSI B16.5

- 1. All dimensions are in inches.
- 2. Material most commonly used, forged steel SA 105. Available also in stainless steel, alloy steel and non-ferrous metal.
- 3. The 1/4 in. raised face is not included in dimensions C, D and J.
- 4. The lengths of stud bolts do not include the height of crown.
- 5. Bolt holes are 1/8 in. larger than bolt diameters.
- 6. Flanges bored to dimensions shown unless otherwise specified.
- 7. Flanges for pipe sizes 26, 28 and 30 are not covered by ANSI B16.5.

SEE FACING PAGE FOR DIMENSION K AND DATA ON BOLTING.

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IEASURES

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STANDARD ANSI B16.5

- 1. All dimensions are in inches.
- 2. Material most commonly used, forged steel SA 105. Available also in stainless steel, alloy steel and non-ferrous metal.
- 3. The 1/4 in. raised face is not included in dimensions C, D and J.
- 4. The lengths of stud bolts do not include the height of crown.
- 5. Bolt holes are 1/8 in. larger than bolt diameters.
- 6. Flanges bored to dimensions shown unless otherwise specified.

SEE FACING PAGE FOR DIMENSION K AND DATA ON BOLTING.

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EASURES

STANDARD ANSI B16.5

- 1. All dimensions are in inches.
- 2. Material most commonly used, forged steel SA 105. Available also in stainless steel, alloy steel and non-ferrous metal.
- 3. The 1/4 in. raised face is not included in dimensions C, D and J.
- 4. The lengths of stud bolts do not include the height of crown.
- 5. Bolt holes are 1/8 in. larger than bolt diameters.
- 6. Flanges bored to dimensions shown unless otherwise specified.

SEE FACING PAGE FOR DIMENSION K AND DATA ON BOLTING.

WELDING NECK

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EASURES

LARGE DIAMETER STEEL FLANGES NPS 26 Through NPS 60

ANSI I ASME STANDARD B16.47-1996

Series A and Series B

Flanges, Series A are for general use, Series B are more compact, which have smaller diameter bolt circle.

MATERlAL: A 105 forging; A 193-B7 bolting.

PRESSURE-TEMPERATURE RATINGS FOR CLASS 75 *(for other classes see page 29)*

RAISED FACE: Classes 75, 150, and 300 flanges regularly furnished with 0.06 in. raised face, Classes 400, 600, and 900 with 0.25 in. raised face.

The height of raised face of ring-joints are equal to the depth of groove.

DIMENSIONS OF RING-JOINT FACINGS

THE FINISH of contact faces shall be judged by visual comparison with Standard ANSI B46.1

150 lb LARGE DIAMETER STEEL **FLANGES SERIES A**

Standard ASME B16.47-1996

- 1. All dimensions are in inches Material - most commonly used - A105 forged steel.
- 2. Raised face 0.06 in., or equal to the depth of groove for ringjoints.
- 3. See page 29 for pressure temperature ratings

SURES

400 lb. LARGE DIAMETER STEEL **FLANGES SERIES A**

Standard ASME B16.47-1996

- 1. All dimensions are in inches Material - most commonly used - A105 forged steel
- 2. Raised face 0.25 in., or equal to the depth of groove for ringjoints.
- 3. See page 29 for pressure temperature ratings \mathbb{R}^2

VIEASURES

Standard ASME B16.47-1996

- 1. All dimensions are in inches Material - most commonly used - A105 forged steel.
- 2. Raised face 0.25 in., or equal to the depth of groove for ring- $\frac{1}{2}$ ions.
3. See page 29 for pressure –
- temperature ratings \mathbf{r}

900 lb **LARGE DIAMETER STEEL FLANGES SERIES A**

Standard ASME B16.47-1996

- 1. All dimensions are in inches Material - most commonly used - A105 forged steel.
- 2. Raised face 0.25 in., or equal to the depth of groove for ringjoints.
- 3. See page 29 for pressure -

Nomina

Pipe.

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Size

MEASURES

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Fillet

Radius

Min.

 $\mathcal{L}_{\mathbf{r}}$

 0.44

0.50

0.50

0.50

0.56

0.56

0.75

0.81

 0.81

0.88

0.88

0.94

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75_h LARGE DIAMETER STEEL **FLANGES SERIES B**

Standard ASME B16.47-1996

1. All dimensions are in inches

- 2. Material most commonly used - A105 forged steel.
- 3. Raised face 0.06 in.
- 4. See page 29 for pressure $$ temperature ratings.

Standard ASME B16.47-1996

- 1. All dimensions are in inches
- 2. Material most commonly used - A105 forged steel.
- 3. Raised face 0.06 in.
- 4. See page 29 for pressure temperature ratings.

300 lb **LARGE DIAMETER STEEL FLANGES SERIES B**

Standard ASME B16.47-1996

1. All dimensions are in inches

- 2. Material most commonly used - A105 forged steel.
- 3. Raised face 0.06 in.
- 4. See page 29 for pressure temperature ratings.

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Standard ASME B16.47-1996

- 1. All dimensions are in inches
- 2. Material most commonly used - A105 forged steel.
- 3. Raised face 0.25 in.
- 4. See page 29 for pressure temperature ratings.

EASURES

600 lb LARGE DIAMETER STEEL **FLANGES SERIES B**

Standard ASME B16.47-1996

1. All dimensions are in inches

2. Material – most commonly used - A105 forged steel.

3. Raised face 0.25 in.

4. See page 29 for pressure temperature ratings.

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R

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A

Standard ASME B16.47-1996

- 1. All dimensions are in inches
- 2. Material most commonly used - A105 forged steel.
- 3. Raised face 0.25 in.
- 4. See page 29 for pressure temperature ratings.

RING JOINT FLANGES

APPROXIMATE DISTANCE BETWEEN FLANGES

MEASURES

1.69 1.88 2.25 2.06 2.44 2.81 3.00

2.75 3.19 3.00 3.44 3.88 4.12

4.56 5.06

5.50

5.94

6.88

HOLE

DEPTH

 $\mathbf F$

1.75

1.75

2.00

2.31

2.50

2.31

2.50

2.75

3.19

3.69

4.12

4.12

5.06

5.50

HOLE

 \overline{F}

1.75

1.75

 2.00

 2.00

2.31

2.00

2.31

2.50

 E

1.12

1.12

1.31

1.31

1.50

1.31

1.50

3.38

3.75

4.12

4.50

5.25

E

1.12

1.12

1.31

1.50

1.69

1.50

1.69

1.88

2.25

2.62

3.00

3.00

3.75

4.12

NOTES

WELDING FITTINGS ANSI B 16.9

- All dimensions are in inches.
- Welding fitting material conforms to SA 234 grade WPB.
- Sizes 22, 26 and 30 in. are not covered by ANSI B 16.9.
- For wall thicknesses see page 322.
- Dimension F_t applies to standard and X-STG. caps. Dimension F_2 applies to heavier weight caps.

SURES

IEASURES

FACE-TO-FACE DIMENSIONS OF FLANGED STEEL **GATE VALVES** (WEDGE AND DOUBLE DISC)

FACE-TO-FACE DIMENSIONS OF FLANGED STEEL **GLOBE AND ANGLE VALVES**

FACE-TO-FACE DIMENSIONS OF FLANGED STEEL **SWING CHECK VALVES**

American National Standard ANSI B16.10-1973

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Half Coupling

SCREWED COUPLINGS

Full Coupling 1. All dimensions are in inches.

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- 2. Material forged carbon steel conforms to the requirements of Specification SA-105.
- 3. Threads comply with ANSI Standard B2.1- 1968.

 \hat{J} is a set of the \hat{J}

383

MEASURES

Union Valves

(Plan)

Globe $(Plan)$

Cock

MEASURES

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NOTES

WEIGHTS

- 1. The tables on the following pages show the weights of different vessel components made of steel.
- 2. All weights are calculated with the theoretical weight of steel: 1 cubic inch = 0.28333 pounds.
- 3. To obtain the actual weight of a vessel, add 6% to the total weight. This will cover the overweights of material which comes from the manufacturing tolerances and the weight of the weldings.
- 4. The weights of shells shown in the tables refer to one lineal foot of shell-length. The weights tabulated in columns The weights tabulated in columns headed by "I.S." and "O.S." are the weights of shell when the given diameter signifies inside or outside diameter.
- 5. The weights of the heads include:
	- A. For ellipsodial heads: 2 inch straight flange or the wall thickness, whichever is greater.
	- B. For ASME flanged and dished heads: 1¥2 inch straight flange.
	- C. For hemispherical heads: 0 inch straight flange.
- 6. The weights of pipe fittings made by different manufacturers show in many cases considerable deviations, which reflect manufacturing differences. The weights of pipe fittings shown in these tables refer to the products of Ladish Company.
- 7. All dimensions in inches. All weights in pounds.

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403

WEIGHT OF PIPES AND FITTINGS ELBOW RETURN NOM. NOM. NOM. PIPE 90° 90° 45° 180° 180° TEE PIPE DESIGNATION WALL $\begin{bmatrix} 1 \text{ Ft.} \\ \text{THK.} \end{bmatrix}$ E.R. $\begin{bmatrix} 1 \text{ Ft.} \\ \text{L.R.} \end{bmatrix}$ E.R. $\begin{bmatrix} 1 \text{ Ft.} \\ \text{L.R.} \end{bmatrix}$ S.R. THK. 1 Ft. L.R. S.R. L.R. S.R.

1... S.R. L.R. S.R. S.R. $\text{STD} \begin{array}{|c|c|c|c|c|c|} \hline \end{array} \begin{array}{|c|c|c|c|c|c|} \hline \end{array} \begin{array}{|c|c|c|c|c|} \hline \end{array} \begin{array}{|c|c|c$ $3\frac{3\frac{1}{2}}{3\sqrt{3}}$ XSTG $\begin{bmatrix} .318 & 12.5 & 8.4 & 6.0 & 4.5 & 16.8 & 12.0 \end{bmatrix}$ 12.0 $\begin{array}{|c|c|c|c|c|c|c|c|} \hline \text{XX} \text{STG} & & .636 & 22.9 & 16.0 & 11.0 & 8.5 & 32.00 & 22.0 & 18.0 \ \hline \end{array}$ STD .237 10.8 g_o 6.3 4.5 18.5 12.5 12.0 $X STG$.337 15.0 13.5 8.5 6.1 25.0 17.0 15.8 4 SCH.120 .438 1g.o 15.6 10.4 7.8 31.3 20.8 23.5 $\text{SCH. 160} \left[.531 \right] 22.5 \left[18.0 \right] 12.0 \left[8.8 \right] 40.0 \left[24.0 \right] 25.0$ $\begin{array}{|c|c|c|c|c|c|c|c|} \hline \text{XX} \text{STG} & .674 & 27.5 & 20.0 & 13.0 & 10.8 & 40.0 & 27.0 & 25.0 \ \hline \end{array}$ STD .258 14.6 15.5 g_6 7.5 30.0 19.0 21.0 $X \, \mathbf{STG} \qquad \vert \quad .375 \, \vert \quad 20.8 \, \vert \quad 22.0 \, \vert \quad 14.0 \, \vert \quad 10.8 \, \vert \quad 44.0 \, \vert \quad 28.0 \, \vert \quad 26.0$ $5 \qquad \qquad \text{SCH.120} \qquad \text{.500} \qquad \text{27.0} \qquad \text{27.8} \qquad \text{18.6} \qquad \text{13.9} \qquad \text{55.6} \qquad \text{37.2} \qquad \text{44.5} \qquad$ $\text{SCH. 160} \left| \begin{array}{c} .625 \left| \begin{array}{c} 33.0 \left| \begin{array}{c} 32.0 \left| \begin{array}{c} 22.0 \left| \begin{array}{c} 16.0 \left| \begin{array}{c} 65.0 \left| \begin{array}{c} 44.0 \end{array} \right| \end{array} \right. 55.0 \end{array} \right. \end{array} \right. \end{array} \right.$ $\text{XX} \text{STG} \quad | \quad .750 \, | \quad 38.6 \, | \quad 36.0 \, | \quad 24.0 \, | \quad 19.0 \, | \quad 72.0 \, | \quad 48.0 \, | \quad 40.0 \, | \quad$ STD | .280 | 19.0 | 24.5 | 18.0 | 12.0 | 50.0 | 35.0 | 34.0 $X\,STG \qquad [.432 \, | \, \, 28.6 \, | \, \, \, 35.0 \, | \, \, \, 23.0 \, | \, \, \, 17.5 \, | \, \, \, 70.0 \, | \, \, \, 46.0 \, | \, \, 40.0 \, | \,$ 6 | SCH. 120 | .562 | 36.4 | 45.2 | 30.0 | 22.6 | 90.3 | 60.0 | 64.0 SCH. 160 .718 45.3 57.0 38.0 30.0 120.0 76.0 62.0 $\text{XX} \text{STG.} \quad | \quad .864 \, | \quad 53.2 \, | \quad 65.0 \, | \quad 44.0 \, | \quad 32.0 \, | \quad 130.0 \, | \quad 87.0 \, | \quad 68.0$ SCH. 20 | .250 | 22.4 | 36.5 | 24.4 | 18.2 | 73.0 | 48.8 | 54.0 $\text{SCH. 30} \quad | \quad .277 | \quad 24.7 | \quad 40.9 | \quad 27.0 | \quad 20.4 | \quad 81.9 | \quad 54.0 | \quad 57.0$ $\text{STD} \quad | \quad .322 \mid \; 28.6 \mid \; \; 50.0 \mid \; \; 34.0 \mid \; \; 23.0 \mid \; \; 95.0 \mid \; \; 68.0 \mid \; 55.0$ $SCH. 60$ $.406$ $.35.6$ $.58.0$ $.39.1$ $.29.4$ $.117.0$ $.78.0$ $.76.0$ $\text{X. STG.} \hspace{1.5cm} | \hspace{1.5cm} .500 \hspace{1.5cm} | \hspace{1.5cm} 43.4 \hspace{1.5cm} | \hspace{1.5cm} 71.0 \hspace{1.5cm} | \hspace{1.5cm} 47.5 \hspace{1.5cm} | \hspace{1.5cm} 35.0 \hspace{1.5cm} | \hspace{1.5cm} 142.0 \hspace{1.5cm} | \hspace{1.5cm} 100.0 \hspace{1.5cm} | \hspace{1.5cm} 75.0 \hspace{1.5cm}$ 8 SCH. 100 593 50.9 84.0 56.0 42.0 168.0 112.0 97.0 SCH. 120 .718 60.6 100.8 66.0 50.4 202.0 133.0 115.0 SCH. 140 .812 67.8 111.0 74.0 55.0 222.0 149.0 133.0 SCH. 160 .906 74.7 120.0 80.0 62.0 230.0 160.0 152.0 $XX STG.$.875 72.4 118.0 79 60.0 236.0 158.0 148.0 SCH. 20 .250 28.0 56.8 38.2 28.4 114.0 76.4 73.0 $\text{SCH. 30} \quad | \quad .307 \quad | \quad 34.2 \quad | \quad 71.4 \quad | \quad 46.8 \quad | \quad 35.7 \quad | \quad 143.0 \quad | \quad 94.0 \quad | \quad 81.0$ 10 | STD. | .365 40.5 88.0 58.0 43.0 177.0 115.0 85.0 $X STG.$ $| .500 | 54.7 | 107.0 | 70.0 | 53.0 | 215.0 | 140.0 | 105.0$ (cont.}

SURES

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Manufacturers' Standard Gauge for SHEET STEEL

This gage system replaces U.S. Standard Gage for Steel Sheets. It is based on weight 41.82 pounds per square foot per inch of thickness. In ordering steel sheets, it is advisable to specify the inch equivalent of gage.

GALVANIZED SHEET

WEIGHT OF PLATES Pounds Per Linear Foot

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WEIGHT OF PLATES

Pounds Per Linear Foot

WEIGHT OF PLATES *Pounds Per Linear Foot*

WEIGHTS OF PLATES

Pounds Per Linear Foot

ALL DIMENSIONS IN INCHES

WEIGHTS IN POUNDS

ALL DIMENSIONS IN INCHES

WEIGHTS IN POUNDS

ALL DIMENSIONS IN INCHES WEIGHTS IN POUNDS

ALL DIMENSIONS IN INCHES WEIGHTS IN POUNDS

ALL DIMENSIONS IN INCHES WEIGHTS IN POUNDS

ALL DIMENSIONS IN INCHES

WEIGHTS IN POUNDS

ALL DIMENSIONS IN INCHES WEIGHTS IN POUNDS

ALL DIMENSIONS IN INCHES WEIGHTS IN POUNDS

SURES

WEIGHT OF BOLTS

With square heads and hexagon nuts in pounds per 100

WEIGHTS OF OPENINGS

WEIGHTS OF INSULATION POUNDS PER CUBIC FOOT

For mechanical design of vessel add 80% to these weights which covers the weight of seal, jacketing and the absorbed moisture.

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SPECIFIC GRAVITIES

METALS 62°F.

HYDROCARBONS 60/60° F.

LIQUIDS 62° F.

GASSES 32°F.

Specific gravity of solids and liquids is
the ratio of their density to the density of
water at a specified temperature.

Specific gravity of gases is the ratio of their density to the density of air at stan-dard conditions of pressure and temperature.

To find the weight per cubic foot of a material, multiply the specific gravity by 62.36.

EXAMPLE: The weight of a cubic foot of gasoline $62.36 \times 0.7 = 43.65$ lbs.

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PARTIAL VOLUMES IN HORIZONTAL CYLINDERS Partial volumes of horizontal cylinder Partial volumes of horizontal cy

equals total volume x coeffic

(found from table below)

EXAMPLE

HORIZONTAL CYLINDER D = 10 ft., 0 in. H = 2.75 ft. L = 60 ft., 0 in. equals total volume x coefficient $\left(\begin{matrix} 1 & 0 \\ 0 & 1 \end{matrix}\right)$ (found from table below)
EXAMPLE EXAMPLE TOTAL VOLUME: 0.7854 x D^2 x L Find the partial volume of the cylindrical shell Total volume: $0.7854 \times 10^2 \times 60 = 4712.4$ cu. ft. Coefficient from table: $H/D = 2.75/10 = .275$ Refer to the first two figures $(.27)$ in the column headed (H/D) in the table below. Proceed to the right until the coefficient is found under the column headed (5) which is the third digit. The coefficient of 0.275 is found to be .223507 Total volume x coefficient = partial volume 4712.4 x .223507 = 1053.25 cu. ft.
cu. ft. multiplied by 7.480519 = 1 $7.480519 = U.S.$ Gallon cu. ft. multiplied by $28.317016 =$ Liter COEFFICIENTS H/D 0 1 2 3 4 5 6 7 8 9 .00 .000000 .000053 .000151 .000279 .000429 .000600 .000788 .000992 .001212 .001445 .01 .001692 .001952 .002223 .002507 .002800 .003104 .003419 .003743 .004077 .004421 .02 .004773 .005134 .0055o:J .005881 .006267 .006660 .007061 .007470 .007886 .oo8:UO .03 :008742 .009179 .009625 .010076 .010534 .010999 .011470 .011947 .012432 .012920 .04 .013919 .013919 .014927 .014940 .015985 .014950 .017052 .013919 .014940 .015 .05 .018692 .019250 .019813 .020382 .020955 .021533 .022115 .022703 .023296 .023894 .06 .024496 .025103 .025715 .026331 .026952 .027578 .028208 .028842 .029481 .030124 .07 .030772 .031424 .032081 .032740 .033405 .034073 .Ga4747 .035423 .036104 .036789 .08 .037478 .038171 .038867 .039569 .040273 .040981 .041694 .042410 .043129 .043852 .049017 .044579 .046782 .047523 .048268 .046782 .046782 .046782 .04604 .04604 .040 05204 .052810 .052579 .054351 .055126 .055905 .056688 .057474 .058262 .059054 .
11 .059850 .060648 .061449 .062253 .063062 .063872 .064687 .065503 .066323 .067147 .12 .067972 .068802 .069633 .070469 .071307 .072147 .072991 .073836 .074686 .075539 .13 .076393 .077251 .078112 .078975 .079841 :080709 .. 081581 .082456 .083332 .084212 .14 .085094 .085979 .086866 .087756 .088650 .089545 .090443 .091343 .092246 .093i53 .097717 ' . . .15 .. 094061 .094971 .095884 .096799 .098638 .099560 .100486 .101414 .102343 .16 .103275 .104211 .105147 .106087 .107029 .107973 .108920 .109869 .110820 .111713 .17 .112728 .113686 .114p46 .115607 .116572 .1-17538 .118506 .119477 .120450 .121425 .18 .122403 .123382 .124364 .12534'7 .126333 .127321 .128310 .129302 .130296 .131292 .134146. 132290 .132290 .137310 .137310 .138298 .133291. .134292 .13.3291. .140. 151622 .20 .142378 .143398 .144419 .145443 .146468 .147494 .148524 .149554 .20 .21 .152659 .153697 .154737 .155779 .156822 .157867 .15805 .152659 .152659 .152666
.171612 .163120 .164176 .165233 .166292 .167353 .168416 .169480 .170546 1.18237. 1822978 .174825 .175900 .176976 .178053 .179131 .18212 .183463 .23. .173753 184550 .185639 .18639 .187820 .188912 190007 .191102 .19220 .184550. 24. .25 .195501 .196604 .197709 .198814 .199922 .201031 .25 .202141 .195501 .195501 .25 .26 .20()600 .207718 .208837 .209957 .211079 .212202 .213326 .214453 .215580 .216708 .27 .217839 .218970 .220102 .221235 .222371 .223507 .224645 .225783 .226924 .228005 .28 .229209 .230352 .231498 .232644 .233791 .234941 .2.36091 .237:242 .238395 .239548 .29 .240703 .2418.59 .243016 .244173 .245333 .246494 .247655 .248819 .249983 .251148 .ao .2.~2315 .25:3483 .254652 .255822 .256992 ·.~58165 .259338 .260512 .261687 .262863 .265218 .266397

MEASURES

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PARTIAL VOLUMES IN ELLIPSOIDAL HEADS AND SPHERES

Two 2:1 Ellipsoidal
Heads on Vertical Vessel

Total Volume: 0.5236 *D3*

total volume \times coefficient (found from table below)

EXAMPLE:

Vessel Find the partial volume of (2) 2:1 ellipsoidal heads of a Total Volume: 0.2618 *D*³ horizontal vessel. The total volume of the two heads:

 $0.2618 \times D^3 = 0.2618 \times 10^3 = 261.8$ cu. ft.

Coefficient from table:

HID=2.75/10 = .275

Heads on Vertical Vessel Referr to the first two figures (.27) in the column headed Total Vertical Vessel (H/D) in the table below. Proceed to the right until the (H/D) in the table below. Proceed to the right until the coefficient is found under the column headed (5) which \overrightarrow{D} is the third digit. The coefficient of .275 is found to be .185281.

cu. ft. multiplied by $7.480519 = U.S.$ Gallon c.u. ft. multiplied by $28.317016 =$ Liter

MEASURES

437

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MEASURES

DECIMALS OF AN INCH

WITH MILLIMETER EQUIVALENTS

DECIMALS OF A FOOT

METRIC SYSTEM OF MEASUREMENT

This system has the advantage that it is a coherent system. Each quantity has only one unit and all base units are related to each other. The fractions and multiples of the units are made in the decimal system.

UNITS OF METRIC MEASURES

METRIC SYSTEM OF MEASUREMENT

MEASURES OF LENGTH

MEASURES OF AREA

MEASURES OF VOLUME

MEASURES OF WEIGHT

EXAMPLE CALCULATION

Weight of the water in a cylindrical vessel of 2,000 mm inside diameter and $3.1416 \times 1,000^2 \times 10,000 = 31,416,000,000$ mm³ $10,000$ mm length: 31,416 liter, 1 31.416 cu. meter, m 31416 kilogram, kg (The weight of one liter of pure water at the maximum density $(4^{\circ}C)$ equals one kilogram.)

443
METRIC SYSTEM OF MEASUREMENT

RECOMMENDED PRESSURE VESSEL DIAMETERS

RECOMMENDED TANK DIAMETERS

The recommended diameters are based on a geometric progression, called Renard Series (RIO) of Preferred Numbers.*

Dimensions on drawings shall be expressed in millimeters. The symbol for millimeters, *mm* (no period) need not be shown on the drawings. However, the following note shall be shown on the darawings: ALL DIMENSIONS ARE IN MILLIMETERS.

Dimensions above 5 digits in millimeters may be expressed in meters(e.g. 110.75 m)

Scales of Metric Drawings: enlarging the object, 2, 5, 10, 20 times reducing the object in proportion of 1:2.5, 1:5, 1:10, 1:20, 1:50, 1:100, 1:200, 1:500, 1:1000

* Reference: *Making it with Metric*, The National Board of Boiler and Pressure Vessel Inspectors.

 $\label{eq:2.1} \mathcal{L}_{\mathcal{A}}(\mathcal{A}) = \mathcal{L}_{\mathcal{A}}(\mathcal{A}) = \mathcal{L}_{\mathcal{A}}(\mathcal{A}) = \mathcal{L}_{\mathcal{A}}(\mathcal{A})$

~

 $\label{eq:2.1} \begin{split} \mathcal{L}_{\text{max}}(\mathbf{r}) = \mathcal{L}_{\text{max}}(\mathbf{r}) \mathcal{L}_{\text{max}}(\mathbf{r}) \,, \end{split}$

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MILLIMETERS TO INCHES (con't.)

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 $\begin{array}{c} \frac{1}{2} \\ \frac{1}{2} \end{array}$

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 $\label{eq:2.1} \begin{split} \mathcal{L}_{\text{max}}(\mathbf{r}) = \frac{1}{2} \sum_{i=1}^{N} \mathcal{L}_{\text{max}}(\mathbf{r}) \mathcal{L}_{\text{max}}(\mathbf{r}) \\ \mathcal{L}_{\text{max}}(\mathbf{r}) = \frac{1}{2} \sum_{i=1}^{N} \mathcal{L}_{\text{max}}(\mathbf{r}) \mathcal{L}_{\text{max}}(\mathbf{r}) \mathcal{L}_{\text{max}}(\mathbf{r}) \\ \mathcal{L}_{\text{max}}(\mathbf{r}) = \frac{1}{2} \sum_{i=1}^{N} \mathcal{L}_{\text{max}}(\mathbf$

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MEASURES

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 56

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58
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60

0.0154171

0.01570 80

0.01599 89

0.01628 97

0.01658 06

0.0168715

0.01716 24

0.01745 33

55

 56

57

58
59

60

 $\frac{1}{172}$

173 174

 175

 176

177

178

179

180

1.97222 21
1.98967 53

2.0071286

2.02458 19

2.04203 52

2.05948 85

2.07694 18

2.09439 51

3.01941 96
3.03687 29

3.05432 62

3.0717795

3.08923 28

3.10668 61

3.12413 94

3.14159 27

 0°

 $\frac{1}{2}$ 4

567

 $\frac{1}{8}$

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10 $\frac{11}{12}$

 13 $\overline{14}$

 15

 $\frac{16}{17}$

 18 $\overline{19}$

 20
 21
 22
 23
 24

25
26
27
28

 $\frac{1}{29}$

30

 31

 32

 $\frac{1}{33}$

 35

 $\overline{36}$

 37

38

39

40

41 42 43

44

45

 46
 47

 $\frac{48}{49}$

50

 $\frac{51}{52}$

 53

 $\overline{54}$

55
56
57
58

 59

60

0.0698

0.1047 0.1221

 0.1570

0.2792

0.3316

0.3839

0.4188

0.5410

0.5759

 0.6457

0.6806

 $0,8028$

 0.8552

 0.9250245

 0.9424778

0.95993 11

:097738 44
0.99483 77
1.01229 10

1.02974 43

1.0471976

 113

 114

115

 $\frac{116}{117}$

 $\overline{118}$

 119

120

455

VIEASURES

 0.0002521

 0.00025 70
0.00026 18

0.00026 66

0.0002715

0.00027 63

0.00028 12

0.00028 60

0.00029 09

EXAMPLES

1. Change 87° 26' 34" to radian Solution: From table on opposite page

2. Change 1.5262 radians to degrees Solution: From table above

 ~ 100 km s $^{-1}$

MEASURES

CONVERSION FACTORS (For conversion factors meeting the standards of the SI metric system, refer to ASTM E380-72) **MULTIPLY BY TO OBTAIN** centimeters centimeters•.......................... cubic centimeters cubic feet•.......................... cubic feet cubic feet•................................ cubic inches•................... cubic meters•...................... cubic meters•.............................. cubic yards .. . degrees angular foot pounds•..•..........•.................. feet•................................ gallons, British Imperial gallons, British Imperial gallons, British Imperial gallons, U.S gallons, U.S gallons, U.S grams, metric horse-power, metric horse-power, U.S inc:hes .. . kilograms kilograms per sq. centimeter kilometers liters .. . meters meters meters miles, statute milimeters milimeters pounds avoirdupois pounds per square foot pounds per square inch radians .. . square centimeters square inches ; square meters square miles square yards tons, long .. . tons, long tons, metric tons, metric tons, metric tons, short tons, short .. . yards 3.28083×10^{-2} .3937 6.102×10^{-2} 2.8317×10^{-2} 6.22905 28.3170 16.38716 35.3145 1.30794 .764559 .0174533 .13826 30.4801 .160538 1.20091 4.54596 .832702 .13368 3.78543 2.20462×10^{-3} .98632 1.01387 2.54001 2.20462 14.2234 .62137 . 26417 3.28083 39.37 1.09361 1.60935 3.28083×10^{-3} 3.937×10^{-2} .453592 4.88241 7.031×10^{-2} 57.29578 .1550 6.45163 1.19599 2.590 .83613 1016.05 2240. 2204.62 .98421 1.10231 .892857 .907185 .914402 feet inches cubic inches cubic meters gallons, British Imperial liters cubic centimeters cubic feet cubic yards cubic meters radians kilogram meters centimeters cubic feet gallons, U.S. liters gallons, British Imperial cubic feet liters pounds, avoirdupois horse-power, U.S. horse-power, metric centimeters pounds pounds per sq. inch miles, statute gallons, U.S. feet inches yards kilometer feet inches kilograms kilograms per sq. meter kilograms per sq. centimeter degrees angular square inches square centimeters square yards square kilometers square meters kilograms pounds pounds tons, long tons, short tons, long tons, metric meters

PART IV.

DESIGN OF STEEL STRUCTURES

STRUCTURES

STRESS AND STRAIN FORMULAS

STRUCTURES

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STRUCTURES

CENTER OF GRAVITY

The center of gravity of an area or body is the point through which about any axis the moment of the area or body is zero. If a body of homogenous material at the center of gravity were suspended it would be balanced in all directions.

The center of gravity of symmetrical areas as square, rectangle, circle, etc. coincides with the geometrical center of the area. For areas which are not symmetrical or which are
symmetrical about one axis only, the center of gravity may be determined by calculation.

> The center of gravity is located on the centerline of symmetry. $(Axis y-y)$

To determine the exact location of it:

- 1. Divide the area into 3 rectangles and calculate the area of each. (A, B, C)
- 2. Determine the center of gravity of the rectangles
and determine the distances a , b and c to a selected axis $(x - x)$ perpendicular to axis $y - y$.
- 3. Calculate distance *y* to locate the center of gravity by the formula:

$$
y = \frac{Aa + Bb + Cc}{A + B + C}
$$

Assuming for areas of rectangles: $A = 16$, $B = 14$ and $C = \overline{12}$ square inches and for the distances of center of gravities: $a = 1$, $b = 5$ and $c = 9$ inches.

$$
y = \frac{16 \times 1 + 14 \times 5 + 12 \times 9}{16 + 14 + 12} = 4.62
$$
in.

The area is not symmetrical about any axi:s. The center of gravity may be determined by calculating the moments with reference to two selected axes. To determine the distances of center of gravity to these axes:

- 1. Divide the area into 3 rectangles and calculate the areas of each. (A, B, C)
- 2~ Defermirie the center of gravity of the rectangles and the distances, a, b and c to axis x-x and the distances a_j , b_j , c, to axis $y-y$.
3. Calculate distances *x* and *y* by the formulas:
	-

$$
x = \frac{Aa_1 + Bb_1 + Cc_1}{A + B + C}
$$

$$
y = \frac{Aa + Bb + Cc}{A + B + C}
$$

Assuming for areas of rectangles: $A = 16$, $B = 14$ and $C = \overline{12}$ square inches and for distances of center of gravities: $a=1, b=5, c=9$: $a=4, b=1$ and $c=3$

$$
x = \frac{16 \times 4 + 14 \times 1 + 12 \times 3}{16 + 14 + 12} = 2.71 \text{ in.} \qquad y = \frac{16 \times 1 + 14 \times 5 + 12 \times 8}{16 + 14 + 12} = 4.62 \text{ in.}
$$

EXAMPLE #2

y

EXAMPLE #1

c.g.

X

STRUCTURES

CENTER OF GRAVITY

EXAMPLES

TRUCTURE

DESIGN OF WELDED JOINTS FOR STRUCTURAL MEMBERS

GROOVE WELD

Groove welds are usually a continuation of the base metal. For groove welds the same strength is ascribed as for the members that they join.

FILLET WELD

Size of weld

The size of an equal-leg fillet weld is the leg dimension of the largest 45° right triangle inscribed in the cross section of the weld.

The size of an unequal-leg fillet weld is the shortest distance from the root to the face of the fillet weld.

Throat dimension = $0.707 \times \text{leg}$ dimension

Minimum Weld size*

• Weld size need not to exceed the thickness of the thinner part joined

Economy of fillet welding

- 1. Use the minimum size of fillet weld required for the desired strength. Increasing the size of a fillet weld in direct proportion, the volume (and costs) of it
- will increase with the square of its size. 2. Locate weld to avoid eccentricity, to be readily accessible, and in down-welding position.
- 3. Apply fillet weld transversely to the force to achieve greater strength.

Allowable Load

The strength of the welds is a function of the welding procedure and the electrode used. For carbon steel joints commonly used maximum allowable static load 9,600 (9.6 kips) lbs per 1 square inch of the fillet weld leg-area, or 600 lbs on a \mathcal{H}_6 " leg. \times 1" long fillet weld. For example: the allowable load on a $44'' \times 1''$ long fillet weld $4 \times 600 = 2,400$ lbs.

Combined Loads

Shear stress and bending or torsional stresses due to eccentric loadings may be combined vectorially. It is based on the elastic theory and provides a simplified and conservative method.

STRUCTURES

EXAMPLE CALCULATIONS

EXAMPLE #1

A platform is supported by 3 equally spaced channels bolted to Jugs. The floor load is 125 Jbs per square feet. The other design data are shown in the figures.

Determine the stresses in the channels and bolts.

One half of the total load is supported by the middle channel, thus the stress conditions only of this channel shall be investigated.

Area supported by the middle channel:

 $\frac{60}{2}$.7854 (12²-5²) = 15.577 sq. ft. 360

Load: $15.577 \times 125 = 1947$ lbs

Center of gravity (see page 434):

$$
b = 38.197 \frac{(R^3 - r^3) \sin \alpha}{(R^2 - r^2)} =
$$

38.197 $\frac{(6^3 - 2.5^3) \cdot 0.500}{(R^2 - 2.5^3) \cdot 30} = 4.28$

$$
\frac{38.197 \cdot \frac{(6-2.5)}{62}}{(62-2.5^2) \cdot 30} = 4.28
$$

Moment: $1947 \times 2.28 \times 12 = 53{,}270$ in-1b Moment of inertia:

$$
I_{xx} = \frac{bd^3}{12} - \frac{b_i d_i^3}{12} =
$$

$$
I_{xx} = \frac{2 \times 12^3}{12} - \frac{1.75 \times 11.5^3}{12} = 66.206
$$

Section modulus:

$$
Z=\frac{I}{y}=\frac{66.206}{6}=11.034
$$

Stress in channel at the support:

$$
S = \frac{53,270}{11.034} = 4828
$$
psi

Stress in bolts: (center on bolts pattern) load on one bolt: $\frac{53,270}{ }$ = 6659 lb. try $\%$ bolt; $A = 0.6013$ in² 6659 $S =$ 0.6013 $= 11074$ psi.

EXAMPLE CALCULATIONS

EXAMPLE #2

A vertical vessel is supported by two beams. The weight of the vessel is 20,000 lbs $I = 120$ in Assume pin joint

The load on one beam:

Moment:

$$
M = \frac{Pl}{4} = \frac{10,000 \times 120}{4} = 300,000 \text{ in-lb}
$$

Required section modulus:

$$
Z=\frac{M}{S_A}
$$

Assuming for allowable stress, S_A : 20,000 psi,

Section modulus:

$$
Z = \frac{300,000}{20,000} = 15 \text{ in}^3
$$

The section modulus of a wide flange WF 8×20 is 17 in³ Moment of inertia: 69.2

Stress at the center of wide flange:

$$
S = \frac{M}{Z} = \frac{300,000}{17} = 17,647 \text{ psi}
$$

Deflection:

$$
\Delta = \frac{P l^3}{48EI} = \frac{10,000 \times 120^3}{48 \times 29,000,000 \times 69.2} =
$$

$$
.1794 \text{ in } \sim \frac{3}{16} \text{ in.}
$$

REQUIRED LENGTH OF BOLTS

MINIMUM EDGE DISTANCE AND SPACE The minimum distance from the center of bolt hole to any edge

BOLT HOLES shall be $\frac{1}{6}$ larger than bolt diameter.

ALLOWABLE LOADS in kips

SA 307 unfinished bolts and connected material: SA 283C, SA 285C, SA 36

STRUCTURES

NOTES

PARTV.

MISCELLANEOUS

 α .

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480

j

MISC.

ABBREVIATIONS (cont.)

482

 $\ddot{}$

MISC.

CODES, STANDARDS, SPECIFICATIONS

PRESSURE VESSELS, BOILERS

ASME Boiler and Pressure Vessel Code, 2001

- I Power Boilers
II Materials
- Materials
- III Nuclear Power Plant Components
- IV Heating Boilers
V Nondestructive
- Nondestructive Examination
- VI Recommended Rules for Care and Operation of Heating Boilers
- VII Recommended Rules for Care of Power Boilers
- VIII Pressure Vessels Division 1, Division 2 and 3 Alternate Rules
- IX Welding and Brazing Qualifications
- X Fiberglass-Reinforced Plastic Pressure Vessels
- XI Rules for In-service Inspection of Nuclear Power Plant Components

British Standards Institution (BSI)

- 1500 Fusion Welded Pressure Vessels for Use in the Chemical, Petroleum and Allied Industries
- 1515 Fusion Welded Pressure Vessels for Use in the Chemical, Petroleum and Allied Industries (advanced design and construction)

Canadian Standards Association (CSA)

B-51-M1991 - Code for the Construction and Inspection of Boilers and Pressure Vessels

TANKS

American Petroleum Institute (API)

- Spec 12B Specification for Bolted Tanks for Storage of Production Liquids, 1990
- Spec 12D Specification for Field Welded Tanks for Storage of Production Liquids, 1982

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CODES, STANDARDS, SPECIFICATIONS *Continued*

- Spec 12F Specification for Shop Welded Tanks for Storage of Production Liquids, 1988
- Std. 620 Recommended Rules for Design and Construction of Large Welded, Low-Pressure Storage Tanks, 1990
- Std. 650 Welded Steel Tanks for Oil Storage, 1988

Underwriters Laboratories, Inc. (UL)
No. 142 Steel Aboveground Tanks for Steel Aboveground Tanks for Flammable and Combustible Liquids

No. 58 Steel Underground Tanks for Flammable and Combustible Liquids

American Water Works Association (AWWA)

- No. 30 Flammable & Combustible Liquids Code
- No. 58 Liquefied Petroleum Gases, Storage and Handling
- No. 59 Liquefied Petroleum Gases at Utility Gas Plants

PIPING

American National Standards Institute (ANSI)

B31.1-1998 Power Piping

B31.2-1968 Fuel Gas Piping

B31.3-1999 Chemical Plant and Petroleum Refinery Piping

B31.4-1998 Liquid Petroleum Transportation Piping Sys-

tems

B31.5-2000 Refrigeration Piping with 1978 Addenda

B31.8-1999 Gas Transmission and Distribution Piping Systems

HEATEXCHANGERS

Expansion Joint Manufacturers Association, Inc.

Standards, 5th Edition with 1985 Addenda and Practical Guide to Expansion Joints

PIPES

American National Standards Institute (ANSI)

ANSI B36.19-1976 Stainless Steel Pipe ANSI/ASME B36.10M-1985 Welded and Seamless Wrought Steel Pipe

CODES, STANDARDS, SPECIFICATIONS *Continued*

FITTINGS, FLANGES, AND VALVES

American National Standards Institute (ANSI)

ANSI 816.25-1992

Buttwelding Ends

ANSI 816.10-1992

Face-to-Face and End-to-End Dimensions of Ferrous Valves

ANSI B 16.9- 2003

Factory-Made Wrought Steel Buttwelding Fittings

ANSI B16.14-1991

Ferrous Pipe Plugs, Bushings, and Locknuts with Pipe Threads

ANSI 816.11-2001

Forged Steel Fittings, Socket-Welding and Threaded

ANSI B16.5-2003

Pipe Flanges and Flanged Fittings, Steel, Nickel Alloy and Other Special Alloys

ANSI 816.20-1998

Ring-Joint Gaskets and Grooves for Steel Pipe Flanges

MATERIALS

The American Society for Testing and Materials (ASTM)

1989 Annual Book of ASTM Standards, Section 1 Iron and Steel Products Volume 01.01/Steel Piping, Tubing and Fittings, 131 Standards Volume 01.03/Steel Plate, Sheet, Strip, and Wire, 95 Standards Volume 01.04/Structural Steel, Concrete Reinforcing Steel, Pressure Vessel Plate and Forgings, Steel Rails, Wheels, and Tires - 135 Standards

MISCELLANEOUS

International Conference of Building Officials (ICBO) Uniform Building Code $- 1991$

Steel Structures Painting Council (SSPC) Steel Structures Painting Manual Volume 1, Good Painting Practice Volume 2, Systems and Specifications

CODES, STANDARDS, SPECIFICATIONS *Continued*

Environment Protection

Code of Federal Regulations, Protection of Environment, 1988 40-Parts 53 to 60 (Obtainable from any Government Printing Office).

American Society of Civil Engineers (ASCE)

Minimum Design Loads for Buildings and Other Structures ANSVASCE 7-95 (Formerly ANSVASCE 7-93)

Occupational Safety and Health Administration (OSHA)

Technical Manual, Section IV Chapter 3: Petroleum Refining Chapter 4: Pressure Vessel Guideline

ORGANIZATIONS.AND ASSOCIATIONS Dealing with Piping and Pressure Vessels

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ORGANIZATIONS AND ASSOCIATIONS Dealing with Piping and Pressure Vessels T=Telephone • F=Fax • E=Email • W=Website **OSHA**
Occupational Safety & Health Administration $\begin{bmatrix} T & 410-865-2055 \\ F & 410-865-2068 \end{bmatrix}$ Occupational Safety & Health Administration 1099 Winterson Road, Suite 140 E Linthicum, MD 21090 \vert W \vert www.osha.org OneCIS Insurance Company of America

T 800-579-3444

F 617-725-6094 One Beacon Street F
Boston, MA 02108-3100 E E patrick.hennessey@onecis.com
W www.onecis.com www.onecis.com **PVRC** $\begin{array}{|c|c|c|c|c|}\n\hline\n\text{P} & 216-658-3847 \\
\text{P} & 216-658-3854 \\
\hline\n\end{array}$ **Pressure Vessel Research Council** $\begin{array}{c} \n\text{F} \\
\text{PO Box 1942} \\
\text{E}\n\end{array}$ PO Box 1942
New York, NY 10156 E wrc@forengineers.org
New York, NY 10156 www.forengineers.org **SSPC** $\begin{bmatrix} \text{T} & 877-281-7772 \\ \text{Society for Practice Coations} & \text{F} & 412-281-9992 \end{bmatrix}$ Society for Protective Coatings

40 24th Street, 6th Floor

E info@sspc.org 40 24th Street, 6th Floor $\begin{array}{c} \begin{array}{c} \begin{array}{c} \end{array} \\ \text{Pittsburch. PA 15222} \end{array} \end{array}$ Pittsburgh, PA 15222 W www.sspc.org Steel Plate Fabricators Association $T | 847-438-8265$ Steel Tank Institute
Division of STI/SPFA $\begin{array}{c|c}\n\text{F} & 847-438-8766 \\
\text{E} & \text{info@steeltani}\n\end{array}$ E info@steeltank.com
W www.steeltank.com 570 Oakwood Road W www.steeltank.com Lake Zurich, IL 60047 TEMA $\begin{array}{|c|c|c|c|c|}\n\hline\n\textbf{T} & 914-332-0040 \\
\textbf{T} & \textbf{D} & \textbf{F} & 914-332-1541\n\end{array}$ Tubular Exchanger Manufacturers 25 North Broadway

Tarrytown, NY 10591 W WWW.tema.org Tarrytown, NY 10591 W www.tema.org UL
Underwriters Laboratories. Inc. $\begin{array}{|c|c|c|c|c|}\n\hline\n\text{Underwriters Laboratories. Inc.} & & \text{F} & 847-272-8800 \\
\hline\n\end{array}$ Underwriters Laboratories, Inc.
 $\begin{array}{c|c}\n\text{F} & 847-272-8800 \\
\hline\n\text{E} & \text{ce} \ (\text{quas.uLcorr})\n\end{array}$ 333 Pfingsten Road E cec@us.ul.com Northbrook, IL 60062 www.ul.com USCG
United States Coast Guard
United States Coast Guard
 $\begin{array}{|c|c|c|c|c|}\n\hline\n\text{I} & 202-267-2967 \\
\hline\n\end{array}$ United States Coast Guard 2100 Second Street SW $\begin{array}{c|c}\n\text{E} \quad \text{cond@useg.mil} \\
\hline\n\text{W} \quad \text{www.uscg.mil}\n\end{array}$ Washington, DC 20593 W www.uscg.mil \prime

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SUBJECTS

COVERED BY THE WORK(S) LISTED UNDER LITERATURE (The numbers refer to the work(s) dealing with the subject)

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DEFINITIONS

 A_b rasion $-$ The removal of surface material from any solid through the frictional action of another solid, a liquid, or a gas or combination thereof.

Absolute Pressure $-$ The pressure above the absolute zero value of pressure that theoretically obtains in empty space or at the absolute zero of temperatre, as distinguished from gage pressure.

 Alloy $-$ Any of a large number of substances having metallic properties and consisting of two or more elements; with few exceptions, the components are usually metallic elements.

Angle Joint $-$ A joint between two members located in intersecting planes between zero (a butt joint) and 90 deg. (a corner joint). (Code UA-60)

Angle Valve $-$ A valve, usually of the globe type, in which the inlet and outlet are at right angles.

Annealing $-$ Annealing generally refers to the heating and controlled cooling of solid material for the purpose of removing stresses, making it softer, refining its structure or changing its ductility, toughness or other properties. Specific heat treatments covered by the term annealing include black annealing, blue annealing, box annealing, bright annealing, full annealing, graphitizing, maleabilizing and process annealing.

Arc Welding $-$ A group of welding processes wherein coalescence is produced by heating with an electric arc, with or without the application of pressure and with or without the use of filler metal.

Automatic Welding $-$ Welding with equipment which performs the entire welding operation without constant observation and adjustment of the controls by an operator. The equipment may or may not perform the loading and unloading of the work.

Backing - Material backing up the joint

during welding to facilitate obtaining a sound weld at the root.

Backing Strip is a backing in a form of a strip.

Brittle Fracture $-$ The tensile failure with negligible plastic deformation of an ordinary ductile metal.

Brittleness - Materials are said to be brittle when they show practically no permanent distortion before failure.

Bushing \leftarrow A pipe fitting for connecting a pipe with a female fitting of larger size. It is a hollow plug with internal and external threads.

Butt Weld - A weld joining two members

lying approximately in the same plane. Butt welded joints in pressure vessel construction shall have complete penetration and fusion.

Types of butt welded joints: Single or Double Beveled Joint, Square Butt Joint. Full Penetration, Partial Penetration Butt Joints. Butt Joints with or without backing strips.

Centroid of an Area (Center of Gravity of $an Area$ - That point in the plane of the area about any axis through which the moment of the area is zero; it coincides with the center of gravity of the area materialized as an infinitely thin homogeneous and uniform plate.

Chain Intermittent Fillet Welds - Two

lines of intermittent fillet welding in a tee or lap joint, welding the increments of welding in one line are approximately opposite to those in the other line.

Check Valve $-$ A valve designed to allow a fluid to pass through in one direction only. A common type has a plate so suspended that the reverse flow aids gravity in forcing the plate against a seat, shutting off reverse flow.

Chipping — One method of removing surface defects such as small fissures or seams from partially worked metal. If not eliminated, the defects might carry through to the finished material. If the defects are removed by means of a gas torch the term "deseaming" or "scarfing" is used.

Clad Vessel - A vessel made from plate having a corrosion resistant material integrally bonded to a base of less resistant material. (Code UG-60)

Complete Fusion $-$ Fusion which has occurred over the entire base-metal surfaces exposed for welding.

Complete Penetration $-$ Penetration which extended completely through the joint.

Corner Joint - A welded joint at the junction of two parts located approximately at right angles to each other.

Corrosion — Chemical erosion by motionless of moving agents. Gradual destruction of a metal or alloy due to. chemical processes such as oxidation or the action of a chemical agent.

Corrosion Fatigue - Damage to or failure of a metal due to corrosion combined with fluctuating fatigue stresses.

Coupling - A threaded sleeve used to connect two pipes. They have internal threads at both ends to fit external threads on pipe.

 $Creep$ - Continuous increase in deformation under constant or decreasing stress. The term is usually used with reference to the behavior of metals under tension at elevated temperatures. The similar yielding of a material under compressive stress is usually called *plastic flow* or *flow.*

Damaging Stress - The least unit stress, of a given kind and for a given material and condition of service, that will render a member unfit for service before the end of its normal life. It may do this by producing excessive set, or by causing creep to occur at an excessive rate, or by causing fatigue cracking, excessive strain hardening, or rupture.

Deformation $(Strain)$ - Change in the form or in the dimension of a body produced by stress. *Elongation is* often used for tensile strain, *compression or shortening* for compressive strain, and *detrusion* for shear strain. *Elastic deformation* is such deformation as •disappears on removal of stress; *permanent deformation is* such deformation as remains on removal of stress.

Design Pressure - The pressure used in determining the minimum permissible thick-. ness or physical characteristics of the different parts of the vessel. (Code UG-21)

Design Temperature - The mean metal temperature (through the thickness) expected under operating conditions for the part considered. (Code UG-21)

Discontinuity, Gross Structural $- A$ source of stress or strain intensification which affects a relatively large portion of a structure and has a significant effect on the overall stress or strain pattern or on the structure as a whole. Examples of gross structural discontinuities are head-to-shell and flange-to-shell junctions, nozzles, and junctions between shells of different diameters or thicknesses.

Discontinuity, Local Structural $- A$ source of stress or strain intensification which affects a relatively small volume of material and does not have a significant effect on the overall stress or strain pattern or on the structure as a whole. Examples are small fillet radii, small attachments, and partial penetration welds.

Double-Welded Butt Joint $-$ A butt joint welded from both side.

Double-Welded Lap Joint $-$ A lap joint in

which the overlapped edges of the members to be joined are welded along the edges of both members.

Ductility $-$ The ability of a metal to stretch and become permanently deformed without breaking or cracking. Ductility is measured by the percentage reduction in area and percentage elongation of test bar.

Eccentricity $-$ A load or component of a load normal to a given cross section of a member is eccentric with respect to that section if it does not act through the centroid. The perpendicular distance from the line of action of the load to either principal central axis is the *eccentricity* with respect to that axis.

Efficiency of a Welded Joint $-$ The efficiency of a welded joint is expressed as a numerical quantity and is used in the design of a joint as a multiplier of the appropriate allowable stress value. (Code UA-60)

Elastic $-$ Capable of sustaining stress without permanent deformation; the term is also used to denote conformity to the law of stress-strain proportionality. An elastic stress or elastic strain is a stress or strain within the elastic limit.

Elastic Limit The least stress that will cause permanent set.

Electroslag Welding $- A$ welding process in which consumable electrodes are fed into a joint containing flux; the current melts the flux, and the flux in turn melts the faces of the joint and the electrodes, allowing the weld

metal to form a continuously cast ingot between the joint faces. Used in pressure vessel construction when back of the welding is not accessible. All butt welds joined by electroslag welding shall be examined radiographically for their full length. (Code UW-11) (a) (6)

Endurance Limit (Fatigue Strength) $-$ By endurance limit of a material is usually meant the maximum stress which can be reversed an indefinitely large number of times without producing fracture.

 $Erosion-Corrosion$ - Attack on a metal surface resulting from the combined effects of erosion and corrosion.

Expansion Joint $- A$ joint whose primary purpose is not to join pipe but to absorb that longitudinal expansion in the pipe line due to heat.

Factor of Safety $-$ The ratio of the load that would cause failure of a member or structure, to the load that is imposed upon it in service.

 $Fatique$ - Tendency of materials to fracture under many repetitions of a stress considerably less than the ultimate static strength.

Fiber Stress $-$ A term used for convenience to denote the longitudinal tensile or compressive stress in a beam or other member subject to bending. It is sometimes used to denote this stress at the point or points most remote from the neutral axis, but the term *stress in extreme fiber* is preferable for this pupose. Also, for convenience, the longitudinal elements or filaments of which a beam may be imagined as composed are called *fibers.*

throat

 $\frac{1}{1+\epsilon}$ leg

Fillet Weld $-$ A weld of approximately triangular cross section joining two surfaces approxi mately at right angles to each other.

> The effective stress-carrying area of a fillet weld is assumed to be the product of the throat dimension and the length of the weld. Fillet welds are specified by their leg dimension.

Fillet welds may be employed as strength welds for pressure parts of vessels within the limitations given in Table UW-12 of the Code. The allowable load on fillet welds shall equal the product of the weld area (based on minimum leg dimension), the allowable stress value in tension of the material being welded, and a ioint efficiency of 55%. (Code UW-18) The allowable stress values for fillet welds attaching nozzles and their reinforcements to vessels are (in shear) 49% of stress value for the vessel material. (Code (UW-15)

Filler Metal $-$ Material to be added in making a weld.

Full Fillet Weld $- A$ fillet weld whose size is equal to the thickness of the thinner member joined.

Gage Pressure $-$ The amount by which the total absolute pressure exceeds the ambient atmospheric. pressure.

Galvanizing $-$ Applying a coating of zinc to ferrous articles. Application may be by hot dip process or electrolysis.

 Gas Welding $- A$ group of welding processes wherein coalescence is produced by heating with a gas flame with or without application of pressure and with or without the use of filler metal.

Gate Valve $- A$ valve employing a gate, often wedge-shaped, allowing fluid to flow when the gate is lifted from the seat. Such valves have less resistance to flow than globe valves.

Globe Valve $-$ One with a somewhat globe shaped body with a manually raised or lowered disc which when closed rests on a seat so as to prevent passage of a fluid.

Graphitization - Precipitation of carbon in the form of graphite at grain boundaries, as occurs if carbon steel is in service long enough above 775°F, and C-MQ steel above 875°F. Graphitization appears to lower steei strength by removing the strengthening effect of finely disperse iron carbides (cementite) from grains. Fine-grained, aluminum-killed steels seem to be particularly susceptible to graphitization.

Groove Weld $-$ A weld made by depositing filler metal in a groove between two members to be ioined.

Standard' shapes of grooves: V, U and J. Each may be single or double.

Stress values for groove welds in tension 74% and in shear 60% of the stress value of vessel material joined by the weld. (Code UW-15)

 $Head - The end (enclosure) of a cylindrical$ shell. The most commonly used types of heads are hemispherical, ellipsoidal, flanged and dished (torispherical), conical and flat.

Heat Treatment $-$ Heat treating operation performed either to produce changes in mechanical properties of the material or to restore its maximum corrosion resistance. There are three principal types of heat treatment; annealing, normalizing, and post-weld heat treatment.

 $High-Allow Steèl$ $-$ Steel containing large percentages of elements other than carbon.

Hydrogen Brittleness $-$ Low ductility of a metal due to its absorption of hydrogen gas, which may occur during an electrolytic process or during cleaning. Also known as acid brittleness.

Hydrostatic Test - The completed vessel filled with water shall be subjected to a test pressure which is equal to $1\frac{1}{2}$ times the maximum allowable working pressure to be marked on the vessel or $1\frac{1}{2}$ times the design pressure by agreement between the user and the manufacturer. (Code UG-99)

Impact Stress - Force per unit area imposed to material by a suddenly applied force.

Impact Test - Determination of the degree of

resistance of a material to breaking by impact, under bending, tensile and torsion loads; the energy absorbed is measured by breaking the material by a single blow.

Intermittent $Weld - A$ weld whose continuity is broken by unwelded spaces.

 $Isotropic - Having the same properties in all$ directions. In discussions pertaining to strength of materials, isotropic usually means having the same strength and elastic properties (modulus of elasticity, modulus of rigidity, Poisson's ratio) in all directions.

Joint Efficiency $-$ A numerical value expressed as the ratio of the strength of a riveted, welded, or brazed joim. to the strength of the parent metal.

Joint Penetration $-$ The minimum depth a groove weld extends from its face into a joint, exclusive of reinforcement.

Killed Steel - Thoroughly deoxidized steel, (for example, by addition of aluminum or silicon), in which the reaction between carbon and oxygen during solidification is suppressed. This type of steel has more uniform chemical composition and properties as compared to other types.

Lap Joint $-$ A welded joint in which two overlapping metal parts are
ioined by means of a fillet, overlapping metal parts are joined by means of a fillet, plug or slot welds.

Layer or Laminated Vessel $-$ A vessel having a shell which is made up of two or more separate layers. (Code UA-60)

Leg - See under Fillet Weld.

Lethal Substances $-$ Poisonous gases or liquids of such a nature that a very small amount of the gas or of the vapor of the liquid is dangerous to life when inhaled. It is the responsibility of the user of the vessel to determine that the gas or liquid is lethal. (Code UW-2)

Ligament $-$ The section of solid material in a tube sheet or shell between adjacent holes.

Lined Vessel $-$ A vessel having a corrosion resistant lining attached intermittently to the vessel wall. (Code UA-60)

Liquid Penetrant Examination (PT). A method of nondestructive examination which provides for the detection of discontinuities open to the surface in ferrous and nonferrous materials which are nonporous. Typical discontinuities detectable by this method are cracks, seams, laps, cold shuts, and laminations. (Code UA-60)

Loading $-$ Loadings (loads) are the results of various forces. The loadings to be considered in designing a vessel: internal or external pressure, impact loads, weight of the vessel, superimposed loads, wind and earthquake, local load, effect of temperature gradients. (Code UG-22)

 $Low-Allow Steel - A hardenable carbon steel$ generally containing not more than about 1% carbon and one or more of the following alloyed components: \langle (less than) 2% manganese, $<$ 4% nickel, $<$ 2% chromium, 0.6% molybdenum, and < 0.2 % vanadium.

Magnetic Particle Examination (MT). A method of detecting cracks and similar discontinuities at or near the surface in iron and the magnetic alloys of

Malleable Iron $-$ Cast iron heat-treated to reduce its brittleness. The process enables the material to stretch to some extent and to stand greater shock.

Material Test Report $- A$ document on which the material manufacturer records the results of tests examinations, repairs, or treatments required by the basic material specification to be reported. (Code UA-60)

Maximum Allowable Stress Value $-$ The maximum unit stress permissible for any specified material that may be used in the design formulas given in the Code. (UG-23)

Maximum Allowable Working Pressure - The maximum gage pressure permissible at the top of a completed vessel in its operating position for a designated temperature. This pressure is based on the weakest element of the vessel using norrninal thicknesses exclusive of allowances for corrosion and thickness required for loadings other than pressure. (Code UA-60)

Membrane Stress - The component of normal stress which is uniformly distributed and equal to the average value of stress .across the thickness of the section under consideration.

Metal Arc Welding $-$ An arc welding process in which the electrode supplies the filler metal to the weld.

Modulus of Elasticity (Young's Modulus) -The rate of change of unit tensile or compressive stress with respect to unit tensile or compressive strain for the condition of uniaxial stress within the proportional limit. For most, but not all materials, the modulus of elasticity is the same for tension and compression. For nonisotropic materials such as wood, it is necessary to distinguish between the moduli of elasticity in different directions.

Modulus of Rigidity (Modulus of Elasticity In $Shear$) - The rate of change of unit shear stress with respect to unit shear strain, for the condition of pure shear within the proportional limit.

Moment of . Inertia of an Area (Second

Moment of an $Area$) $-$ The moment of inertia of an area with respect to an axis is the sum of the products obtained by multiplying each element of the area by the square of its distance from the axis.

The Moment of Inertia (I) for thin walled cylinder

about its transverse axis; $I = \pi r^{3}t$ where $r =$ mean radius of cylinder $t =$ wall thickness

Needle Valve $-$ A valve provided with a long tapering point in place of the ordinary valve disk. The tapering point permits fine graduation of the opening.

Neutral $Axis$ - The line of zero fiber stress in any given section of a member subject to bending; it is the line formed by the intersection of the neutral surface and the section.

Neutral Surface $-$ The longitudinal surface of zero fiber stress in a member subject to bending; it contains the neutral axis of every section.

Nipple $- A$ tubular pipe fitting usually threaded on both ends and under 12 inches in length. Pipe over 12 inches long is regarded as cut pipe.

Non-Pressure Welding - A group of welding processes in which the weld is made without pressure.

Normalizing $-$ Heating to about 100° F. above the critical temperature and cooling to room temperature in still air. Provision is often made in normalizing for controlled cooling at a slower rate, but when the cooling is prolonged the term used is annealing.

Notch Sensitivity $-$ A measure of the reduction in strength of a metal caused by the presence of a notch.

Notch Strength - The ratio of maximum tensional load required to fracture a notched specimen to the original minimum crosssectional area.

Notch Test $-$ A tensile or creep test of a metal to determine the effect of a surface notch.

Operating Pressure $-$ The pressure at the top of a pressure vessel at which it normally operates. It shall not exceed the maximum allowable working pressure and it is usually kept at a suitable level below the setting of the pressure relieving devices to prevent their frequent opening. (Code UA-60)

Operating or Working Temperature $-$ The temperature that-will be maintained in the metal of the part of the vessel being considered for the specified operation of the vessel (see UG-20 and UG-23). (Code UA-60)

Oxidation or scaling of metals occurs at high temperatures and access of air. Scaling of carbon steels from air or steam is negligible up to tOOO•F. Chromium increases scaling resistance of carbon steels. Decreasing oxidation resistance makes austenitic stainless steels unsuitable for operating temperatures above ISOO•F.

P-Number - The number of welding procedure-group. The classification of materials based on hardenability characteristic and the purpose of grouping is to reduce the number of weld procedures. (Code Section IX)

All carbon steel material listed in the Code (with the exception of SA-612) are classified as P-No. I.

Pass - The weld metal deposited by one progression along the axis of a weld.

Plasticity $-$ The property of sustaining appreciable (visible to the eye) permanent deformation without rupture. The term is also used to denote the property of yielding or flowing under steady load.

Plug Valve $-$ One with a short section of a cone or tapered plug through which a hole is cut so that fluid can flow through when the hole lines up with the inlet and outlet, but when the plug is rotated 90°, flow is blocked.

Plug Weld $-$ A weld made in a circular hole

in one member of a lap joint. The hole may or may not be partially or comppletely filled with weld metal.

For pressure vessel construction plug welds may be used in lap joints in reinforcements around openings, in non pressure struc-

tural attachments (Code UW-17) and for attachment of heads with certain restrictions. (Code Table UW-12)

Pneumatic Test $-$ The completed vessel may be tested by air pressure in lieu of hydrostatic test when the vessel cannot safely be filled with water or the traces of testing liquid cannot be tolerated (in certain services). The pneumatic test pressure shall be 1.25 times the maximum allowable working pressure to be stamped on the vessel. (Code UG-100)

Poisson's Ratio $-$ The ratio of lateral unit strain to longitudinal unit strain, under the condition of uniform and uniaxial longitudinal stress within the proportional limit.

Porosity - Gas pockets or voids in metal. (Code UA-60)

Postweld Heat Treatment $-$ Heating a vessel to a sufficient temperature to relieve the residual stresses which are the result of mechanical treatment and welding.

Pressure vessels and parts shall be postweld heat treated:

When the vessels are to contain lethal substances, (Code UW-2)

Unfired Steam Boilers (UW -2)

Pressure vessels and parts subject to direct firing when the thickness of welded joints exceeds 5/8 in. (UW-2)

When the carbon (P-No. 1) steel material thickness exceeds 1 *V2* in. at welded connections and attachments (see Code Table UCS-56 for exceptions).

Preheating - Heat applied to base metal prior to welding operations.

Pressure Relief Valve - A valve which relieves pressure beyond a specified limit and recloses upon return to normal operating conditions.

Pressure Vessel - A metal container generally cylindrical or spheroid, capable of withstanding various loadings.

Pressure Welding - A group of welding processes wherein the weld is completed by use of pressure.

Primary Stress - A normal stress or a shear stress developed by the imposed loading which is necessary to satisfy the simple laws of equilibrium of external and internal forces and moments. The basic characteristics of a primary stress is that it is not self-limiting. Primary stresses which considerably exceed the yield strength will result in failure or at least, in gross distortion. A thermal stress is not classified as a primary stress. Primary membrane stress is divided into "general" and "local" categories. A general primary membrane stress is one which is so distributed in the structure that no redistribution of load occurs as a result of yielding. Examples of primary stress are: general

membrane stress in a circular cylindrical or a spherical shell due to internal pressure or to distributed live loads; bending stress in the central portion of a flat head due to pressure.

Quench Annealing - Annealing an austenitic ferrous alloy by heating followed by quenching from solution temperatures. Liquids used for quenching are oil, fused salt or water, into which a material is plunged.

Radiographing - The process of passing electronic radiations through an object and obtaining a record of its soundness upon a sensitized film. (Code UA-6o)

Radius of Gyration $-$ The radius of gyration of an area with respect to a given axis is the square root of the quantity obtained by dividing the moment of inertia of the area with respect to that axis by the area.

Random Lengths $- A$ term indicating no specified minimum or maximum length with lengths falling within the range indicated.

Refractory $-$ A material of very high melting point with properties that make it suitable for such uses as high-temperature lining.

Residual Stress $-$ Stress remaining in a structure or member as a result of thermal or mechanical treatment, or both.

Resistance Welding - A pressure welding process wherein the heat is produced by the resistance to the flow of an electric current.

Root of Weld $-$ The bottom of the weld.

Scale $-$ An iron oxide formed on the surface of hot steel, sometimes in the form of large sheets which fall off when the sheet is rolled.

Scarf - Edge preparation; preparing the contour on the edge of a member for welding.

Seal Weld $-$ Seal weld used primarily to obtain tightness.

Secondary Stress - A normal stress or a shear stress developed by the constraint of adjacent parts or by self-constraint of a structure. The basic charac-

teristic of a secondary stress is that it is self-limiting. Local yielding and minot distortions can satisfy the conditions which cause the stress to occur and failure from one application of the stress is not to be expected. Examples of secondary stress are: general thermal stress; bending stress at a gross structural discontinuity.

 $Section Modulus$ - The term pertains to the cross section of a beam. The *section modulus* with respect to either principal central axis is the moment of inertia with respect to that axis divided by the distance from that axis to the most remote point of the section. The section modulus largely determines the flexural strength of a beam of given material.

Shell - Structural element made to enclose some space. Most of the shells are generated by the revolution of a plane curve.

In the terminology of this book shell is the cylindrical part of a vessel or a spherical vessel is called also a spherical shell.

Shear Stress - The component of stress tangent to the plane of reference.

Shielded Metal-Arc Welding - An arc weldingprocess wherein coalescence is produced by heating with an electric arc between a covered metal electrode and the work. Shielding is obtained from decomposition of the electrode covering. Pressure is not used and filler metal is obtained from the electrode.

 $Single-Welded Butt Joint - A butt joint well$ ed from one side only.

Single-Welded Lap Joint $-$ A lap joint in which the overlapped edges of the members to be joined are welded along the edge of one member.

Size of Weld - Groove Weld: The depth of penefration.

Equal Leg Fillet Weld: the leg length of the largest isosceles right-triangle which can be inscribed within the fillet weld cross section.

Unequal Leg Fillet Weld: The leg length of the largest right triangle which can be

inscribed within the fillet weld cross section.

 $Slag - A$ result of the action of a flux on nonmetallic constituents of a processed ore, or on the oxidized metallic constituents that are undesirable. Usually consist of combinations of acid oxides and basic oxides with neutral oxides added to aid fusibility.

Slenderness Ratio $-$ The ratio of the length of a uniform column to the least radius of gyration of the cross section.

Slot $Weld - A$ weld made in an elongated hole

(slot) in one member of a lap joint, joining that member to that portion of the surface of the other member which is exposed through the hole. The hole may or may not be filled completely with weld metal.

Specific Gravity - The ratio of the density of a material to the density of some standard material, such as water at a specified temperature, for example, 4°C or 60°F. or (for gases) air at standard conditions of pressure and temperature.

Spot Welding - Electric-resistance welding in which fusion is limited to a small area directly between the electrode tips.

Stability of Vessels $-$ (Elastic Stability) The strength of a vessel to resist buckling or wrinkling due to axial compressive stress. The stability of a vessel is severely affected by out of roundness.

Stageered Intermittent Fillet Welds - Two
lines of intermittent fillet welding in a tee or lap joint, in which the increments of

welding in one line are staggered with respect to those in the other line.

Static Head $-$ The pressure of liquids that is not moving, against the vessel wall, is due solely to the "Static Head", or height of the liquid. This pressure shall be taken into consideration in designing vessels.

 $Strain$ — Any forced change in the dimensions of a body. A stretch is a *tensile strain;* a shortening is a *compressive strain;* an angular distortion is a *shear strain.* The word *strain* is commonly used to connote *unit strain.*

Stress - Internal force exerted by either of two adjacent parts of a body upon the other across an imagined plane of separation. When the forces are parallel to the plane, the stress is called *shear stress;* when the forces are normal to the plane the stress is called *normal stress;* when the normal stress is directed toward the part on which it acts it is called *compressive stress;* when it is directed away from the part on which it acts it is called *tensile stress.*

Stresses in Pressure Vessels - Longitudinal (meridional) S, stress

> Circumferential (hoop) S, stress

S₁ and S₂ called membrane (diaphragm) stress for vessels having a figure of revolution

Bending stress

Shear stress Discontinuity stresses at an abrupt change in thickness or shape of the vessel.

 $Stud - A$ threaded fastener without a head, with threads on one end or both ends, or threaded full length. (Code UA-60)

Submerged Arc Welding $-$ An arc welding process wherein coalescence is produced by heating with an arc or arcs between a bare metal electrode or electrodes and the work. The welding is shielded by a blanket of granular, fusible material on the work. Pressure is not used and filler metal is obtained from the electrode and sometimes from a supplementary

Tack Weld $- A$ weld made to hold parts of a weldment in proper alignment until the final welds are made.

Tee Joint $- A$ welded joint at the junction of two parts located approximately at right angles to each other in the form of aT.

Tensile Strength $-$ The maximum stress a material subjected to a stretching load can withstand without tearing.

Tensile Stress - Stress developed by a material bearing tensile load.

Test - Trial to prove that the vessel is suitable for the design pressure.

See Hydrostatic test, Pneumatic test.

Test Pressure $-$ The requirements for determining the test pressure based on calculations are outlined in UG-99(c) for the hydrostatic test and in UG-lOO(b) for the pneumatic test. The basis for calculated test pressure in either of these paragraphs is the highest permissible internal pressure as determined by the design formulas, for each element of the vessel using nominal thicknesses with corrosion allowances included and using the ailowable stress values for the temperature of the test. (Code UA-60)

Thermal Fatigue $-$ **The development of cyclic** thermal gradients producing high cyclic thermal stresses and subsequent local cracking of material.

Thermal Stress $- A$ self-balancing stress produced by a nonuniform distribution of temperature or by differing thermal coefficients of expansion. Thermal stress is developed in a solid body whenever a volume of material is prevented from assuming the size and shape that it normally should under a change in temperature.

Thickness of Vessel Wall

1. The "required thickness' is that computed by the formulas in this Division, before corrosion allowance is added (see UG-22).

2. The "design thickness' is the sum of the required thickness and the corrosion allowance (see UG-25).

3. The "nominal thickness" is the thickness selected as commercially availble, and as supplied to the manufacturer; it may exceed the design thickness. (Code UA-60)

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Tolerances $-$ For plates the maximum permissible undertolerance is the smaller value of 0.01 in. or *60Jo* of the design thickness. (Code UG-16)

The manufacturing undertolerance on wall thickness of heads, pipes and pipefittings shall be taken into account and the next heavier commercial wall thickness may then be used.

 $U.M.$ Plate $-$ Universal Mill Plate or plate rolled to width by vertical rolls as well as to thickness by horizontal rolls.

Ultrasonic Examination (UT) - a nondestructive means for locating and identifying internal discontinuitis by detecting the reflections they produce of a beam of ultrasonic vibrations (Code UA-60)

Undercut $-$ A groove melted into the base metal adjacent to the toe of a weld and left unfilled by weld metal.

Unit Strain $-$ Unit tensile strain is the elongation per unit length; unit compressive strain is the shortening per unit length; unit shear strain is the change in angle (radians) between two lines originally at right angles to each other.

Unit Stress - The amount of stress per unit of area.

Vessel - A container or structural envelope in which materials are processed, treated; :or stored; for example, pressure vessels; reactor vessels, agitator vessels, and storage vessels (tanks).

Weaving $- A$ technique of depositing weld metal in which the electrode is oscillated from side to side.

 $Weld - A$ localized coalescence of metal produced by fusion with or without use of filler metal, and with or without application of pressure.

Weld Metal- The metal resulting from the fusion of the base metal and the filler metal.

Welding — The metal joining process used in making welds.

In the construction of vessels the welding processes are restricted by the Code (UW-27) as follows:

1. Shielded metal arc, submerged arc, gas metal arc. gas tungsten arc, plasma arc, atomic hydrogen metal arc, oxyfuel gas welding, electroslag, and electron beam.

2. Pressure welding processes: flash, induction, resistance, pressure thermit, and pressure gas.

Welding Procedure - The materials, detailed methods and practices involved in the production of a welded joint.

Welding Rod - Filler metal, in wire or rod

form, used in the gas welding process, and in those arc welding processes wherein the electrode does not furnish the deposited metal.

Wrought Iron - Iron refined to a plastic state in a puddling furnace. It is characterized by the presence of about 3 per cent of slag irregularly mixed with pure iron and about 0.5 per cent carbon.

Yield Point - The lowest stress at which strain increases without increase in stress. For some purposes it is important to distingish between the *upper* yield point, which is the stress at which the stress-strain diagram first becomes horizontal, and the *lower* yield point, which is the somewhat lower and almost constant stress under which the metal continues to deform. Only a few materials exhibit a true yield point; for some materials the term is sometimes used as synonymous with yield strength.

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Eugene F. Megyesy

PRESSURE VESSEL **HANDBOOK**

Fourteenth Edition

PREFACE

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This reference book is prepared for the purpose of making formulas, technical data, design, and construction methods readily available for the designer, detailer, layout-person and others dealing with pressure vessels. Individuals in this industry often have difficulty finding the required data and solutions, these being scattered throughout extensive literature or advanced studies. The author's aim was to bring together all of the above material under one cover and present it in a convenient form.

The design procedures and formulas of the ASME Code for Pressure Vessels, Section VIII Division I have been utilized, as well as, those generally accepted sources which are not covered by this Code. From among the alternative construction methods described by the Code, the author has selected those which are most frequently used in practice.

In order to provide the greatest serviceability with this Handbook, rarely occurring loadings, special construction methods have been excluded from this handbook. For the same reason, this Handbook deals only with vessels constructed from ferrous material by welding, since the vast majority of the pressure vessels are in this category.

A large part of this book was taken from the works of others, with some of the material placed in different arrangement, and some unchanged.

The author wishes to acknowledge his indebtedness to Professor Sándor Kalinszky, János Bodor, László Félegyházy and József Györfi for their material and valuable suggestions, to the American Society of Mechanical Engineers and to the publishers, who generously permitted the author to include material from their publications.

The author wishes also to thank all those who helped to improve this new edition by their suggestions and corrections.

Suggestions and criticism concerning some errors which may remain in spite of all precautions shall be greatly appreciated. They contribute to the further improvement of this Handbook.

Eugene F. Megyesy

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FOREWORD

Engineers who design equipment for the chemical process industry are sooner or later confronted with the design of pressure vessels and mounting requirements for them. This is very often a frustrating experience for anyone who has not kept up with current literature in the field of code requirements and design equations.

First, he must familiarize himself with the latest version of the applicable code. Then, he must search the literature for techniques used in design to meet these codes. Finally, he must select material properties and dimensional data from various handbooks and company catalogs for use in the design equations.

Mr. Megyesy has recognized this problem. For several years, he has been accumulating data on code requirements and calculation methods. He has been presenting this information first in the form of his "Calculation Form Sheets" and now has put it all together in one place in the Pressure Vessel Handbook.

I believe that this fills a real need in the pressure vessel industry and that readers will find it extremely useful.

Praise for Previous Editions of the Pressure Vessel Handbook

"Design engineers should find it invaluable for quick reference for most of their pressure vessel problems."

NATIONAL SAFETY COUNCIL

"A very useful reference work."

THE NEW YORK PUBLIC LIBRARY

"Contains practically everything required for the design and construction of pressure vessels. As such, this handbook becomes a convenient, extremely pertinent reference tool."

JOSEPH T. BUCKMASTER, P.E. OXY-U.S.A.

"Provides the formulae, technical data, design, and construction methods needed by the designer, layout person and other dealing with pressure vessels. In the past, practicing engineers often had difficulty finding the required data, codes, and solutions that were scattered throughout extensive literature. The author has brought together all of the above material under one cover, in a convenient form."

THE OIL & GAS JOURNAL

"The design information has proven most useful as reference material for our newer engineers as well as the older individuals in our organization."

THE RALPH M. PARSONS COMPANY

"I'd like to take this time to tell you I think your book is one of the most useful and practical aids I have ever encountered in pressure vessel design."

TOLAN MACHINERY COMPANY, INC.

PRESSURE VESSEL HANDBOOK

Fourteenth Edition

Foreword by **Paul Buthod** *Professor of Chemical Engineering University of Tulsa Tulsa, Oklahoma*

Eugene R Megyesy

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DESIGN

Differences Between the ASME Code and the Pressure Vessel Handbook

THE ASME CODE

ASME Boiler and Pressure Vessel Code, Section VIII, Division 1 An internationally recognized Code published by The American Society of Mechanical Engineers.

PRESSURE VESSEL - is a containment of solid, liquid or gaseous material under internal or external pressure, capable of withstanding also various other loadings.

BOILER - is a part of a steam generator in which water is converted into steam under pressure.

RULES OF DESIGN AND CONSTRUCTION - Boiler explosions around the tum of the century made apparent the need for rules governing the design and construction of vessels. The first ASME Code was published in 1914.

ISSUE TIME - The updated and revised Code is published in three years intervals (2001 and so on). Addenda, which also include revisions to the Code, are published annually. Revisions and additions **become mandatory** 6 months after the date of issuance, except for boilers and pressure vessels contracted for prior to the end of the 6 month period. (Code Foreword)

SCOPE OF THE CODE- The rules of this Division have been formulated on the basis of design principles and construction practices applicable to vessels designed for pressures not exceeding 3000 psi. Code U-1(d)

Vessels, which are not included in the scope of this Division but, meet all applicable requirements of this Division may be stamped with the Code U Symbol. Code U l-(c)(2)

THE DESIGN METHOD- The Code rules concerning design of pressure parts are based on the maximum stress theory, i.e., elastic failure in a ductile metal vessel occurs when the maximum tensile stress becomes equal to the yield strength of the material.

OTHER COUNTRIES' Codes deviate from each other considerably, mainly because of differences in the basic allowable design stresses. The ASME Code's regulations may be considered to be at midway between conservative and unconservative design.

COMPUTER PROGRAMS - Designers and engineers using computer programs for design or analysis are cautioned that they are responsible for all technical assumptions inherent in the programs they use and they are solely responsible for the application of these programs to their design. (Code, Foreword)

DESIGN AND CONSTRUCTION NOT COVERED - This Division of the Code does not contain rules to cover all details of design and construction. Where complete details are not given, it is intended that the Manufacturer shall provide details which will be as safe as those provided by the rules of this Division. Code $U-2(g)$

CONTENTS

MISC.

PART I.

DESIGN AND CONSTRUCTION OF PRESSURE VESSELS

DESIGN

IN REFERENCES THROUGHOUT THIS BOOK "CODE" STANDS FOR ASME BOILER AND PRESSURE VESSEL CODE SECTION VIII, DIVISION $1 - AN$ AMERICAN STANDARD.

STRESSES IN PRESSURE VESSELS

Pressure vessels are subject to various loadings, which exert stresses of different intensities in the vessel components. The category and intensity of stresses are the function of the nature of loadings, the geometry and construction of the vessel components.

LOADINGS (Code UG-22)

- a. Internal or external pressure
- b. Weight of the vessel and contents
- c. Static reactions from attached equipment, piping, lining, insulation,
- d. The attachment of internals, vessel supports, lugs, saddles, skirts, legs
- e. Cyclic and dynamic reactions due to pressure or thermal variations
- f. Wind pressure and seismic forces
- g. Impact reactions due to fluid shock
- b. Temperature gradients and differential thermal expansion
- i. Abnormal pressures caused by deflagration.

INTERNAL PRESSURE

1. OPERATING PRESSURE

The pressure which is required for the process, served by the vessel, at which the vessel is normally operated.

2. DESIGNPRESSURE

The pressure used in the design of a vessel. It is recommended to design a vessel and its parts for a higher pressure than the operating pressure. A design pressure higher than the operating pressure with 30 psi or I 0 percent, whichever is the greater, will satisfy this requirement. The pressure of the fluid and other contents of the vessel should also be taken into consideration. See tables on page 17' for pressure of fluid.

3. MAXIMUM ALLOWABLE WORKING PRESSURE

The internal pressure at which the weakest element of the vessel is loaded to the ultimate permissible point, when the vessel is assumed to be:

- (a) in corroded condition
- (b) under the effect of a designated temperature
- (c) in normal operating position at the top
- (d) under the effect of other loadings (wind load, external pressure, hydrostatic pressure, etc.) which are additive to the internal pressure.

When calculations are not made, the design pressure may be used as the maximum allowable working pressure (MA WP) code 3-2.

A common practice followed by many users and manufacturers of pressure vessels is to limit the maximum allowable working pressure by the head or shell, not by small elements as flanges, openings, etc.

See tables on page29 for maximum allowable pressure for flanges.

See tables on page 142 for maximum allowable pressure for pipes.

The term, maximum allowable pressure, new and cold, is used very often. It means the pressure at which the weakest element of the vessel is loaded to the ultimate permissible point, when the vessel:

- (a) is not corroded (new)
- (b) the temperature does not affect its strength (room temperature) (cold) and the other conditions (c and d above) also need not to be taken into consideration.

4. HYDROSTATICTESTPRESSURE

At least 1.3 times the maximum allowable working pressure or the design pressure to be marked on the vessel when calculations are not made to determine the maximum allowable working pressure.

If the stress value of the vessel material at the design temperature is less than at the test temperature, the hydrostatic test pressure should be increased proportionally.

Hydrostatic test shall be conducted after all fabrication has been completed.

Hydrostatic test of multi-chamber vessels: Code UG-99 (e)

A Pneumatic test may be used in lieu of a hydrostatic test per Code UG-1 00

Proof tests to establish maximum allowable working pressure when the strength of any part of the vessel cannot be computed with satisfactory assurance of safety, prescribed in Code UG-101.

MAXIMUM ALLOW ABLE STRESS VALUES

The maximum allowable tensile stress values permitted for different materials are given in table on page 191. The maximum allowable compressive stress to be used in the design of cylindrical shells subjected to loading that produce longitudinal compressive stress in the shell shall be determined according to Code par. UG-23 b, c & d

JOINT EFFICIENCY

The efficiency of different types of welded joints are given in table on page 172. The efficiency of seamless heads is tabulated on page 178.

The following pages contain formulas used to compute the required wall thickness and the maximum allowable working pressure for the most frequently used types of shell and head. The formulas of cylindrical shell are given for the longitudinal seam, since usually this governs.

The stress in the girth seam will govern only when the circumferential joint efficiency is less than one-half the longitudinal joint efficiency, or when besides the internal pressure additional loadings (wind load, reaction of saddles) are causing longitudinal bending or tension. The reason for it is that the stress arising in the girth seam pound per square inch is one-half of the stress in the longitudinal seam.

The formulas for the girth seam accordingly:

$$
t = \frac{PR}{2SE + 0.4P} \qquad P = \frac{2SEt}{R - 0.4t}
$$

PRESSURE OF FLUID **STATIC HEAD**

The fluid in the vessel exerts pressure on the vessel wall. The intensity of the pressure when the fluid is at rest is equal in all directions on the sides or at bottom of the vessel and is due to the height of the fluid above the point at which the pressure is considered.

The static head when applicable shall be added to the design pressure of the vessel.

The tables below when applicable shall be added to the design pressure of the water.

To find the pressure for any other fluids than water, the given in the tables shall be multiplied with the specific gravity of the fluid in consideration.

Pressure in Pounds per Square Inch for Different Heads of Water

Note: One foot of water at 62° Fahrenheit equals .433 pounds pressure per square inch. To find the pressure per square inch for any feet head not given in the table above, multiply the feet times .433.

of pressure per square inch of water Fahrenheit. Therefore, to find the feet head of water for any pressure not given in the table above, multiply the pressure pounds per square inch by 2.309 .

DESIGN

DESIGN

DESIGN

1.60

 1.44 1.48 1.52 1.56 1.60 1.65 1.65 1.72 1.77 THE MAXIMUM ALLOWED RATIO : $L \cdot t = D$ (see note on facing page)

1.62 | 1.69

11.72

1.75

M $\begin{bmatrix} 1.41 \\ 1.44 \end{bmatrix}$ 1.46 $\begin{bmatrix} 1.50 \\ 1.52 \end{bmatrix}$ 1.54 $\begin{bmatrix} 1.56 \\ 1.56 \end{bmatrix}$

DESIGN

INTERNAL OR EXTERNAL PRESSURE FORMULAS NOTATION $P =$ Internal or external design pressure psi $E =$ **joint efficiency** $d =$ Inside diameter of shell, in. $S =$ Maximum allowable stress value of material, psi $t =$ Minimum required thickness of head, exclusive of corrosion allowance, in. = Actual thickness of head exclusive of corrosion allowance, in. $f =$ Minimum required thickness of seamless shell for pressure, in. t_s = Actual thickness of shell, exclusive of corrosion allowance, in. A CIRCULAR FLAT HEADS $t = d \sqrt{0.13 P/SE}$ This formula shall be applied: 1. When *d* does not exceed 24 in. $r_{\min} = \frac{1}{4}$ 2. t_h/d is not less than 0.05 nor greater than 0.25 \overline{d} 3. The head thickness, t_h is not less than the shell thickness, t_s B *.. t* $t = d\sqrt{CP/SE}$ d $C = 0.33t_r/t_s$ t, c $C \text{ min.} = 0.20$ If a value of t_r/t_s less than 1 is used in d calculating t , the shell thickness t_s shall be $t_{\rm s}$ maintained along a distance inwardly from D 2 t_r min. nor less than $1.25t_s$ the inside face of the head equal to at least need not be greater than *t* $2\sqrt{dt_s}$ Non-circular, bolted flat heads, covers, blind flanges Code UG-34; other types d of closures Code UG-35

NSIS ш

INTERNAL OR EXTERNAL PRESSURE EXAMPLES

DESIGN DATA

- $P = 300$ psi design pressure $E = joint$ efficiency
- $d = 24$ in. inside diameter of shell
- $S = 17,100$ psi maximum allowable stress value of SA-515-60 plate
- t_r = 0.243 in. required thickness of seamless shell for pressure.
- t_s = 0.3125 in. actual thickness of shell.

DETERMINE THE MINIMUM REQUIRED THICKNESS, *t*

 $t = d \sqrt{0.13 P/SE} = 24 \sqrt{0.13 \times 300/17,100 \times 1} = 1.146$ in.

Use 1.25 in. head

Checking the limitation of

$$
\frac{t_h}{d} = \frac{1.25}{24} = 0.052
$$

The ratio of head thickness to the diameter of the shell is satisfactory

SEE DESIGN DATA ABOVE

$$
C = 0.33 \frac{t_r}{t_s} = 0.33 \frac{0.243}{0.3125} = 0.26
$$

$$
t = d \sqrt{CP/SE} = 24 \sqrt{0.26 \times 300/17,100 \times 1} = 1.620 \text{ in.}
$$

Use 1.625 in. plate

Using thicker plate for shell, lesser thickness will be satisfactory for the head.

$$
t_s = 0.375 \text{ in.}
$$

$$
C = 0.33 \frac{t_r}{t_s} = 0.33 \frac{0.243}{0.375} = 0.214
$$

$$
t = d \sqrt{CP/SE} = 24 \sqrt{0.214 \times 300/17,100 \times 1} = 1.471 \text{ in.}
$$

Use 1.625 in. plate

The shell thickness shall be maintained along a distance $2 \sqrt{dt_s}$ from the inside face of the head

2 $\sqrt{24 \times 0.375}$ = 6 in.

Ratings apply to NPS *Yz* trough NPS 24 and to materials: A 105 (1) A 350 Gr. LF2 (1) A 350 Gr. LF6 Cl. (1)(4)A216Gr.WCB(l) A 515 Gr. 70 (1) A 516 Gr. 70 (1) (2) A 537 Cl. (1)(3)

NOTES:

(1) Permissible but not recommended for prolonged use above 800 °F.

(2) Not to be used over 850 °F.

(3) Not to be used over 700 °F.

(4) Not to be used over 500 °F.

For other pressure-temperature ratings see Code UG-11(a)(2)

Ratings are maximum allowable non-shock working pressures expressed as gage pressure, at the tabulated temperatures and may be interpolated between temperatures shown.

Temperatures are those on the inside of the pressure-containing shell of the flange. In general, it is the same as that of the contained material. Flanged fittings shall be hydrostatically tested.

29

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Table **A** shows the stress value of the most frequently used shell and head materials.

Table **B** shows the ratios of these stress values.

EXAMPLE:

- 1. For a vessel using SA 515-70 plate, when spot radiographed, the required thickness 0.4426 inches and the weight of the vessel 12600 lbs.
- 2. What plate thickness will be required, and what will the weight of the vessel be using SA 285-C plate and full radiographic examination:

In case 1. The stress value of the material $17,000$ In case 2. The stress value of the material $15,700$

The ratio of the two stress values from Table B=1.08 In this proportion the required plate thickness and the weight of the vessel will be increased.

 $0.4426 \times 1.08 = 0.4780$ in.

 $12600 \times 1.08 = 13608$ lb.

EXTERNAL PRESSURE

DESIGN PRESSURE

When Code Symbol is to be applied, the vessel shall be designed and stamped with the maximum allowable external working pressure. It is recommended that a suitable margin is provided when establishing the maximum allowable external pressure to allow for pressure variation in service. Code UG-28(f).

Vessels intended for service under external design pressure of 15 psi and less may be stamped with the Code Symbol denoting compliance with the rules for external pressure provided all the applicable rules of this Division are also satisfied. Code UG-28(f).

This shall not be applied if the vessel is operated at a temperature below minus 20° F, and the design pressure is determined by the Code UCS-66(c)(2) or Code UHA-51(b) to avoid the necessity of impact test.

Vessels with lap joints: Code UG-28(g) Non-cylindrical vessel, jacket: Code UG-28(i).

TEST PRESSURE

Single-wall vessels designed for vacuum or partial vacuum only, shall be subjected to an internal hydrostatic test or when a hydrostatic test is not practicable, to a pneumatic test. Code UG-99(f).

Either type of test shall be made at a pressure not less than $1\frac{1}{2}$ times the difference between normal atmospheric pressure and the minimum design internal absolute pressure. Code UG-99(f).

Pneumatic test: Code UG-100.

The design method on the following pages conform to ASME Code for Pressure Vessels Section VIII, Div. 1. The charts on pages 42-47 are excerpted from this Code.

EXTERNAL PRESSURE

FORMULAS

- **NOTATION**
P = Extern External design pressure, psig.
- Maximum allowable working pressure, psig.
- $\mu_o^a = \frac{v}{c}$ Outside diameter, in.
- \tilde{L}^o = the length, in. of vessel section between:
	- 1. circumferential line on a head at one-third the depth of the head-tangent line,
	- 2. stiffening rings
	-
	- 3. jacket closure
4. cone-to-cyling 4. cone-to-cylinder junction or knuckle-to-cylinder junction of a toriconical head or section,
	-
- 5. tube sheets (see page 39) = Minimum required wall thickness, in. t

EXAMPLES

DESIGN **DATA**

- $P = 15$ psig. external design pressure
- $D_s = 96$ in. outside diatmeter of the shell Length of the vessel from tangent line to tangent line: 48 ft. 0 in. $=$ 576 in. Heads 2:1 ellipsoidal Material of shell SA- 285 C plate Temperature 500° F
- $E =$ Modulus of elasticity of material, 27,000,000 psi. @ 500 ^oF (see chart on page 43)

Determine the required sheil thickness.

Assume a shell thickness: $t = 0.50$ in. (see page 49)

Length $L = 592$ in. (length of shell 576 in. and one third of the depth of heads 16 in.)

 $L/D_o = 592/96 = 6.17$ $D_o/t = 96/0.5 = 192$

A=0.00007 from chart (page 42)determined by the procedure described on the facing page.

Since the value of *A* is falling to the left of the applicable temperature-line in Fig. CS-2 (pg. 43),

 $P_a = 2AE/3(D_e/t) = 2 \times 0.00007 \times 27,000,000/3 \times 192 = 6.56$ psi.

Since the maximum allowable pressure P_a is smaller than the design pressure *P* stiffening rings shall be provided.

Using 2 stiffening rings equally spaced between the tangent lines of the heads, Length of one vessel section, $L = 200$ in. (length of shell 192 in. plus one third of depth of head 8 in.)

 $L/D_o = 200/96 = 2.08$ $D_o/t = 96/0.5 = 192$ *A* = 0.00022 from chart (page 42)

 $B = 3000$ from chart (page 43)

determined by the procedure described on facing page.

$$
P_a = 4B/3(D_o/t) = 4 \times 3000/3 \times 192 = 20.8 \text{ psi}.
$$

Since the maximum allowable pressure P_a is greater than the design pressure P , the assumed thickness of shell using two stiffening rings, is satisfactory.

See page 40 for design of stiffening rings.

EXTERNAL PRESSURE FORMULAS

NOTATION
 $P = Ex$

- $P =$ External design pressure psig.
 $P_a =$ Maximum allowable working
- P_a = Maximum allowable working pressure psig.
 D_a = Outside diameter of the head, in.
- D_{o} = Outside diameter of the head, in.
 R_{o} = Outside radius of sphere or hemisp
- P Outside radius of sphere or hemisphereical head, $0.9D_a$ for ellipsoidal heads, inside crown radius of flanged and dished heads, in.
- $1 =$ Minimum required wall thickness, inches.
 $E =$ Modulus of elasticity of material psi (pa
- E = Modulus of elasticity of material, psi. (page 43)

EXAMPLES

DESIGN DATA:

 $P = 15$ psig external design pressure D_a = 96 inches outside diameter of head Material of the head SA-285C plate 5000F design temperature

Determine the required head thickness.

SEE DESIGN DATA ABOVE

Assume a head thickness: $t = 0.25$ in. $R_{0} = 48.00$ in.

 $A = 0.125/(48.00/0.25) = 0.00065$

From Fig. CS-2 (page 43) $B = 8500$ determined by the procedure described on the facing page.

 $P_a = 8500/(48.00/0.25) = 44.27 \text{ psi}.$

Since the maximum allowable working pressure P_a is exceedingly greater than the design pressure P , a lesser thickness would be satisfactory.

For a second trial, assume a head thickness: $t = 0.1875$ in. $R_{0} = 48.00$ in. $A = 0.125/(48.00/0.1875) = 0.0005$ *B* = 6700, from chart (page 43), $P_a = B/(R_o/t) = 6700/256 = 26.2 \text{ psi}.$ The assumed thickness: $t = 0.1875$ in. is satisfactory.

SEE DESIGN DATA ABOVE. Procedure (2.) Assume a head thickness: $t = 0.3125$ in., $R_o = 0.9$ x $96 = 86.4$ in. $A = 0.125/(86.4/0.3125) = 0.00045$ $B = 6100$ from chart (page 43), $P_a = B/(R_a/t) = 6100/276 = 22.1$ psi.

Since the maximum allowable pressure P_a is greater than the design pressure P the assumed thickness is satisfactory.

SEE DESIGN DATA ABOVE. Procedure (2.) Assume a head thickness: $t = 0.3125$ in., $R₀ = D₀ = 96$ in. $A = 0.125/(96/0.3125) = 0.0004$ $B = 5200$ from chart (page 43), $P_a = B/(R_a/t) = 5200/307 = 16.93$ psi.

Since the maximum allowable pressure P_a is greater than the design pressure P the assumed thickness is satisfactory.

EXTERNAL PRESSURE FORMULAS

NOTATION

- $A =$ factor determined from the value of *B*. fig.UG0-28.0 (page 42
- $B =$ factor determined from charts (pages 43-47)
- α = one half of the included (apex) angle, degrees
- $D_l = 0$ outside diameter at the large end, in.
- D_s = outside diameter at the small end, in.
- $E =$ modulus of elasticity of material (page 43)
- $L =$ length of cone, in. (see page 39)
- L_e = equivalent length of conical section, $in.(L/2)(1+D_s/D_t)$
- $P =$ external design pressure, psi.
- $P_a = \frac{p_{21}}{2}$ Maximum allowable working pressure, psi
- $t = \text{minimum required}$ thickness, in.
- t_e = effective thickness, in. $=$ *t* cos α

CONE AND CONICAL SECTION

Seamless or with Butt Joints

WHEN α IS EQUAL TO OR LESS THAN 60° and $D_l/t_e \geq 10$ The maximum allowable pressure:

$$
P_a = \frac{4B}{3(D_i/t_i)}
$$

- L Assume a value for thickness, *t,* The values of *B* shall be determined by the following procedure:
- 2. Determine t_e , L_e , and the ratios L_e/D_l and D_l/t_r
- 3. Enter chart G (page 42) at the value of L_{e} $D_1 (L/D_1)$ (Enter at 50 when L/D_1 is greater than 50) Move horizontally to the line representing D_n/t . From the point of intersection move vertically and read the value of *A.*
- 4. Enter the applicable material chart at the value of A^* and move vertically to the line of applicable temperature. From the intersection move horizontally and read
- *S.* Compute the maximum allowable working pressure, P_{α} .

If P_a is smaller than the design pressure, the design, the design procedure must be repeated increasing the thickness or decreasing L by using of stiffening rings.

•For values of *A* falling to the left of the applicable line, the value of P can be calculated by the formula:

$$
P_a = 2AE/3(D_i/t_c)
$$

For cones having D /t ratio smaller than 10, see Code UG-33 (f)(b)

WHEN α IS GREATER THAN 60°

The thickness of the cones shall be the same as the required thickness for a flat head, the diameter of which equals the largest outside diameter of the cone.

Provide adequate reinforcing of the cone-tocylinder juncture. See page 1 59

ARE GIVEN AT FLAT HEADS

EXTERNAL PRESSURE DESIGN OF STIFFENING RINGS

NOTATION

- $A =$ Factor determined from the chart (page 42) for the material used in the stiffening ring.
- A_l = Cross sectional area of the stiffening ring, sq. in.
- D_s = Outside Diameter of shell, in.
- $E =$ Modulus of elasticity of material (see chart on page 43)
- I_l = Required moment of inertia of the stiffening ring about its neutral axis parallel to the axis of the shell, in.4 •
- I'_{τ} = Required moment of inertia of the stiffening ring combined with the shell section which is taken as contributing to the moment of inertia. The width of the shell section 1.10 $\sqrt{D_a t}$ in.⁴.
- L_r = The sum of one-half of the distances on both sides of the stiffening ring from the center line of the ring to the (1) next stiffening ring, (2) to the head line at $\frac{1}{3}$ depth, (3) to a jacket connection, or (4) to cone-to-cylinder junction, in.
- $P =$ External design pressure, psi.
- $t =$ Minimum required wall thickness of shell, in.
	- I. Select the type of stiffening ring and determine its cross sectional area A.
	- II. Assume the required number of rings and distribute them equally between jacketed section, cone-to-shell junction, or head line at $\frac{1}{3}$ of its depth and determine dimension, L_r .
	- III. Calculate the moment of inertia of the selected ring or the moment of inertia of the ring combined with the shell section (see page 95).
	- IV. The available moment of inertia of a circumferential stiffening ring shall not be less than determined by one of the following formulas:

$$
I'_{s} = \frac{D_{o}^{2}L_{s}(t+A_{s}/L)A}{10.9} \qquad I_{s} = \frac{D_{o}^{2}L_{s}(t+A_{s}/L)A}{14}
$$

The value of A shall be determined by the following procedure:

1. Calculate factor B using the formula:

$$
B = \frac{3}{4} \left[\frac{PD_o}{t + A_s/L_s} \right]
$$

- 2. Enter the applicable material chart (pages $43 -47$) at the value of B and move horizontally to the curve of design temperature. When the value of B is less than 2500, A can be calculated by the formula: $A = 2B/E$.
- 3. From the intersection point move vertically to the bottom of the chart and read the value of A.
- 4. Calculate the required moment of inertia using the formulas above.

If the moment of inertia of the ring or the ring combined with the shell section is greater than the required moment of inertia, the stiffening of the shell is satisfactory. Otherwise stiffening ring with larger moment of inertia must be selected, or the number of rings shall be increased.

Stiffening ring for jacketed vessel: Code UG-29 (t)

EXAMPLES

DESIGN DATA:

- $P = 15$ psi, external design pressure.
- $D_o = 96$ in., outside diameter of the shell.

Length of the vessel from tangent line to tangent line: 47 ft. 8 in. = 572 in. Heads 2: I ellipsoidal Material of the stiffening ring SA-36

Temperature 500°F

- $E =$ Modulus of elasticity of material, 27,000,000 psi, @ 500°F (see chart on page 43)
- 0.500 in. thickness of shell

- I. An angle of 6×4^{-5} /₁₆ selected. $A_s = 3.03$ sq. in.
- II. Using 2 stiffening rings equally spaced between one-third the depths of heads (see figure), L_s = 196 in.
- III. The moment of intertia of the selected angle: 11.4 in.
	- 1. The value of Factor B : $B = \frac{3}{4} [PD_0/(t+A_s/L_s)] =$ $\frac{3}{4}$ [15x96/(0.5 + 3.03/196)] $=2095$
	- 2. Since the value of B is less than 2500,

 $A = 2B/E =$

 $2 \times 2095/27,000,000 = 0.00015$

IV. The required moment of inertia:

$$
I_s = \frac{[D_o^2 L_s (t + A_s / L_s) A]}{14} = \frac{96^2 \times 196 \times (0.5 + 3.03 / 196) \times 0.00015}{14} = 9.97 \text{ in.}^4
$$

Since the required moment of inertia $(9, 97 \text{ in.}^4)$ is smaller than the moment of inertia of the selected angle (11.4 in.⁴) the vessel is adequately stiffened.

Stiffening rings may be subject to lateral buckling. This should be considered in addition to the required moment of inertia.

See pages 95-97 for stiffening ring calculations.

upper end of the temperature line an intersection with the of the end of the end of the temperature line, assume NOTE: In cases where the value of A falls to the right **FACTOR B** horizontal projection of the

 \ddagger

USED IN FORMULAS FOR VESSELS UNDER EXTERNAL PRESSURE

* The values of the chart are applicable when the vessel is constructed of austenitic steel (18CR-8Ni, Type 304) (Table 1 on page 190)

upper end of the an intersection NOTE: In cases where the value of A falls to the right of the end of the end of the end of the temperature line, assume with the temperature horizontal lme projection of the

upper end of the temperature line an intersection of the end of the end NOTE: In cases where the value of A falls to the right with the of the temperature line, assume horizontal projection of the

FACTOR A

THE VALUES OF FACTOR B USED IN FORMULAS FOR VESSELS UNDER EXTERNAL PRESSURE * The values of the chart are applicable when the vessel is constructed of austenitic steel (18CR-8Ni-0, 03 max. carbon, Type 304L) (Table 2 on page 190)

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EXTERNAL PRESSURE CONSTRUCTION OF STIFFENING RINGS

LOCATION (Code UG-30)

Stiffening rings may be placed on the inside or outside of the vessel. For the maximum arc of shell left unsupported because of gap in the stiffening ring, see Code UG-29(c)

CONSTRUCTION

It is preferable to use plates for stiffening rings, not only because it is more economical than rolling structural shapes, but by using rings made of sectors, the possible gap between the ring and vessel wall can be avoided. The out of roundness of a cylindrical shell may result gaps of 1,2 or more inches.

DRAIN AND VENT

Stiffener rings inside of a horizontal vessel shall have a hole or gap, at the bottom for drainage and at the top for vent. One half of 3 inch diameter hole for drainage, and 2 inch diameter hole for vent is satisfactory and does not affect the stress conditions. Figure A below

For the maximum arc of shell left unsupported, because of the gap in stiffening ring, see Code Figure 29 (c)

WELDING (Code UG-30)

Stiffener rings may be attached to the shell by continuous or intermittent welding. The total length of intermittent welding on each side of the stiffening ring shall be:

For rings on the outside not less than one half of the outside circumference of the vessel.

On the inside of the vessel not less than one third of the circumference ofthe vessel.

Internal stiffening rings need not be attached to the shell when adequate means of support is provided to hold the rings in place. (Code UG 29 a)

The fillet weld leg-size shall not be less than the smallest of the followings: $\frac{1}{4}$ inch, or the thickness of vessel wall, or stiffening ring at the joint.

CHARTS FOR DETERMINING THE WALL THICKNESS FOR FORMED HEADS SUBJECTED TO FULL VACUUM

Using the charts, trials with different assumed thicknesses can be avoided. The charts has been developed in accordance with the design method of ASME Code, Section VIII, Division 1.

DESIGN OF TALL TOWERS WIND LOAD PER ASCE-02

- The computation of wind load is based on Standard ASCE-02 published by American Society of Civil Engineers in 2002
- The numbers of equations, figures, tables, and sections are references to this standard.
- The basic wind speed in the United States shall be taken from the map on the following pages.
- The minimum design wind pressure shall not be less than 10lb/sq ft.
- When records and experience indicates that the wind speeds are higher than those reflected in the map, the higher values of wind speed shall be applied.
- The wind force on the projected area of a cylindrical vessel shall be calculated by the following formula:

WIND LOAD PER ASCE-02 *Continued*

NOTES:

- A tower considered to be a rigid structure when the natural frequency of it is equal to, or exceeds, $1 \text{ Hz} =$ one cycle per second (Section-6.2)
- The simplified equation of natural frequency is: $n_1 = 1 / (0.02 \times H^{3/2})$ Hz, Where H, the height of tower is in feet. This equation is recognized by ASCE, UBC and NBC Codes and Standards.
- If gust factor, *G* is taken as 0.85 per Section 6.5.8.1, the corresponding height of the tower is 184.2 feet. See table below for values of gust factor calculated by the referenced equations.
- When the natural frequency is below 1 Hz, the tower is flexible or dynamically sensitive structure and the gust factor shall be calculated by equations (Eq. 6-8).

Gust Factors (G) Parameters taken from Table 6-2. Calculations were made using Eq. 6-7, Eq. 6-6, Eq. 6-5 and Eq. 6-4.

WIND LOAD PER ASCE-02 *Continued*

EXAMPLE Determine the Wind Force, F

Wind Force, $F = q_z G C_f A_f = 59.187 \times 0.8831 \times 0.8 \times 600 = 26{,}126 \text{ lbs.}$

 q_z = 0.00256 *Kz Kzt Kd V*²*I* = 0.00256 x 1.21 x 1.749 x 0.95 x 100² x 1.15 $= 61.634$ $K_z = 1.26$ (Table 6-3) $K_{zt} = (1 + K_1 K_2 K_3)^2 = (1 + 0.43 \times 0.75 \times 1.0)^2 = (1.323)^2 = 1.750$ (Figure 6-4) $K_d = 0.95$ (Table 6-4) $V^2 = 100^2 = 10,000$

$$
I = 1.15
$$
 (Table 6-1)

 $n_1 = 1/(0.02 \times H^{3/2}) = 1/(0.02 \times 100^{3/2}) = 1/(0.02 \times 31.62) = 1/0.632$ $= 1.582$

Since $n_1 > 1$, the tower is rigid structure.

Gust Factor, $G = 0.8831$ from table on preceding page. $C_f = 0.8$ (Table 6-19) cylindrical shape $A_f = h \times D = 6 \times D = 6 \times 100 = 600.0$ sq.ft.

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WIND LOAD PER UBC-97

This computation of Wind Load is based on the latest edition of the 1997 *UNIFORM BUILDING CODE (UBC-97)* published by the International Code Council in 1997.

The numbers of equations, figures, tables are references to this Code

Structures sensitive to dynamic effects, such as buildings with a heightto-width ratio greater than five, structures sensitive to wind-excited oscillations, and buildings over 400 feet in height, shall be, and any structure may be, designed in accordance with approved national standards. (Section 1615) (such as ASCE Standard)

Design wind pressures for buildings and structures shall be determined for any height in accordance with this formula:

where

$$
f_{\rm{max}}(x)
$$

 $P = C_e C_q q_s I_w$

 C_e = combined height, exposure, gust factor (Table 16-G)

 C_q = pressure coefficient = 0.8 for cylindrical vessels

 q_s = wind stagnation pressure at the standard height of 33 ft. (Table 16-F)

 I_w = importance factor =1.15 for vessels (Table 16-K)

 $P =$ design wind pressure, lbs/ sq.ft.

EXAMPLE Design Data: C_e = 1.61 exposure C from Table 16-G $C_q = 0.8$ from Table 16-H *qs* = 25.6 from Table 16-F I_w = 1.15 from Table 16-K

 $P = C_e C_q q_s I_w = (1.61) (0.8) (25.6) (1.15) = 37.92$ lbs/sq.ft. Wind force on tower of 100 ft. high and 6 ft. diameter $=$ $100 \times 6 = 600 \times 37.92 = 22,751$ lbs.

TABLE 16-G- COEFFICIENT *Ce* COMBINED HEIGHT, EXPOSURE AND GUST FACTOR

NOTES:

Calculating the projected area of the tower, also the insulation and the joining appurtenances shall be taken into consideration. The area of caged ladder may be approximated as one square foot per lineal foot and 8 square foot as the projected area of a platform. The area exposed to wind can be reduced considerably by good arrangement of the equipment for instance by locating the ladder 90 degrees apart from the vapor line.

DESIGN OF TALL TOWERS VIBRATION

As a result of wind, tall towers develop vibration. The period of the vibration should be limited, since large natural periods of vibration can lead to fatigue failure. The allowable period has been computed from the maximum permissible deflection.

The so called harmonic vibration is not discussed in this Handbook since the trays as usually applied and their supports prevent the arising of this problem.

FORMULAS

Period of Vibration: T sec. $T= 0.0000265 \left(\frac{H}{D}\right)^2 \sqrt{\frac{wD}{t}}$

Maximum Allowable Period $T_a=0.80 \sqrt{\frac{WH}{V_g}}$ of Vibration, T_a sec.

NOTATION

- $D =$ Outside diameter of vessel, ft.
- $H =$ Length of vessel including skirt, ft.
- $g = 32.2$ ft. per sec. squared, acceleration
- *t* = Thickness of skirt at the base, in.
- $V =$ Total shear, lb. *CW*, see page 61
- $W =$ Weight of tower, lb.
- $w =$ Weight of tower per foot of height, lb.

EXAMPLE

Given: Determine the actual and maximum allowable period of vibration $D = 3.125$ ft. 0 in. $H = 100$ ft. 0 in. $g = 32.2 \text{ ft/sec}^2$ $t= 0.75$ in.
 $T=0.0000265 \left(\frac{100}{3.125}\right)^2 \sqrt{\frac{360 \times 3.125}{0.75}} = 1.05$ sec. 36,000 lb.
in operating condition in operating condition $T_a = 0.80 \sqrt{\frac{36000 \times 100}{1440 \times 32.2}} = 7.05 \text{ sec.}$ The actual vibration does not exceed the allowable vibration. Reference: Freese, C. E.: Vibration of Vertical Pressure Vessel ASME Paper 1959.

ESIGN

DESIGN OF TALL TOWERS SEISMIC LOAD (EARTHQUAKE)

The loading condition of a tower under seismic forces is similar to that of a cantilever beam when the load increases uniformly toward the free end. The design method below is based on Uniform Building Code, 1997 (UBC).

(a) Seismic Loading Diagram

FORMULAS

Base Shear

The base shear is the total horizontal seismic shear at the base of a tower. The triangular loading pattern and the shape of the tower shear diagram due to that loading are shown in Fig. (a) and (b). A portion of F_t of total horizontal seismic force V is assumed to be applied at the top of the tower. The remainder of the base shear is distributed throughout the length of the tower, including the top.

Overturning Moment

The overturning moment at any level is the algebraic sum of the moments of all the forces above that level.

NOTATION

- $C =$ Numerical coefficient = $\frac{2.35S}{T}$ (need not exceed 2.75)
- $C =$ Numerical coefficient = 0.035
- $D =$ Outside diameter of vessel, ft.
- $E =$ Efficiency of welded joints
- F_t = Total horizontal seismic force at top of the vessel, lb. determined from the following formula:

 $F_t = 0.07 \, \text{TV}$ (F_t need not exceed 0.25 *V*)

 $=0$, for $T \leq 0.7$

 $H =$ Length of vessel including skirt, ft.

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DESIGN OFT ALL TOWERS SEISMIC LOAD (EARTHQUAKE) EXAMPLE

Given: Seismic zone: 2B *D=* 37.5 in.= 3.125 ft. $H = 100$ ft., 0 in. $Z = 0.2$ $X = 96$ ft., 0 in. $W = 35,400$ lb. Determine: The overturning moment due to earthquake at the base and at a distance X from top tangent line. First, fundamental period of vibration shall be calculated. $T = C_t \times H^{3/4} = 0.035 \times 100^{3/4} = 1.1$ sec. and $I=1$, $S=1.5$, $R_w=2.9$, $C = \frac{1.25S}{T^{2/3}} = \frac{1.25 \times 1.5}{1.1^{2/3}} = 1.76 < 2.75$ $V = \frac{ZIC}{R_w} \times W = \frac{0.2 \times 1 \times 1.76}{2.9} \times 35,400 = 4,296$ lb. $F_t = 0.07$ *TV* = 0.07 \times 1.1 \times 4,296 = 330 lb. $M = [F_t H + (V - F_t) (2H/3)] =$ $[330 \times 100 + (4,296 - 330) (2 \times 100/3)] = 294,756$ ft. - lb. $X > \frac{H}{3}$ thus $M_x = [F_t X + (V - F_t) (X - H/3)] =$ $[330 \times 96 + (4,296 - 330) (100 - 33)] = 281,138$ ft. - lb.

DESIGN

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DESIGN OF TALL TOWERS

ECCENTRIC LOAD

Towers and their internal equipment are usually symmetrical around the vertical axis and thus the weight of the vessel sets up compressive stress only. Equipment attached to the vessel on the outside can cause unsymmetrical distribution of the loading due to the weight and result in bending stress. This unsymmetrical arrangement of small equipment, pipes and openings may be neglected, but the bending stresses exerted by heavy equipment are additional to the bending stresses resulting from wind or seismic load.

EXAMPLE

When there is more than one eccentric load, the moments shall be summarized, taking the resultant of all eccentric loads.

Design of Tall Towers

E L A S T I C S T A B I L I T Y

A tower under axial compression may fail in two ways because of instability:

- 1. By buckling of the whole vessel (Euler buckling)
2. By local buckling
- By local buckling

In thin-walled vessels (when the thickness of the shell is less than one-tenth of the inside· radius) local buckling may occur at a unit load less than that required to cause failure of the whole vessel. The out of roundness of the shell is a very significant factor in the resulting instability. The formulas for investigation of elastic stability are given in this Handbook, developed by Wilson and Newmark. Elements of the vessel which are primarily used for other purposes (tray supports, downcomer bars) may be considered also as stiffeners against buckling if closely spaced. Longitudinal stiffeners increase the rigidity of the tower more effectively than circumferential stiffeners. If the rings are not continuous around the shell, its stiffening effect shall be calculated with the restrictions outlined in the Code UG-29 (c).

ESIGN

DESIGN OF TALL TOWERS

DEFLECTION

Towers should be designed to deflect no more than 6 inches per I 00 feet of height. The deflection due to the wind load may be calculated by using the formula for uniformly loaded cantilever beam.

The maximum allowable deflection 6 inches per 100 ft. of height:
for $48' - 0'' = \frac{48 \times 6}{100} = 2.88$ in.

for 48'-0" =
$$
\frac{48 \times 6}{100}
$$
 = 2.88 in.

Since the actual deflection does not exceed this limit, the designed thickness of the skirt is satisfactory.

A method for calculating deflection, when the thickness of the tower is not con-
stant, given by S. S. Tang: "Short Cut Method for Calculating Tower Deflection". Hydrocarbon Processing November 1968.
DESIGN OF TALL TOWERS

COMBINATION OF STRESSES

The stresses induced by the previously described loadings shall be investigated in combination to establish the governing stresses.

Combination of wind load (or earthquake load), internal pressure and weight of the vessel:

Stress Condition

At windward side

+ Stress due to wind

+ Stress due to int. press ..

- Stress due to weight

Combination of wind load (or earthquake load), external pressure and weight of the vessel:

Stress Condition

At windward side

- · + Stress due to wind
	- Stress due to ext. press.

 $-$ Stress due to weight

The positive signs denote tension and the negative signs denote compression. The

summation of the stresses indicate whether tension or compression is governing. It is assumed that wind and earthquake loads do not occur simultaneously, thus the tower should be designed for either wind or earthquake load whichever is

greater.

Bending stress caused by excentricity shall be summarized with the stresses resulting from wind or earthquake load.

The stresses shall be calculated at the following locations:

- 1. At the bottom of the tower
- 2. At the joint of the skirt to the head
- 3. At the bottom head to the shell joint
- 4. At changes of diameter or thickness of the vessel

The stresses furthermore shall be examined in the following conditions:

- 1. During erection or dismantling
- . 2. During test

3. During operation

Under these different conditions, the weight of the vessel and consequently, the stress conditions are also different. Besides, during erection or dismantling the vessel is not under internal or external pressure.

For analyzing the strength of tall towers under various loadings by this Handbook, the maximum stress theory has been applied.

 $-$ Stress due to wind + Stress due to int. press.

At leeward side

- Stress due to weight
	-
- At leeward side
-
-
- Stress due to weight
-
- Stress due to wind
- Stress due to ext. press.
-

DESIGN OF TALL TOWERS

EXAMPLE B

Required thickness of cylindrical shell under combined loadings of internal pressure, wind and weight of tower.

 $\begin{array}{|c|c|c|c|c|c|c|c|} \hline \overline{D_f} & & & & \text{DESIGN DATA} \ \hline \overline{D} & \text{Plafform} & D & = 3 \text{ ft. 0 in. inside diameter} \ & & \overline{D} & = 3 \text{ ft. 6 in, middle of general with } i \text{ cm.} \end{array}$ Platform $E = 0.85$ efficiency of welded seams
 $\frac{1}{2}$ $\frac{$ $E = 0.85$ efficiency of welded seams h_T = 4 ft. 0 in. distance from the base to the bottom head to shell joint. $\begin{vmatrix} H & = & 100 \text{ ft. 0 in. length of tower} \\ P & = & 150 \text{ psi internal pressure} \end{vmatrix}$ $\begin{bmatrix} \frac{1}{2} \\ \frac{1}{2} \\ \frac{1}{2} \\ \frac{1}{2} \end{bmatrix}$ = 150 psi internal pressure
 $\begin{bmatrix} P \\ P_w \end{bmatrix}$ = 30 psf wind pressure f.-.-~ *Pw* = 30 psf wind pressure *a-.* R = 18 in. inside radius of vessel [~]⁰ s = 15700psi stress value of SA-28SC material at zoo•p .,.., temperature $\begin{array}{c|c|c|c} \hline \text{II} & & V & = \text{Total shear, lb.} \\ \hline \end{array}$ Head: 2:1 seamless e $\begin{array}{|c|c|c|c|}\n\hline\n\vdots & \text{Head:} & 2:1 \text{ semless elliptical} \\
\hline\nC_m & = \text{Circumference of shell}\n\end{array}$ Circumference of shell on the mean diameter, in.

(corrosion allowance not required)

Minimum required thickness for internal pressure considering the strength of the longitudinal seam of shell.

$$
t = \frac{PR}{SE - 0.6P} = \frac{150 \times 18}{15700 \times 0.85 - 0.6 \times 150} = 0.204 \text{ in. Use 0.25 in. plate}
$$

Minimum required thickness for internal pressure considering the strength of the circumferential seam of shell.

$$
t = \frac{PR}{2SE + 0.4P} = \frac{150 \times 18}{2 \times 15700 \times 0.85 + 0.4 \times 150} = 0.101 \text{ in.}
$$

Minimum required thickness for head

$$
t = \frac{PD}{2SE - 0.2P} = \frac{150 \times 36}{2 \times 15700 \times 0.85 - 0.2 \times 150} = 0.203 \text{ in.}
$$

\nWind Load $P_w \times D_1 \times H = V \times h_1 = M$
\nVessel $30 \times 3.5 \times 100 = 10,500 \times 50 = 525,040$
\nPlatform $30 \times 8 \text{ lin. ft.} = 240 \times 96 = 23,040$
\nLadder $30 \times 98 \text{ lin. ft.} = \frac{2,940 \times 49}{13,680} = \frac{144,060}{692,100 \text{ ft. lb. moment at the bottom head beam } (M_T)$
\n
$$
M_T = M - h_T (V - 0.5 P_w D_1 h_T) =
$$
\n
$$
692,100 - 4 (13680 - 0.5 \times 30 \times 3.5 \times 4) = 638,220 \text{ ft. lb.}
$$
\n
$$
t = \frac{12 M_t}{R^2 \pi SE} = \frac{12 \times 638,220}{18^2 \times 3.14 \times 15700 \times 0.85} = \frac{7,658,640}{13,583,556} = 0.564
$$
\nTry 0.750 in. plate for the lower courses For int. pressure $\frac{0.101}{}$

0.665 in.

The tensile stress 11,085 psi in operating condition on the windward side governs. The allowable stress for the plate material with 0.85 joint efficiency is 13,345 psi. Thus the selected 0.75 in. thick plate at the bottom of the vessel is satisfactory.

Stress in the shell at 72 ft. down from the top of tower. Plate thickness 0.50 in .

Stress due to wind. $P_w \times D_1 \times X = V \times \frac{X}{2} = M_x$ $\begin{array}{c|c|c|c|c|c|c|c|c} & & & & & r_w \times D_1 \times X = V \times \frac{1}{2} = M_x \ \hline \end{array}$
Shell $30 \times 3.5 \times 72 = 7.560 \times 36$ $\begin{array}{c|c|c|c|c|c|c|c|c} \hline \text{S}_{\text{R}} & \text{Shell} & 30 \times 3.5 \times 72 = 7,560 \times 36 = 272,160 \ \text{Pla} & \text{S}_{\text{R}} & 30 \times 8 \text{ lin. -ft.} & = 240 \times 68 = 16,320 \ \hline \text{R} & \text{S}_{\text{R}} & 30 \times 70 \text{ lin. -ft.} & = 2,100 \times 35 = 73,500 \ \text{Total Moment } M_x & = 361,980 \text{ ft. -lb.$ $S =$ $\frac{12 M_x}{R^2 \pi t}$ = $\frac{12 \times 361,980}{18.25^2 \times 3.14 \times 0.50}$ = 8,303 psi Stress due to internal pressure (As calculated previously) 1,837 $\frac{1}{\sqrt{1-\frac{1$

The calculation of stresses at the bottom head has shown that the stresses on the windward side in operating condition govern and the effect of the weight is insignificant. Therefore without further calculation it can be seen that the tensile stress 10,140 psi does not exceed the allowable stress 13,345 psi. Thus the selected 0.50 in. thick plate is satisfactory.

Stress in the shell at 40 ft. down from the top of the tower. Plate thickness 0.25 in.

Stress due to wind. Shell Platform Ladder $P_w \times D_1 \times X = V \times \frac{X}{2} = M_x$ $30 \times 3.5 \times 40 = 4{,}200 \times 20 =$ 30×8 lin. ft. = 240 \times 36 = 30×38 lin. ft. = 1,140 \times 19 = 84,000 8,640 21,660 Total Moment M_x = 114,300 ft.-lb.
 M_x = $\frac{12 \times 114,300}{2}$ = 5.316 pci $S = \frac{12 M_r}{R^2 \pi t} = \frac{12 \times 114,300}{18.125^2 \times 3.14 \times 0.25}$ Stress due to internal pressure (As calculated previously) Total = 5,316 psi I ,837 psi 7,153 psi

The 0.25 in. thick plate for shell at 40 ft. distance from top of the tower is satisfactory. No further calculation is required on the same reason mentioned above.

DESIGN OF SKIRT SUPPORT

A skirt is the most frequently used and the most satisfactory support for vertical vessels. It is attached by continuous welding to the head and usually the required size of this welding determines the thickness of the skirt.

Figures A and B show the most common type of skirt to head attachment. In the calculation of the required weld size, the values of joint efficiency given by the Code (UW12) may be used.

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DESIGN OF ANCHOR BOLT

Vertical vessels, stacks and towers must be fastened to the concrete foundation, skid or other structural frame by means of anchor bolts and the base (bearing) ring.

The number of anchor bolts. The anchor bolts must be in multiple of four and for tall towers it is preferred *to* use minimum eight bolts.

Spacing of anchor bolts. The strength of too closely spaced anchor bolts is not fully developed in concrete foundation. It is advisable to set the anchor bolts not closer than about 10 inches. To hold this minimum spacing, in the case of small diameter vessel the enlarging of the bolt circle may be necessary by using conical skirt or wider base ring with gussets.

Diameter of anchor bolts. Computing the required size of bolts the area within the root of the threads only can be taken into consideration. The root areas of bolts are shown below in Table A. For corrosion allowance one eighth of an inch should be added to the calculated diameter of anchor bolts.

For anchor bolts and base design on the following pages are described:

1. An approximate method which may be satisfactory in a number of cases.
2. A method which offers closer investigation when the loading conditions and A method which offers closer investigation when the loading conditions and other circumstances make it necessary.

DESIGN OF ANCHOR BOLT

(Approximate Method)

A simple method for the design of anchor bolts is to assume the bolts replaced by a continuous ring whose diameter is equal to the bolt circle.

The required area of bolts shall be calculated for empty condition of tower.

NOTATION

 A_B = Area within the bolt circle, sq. in.
 C_B = Circumference of bolt circle in.
 M = Moment at the base due to wind o

= Circumference of bolt circle in.

 \overrightarrow{M} = Moment at the base due to wind or earthquake, ft. lb.
 N = Number of anchor bolts

N = Number of anchor bolts
 S_B = Maximum allowable stre
 W = Weight of the vessel dur = Maximum allowable stress value of bolt material psi.

 $=$ Weight of the vessel during erection, lb.

EXAMPLE

$$
4_n = 707
$$
 sq. in.

- C_B = 94 in.
 M = 86400 ft. lb.
 W = 6000 lb. duri $W = 6000$ lb. during erection.
 $S_R = 15000$ psi. the maximum
- $= 15000$ psi. the maximum allowable stress value of
the anchor bolt material.

 $N = 4$ number of bolts.

(See Table B on the $\frac{2^n \text{ bolt is } 2.300 \text{ sq. in.}}{4 \text{ddine } 0.125 \text{ in.} \text{ for } \text{ce}}$

Given bolt circle = 30 in.; then: Determine the size and number of required anchor bolts.

$$
A_B = 707 \text{ sq. in.}
$$

\n
$$
C_B = 94 \text{ in.}
$$

\n
$$
M = 86400 \text{ ft. lb.}
$$

\n
$$
T = \frac{12 \times 86,400}{707} - \frac{6,000}{94} = 1,402 \text{ lb.}/\text{lin. in.}
$$

\n
$$
W = 6000 \text{ lb. during section}
$$

$$
B_A = \frac{1,402 \times 94}{15,000 \times 4} = 2.196
$$
 sq. in.

the anchor bolt material. From Table A. Page 77 the root area of $=$ 4 number of bolts. γ'' holt is 2.300 sq. in (See Table B on the Adding 0.125 in. for corrosion, use: Preceding Page) $(4) 2\frac{1}{4}$ bolts.

Checking stress in anchor bolt:

 $\mathbf{1}$

$$
S_B = \frac{1,402 \times 94}{2,300 \times 4} = 14,324 \text{ psi}
$$

Since the maximum allowable stress is 15,000 psi, the selected number and size of bolts are satisfactory.

DESIGN OF BASE RING

(Approximate Method)

The formulas below are based on the following considerations:

- 1. The bearing surface of the base ring shall be large enough to distribute the load uniformly on the concrete foundation and thus not to exceed the allowable bearing load of the foundation.
- 2. The thickness of the base ring shall resist the bending stress induced by wind or earthquake.

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DESIGN OF ANCHOR BOLT AND BASE RING

When a tower is under wind or earthquake load, on the windward side tensional stress arises in the steel and on the opposite side compressive stress in the concrete foundation. It is obvious then that the area of the bolting and the area of the base ring are related. As the anchor bolt area increased, the base ring area can be decreased. With the design method given here, the minimum required anchor bolt area for a practical size of base ring can be found. The strength of the steel and the concrete is different, therefore, the neutral axis does not coincide with the centerline of the skirt.

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Design procedure:

- 1. Determine the value of k
- 2. Calculate the required size and number of anchor bolts. See page 77 Table B
- 3. Determine the inside and outside diameter of the base ring
- 4. Check the stresses in the anchor bolts and foundation
- 5. If the deviation between the allowable and actual stresses are too large, repeat the calculation
- 6. Calculate the base ring thickness
- 7. Use gusset plates, anchor chairs or compression ring if it is necessary for better stress distribution in the base ring or skirt

DESIGN OF ANCHOR BOLT AND BASE RING

DESIGN

DESIGN OF ANCHOR BOLT AND BASE RING EXAMPLE

DETERMINE: DESIGN DATA: $D = 5$ ft., 0 in. diameter of anchor bolt circle. The size and number of $d = 60$ in. diameter of anchor bolt circle. anchor bolts; The width and thickness $n = 10$, ratio of modulus of elasticity of steel and concrete (Table E. Page 80) of base ring. f_c = 1,200 psi allowable compr. strength of concrete (Table E, Page 80) $S = 15,000$ psi allowable stress value of base $\frac{1}{B}$ ring. $= 18,000$ psi allowable tensile stress in bolts. $= 36,000$ lb. weight of the tower. $M = 692{,}100$ ft. lb. moment at the base. SOLUTION: Assume 8 in. wide base ring and a compressive stress at the bolt circle, $f_{cb} = 1,000$ psi. Then the constants from 1 Table D are: $k =$ $\frac{1}{1 + S_a}$ = $\frac{1}{1 + \frac{18,000}{1000}}$ = 0.35 C_c = 1.640
 C_t = 2.333 nf_{cb} 10 × 1,000 $j = 0.783$ $z = 0.427$ This is in sufficient agree $f_{cb} = f_c$ $\frac{2kd}{2kd + l} = 1,200 \frac{2 \times 0.35 \times 60}{2 \times 0.35 \times 60 \times 8} = 1,008$ psi ment with the assumed value of $f_{cb} = 1,000$ psi Required area of anchor bolts $B_t = 2 \pi \frac{12M - Wzd}{C_t S_a \, jd} = 6.28 \frac{12 \times 692,100 - 36,000 \times 0.427 \times 60}{2.333 \times 18,000 \times 0.783 \times 60} = 23.50 \text{ sq. in.}$ Using 12 anchor bolts, the required root area for one bolt $23.50/12 = 1.958$ in. From Table A 1¹/₈ in. diameter bolt would be satisfactory but adding ¹/₈ in. for corrosion, use (12) -2 in. diameter anchor bolts. Tensile load on the anchor bolts $F_t = \frac{M - Wz D}{iD} = \frac{692,100 - 36,000 \times 0.427 \times 5}{0.783 \times 5} = 157,150$ lb. Tensile stress in the anchor bolts $S_a = \frac{F_t}{t_s r C_t} = \frac{157,150}{0.125 \times 30 \times 2.333} = 17,960 \text{ psi}$ $t_s = \frac{B_t}{\pi d} = \frac{23.50}{3.14 \times 60} = 0.125$ in. Compressive load on the concrete: $l_4 = l - t_5 = 8.0 - 0.125 = 7.875$ in. $f_{cb} = \frac{F_c}{(l_4 + nt_s) r C_e} = \frac{193,150}{(7.875 + 10 \times 0.125) 30 \times 1.640} = 430 \text{ psi}$

SIGN

DESIGN OF ANCHOR BOLT AND BASE RING **EXAMPLE (Cont.)**

Checking value of k which was calculated with assumed values of f_{ch} = 1,000 psi and $S_a = 18,000$. Then the constants from

Table D are:

 $C_c = 1.184$ $= 2.683$
= 0.775

 $= 0.461$

C

$$
k = \frac{1}{1 + \frac{S_a}{n f_{ch}}} = \frac{1}{1 + \frac{17,960}{10 \times 430}} = 0.19
$$

$$
F_t = \frac{M - WzD}{jD} = \frac{692,100 - 36,000 \times 0.461 \times 5}{0.775 \times 5} = 157,192 \text{ lb.}
$$

$$
S_a = \frac{F_t}{t_s r C_t} = \frac{157,192}{0.125 \times 30 \times 2.683} = 15,624 \text{ psi}
$$

$$
F_c = F_t + W = 157,192 + 36,000 = 193,192
$$
 lb.

$$
f_{ch} = \frac{F_c}{(T_4 + nt_s)rC_c} = \frac{193,192}{(7.875 + 10 \times 0.125)30 \times 1.184} = 596 \text{ psi}
$$

Compressive stress in the anchor bolts:

$$
S_a = nf_{cb} = 10 \times 596 = 5{,}960 \text{ psi}
$$

Compressive stress in the concrete at the outer edge of the base ring:

 $f_c = f_{cb} \times \frac{2kd+1}{2kd} = 596 \times \frac{2 \times 0.19 \times 60 + 8}{2 \times 0.19 \times 60} = 805$ psi

Required thickness of base ring $l_1 = 6$ in.

$$
t_B = l_I \sqrt{3f_c/S} = 6\sqrt{\frac{3\times805}{15,000}} = 2.406
$$
 in

To decrease the thickness of the base ring, use gusset plates. Using (24) gusset plates, the distance between the gussets:

$$
b = \frac{\pi d}{24} = 7.85^{\circ}; \frac{l_1}{b} = \frac{6}{7.85} = 0.764
$$

from Table F:
\n
$$
M_{max} = M_y = 0.196 f_c l_f^2 = 0.196 \times 805 \times 6^2 = 5680 \text{ in. lb.}
$$
\n
$$
t_B = \sqrt{\frac{6 \times 680}{15,000}} = 1.5076 \text{ in. Use } 1\frac{1}{2} \text{ in., thick base plate.}
$$

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STRESSES IN LARGE **HORIZONTAL VESSELS** SUPPORTED BY SADDLES

The design methods of supports for horizontal vessels are based on L. P. Zick's analysis presented in 1951. The ASME published Zick's work (Pressure Vessel and Piping Design) as recommended practice. The API Standard 2510 also refers to the analysis of Zick. The British Standard 1515 adopted this method with slight modification and further refinement. Zick's work has also been used in different studies published in books and various technical periodicals.

The design method of this Handbook is based on the revised analysis mentioned above. (Pressure Vessel and Piping; Design and Analysis, ASME, 1972)

A horizontal vessel on saddle support acts as a beam with the following deviations:

- 1. The loading conditions are different for a full or partially filled vessel.
- 2. The stresses in the vessel vary according to the angle included by the saddles.
- 3. The load due to the weight of the vessel is combined with other loads.

LOADINGS:

- 1. Reaction of the saddles. It is a recommended practice to design the vessel for at least a full water-load.
- 2. Internal Pressure. Since the longitudinal stress in the vessel is only one half of the circumferential stress, about one half of the actually used plate thickness is available to resist the load of the weight.
- 3. External Pressure. If the vessel is not designed for full vacuum because vacuum occurs incidentally only, a vacuum relief valve should be provided, especially when the vessel outlet is connected to a pump.
- 4. Wind Load. Long vessels with very small t/r values are subject to distortion from wind pressure. According to Zick "experience indicates that a vessel designed to 1 psi. external pressure can successfully resist external loads encountered in normal service."
- 5. Impact Loads. Experience shows, that during shipping, hardly calculable impact loads can damage the vessels. When designing the width of the saddles and the weld sizes, this circumstance is to be considered.

LOCATION OF SADDLES:

The use of only two saddles is preferred both statically and economically over the multiple support system, this is true even if the use of stiffener rings is necessary. The location of the saddles is sometimes determined by the location of openings, sumps, etc., in the bottom of the vessel. If this is not the case, then the saddles can be placed at the statically optimal point. Thin walled vessels with a large diameter are best supported near the heads, so as to utilize the stiffening effect of the heads. Long thick walled vessels are best supported where the maximal longitudinal bending stress at the saddles is nearly equal to the stress at the mid-span. This point varies with the contact angle of the saddles. The distance between the head tangent line and the saddle shall in no case be more than 0.2 times the length of the vessel. (L)

Contact Angle θ

I'

The minimum contact angle suggested by the ASME Code is 120°, except for very small vessels. (Code Appendix G-6). For un-stiffened cylinders under external pressure the contact angle is mandatorily limited to 120° by the ASME Code. (UG-29).

Vessels supported by saddles are subject to:

- 1. Longitudinal bending stress
- 2. Tangential shear stress
- 3. Circumferential stress

Nexical

DESIGN

STRESSES IN VESSELS ON TWO SADDLES

NOTES:

STRESS

ONGITUDINAL BENDING

SHEAR

ANGENTIAL

Positive values denote tensile stresses and negative values denote compression.

 $E =$ Modulus of elasticity of shell or stiffener ring material, pound per square inch.

The maximum bending stress S_1 may be either tension or compression.

Computing the tension stress in the formula for S_1 , for factor K the values of K_1 shall be used.

Computing the compression stress in the formula for S_1 , for factor K the values of Kg shall be used.

When the shell is stiffened, the value of factor $K = 3.14$ in the formula for S_1 .

The compression stress is not factor in a steel vessel where $t/R \approx 0.005$ and the vessel is designed to be fully stressed under internal pressure.

Use stiffener ring if stress S_1 exceeds the maximum allowable stress.

If wear plate is used, in formulas for S_2 for the thickness t_s may be taken the sum of the shell and wear plate thickness, provided the wear plate extends R/10 inches above the horn of the saddle near the head and extends between the saddle and an adjacent stiffener ring.

In unstiffened shell the maximum shear occurs at the horn of the saddle. When the head stiffness is utilized by locating the saddle close to the heads, the tangential shear stress can cause an additional stress (S3) in the heads. This stress shall be added to the stress in the heads due to internal pressure.

When stiffener rings are used, the maximum shear occurs at the equator.

If wear plate is used, in formulas for S_4 for the thickness t_s may be taken the sum of the shell and wear plate thickness and for t_s may be taken the shell thickness squared plus the wear plate thickness squared, p extends $R/10$ inches above the horn of the saddle, and $A \le R/2$. The combined circumferential stress at the top edge of the wear plate should also be checked. When checking at this point: t_s = shell thickness, b^{\sim} = width of saddle

 $=$ central angle of the wear plate but not more than the included angle of the saddle plus 12°

CIRCUMFERENTIAL If wear plate is used, in formulas for S_5 for the thickness t_s may be taken the sum of the shell and wear plate thickness, provided the width of the wear plate equals at least b + 1.56 $\sqrt{\mathrm{Rt}_\mathrm{S}}$.
If the shell is not stiffened, the maximum stress occurs at the horn of the saddle.

This stress is not be to.added to the internal pressure-stress.

In a stiffened shell the maximum ring-compression is at the bottom of shell. Use stiffener ring if the circumferential bending stress exceeds the maximum allowable stress.

STRESSES IN LARGE HORIZONTAL VESSELS SUPPORTED BY TWO **SADDLES**

VALUES OF CONSTANT K (Interpolate for Intermediate Values)

 $*K_1 = 3.14$ if the shell is stiffened by ring or head $(A \leq R/2)$

DESIGN

STRESSES IN LARGE HORIZONTAL VESSELS SUPPORTED BY TWO SADDLES

EXAMPLE CALCULATIONS (cont.)

TANGENTIAL SHEAR STRESS (S₂)

Since A (48)>R/2 (60/2), the applicable formula:

 $S_2 = \frac{K_2 Q}{R t_1} \frac{L-2A}{L+4/3H} = \frac{1.171 \times 300,000}{60 \times 1} \left(\frac{960-2 \times 48}{960+4/3 \times 21} \right) = 5,120 \text{ psi}$

 S_2 does not exceed the stress value of shell material multiplied by 0.8; 20,000 \times 0.8 = 16,000 psi

CIRCUMFERENTIAL STRESS

Stress at the horn of saddle (5*4)* Since L (960) > 8R(480), A(48) > R/2 (60/2), the applicable formula:

$$
S_4 = -\frac{Q}{4t_s(b+1.56\sqrt{Rt_s})} - \frac{3K_6Q}{2t_s^2}
$$

A/R = 48/60 = 0.8; K = 0.036 (from chart)

$$
S_4 = -\frac{300,000}{4 \times 1 (24 + 1.56\sqrt{60 \times 1})} - \frac{3 \times 0.036 \times 300,000}{2t} = 20,000 \text{ psi}
$$

 S , does not exceed the stress value of shell material multiplied by 1.5; 20,000 \times 1.5 = 30,000 psi

Stress at bottom of shell (5*5)*

$$
S_5 = -\frac{K_7 Q}{t_5 (b + 1.56 \sqrt{R t_5})}
$$

$$
S_5 = -\frac{0.760 \times 300,000}{1 (24 + 1.56 \sqrt{60 \times 1})} = -6,319 \text{ psi}
$$

 $S₅$ does not exceed the compression yield point multiplied by 0.5; 38,000 \times 0.5 = 19,000 psi

STIFFENER RING FOR LARGE HORIZONTAL VESSELS SUPPORTED BY SADDLES

VALUES OF CONSTANT,K (Interpolate for Intermediate Values)

NOTES:

- 1. In figures & formulas $A-F$ positive signs denote tensile stresses and negative signs denote compression.
- 2. The first part of the formulas for S_6 gives the direct stress and the second part gives the circumferential bending stress.
- 3. If the governing combined stress is tensional, the stress due to internal pressure, $\frac{PK}{t_s}$ shall be added.

CALCULATION OF MOMENT OF INTERIA *(I)*

- Determine the width of shell that is effective to resist the circumferential bending moment. The effective width = $1.56\sqrt{R_{t_s}}$; 0.78 $\sqrt{R_{t_s}}$ on both sides of stiffener ring.
- 2. Divide the stiffener ring into rectangles and calculate the areas *(a)* of each rectangle, including the area of shell connection within the effective width. Add the areas (a) total area = A .
- 3. Multiply the areas (a) with the distances (Y) from the shell to the center of gravity of the rectangles. Summarize the results and denote all AY .
- 4. Determine the neutral axis of the stiffening ring, the distance *(C)* from the shell to the neutral axis $C = \frac{AL}{4}$
- 5. Determine the distances *(h)* from the neutral axis to the center of gravity of each rectangle of the stiffener.
- 6. Multiply the square of distances (h^2) by the areas (a) and summarize the results to obtain *AH2.*
- 7. Calculate the moment of inertia *Ig* of each rectangle $Ig = \frac{b \ d^3}{12}$, where *b* = the width and $d =$ the depth of the rectangles.
- 8. The sum of AH^2 and ΣIg gives the moment of intertia of the stiffener ring and the effective area of the shell.

See example calculations on the following pages.

STIFFENING RINGS Moment of Inertia (I) - Example Calculations (All dimensions in inches $-R = 72$ in, outside radius of shell) C $b_3 = 4.00$ $I = 0.78 \sqrt{Rd_1} =$ $0.78\sqrt{72\times 0.5} = 4.68$ 4.46 δ $AREA$ (1) Ig E Saddle $h = 0.9$ $e=6.00$ and Ring \mathbf{r} $\frac{b_l d_l^3}{12} = \frac{9.86 \times 0.5^3}{12} = 0.103$ in.⁴ $y_3=6.75$ $\overline{0}$ \overline{c} \overline{r} $= 2.29$ $AREA$ Q Ig $2 - 3.50$ 54 $\frac{b_2 d_2^3}{12} = \frac{0.5 \times 6^3}{12} = 9.00 \text{ in.}^4$ **SHELL** $\overline{\text{AREA}\bigcirc Ig}$ $0.557 = 4.68$ $I=4.68$ $\frac{b_3 d^3}{12} = \frac{4 \times 0.5^3}{12} = 0.04 \text{ in.}^4$ $Y_1 = 0$. $b_1 = 9.86$ $\frac{bd^3}{12}$ MARK OF AREA \overline{Y} $h²$ $a \times h^2$ \boldsymbol{h} $a \times y$ AREAS $\mathfrak a$ 4.93 0.25 1.23 2.29 5.24 25.83 0.10 $\mathbf{1}$ 3.00 9.00 3.50 10.50 0.96 0.92 2.76 $\overline{\mathcal{L}}$ 13.50 $\overline{4.21}$ 17.72 35.44 6.75 0.04 $\overline{3}$ 2.00 $AY=25.23$ **TOTAL** $A=9.93$ $AH=64.03$ $Ig=9.14$ $\overline{25.23} = 2.54$ $I = AH^2 + Ig = 64.03 + 9.14 = 73.17$ in.⁴ $C =$ $\overline{993}$ $\left| B\right|$ 25 $b_3 = 8.00$ _b 1 - 1.56 $\sqrt{Rd_1}$ = $\frac{1}{6.61802}$ $1.56\sqrt{72 \times 0.25} = 6.618$ $d=3.78$ $h_{3=3.655}$ **E** Saddle $AREA$ \bigcirc Ig $\overline{\text{Ring}}$ $\frac{b_1 d_1^3}{12} = \frac{13.74 \times 0.25^3}{12} = 0.02 \text{ in.}^4$ $y_3=6.375$ 6.500 ∣¥ੂ آب — \boldsymbol{X} 72 $AREA$ Q Ig Shell $\frac{b_2 d_2^3}{12} = \frac{0.50 \times 6^3}{12} = 9.00 \text{ in.}^4$ $0.25 ^{25}$ $AREA@Ig$ $b_2 + l = 6.868 + b_2 + l = 6.868$ $\frac{b_3 d^3}{12} = \frac{8 \times 0.25^3}{12} = 0.01 \text{ in.}^4$ $b_1 = 13.74$ $rac{bd^3}{12}$ **MARKS AREA** $a \times h^2$ h^2 \boldsymbol{h} OF AREAS $a \times y$ \boldsymbol{a} \mathcal{V} 3.43 0.125 2.59 6.72 23.09 0.02 0.43 $\mathbf{1}$ 3.250 9.75 0.53 0.28 0.84 9.00 $\overline{2}$ 3.00 26.80 0.01 $\overline{3}$ 2.00 6.375 12.75 3.66 13.40 $AH^2 = 50.73$ **TOTAL** $A = 8.43$ $\overline{}$ $AY = 22.93$ $Iq = 9.03$ $C = \frac{AY}{4} = \frac{22.93}{8.43} = 2.72$ $I = AH^2 + Ig = 50.73 + 9.03 = 59.76 \text{ in.}^4$

3. The web plate should be stiffened with ribs against the buckling.

the slots shall be determined by the expected magnitude of the movement. The coefficient of linear expansion for carbon steel per unit length and per degree $F = 0.0000067$. The table below shows the minimum length of the sion "a" calculated for the linear expansion of carbon steel material between 70ºF and the indicated temperature. When the change in the distance between the saddles is more than 3/8" inch long, a slide (bearing) plate should be used. When the vessel is supported by concrete saddles, an elastic, waterproof sheet at least 1/4" thick is to be applied between the shell and the saddle.

MINIMUM LENGTH OF SLOT (DIM. "a")

The design based on:

- 1. the vessel supported by two saddles
- 2. to resist horizontal force (F) due to the maximum operating weight of vessel as tabulated.
- 3. the maximum allowable stress is $\frac{3}{5}$ of the compression yield point: $\frac{3}{5}$ of $30,000 = 20,000$ psi.
- 4. the maximum allowable load on concrete foundation 500 psi.
- 5. the minimum contact angle of shell and saddle 120°.

Weld: ¹/4" continuous fillet weld all contacting plate edges.

Drill and tap ¹/₄" weep holes in wear plate.

At the sliding saddle the nuts ofthe anchor bolts shall be hand-tight and secured by tack welding.

SEE FACING PAGE FOR DIMENSIONS

SADDLE

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DESIGN

STRESSES IN VESSELS ON **LEG SUPPORT**

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[44-4- $\frac{1}{2}$. $\frac{1}{2}$ $\left| \begin{array}{c} \begin{array}{c} \hline \text{if } \mathbf{a} \\ \hline \text{if } \mathbf{b} \end{array} \\ \hline \text{if } \mathbf{b} \end{array} \right|$ $$ $\frac{1}{\sqrt{2\pi}}$ ^I*}R* ,. \]:?: l / \bigstar VIEW A-A NOTATION: $W =$ Weight of vessel, pounds $n =$ Number of legs $Q = W$ Load on one leg, pounds *R* H 2A, $2B =$ Dimension of wear plate S_s t *K c c n* = Radius of head, inch = Lever arm of load, inch = Stress, pound per square inch $=$ Wall thickness of head, inch = Factors, see charts = \sqrt{AB} , inch $=$ Radius of circular wear plate, inch $D = 1.82 \frac{C}{R} \sqrt{\frac{R}{t}}$

LONGITUDINAL STRESS:

$$
S_I = \frac{Q}{t^2} \left[\cos \in (K_I + 6K_2) + \frac{H}{R} \sqrt{\frac{R}{t}} (K_3 + 6K_4) \right]
$$

CIRCUMFERENTIAL STRESS:

$$
S_2 = \frac{Q}{t^2} \left[\cos \in (K_5 + 6K_6) + \frac{H}{R} \sqrt{\frac{R}{t}} (K_7 + 6K_8) \right]
$$

NOTES:

Positive values denote tensile stresses and negative values denote compression.

Computing the maximum tensile stresses, in formulas for S_1 , S_2 and K_1 , K_3 , K_5 and K_7 denote negative factors and K_2 , K_4 , K_6 and K_8 denote positive factors.

Computing the maximum compression stresses in formulas for S_1 , S_2 and K_1 , K_2 , K_3 , K_4 , K_5 , K_6 , K_7 and K_8 denote negative factors.

The maximum tensile stresses S*1,* and S*2,* respectively, plus the tensile stress due to internal pressure shall not exceed the allowable tensile stress value of head material.

The maximum compression stresses S_I , and S_2 , respectively, plus the tensile stress due to internal pressure shall not exceed the allowable compression stress value of head material.

STRESSES IN VESSELS ON LEG SUPPORT EXAMPLE CALCULATIONS

DESIGN DATA

 $W = 800,000$ lb. weight of vessel $n = 4$, number of legs $Q = \frac{W}{n} = \frac{800,000}{4} = 200,000$ lb. load on one leg $R = 100$ inch, radius of head *H* = 5 inch, lever arm of load $2A = 30$ inch, $2B = 30$ inch, dimensions of wear plate $t = 1.8$ inch thickness of head $cos \alpha = 0.800$ $P = 100$ psi, internal pressure Head material: SA 515-70 Allowable stress value: 20,000 psi Joint Efficiency: 0.85 Yield Point: 38,000 psi Factors *K* (see charts):

$$
C = \sqrt{AB} = \sqrt{15 \times 15} = 15 \text{ inch}
$$

\n
$$
D = 1.82 \frac{C}{R} \sqrt{\frac{R}{t}} = 1.82 \frac{15}{100} \sqrt{\frac{100}{1.8}} = 2.03
$$

\n
$$
K_l = 0.065, \qquad K_2 = 0.030 \qquad K_3 = 0.065 \qquad K_4 = 0.025
$$

\n
$$
K_5 = 0.020, \qquad K_6 = 0.010 \qquad K_7 = 0.022 \qquad K_8 = 0.010
$$

LONGITUDINAL STRES:

1.) Maximum tensile stress:

$$
S_I = \frac{Q}{t^2} \left[\cos \alpha (-K_I + 6K_2) + \frac{H}{R} \sqrt{\frac{R}{t}} (-K_3 + 6K_4) \right]
$$

$$
S_I = \frac{200,000}{1.8^2} \left[0.800 (-0.065 + 6 \times 0.030) + \frac{5}{100} \sqrt{\frac{100}{1.8}} \right]
$$

$$
(-0.065 \times 6 \times 0.025) = +7,634 \text{ psi}
$$

The stress due to internal pressure: $\frac{PR}{2t} = \frac{100 \times 100}{2 \times 1.8} = +2778$ psi

The sum of tensional stresses: $7.634 + 2.778 = 10,412$ psi

It does not exceed the stress value of the girth seam: $20,000 \times 0.85 = 17,000$

STRESSES IN VESSELS ON LEG SUPPORT EXAMPLE CALCULATIONS

2.) Maximum compressional stress:

$$
S_{I} = \frac{Q}{t^{2}} \left[cos \propto (-K_{I} - \delta K_{2}) + \frac{H}{R} \sqrt{\frac{R}{t}} (-K_{3} - \delta K_{4}) \right]
$$

\n
$$
S_{I} = \frac{200,000}{1.8^{2}} \left[0.800 (-0.065 - 6 \times 0.030) + \frac{5}{100} \sqrt{\frac{100}{1.8}} (-0.065 - 6 \times 0.025) \right]
$$

\n= -17,044 psi

The stress due to internal pressure:

 $\frac{PR}{2t}$ = $\frac{100 \times 100}{2 \times 1.8}$ = + 2,778 psi

The sum of stresses: $- 17,044 + 2,778 = - 14,266$ psi

It does not exceed the stress value of the girth seam: $20,000 \times 0.85 = 17,000 \text{ psi}$

Circumferential stress: 1.) Maximum tensile stress:

$$
S_2 = \frac{Q}{t^2} \left[\cos \alpha \left(-K_3 + 6K_6 \right) + \frac{H}{R} \sqrt{\frac{R}{t}} \left(-K_3 - 6K_8 \right) \right]
$$

\n
$$
S_2 = \frac{200,000}{1.8^2} \left[0.800 \left(-0.020 + 6 \times 0.010 \right) + \frac{5}{100} \sqrt{\frac{100}{1.8}} \left(-0.022 + 6 \times 0.010 \right) \right]
$$

\n= + 2,849 psi

The stress due to internal pressure: $\frac{PR}{2t}$ = $\frac{100 \times 100}{2 \times 1.8}$ = + 2,778 psi

The sum of tensile stresses:
 $-2,849 + 2,778 = -5,627$ psi

It does not exceed the stress value of the girth seam: $20,000 \times 0.85 = 17,000 \text{ psi}$

2.) Maximum compressional stress:

$$
S_2 = \frac{Q}{t^2} \left[\cos \alpha \left(-K_5 - \delta K_6 \right) + \frac{H}{R} \sqrt{\frac{R}{t}} \left(-K_5 - \delta K_8 \right) \right]
$$

\n
$$
S_2 = \frac{200,000}{1.8^2} \left[0.800 \left(-0.020 - 6 \times 0.010 \right) + \frac{5}{100} \sqrt{\frac{100}{1.8}} \left(-0.022 - 6 \times 0.010 \right) \right]
$$

\n
$$
= -5,837 \text{ psi}
$$
STRESSES IN VESSELS ON LEG SUPPORT EXAMPLE CALCULATIONS

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The stress due to internal pressure: $\frac{PR}{2t} = \frac{100 \times 100}{2 \times 1.8} = + 2,778 \text{ psi}$

The sum of stresses:
 $-5,837 + 2,778 = -3,059$ psi

It does not exceed the stress value of the girth seam: $20,000 \times 0.85 = 17,000 \text{ psi}$

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VALUE OF K_i

VALUE OF K_2

DESIGN

STRESSES IN VESSELS DUE TO LUG SUPPORT

VALUE OF K_3

VALUE OF K*⁴*

STRESSES IN VESSELS DUE TO LUG SUPPORT

DESIGN

STRESSES IN VESSELS DUE TO LUG SUPPORT

EXAMPLE CALCULATIONS

DESIGN DATA $W = 1,200,000$ lb. weight of vessel $n = 4$ number of lugs $Q = \frac{W}{n} = \frac{1,200,000}{4} = 300,000$ lb. load on one lug $R = 90$ in, radius of shell $H = 5$ in. leverarm of load $2A = 30$ in, $2B = 30$ in, dimensions of wear plate $t = 1.5$ in, thickness of shell $p = 100$ psi internal pressure Shell material: SA - 515-70 Allowable stress value 20,000 psi Yield point 38,000 psi Joint Efficiency: 0.85 Shape factors C, (see table): $R/t = \frac{90}{1.5} = 60$, $B/A = 15/15 = 1.0$ $C_1 = C_2 = C_3 = C_4 = 1.0$ The factors K, (see charts) $D = \frac{A}{R} \sqrt[3]{\frac{B}{A}} = \frac{15}{90} \sqrt[3]{\frac{15}{15}} = 0.167$, $R/t = \frac{90}{1.5} = 60$ $K_1 = 2.8$, $K_2 = 0.025$, $K_3 = 6.8$ $K_4 = 0.021$ **Longitudinal Stress:** $S_I = \pm \frac{Q H}{D R^2 t}$ $\left(C_I K_I + 6 \frac{K_2 R}{C_2 t} + \frac{D}{2 (1.17 + B/A)} \times \frac{R^2}{H A} \right)$ $S_1 = \frac{300,000 \times 5}{0.167 \times 90^2 \times 1.5}$ $\left(\begin{array}{c} 1 \times 2.8 + 6 \frac{0.025 \times 90}{1 \times 1.5} \end{array} \right)$ $+\frac{0.167}{2 (1.17 + 15/15)} \times \frac{90^2}{5 \times 15}$ = 11,795 psi Stress due to internal pressure: The sum of tensional stresses:

 $\frac{PR}{2t} = \frac{100 \times 90}{2 \times 1.5}$ = 3000 psi 11,795 + 3000 = 14,795 psi

It does not exceed the stress value of the girth seam: $20,000 \times 0.85 = 17,000$ psi.

STRESSES IN VESSELS DUE TO LUG SUPPORT

Circumferential Stress:
\n
$$
S_2 = \pm \frac{QH}{DR^2t} \left(C_3K_3 + 6 \frac{K_4R}{C_4t} \right)
$$
\n
$$
S_2 = \frac{300,000 \times 5}{0.167 \times 90^2 \times 1.5} \left(1 \times 6.8 + 6 \frac{0.021 \times 90}{1 \times 1.5} \right) = 10,616 \text{ psi}
$$
\nStress due to internal pressure:

 $\frac{PR}{t} = \frac{100 \times 90}{1.5} = 6000 \text{ psi}$

The sum of tensional stresses: $10,616 + 6000 = 16,616$ psi

It does not exceed the stress value of shell material multiplied by 1.5: $20,000 \times 1.5 = 30,000$

All dimensions are in inches Stresses in vessel shall be checked. Use wear plate if necessary

All dimensions are in inches.

Stresses in vessel shall be checked.

Use wear plate if necessary.

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LIFTING ATTACHMENTS (cont.)

RECOMMENDED MATERIAL: A 515-70, A 302 or equivalent. The thickness, and length of the lifting lug shall be determined by calculation.^{*}

WELD: When fillet welds are used, it is recommended that throat areas be at least 50 per cent greater than the cross sectional area of the lug.

To design the lugs the entire load should be assumed to act on one lug.

All possible directions of loading should be considered (during shipment, storage, erection, handling.) When two or more lugs are used for multileg sling, the angle between each leg of the sling and the horizontal should be assumed to be 30 degrees.

EYE- BOLT

Threaded fasteners smaller than 5/8" diameter should not be used for lifting because of the danger of overtorquing during assembly.

Commercial eyebolts are supplied with a rated breaking strength in the X direction.

For loadings other than along the axis of the eyebolt, the following ratings are recommended. These are expressed as percentage of the rating in the axial direction.

 $X = 100\%$ $Y = 33\%$
 $Z = 20\%$ $W = 10\%$ 20% W = 10%

EXAMPLE:

An eyebolt of 1 in. diameter which is good for 4960 lb. load in tension (direction x) can carry only 4960 x $0.33 = 1637$ lb. load if it acts in direction y.

The above dimensions and recommendations are taken from C. V. Moore: Designing Lifting Attachments, Machine Design, March 18, 1965.

*Assuming shear load only thru the minimum section, the required thickness may be calculated by the formula:

SAFE LOADS FOR ROPES AND CHAINS

The stress in ropes and chains under load is increasing with the reduction of the angle between the sling and the horizontal. Thus the maximum allowable safe load shall be reduced proportionally to the increased stress.

If the allowable load for a single vertical rope is divided by the cosecant of the angle between one side of the rope and the horizontal, the result will indicate the allowable load on one side of the inclined sling.

Example:

The allowable load for a rope in vertical position is 8000 lb. If the rope applied to an angle of 30 degrees, in this position the allowable load on one side will be 8000/cosecant 30 deg. = $8000/2$ = 4000 lb. For the two-rope sling the total allowable load 2 times $4000 = 8000$ lb. The table shows the load-bearing capacity of ropes and chains in different positions. Multiplying with the factors shown in the table the allowable load for a certain rope or chain, the product will indicate the allowable load in inclined position.

Angle of Inclination On One End On Two Ends 900 600 $1.00 \t 0.85$ 1.70 450 300 100 0.70 0.50 0.17 1.40 1.00 0.34

FACTORS TO CALCULATE SAFE LOADS FOR ROPES AND CHAINS

OPENINGS

SHAPE OF OPENINGS:

Openings in pressure vessels shall preferably be circular, elliptical or obround. An obround opening is one which is formed by two parallel sides and semicircular ends. The opening made by a pipe or a circular nozzle, the axis of which is not perpendicular to the vessel wall or head, may be considered an elliptical opening for design purposes.

Openings may be of shapes other than the above. Code UG-36(a)(2)

SIZE OF OPENINGS:

Openings are not limited as to size.

The rules, construction details of this handbook conform to the Code UG-36 through UG-43 and apply to openings:

- for maximum 60 in. inside-diameter-vessel one half of the vessel diameter, but maximum 20 in.
- for over 60 in. inside-diameter-vessel one third of the vessel diameter, but maximum 40 in.

For openings exceeding these limits, supplemental rules of Code Appendix 1-7 shall be satisfied Code UG-36(b)(1)

For nozzle neck thickness see page 140.

WHERE EXTERNAL PIPING IS CONNECTED TO THE VESSEL, THE SCOPE OF THE CODE INCLUDES:

- (a) the welding end connection for the first circumferential joint for welded connections,
- (b) the first threaded joint for screwed connections,
- (c) the face of the first flange for bolted, flanged connections,
- (d) the first sealing service for proprietary connections or fittings. Code $U-1(e)(1)$

INSPECTION OPENINGS

All pressure vessels for use with compressed air and those subject to internal corrosion, erosion or mechanical abrasion, shall be provided with suitable manhole, handhole, or other inspection openings for examination and cleaning. The required inspection openings shown in the table below are selected from the alternatives allowed by the Code, UG-46, as they are considered to be the most economical.

The preferable location of small inspection openings is in each head or near each head.

In place of two smaller openings a single opening may be used, provided it is of such size and location as to afford at least an equal view of the interior. Compressed air as used here is not intended to include air which has had moisture removed to the degree that it has an atmospheric dew point of -50 F or less. The manufacturer's Data Report shall include a statement "for non-corrosive service" and Code paragraph number when inspection openings are not provided.

NOZZLE NECK THICKNESS

The wall thickness of a nozzle neck or other connection used as access or inspection opening only shall not be less than the thickness computed for the applicable loadings plus corrosion allowance.

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NSISE

DESIGN

OPENINGS WITH REINFORCING PAD

Below the most commonly used types of welded attachments are shown. For other types see Code, Fig. UW-16.1.

- $t =$ thickness of vessel wall, less corrosion allowance, in.
- t_n = nominal thickness of fitting wall less corrosion allowance, in.

The weld sizes defined here are the minimum requirements.

SEE NOTES ON FACING PAGE

FITTINGS NOT EXCEEDING 3 IN. PIPE SIZE.

In some cases the welds are exempt from size requirements, or fittings and bolting pads may be attached to the vessels by fillet weld deposited from the outside only with certain limitations (Code UW-16 (f) (2) and (3)) such as:

- 1. The maximum vessel thickness: 3/8 in.
- 2. The maximum size of the opening is limited to the outside diameter of the attached pipe plus $\frac{3}{4}$ in.
- 3. The weld throat shall be the greater ofthe minimum nozzle neck thickness required by the Code UG-45(a) or that necessary to satisfy the requirements ofUW 18 for the applicable loadings of UG 22.
- 4. The welding may effect the threads of couplings. It is advisable to keep the threads above welding with a minimum $\frac{1}{4}$ in. or cut the threads after welding.
- 5. Strength calculation of attachments is not required for attachments shown in Figs. A, C and E, and for openings:

3 in. pipe size fittings attached to vessel walls of 3/8 in. or less in thickness, 2 in. pipe size fittings attached to vessel walls over 3/8 in. in thickness. (Code UG-36(c)(3)).

REINFORCEMENTS OF OPENINGS DESIGN FOR INTERNAL PRESSURE

Vessels shall be reinforced around the openings, except single, welded and flued openings not subject to rapid pressure fluctuations do not require reinforcement if not larger than:

 $3 \frac{1}{2}$ in, diameter – in vessel shells or heads with required minimum thickness of $\frac{3}{8}$ in, or less

 $2\frac{3}{8}$ in. diameter - in vessel shells or heads over a required minimum thickness of $\frac{3}{8}$ in.

Threaded, studded or expanded connections for which the hole cut is not greater than $2\frac{3}{8}$ in. diameter.

. Code UG-36(c)(3){a)

The design procedure described on the following pages conforms to Code UG-36 through UG-43.

For openings exceeding these limits supplemental rules of Code I -7 shall be applied in addition to UG-36 through UG-43.

For reinforcement of openings in flat heads see Code UG-39.

A brief outline of reinforcement design for better understanding of the procedure is described in the following pages.

The basic requirement is that around the opening the vessel must be reinforced with an equal amount of metal which has been cut out for the opening. The reinforcement may be an integral part of the vessel and nozzle, or may be an additional reinforcement pad. (Fig. A)

This simple rule, however, needs further refinements as follows:

- 1. It is not necessary to replace the actually removed amount of metal, but only the amount which is required to resist the internal pressure *(A).* This required thickness of the vessel at the openings is usually less than at other points of the shell or head.
- 2. The plate actually used and nozzle neck usually are thicker than would be required according to calculation. The excess in the vessel wall $(A₁)$ and nozzle wall (A_2) serve as reinforcements. Likewise the inside extension of the opening (A_3) and the area of the weld metal (A_4) can also be taken into consideration as reinforcement.
- 3. The reinforcement must be within a certain limit.
- 4. The area of reinforcement must be proportionally increased if its stress value is lower than that of the vessel wall.
- 5. The area required for reinforcement must be satisfied for all planes through the center of opening and normal to vessel surface.

The required cross sectional area of the reinforcement shall then be:

The required area for the shell or head to resist the internal pressure *(A).* From this area subtract the excess areas within the limit $(A_1A_2A_3A_4)$. If the sum of the areas available for reinforcement $(A_1 + A_2 + A_3 + A_4)$ is equal or greater than the area to be replaced (A) , the opening is adequately reinforced. Otherwise the difference must be supplied by reinforcing pad *(As).*

Some manufacturers follow a simple practice using reinforcing pads with a crosssectional area which is equal to the metal area actually removed for the opening. This practice results in oversized reinforcement, but with the elimination of calculations they find it more economical.

 $t_n \times t_r$

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The metal used as reinforcement must be located within the

The limit measured parallel to the vessel wall $X = d$ or $R_n +$

The limit measured parallel to the nozzle wall $Y = 2.5$ *t* or 2.5 t_n .

When additional reinforcing pad is used, the limit, *Y* to be measured from the outside surface of the reinforcing pad.

 $Rn=$ inside radius of nozzle in corroded condition, inches.

material of the reinforcing pad are lower than that of the vessel material, their area considered as reinforcement shall

It is advisable to use for reinforcing pad material identical

No credit shall be taken for additional strength of reinforcement having higher stress value than that of the vessel wall.

- a. The stress value of nozzle material: 17,100 psi. The stress value of shell material: 20,000 psi.
- Using identical material for the vessel and reinforcing pad, the required area for reinforcement is 12 square

If the stress value of vessel material $= 20,000$ psi., the stress value of the nozzle material = $17,100$ psi.,

In this proportion shall be increased the area of reinforc-

 $12 \times 1.17 = 14.04$ square inches.

REINFORCEMENT FOR OPENINGS DESIGN FOR INTERNAL PRESSURE
(continued) (continued)
¹⁰⁰דדדדדדדדדדדדדדדדדד 5. REINFORCEMENT IN DIFFERENT PLANES FOR INTERNAL PRESSURE 0.95 Since the circumferential stress in cylindrical shells and cones is two times greater than the longitudinal stress, at the openo.goSltEESl=EES=t:tEE~ ing the plane containing the axis of the shell is the plane of the greatest unit load-0.85┠╌┠╼╂═┽═╂╶{═╂╲╬╼╂═╂═╂═╂═╂═╉═╉═╉╌╂╼╉┨ ing due to pressure. On the plane perpendicular to the vessel axis the unit loading 0.80 is one half of this. Chart shows the variation of the stresses ă 0.75 l3 on different planes. (Factor *F)* When the long dimension of an elliptical 0.70M33min/and 0.00M33min/and 0.00
M33min/and 0.00M33min/and 0.00M33min/and 0.00M33min/and 0.00M33min/and 0.00
M33min/and 0.00M33min/and 0.00M33min/and 0.00M33min/and 0.00M33min/and 0.00M33min/and 0.00M33min/and 0.00M33m or obround opening exceeds twice the short dimensions, the reinforcement across the short dimensions shall be in-0.6Sr!§33i§§3mgffE creased as necessary to provide against excessive distortion due to twisting mo-0.60 ment. Code UG-36(a)(l). Factor F shall not be less than 1.0, except o.ssfi§§§§i§§iiim for integrally reinforced openings in cylindrical shells and cones it may be less. $\begin{array}{|c|c|c|c|c|c|c|c|c|} \hline \multicolumn{1}{|c|}{\text{}} & \multicolumn{1}{|c|}{\text{}} &$ ~m ~ Angle Θ of Plane with Longitudinal Axis Factor F - Fig. UG-37 Plane 0° \rightarrow Plane 90° \rightarrow Plane 45°
 $F = 1.0$ \rightarrow $F = 0.5$ \rightarrow $F = 0.75$ $\frac{1}{\frac{1}{\text{Constituting }n}}$ Longitudinal axis of shell The total cross-sectional area of reinforceaxis of shell ment in any planes shall be: (Notations on preceeding pages.) $A = d \times t_r \times F$ DESIGN FOR EXTERNAL PRESSURE The reinforcement required for openings in a single-walled vessel subject to external pressure need be only 50 percent of that required for internal pressure where *tr* is the wall thickness required by the rules for vessels under external pressure. Code UG-

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 $37(d)(1)$.

$$
A = \frac{d \times t_r \times F}{2}
$$

(See Notations on preceeding pages.)

REINFORCEMENT OF OPENINGS EXAMPLES

EXAMPLE 1.

DESIGN DATA:

Inside diameter of shell: 48 in. Design pressure: 250 psi at 200° F Shell material: SA-285-C

 $S=15,700 \text{ psi}$ $t = 0.625 \text{ in.}$ The vessel is spot radiographed. No allowance for corrosion. Nozzzle material: SA-53-B

 $S = 17,100 \text{ psi}, t_n = 0.432 \text{ in}.$ Nozzle nom. size: 6 in. Extension of nozzle inside the vessel: 1.5 in. $h=2.5 \tcdot t_n=2.5 \times 0.432=1.08$ in.

The nozzle does not pass through seams. Fillet weld size: 0.375 in.

Wall thickness required:

for shell: $t_r = {PR \over SE - 0.6} = {250 \times 24 \over 15,700 \times 1.0 - 0.6 \times 250} = 0.386$ in.

for nozzle:
$$
t_m = \frac{PR_n}{SE - 0.6P} = \frac{250 \times 2.88}{17,100 \times 1.0 - 0.6 \times 250} = 0.043
$$
 in.

AREA OF REINFORCEMENT REQUIRED $A = dt_r = 5.761 \times 0.386 =$

2.224 in.

AREA OF REINFORCEMENT AVAILABLE shell.) Larger of the following:

.
The device of the contract component components and

REINFORCEMENT OF OPENINGS EXAMPLES

EXAMPLE3.

DESIGN DATA:

Inside diameter of shell: 48 in. Design pressure: 300 psi at 200° F. Shell material: 0.500 in. SA-516-60 plate, The vessel fully radiographed, $E = 1$ There is no allowance for corrosion Nozzle nominal size: 8 in. Nozzle material: SA-53 B, 0.500 in. wall Extension of nozzle inside the vessel: 0.5 in. The nozzle does not pass through the main seams.

Size of fillet welds 0.375 in. (Reinforcement pad to nozzle neck.)

3.249 sq. in.

Wall thickness required:

Shell $t_r = \frac{PR}{SE - 0.6P} = \frac{300 \times 24}{17,100 \times 1 - 0.6 \times 300} = 0.426$ in.

Nozzle, $t_m = \frac{PR_n}{SE - 0.6P} = \frac{300 \times 3.8125}{17,100 \times 1 - 0.6 \times 300} = 0.068$ in.

AREA OF REINFORCEMENT REQUIRED $A = d \times t_r = 7.625 \times 0.426 =$

AREA OF REINFORCEMENT AVAILABLE

 A_1 = (Excess in shell.) Larger of the following: $(t-t_r) d = (0.500 - 0.426)$ 7.625 = 0.564 0.564 sq. in. *or* $(t - t_r)$ $(t_n + t)$ $2 = (0.500 - 0.426)$ (0.500 + 0.500) $2 = 0.148$ sq. in. A_2 = (Excess in nozzle neck.) Smaller of following: $(t_n - t_m)$ 5t = (0.500 – 0.068) 5 × 0.5 = 1.08 or $(t_n - t_m)$ $5t_n = (0.500 - 0.068)5 \times 0.5 = 1.08$ *A*₃ = (Inside projection.) $t_n \times 2h = 0.500 \times 2 \times 0.5 =$ A_4 = (Area of fillet weld) 0.375² (The area of pad to shell weld disregarded) TOTAL AREA AVAILABLE 1.08 sq. in. 0.500 sq. in. 0.141 sq. in. 2.285 sq. in.

This area is less than the required area, therefore the difference shall be provided by reinforcing element. It may be heavier nozzle neck, larger extension of the nozzle inside of the vessel or reinforcing pad. Using reinforcing pad, the required area of pad: $3.249 - 2.285 = 0.964$ sq. in. Using 0.375 in. SA-516-60 plate for reinforcing pad the width of the pad $0.964/0.375 = 2.571$ The outside diameter of reinforcing pad: Outside diameter of pipe: 8.625 width of reinforcing pad: 2.571 11.196 in.

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STRENGTH OF ATTACHMENTS JOINING OPENINGS TO VESSEL

EXAMPLE 5.

DESIGN DATA

 $A = 3.172$ sq. in., $A_1 = 0.641$ sq. in., $A_2 = 0.907$ sq. in. $d_p = 12.845$ in. outside diameter of reinforcing pad. d_{0} = 8.625 in. outside diameter of nozzle. $d_m = 8.125$ in. mean diameter of nozzle. $S = 20,000$ psi allowable stress value of vessel material $S_n = 17,100$ psi allowable stress value of nozzle material $t = 0.5000$ in. thickness of vessel wall. 0.375 in. leg of fillet $-$ eeld a

0.250 in. leg of fillet - weld d

 t_e = 0.250 in. thickness of reinforcing pad. Check the strength of attachment of nozzle.

LOAD TO BE CARRRIED BY WELDS: $(A - A_1)S = (3.172 - 0.641) \times 20,000 = 50,620$ lb.

LOAD TO BE CARRIED BY WLDS *a, c, e:* $(A_2 + 2 t_n t)S = (0.907 + 2 \times 0.500 \times 0.500) \times 17{,}100$ lb. = 24,059

STRESS VALUE OF WELDS:

Fillet – weld shear $0.49 \times 20,000 = 9,800$ psi Groove – weld tension $0.74 \times 20{,}000 = 14{,}800$ psi

STRESS VALUE OF NOZZLE WALLSHEAR: $0.70 \times 17,100 = 11,970$ psi

STRENGTH OF WELDS AND NOZZLE NECK:

a. Fillet weld shear $\frac{x+y}{2}$ x weld leg x 9,800 = 13.55 x 0.375 x 9,800 = 49,796 lb. b. Nozzle wall shear $\frac{\pi d_m}{\times}$ *t_n* × 11,970 = 12.76 × 0.500 × 11,970 = 76,368 lb. 2 c. Groove weld tension $\frac{\mu u_0}{2}$ x weld leg x 14,800 = 13.55 x 0.500 x 14.800 = 100,270 lb. d. Filet weld shear $\frac{\pi d_p}{\sigma}$ x weld leg x 9,800 = 20.18 x 0.25 x 9.800 = 49,433 lb. 2 e. Groove weld tension $\frac{\mu u_0}{\sigma}$ weld leg \times 14,800 = 13.55 \times 0.25 \times 14,800 = 50,128 lb. 2 POSSIBLE PATH OF FAILURE: 1. Through *b* and *d* $76,368 + 49,433 = 125,801 \text{ lb.}$
2. Through *c* and *d* $100,270 + 49,433 = 149,703 \text{ lb.}$ 2. Through *c* and *d* $100,270 + 49,433 = 149,703$ lb. 3. Through *a,c* and *e* 49,796 + 100,270 + 50,128 = 200,1941b. Paths 1. and 2. are stronger than the total strength of 50,620 lb. Path 3. is stronger than the strength of 24,059 lb. The outer fillet weld *d* strength 49,433 lb. is greater than the reinforcing pad strength of $(d_p - d_o)t_e \times S = (12,845 - 8,625) \times 0.25 \times 20,000 = 21,100$ lb.

ESIGN

NOZZLE NECK THICKNESS Code UG-45

- 1. For Access Openings, Openings for Inspection only the minimum wall thickness of necks shall not be less than the thiclmess computed from the applicable loadings in UG-22 such as internal or external pressure, static, cyclic, dynamic, seismic, impact reactions, etc. 2. For Nozzles and other openings (except access and inspection openings) the
- minimum wall thickness of necks shall be the larger of the thickness computed from the applicable loadings in UG-22 or the smaller of wall thickness determined in 3, 4, 5, 6 below.
- 3. In vessels under internal pressure thickness of the shell or head required for internal pressure only, assuming $E = 1.0$.
- 4. In vessels under external pressure thickness of the shell or head for internal pressure using it as an equivalent value for external pressure, assuming $E = 1.0$.
- 5. In vessels under internal or external pressure the greater of the thickness determined in 3 and 4.
- 6. The minimum wall thickness of standard wall pipe.
- 7. The wall thickness of necks in no case shall be less than the minimum thiclmess specified in UG-16(b) for:

8. Allowance for corrosion and threading- when required- shall be added to the thicknesses determined in 1 through 7 above.

Using pipe listed in Table of Std. ANSI B36.10, the minimum wall thickness equals 0.875 times the nominal wall thickness.

See Code UG-45 footnote No. 27 using pipe sizes 22, 26 and 30 inches.

For selection of required pipe under internal pressure, see table "Maximum Allowable Internal Working Pressure for Pipes" on the following pages.

EXAMPLES for using the table:

MAXIMUM ALLOWABLE INTERNAL WORKING PRESSURE FOR PIPES

The Calculations Based on the Formula:

$$
P = \frac{2SEt}{D + 1.2t}
$$
, where

 $P =$ The max. allowable working pressure, psig.

 $S = 17,100$ psig. the stress value of the most commonly used materials for pipe (A53B, A106B) at temperature – 20 to 650 °F. For higher temperature see notes at the end of the tables.

 $E = 1.0$ joint efficiency of seamless pipe

 D = Inside diameter of pipe, in.

 $t =$ Minimum pipe wall thickness, in. $(.875$ times the nominal thickness).

DESIGN

MAXIMUM ALLOWABLE WORKING PRESSURE (coot) Nom. Desig- Pipe wall Corrosion allowance in. p1pe thickness 0 I 1116 I 118 1 31161 114 pipe
size nation Nom. Min. Max. Allow Pressure Psig.
SCH.140 0.812 0.711 3.017 2.736 2.456 2.180 1.909 SCH.l40 0.812 0.711 3,017 2,736 2,456 2,180 1,909 8 SCH.160 0.906 0.793 3,393 3,106 2,822 2,543 2,266
XX-STG. 0.875 0.766 3,269 2,983 2,701 2,423 2,148 XX-STG. 0.875 SCH.20 0.250 0.219 707 502 300 102
SCH 30 0.307 0.269 873 666 462 259 SCH.30 | 0.307| 0.269| 873 | 666 | 462 | 259 | 57 STD. $\begin{array}{|c|c|c|c|c|c|c|c|} \hline \text{S} & 0.365 & 0.319 & 1,038 & 831 & 625 & 421 & 220 \hline \end{array}$ X-STG. 0.500 0.438 1,439 1,228 1,019 811 606 10 | SCH.80 | 0.593 | 0.519 | 1,716 | 1,502 | 1,290 |1,080 | 873 SCH.100 0.718 0.628 2.095 1.877 1.662 1.447 1.236 SCH.120 0.843 0.738 2,484 2,261 2,248 1,825 1,610
SCH 140 1.000 0.875 2.976 2.750 2.526 2.264 2,085 SCH.140 1.000 0.875 2,976 2,750 2,526 2,264 2,085
SCH.160 1.125 0.984 3.377 3.146 2.918 2,692 2,469 SCH.160 | 1.125 | 0.984 | 3,377 | 3,146 | 2,918 SCH.20 0.250 0.219 595 422 253 86 SCH.30 0.330 0.289 788 615 443 273 103
STD 0.375 0.328 897 723 550 379 209 STD. 0.375 0.328 897 723 550 379 209 SCH.40 | 0.406| 0.355| 973 | 799 | 625 | 453 | 282 X-STG. 0.500 0.438 1,207 1,030 856 681 554 12 | SCH.60 | 0.562| 0.492| 1,361 | 1,183 | 1,006 | 832 | 658 SCH.80 | 0.687 | 0.601 | 1,674 | 1,494 | 1,315 |1,137 | 962 SCH.100 | 0.843 | 0.738 | 2,074 | 1,891 | 1,710 |1,528 | 1,349 SCH.120 1.000 0.875 2,482 2,295 2,110 1,926 1,744
SCH.140 1.125 0.984 2.812 2.623 2,435 2,248 2,063 SCH.140 1.125 0.984 2,812 2,623 2,435 2,248 2,063
SCH.160 1.312 1.148 3.317 3.123 2.932 2,740 2,552 $\begin{array}{|c|c|c|c|c|c|c|c|c|c|c|}\n \hline\n \text{SCH.160} & 1.312 & 1.148 & 3,317 & 3,123 & 2,932 & 2,740 \\
\hline\n \text{SCH.10} & 0.250 & 0.219 & 541 & 385 & 230 & 78\n \hline\n \end{array}$ SCH.lO 0.250 0.219 541 385 230 78 SCH.20 0.312 0.273 677 519 363 209 55 STD. 0.375 0.328 816 657 501 345 190 SCH.40 | 0.438 | 0.383 | 956 | 796 | 639 | 482 | 327 14 X-STG. 0.500 0.438 1,096 937 774 620 463 $SCH.60$ | 0.593 | 0.519 | 1,306 | 1,144 | 983 | 825 | 666 SCH.80 | 0.750 | 0.656 | 1,664 | 1,500 | 1,337 | 1,175 | 1,014 SCH.100 | 0.937 | 0.820 | 2,101 | 1,933 | 1,767 |1,602 | 1,438 SCH.120 1.093 0.956 2,469 2,299 2,130 1,963 1,796
SCH.140 1.250 1.094 2,850 2,676 2,505 2,334 2,166 SCH.140 1.250 1.094 2,850 2,676 2,505

DESIGN

NOTE: IF THE STRESS VALUE OF PIPE LESS THAN 17100 PSIG. DUE TO HIGHER TEMPERATURE, MULTIPLY THE MAX. ALLOWABLE PRESSURE GIVEN IN THE TABLES BY THE FACTORS IN THIS TABLE:

Example:

The Maximum Allowance Pressure for 6" x Stg. Pipe With a Corrosion Allowance of $1/8$ " From Table = 1,346 psi. - at Temperature 800 °F The Max. Allow. Press. $1,346 \times 0.6316 = 850$ psig.

Example to find max. allow. pressure for any stress values:

The Max. Allow. Press. 1,346 Psig. From Tables The Stress Value 13,000 psi.
F. F. F. F. H. M. M. Allen Pussons 13,000 ... 1346 - 1022 psi. For This Pipe The Max. Allow. Pressure $\frac{13,000}{17,100} \times 1,346 = 1,023$ psi.

REQUIRED WALL THICKNESS FOR PIPES UNDER INTERNAL PRESSURE

The required wall thickness for pipes, tabulated on the following pages, has been computed with the following formula:

$$
t = \frac{PR}{SE - 0.6P} \qquad , \text{where}
$$

 $t =$ the required minimum wall thickness of pipe, in.

 $P =$ internal pressure, psig.

 $S = 17,100$ psig, the stress value of the most commonly used materials for pipe. A 53 B and A 106 B \textcircled{e} temperature -20 to 650°F.

 $E =$ Joint efficiency of seamless pipe

 R = inside radius of the pipe, in.

For the inside diameter of the pipe round figures are shown. With interpolation the required thickness can be determined with satisfactory accuracy.

The thicknesses given in the tables do not include allowance for corrosion.

For the determination of the required pipe wall thickness in piping systems the various piping codes shall be applied.

Selecting pipe, the 12.5% tolerance in wall thickness shall be taken into consideration. The minimum thickness of the pipe wall equals the nominal thickness times .875.

29 0.043 0.085 0.128 0.171 0.214 0.257 0.301 0.344 0.388 0.432 30 0.044 0.088 0.133 0.177 0.222 0.266 0.311 0.356 0.401 0.447

DESIGN

 $\tau_{\rm c}$, $\tau_{\rm c}$

DESIGN

NOZZLE EXTERNAL FORCES AND MOMENTS IN CYLINDRICAL VESSELS

Piping by the adjoining nozzles exert local stress in the vessel. The method, below, to determine the nozzle loads is based in part on the Bulletin 107 of Welding Research Council and represents a simplification of it. The vessels are not intended to serve as anchor points for the piping. To avoid excessive loading in the vessel, the piping shall be adequately supported.

External Forces & Moments

To calculate the maximum force and moment, first evaluate β and γ . Then determine α , Σ , and Δ from Figures 1, 2 and 3, for the specified β and γ , substitute into the equations below, and calculate F_{RRF} , M_{RCM} and M_{RLM} .

$$
\beta = .875 \, \left(\frac{r_o}{R_m}\right)
$$

$$
\gamma = \frac{R_m}{T}
$$

Determine α , Σ and Δ from Figures 1, 2 and 3. Calculate Pressure Stress (σ) .

$$
\sigma = \left(\frac{2P}{T}\right)\left(R_m - \frac{T}{2}\right)
$$

If σ is greater than S_{σ} , then use S_{σ} as the stress due to design pressure.

$$
F_{RRF} = \frac{R_m^2}{\alpha} (S_y - \sigma)
$$

\n
$$
M_{RCM} = \frac{R_m^2 r_o S_y}{\Sigma}
$$

\n
$$
M_{RLM} = \frac{R_m^2 r_o}{\Delta} (S_y - \sigma)
$$

\nPlot the value of F_{RRF} as F_{RF} and the smaller of M_{RCM} and M_{RLM}
\nas M_{RM} . The allowable nozzle loads are bounded by the area
\nof F_{RF} , 0, M_{RM} .
\nEXAMPLE: Determine Resultant Force and Moment
\n $R_m = 37.5$
\n $r_o = 15$
\n $r_o = 15$
\n $\beta = .875 \left(\frac{r_o}{R_m}\right) = .875 \left(\frac{15}{37.5}\right) = .35$
\n $\beta = .875 \left(\frac{r_o}{37.5}\right) = .35$
\n $\gamma = \left(\frac{R_m}{T}\right) = \frac{37.5}{.75} = 50$
\nFrom Figure 1, $\alpha = 440$ From Figure 2, $\Sigma = 1,070$ From Figure 3, $\Delta = 340$

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NOZZLE EXTERNAL FORCES AND MOMENTS IN CYLINDRICAL VESSELS *(continued)*

Calculate Pressure Stress

$$
\sigma = \frac{2P}{T}\left(R_m - \frac{T}{2}\right) = \frac{2(150)}{.75} \left(37.5 - \frac{.75}{2}\right) = 14,850 \text{ psi} < S_a = 20,000 \text{ psi}.
$$

Use σ = 14,850 in the equations for calculating F_{RRF} and M_{RIM} Calculate Allowable Forces and Moments

$$
F_{RRF} = \frac{R_m^2}{\alpha} (S_v - \sigma) = \frac{(3.75)^2}{440} (31,500 - 14,850) = 53,214 \text{ lb.}
$$

$$
M_{RCM} = \frac{R_m^2 r_o S_v}{\Sigma} = \frac{37.5^2 (15) (31,500)}{1,070} = 620,984 \text{ in.-lb.}
$$

$$
M_{RLM} = \frac{R_m^2 r_o}{\Delta} (S_y - \sigma) = \frac{(37.5)^2 (15)}{340} \times 31,500 - 14,850 = 1,032,973 \text{ in.-lb.}
$$

M_{RCM} and *M_{RLM}* as *M_{RM}*. The allowable nozzle loads are bounded by the area of F_{RF} , O, M_{RM} .

Therefore, a nozzle reaction of $F = 20,000$ lbs. and $M = 100,000$ in. lbs. would be allowable (point A) but a nozzle reaction of $F = 5,000$ lbs. and $M =$ 620,000* in. lbs. would not be allowable (point *B).*

*Note: Use absolute values in the graph.

NOTATION:

- $P =$ Design Pressure, pounds per sq. in. $\Sigma =$ Dimensionless Numbers
- r_0 = Nozzle Outside Radius, inches
- R_m = Mean Radius of Shell, inches
- $T =$ Shell Thickness, inches
- *Sy* = Yield Strength of Material at Design Temperature, pounds per square inch
- σ = Stress Due to Design Pressure, pounds per square inch
- S_a = Stress Value of Shell Material, pounds per square inch.
- β = Dimensionless Numbers
- γ = Dimensionless Numbers
- α = Dimensionless Numbers
-
- Δ = Dimensionless Numbers
- F_{RRF} = Maximum Resultant Radial Force, pounds*
- M_{RCM} Maximum Resultant Circumferential Momentm , inch-pounds*
- *MRLM* Maximum Resultant Longitudinal Moment, inch-pounds*
- F_{RF} = Maximum Resultant Force, pounds*
- F_{RM} = Maximum Resultant Moment, inchpounds*
- *Use absolute values.

REFERENCES:

Local Stresses in Spherical and Cylindrical Shells due to External Loadings, K. R. Wichman, A. G. Hopper and J. L. Mershon - Welding Research Council. Bulletin 107/August 1965 - Revised Printing - December 1968.

Standards for Closed Feedwater Heaters, Heat Exchange Institute, Inc., 1969.

DESIGN

NOTES $\overline{}$

REINFORCEMENT AT THE JUNTION OF CONE TO CYLINDER UNDER INTERNAL PRESSURE

At the junction of cone or conical section to cylinder (Fig. C and D) due to bending and shear, discontinuity stresses are induced which are with reinforcement to be compensated.

DESIGN PROCEDURE (The half apex angle $\alpha \leq 30$ deg.)

- 1. Determine P/S_5E_7 and read the value of Δ from tables A and B.
- 2. Determine factor *y*, For reinforcing ring on shell, $y = S_s E_s$ For reinforcing ring on cone, $y / S_c E_c$

 $* \Delta = 30$ deg. for greater value of $P/S_s E_I$

When the value of Δ is less than α , reinforcement shall be provided.

- 3. Determine factor $k = v / S_{\perp} E_{\perp}$ (Use minimum 1.0 for k in formula).
- 4. Design size and location of reinforcing ring (see next page).

NOTATION

- elasticity of shell, cone or reinforcing
ring material respectively, psi. It shall be taken from Table T-1 \cdot Section II, Part D. See page 188
- $E=$ with subscripts lor 2 efficiency of welded joints in shell or cone psi.

respectively. $r = min$ For compression $E=1.0$ for butt welds.

 f_i = axial load at large end due to wind, dead load, etc. excluding pressure.

- lb/in. at the junction, in.
 f_2 = axial load at small end due to wind. f_1 = actual thickness of
- axial load at small end due to wind, t_c = actual thickness of cone at the junction, dead load, etc. excluding pressure, \overline{m} . α = half anex angle of cone or conical sec-
- $P=$ Design pressure, psi
- Q_1 =algebraic sum of PR_L/2 and f_1 lb/in. Δ = angle from table A or B, deg.
- Q_s = algebraic sum of PR_s/2 and f_2 lb/in. $y =$ factor: *S_s E_s* or *S_c E_c*
- $E =$ with subscripts s, c or r modulus of R_L =inside radius of large cylinder at large elasticity of shell, cone or reinforcing end of cone, in.
	- R_s =inside radius of small cylinder at small end of cone, in.

S= with subscripts s, c or *r* allowable stress
of shell, cone or reinforcing material.

- $t=$ minimum required thickness of cylin-
der at the junction, in.
- t_s = actual thickness of cylinder at the junc-
tion, in.
- dead load, etc. excluding pressure, $t_r = \text{minimum}$ required thickness of cone $\frac{1}{2}$
	-
	- α = half apex angle of cone or conical sec-
tion, deg.
	-
	-

REINFORCEMENT AT THE JUNCTION OF CONE TO CYLINDER EXAMPLE *(continued)*

JUNCTION AT SMALL CYLINDER

- 1. $P/S_s E_1 = 0.0032$; from table B $\Delta = 4.8^{\circ}$ Since Δ is less than α , reinforcement is required.
- 2. Factor $\gamma = S_s E_s = 15,700 \times 30 \times 10^6$
- 3. Factor $k = 1$
- 4. $Q_s = PR_s/2 + f_2 \text{ lb.}/\text{in} = \frac{50 \times 84}{2} + 952 = 3{,}052 \text{ lb.}/\text{in}.$
- 5. The required cross-sectional area of compression ring: $A_{rs} = \frac{kQ_sR_s}{S_sE_l} \left(1 - \frac{\Delta}{\alpha} \right) \tan \alpha = \frac{1 \times 3,052 \times 84}{15,700 \times 1} \left(1 - \frac{4.8}{30} \right) \tan 30^\circ = 7.92$ sq. in.

The area of excess in shell available for reinforcement:

$$
A_{es} = (t_{ss}/t_s) \cos (\alpha - \Delta)(t_{ss} - t_s) \sqrt{R_s t_{ss}} + (t_c / t_{r_s})
$$

\n
$$
\times \cos (\alpha - \Delta) (t_c - t_{rs}) \sqrt{R_s t_c / \cos \alpha}
$$

\n(0.375/0.36) $\times \cos(3-4.8) \times (0.375 - 0.36) \times \sqrt{84 \times .0375}$
\n $+ (0.5/0.41) \cos(30-4.8) \times (0.5-0.41) \times \sqrt{84 \times 0.5 / \cos 30^\circ} = 0.77$ sq. in.

 A_{rs} - A_{es} = 7.92 -0.77 = 7.15 sq. in., the required cross sectional area of compression ring.

Using $1\frac{1}{2}$ thick bar, the required width of the bar: $7.15/1.5 = 4.8$ in.

Location of the compression ring:

Maximum distance from the junction: $\sqrt{R_t}$, \sqrt{s} + $\sqrt{84 \times 0.375}$ = 5.6 in.

Maximum distance of centroid from the junction: 0.25 $\sqrt{R_{\text{diss}}} = \sqrt{84 \times 0.375} = 1.4$ in.

Insulation ring may be utilized as compression ring provided it is continuous and the ends of it are joined together.

Since the moment of intertia of the ring is not factor, the use of flat bar rolled easy-way is more economical than the use of structural shapes.

To eliminate the necessity of additional reinforcement by using thicker plate for the cylinders at the junction in some cases may be more advantageous than the application of compression rings.

REINFORCEMENT AT THE JUNCTION OF CONE TO CYLINDER UNDER EXTERNAL PRESSURE

 $D_{\rm g}$ \Rightarrow L] FIG

Reinforcement shall be provided at the junction of cone to cylinder, or at the junction of the large end of conical section to cylinder when cone, or conical section doesn't have knuckles and the value of Δ , obtained from table E, is less than α .

 α = 60 deg. for greater values of P/SE

Note: Interpolation may be made for intermediate values.

The required moment of intertia and cross-sectional area of reinforcing (stiffening) ring- when the half apex angle α is equal to or less than 60 degrees - shall be determined by the following formulas and procedure.

- 1. Determine P/Se, and read the value of Δ from table E.
- 2. Determine the equivalent area of cylinder, cone and stiffening ring, A_{TT} , sq. in. (See page 48 for construction of stiffening ring.) ' Make subscripts more visible

$$
A_{TL} = \frac{L_L t_s}{2} + \frac{L_c t_c}{2} + A_s
$$
 Calculate factor *B*, $B = \frac{3}{4} \left(\frac{F_L D_L}{A_{TL}} \right)$

where

$$
F_{L} = PM + f_{1} \tan \alpha \qquad M = \frac{-R_{L} \tan \alpha}{2} + \frac{L_{L}}{2} + \frac{R_{L}^{2} - R_{S}^{2}}{3R_{L} \tan \alpha}
$$

- If F_r is a negative number, the design shall be in accordance with U-2 (g).
- 3. From the applicable chart (pages 43 thru 47) read the value of *A* entering at the value of *B,* moving to the left to the material/temperature line and from the intersecting point moving vertically to the bottom of the chart.

For values of *B* falling below the left end of the material/temperature line for the design temperature, the value of $A = 2B/E$.

If the value of B is falling above the material/temperautre line for the design temperature: the cone or cylinder configuration shall be changed, and/or the stiffening ring relocated, the axial compression stress reduced.

For values of B having multiple values of A, such as when B falls on a horizontal portion of the curve, the smallest value of A shall be used.

4. Compute the value of the required moment of inertia

For the stiffening ring only: For the ring-shell-cone section:

$$
I_s = \frac{AD_L^2 A_{TL}}{14.0}
$$

$$
I's = \frac{AD_L^2 A_{TL}}{10.9}
$$

5. Select the type of stiffening ring and determine the available moment of inertia (see page 95) of the ring only I , or the shell-cone or the ring-shell-cone section I' .

REINFORCEMENT AT THE JUNCTION OF CONE TO CYLINDER *(continued)*

If I or I' is less than I_s , or I'_s respectively, select stiffening ring with larger moment of inertia.

6. Determine the required cross-sectional area of reinforcement, A_{rL} , sq. in. *(when compression governs)*:

$$
A_{rL} = \frac{kQ_L R_L \tan \alpha}{SE} \left[1 - \frac{l}{4} \left(\frac{PR_L - Q_L}{Q_L} \right) \frac{\Delta}{\alpha} \right]
$$

Area of excess metal available for reinforcement: A_{at} sq. in.:

$$
A_{eL} = 0.55\sqrt{D_L t_s} (t_s + t_c / \cos \alpha)
$$

The distance from the junction within which the additional reinforcement shall be situated, in.

$$
\sqrt{R_L t_s}
$$

 $0.25\sqrt{R_Lt_s}$

The distance from the junction within which the centroid of the reinforcement shall be situated, in.

Reinforcing shall be provided at the junction of small end of conical section without flare to cylinder.

The required moment of inertia and cross-sectional area of reinforcing (stiffening) ring shaH be determined by the following formulas and procedure.

1. Determine the equivalent area of cylinder, cone and stiffening ring, A_{TS} sq. in.

$$
A_{TS} = \frac{L_s t_s}{2} + \frac{L_c t_c}{2} + A_s
$$

2. Calculate factor *B*

$$
B = \frac{3}{4} \left(\frac{F_s D_s}{A_{TS}} \right)
$$

where

$$
F_s = PN + f_2 \tan \alpha
$$

P $\tan \alpha$ *I I* ²

$$
N = \frac{R_s \tan \alpha}{2} + \frac{L_s}{2} + \frac{L_L^2 - R_s^2}{6R_s \tan \alpha}
$$

If F_s is a negative number, the design shall be in accordance with $U-2$ (g).

REINFORCEMENT AT THE JUNCTION OF CONE TO CYLINDER

(continued)

3. From the applicable chart (pages 43 thru 47) read the value of A entering at the value of *B,* moving to the left to the material/temperature line and from the intersecting point moving vertically to the bottom of the chart.

For values of *B* falling below the left end of the material/temperature line for the design temperature, the value of $A = 2B/E$.

If the value of B is falling above the material/temperature line for the design temperature: the cone or cylinder configuration shall be changed, and/or the stiffening ring relocated, the axial compression stress reduced.

For values of B having multiple values of A, such as wh n B falls on a horizontal portion of the curve, the smallest value of A shall be used.

For the stiffening ring only:

 $I = \frac{AD_s^2 A_{TS}}{2}$ $\frac{s}{14.0}$

4. Compute the value of the required moment of inertia:

For the ring-shell-cone section:

$$
I'_s = \frac{AD_s^2 A_{TS}}{10.9}
$$

i; i' I

- 5. Select the type of stiffening ring and determine the available moment of inertia (see page 95) of the ring only, I and of the ring-shell-cone section, I'. If I or I' is less than I_c or I_c respectively, select stiffening ring with larger moment of inertia.
- 6. Determine the required cross-sectional area of reinforcement. A_{rr} , sq. in:

$$
A_{rs} = \frac{kQ_s R_s \tan \alpha}{SE}
$$

Area of excess metal available for reinforcement, A_{ρ} , sq. in.

$$
A_{es} = 0.55 \sqrt{D_s t_s} \left[(t_s - t) + (t_c - t_r) / \cos \alpha \right]
$$

The distance from the junction within which the additional reinforcement shall be situated, in.

$$
\sqrt{R_s t_s}
$$

The distance from the junction within which the centroid of the reinforcement shall be situated, in.

$0.25\sqrt{R_{\rm s}t_{\rm s}}$

NOTE: When the reducers made out of two or more conical sections of different apex angles without knuckle, and when the half apex angle is greater than 60 degrees, the design may be based on special analysis. (Code 1-8 (d) and (e).)

NOTATION

REINFORCEMENT AT THE JUNCTION OF CONE TO CYLINDER . **EXAMPLE** *(continued)*

$$
B = \frac{3}{4} \left(\frac{F_L D_L}{A_{T_L}} \right) = 0.75 \times 1061 \times 96/21 = 3636
$$

- 3. *A* = 0.0003 from chart on page 42.
- 4. Required moment of inertia of the combined ring-shell-cone cross section:

$$
I'_{s} = \frac{AD_{L}A_{TL}}{10.9} = \frac{0.0003 \times 96^{2} \times 21}{10.9} = 5.32 \text{ in.}^{4}
$$

5. Using two $2\frac{1}{2} \times \frac{1}{2}$ flat bars as shown, and the effective width of the shell: $1.10 \times \sqrt{D_L t} = 1.1 \sqrt{96 \times 0.025} = 5.389 \text{ in.}$

The available moment of inertia: 5.365 in.4 (see page 95)

It is larger than the required moment of inertia. The stiffening is satisfactory.

6. The required cross-sectional area of reinforcing:

$$
k = \frac{S_{\rm s}E_{\rm s}}{S_{\rm g}E_{\rm R}} = \frac{17100 \times 30 \times 10^6}{15700 \times 30 \times 10^6} = 1.09
$$

\n
$$
Q_{L} = \frac{PR_{L}}{2} + f_{I} = \frac{15 \times 48}{2} + 100 = 460
$$

\n
$$
A_{rL} = \frac{kQ_{L}R_{L} \tan \alpha}{S_{\rm s}E} \left[1 - \frac{\mu_{\rm s} (PR_{L} - Q_{L}) \Delta}{Q_{L}} \right]
$$

\n
$$
= \frac{1.09 \times 460 \times 48 \times 0.5774}{17100 \times 0.7} \left[1 - 0.25 \left(\frac{15 \times 48 - 460}{460} \right) \right]_{30}^{2.2} = 1.15 \text{ in.}^{2}
$$

The cross-sectional area of the stiffening ring is 2.5 in². It is larger than the area required.

The reinforcing shall be situated within a distance from the junction: $\sqrt{R_{LL}}$ _s = $\sqrt{48 \times 0.25}$ = 3.46 in.

The centroid of the ring shall be within a distance from the junction: $0.25 \sqrt{R_L t_s} = 0.25 \sqrt{48 \times 0.25} = 0.86$ in.

JUNCTION AT THE SMALL END

- 1. The conical section having no flare, reinforcement shall be provided.
- 2. Asuming $A_s = 0$, $A_{TS} = L_s t_s/2 + L_c t_c/2 + A_s =$ $244 \times 0.25/2 + 48 \times 0.25/2 + 0 = 36.5$ in?

$$
N=\frac{R_s \tan \alpha}{2}+\frac{L_s}{2}+\frac{R_L^2-R_s^2}{\delta R_s \tan \alpha}=\frac{24 \times 0.5774}{2}+\frac{244}{2}+\frac{48^2-24^2}{6 \times 24 \times .5774}=149.7 \text{ in.}
$$

REINFORCEMENT AT THE JUNCTION OF CONE TO CYLINDER EXAMPLE *(continued)*

 $F_s = PN + f_2 \tan \alpha = 15 \times 149.7 + 30 \times 0.5774 = 2263$

$$
B = \frac{3}{4} \quad \frac{F_S D_S}{A_{TS}} = 3/4 \left(\frac{2263 \times 48}{36.5}\right) = 2232
$$

- 3. Since value of *B* falls below the left end of material/temperature line: $A= 2 B/E = 2 \times 2232 / 30 \times 10^6 = 0.00014$
- 4. Required moment of inertia of the combined ring-shell-cone cross section: $I'_{s} = \frac{AD_{s}^{2} A_{7S}}{10.9} = \frac{0.00014 \times 48^{2} \times 36.5}{10.9} = 1.08 \text{ in.}^{4}$
- 5. Using $2\frac{1}{2} \times \frac{1}{2}$ flat bar, and the effective shell width: 1.1 $\sqrt{48 \times 0.25} = 3.81$ in.

The available moment of inertia 1.67 in.⁴ (see page 95)

It is larger than the required moment of inertia; the stiffening is satisfactory.

6. The required area of reinforcing:

$$
k = 1.09 \qquad Q_s = \frac{PR_s}{2} + f_2 = \frac{15 \times 24}{2} + 30 = 210 \text{ lb./in.}
$$
\n
$$
A_{rs} = \frac{kQ_sR_s \tan \alpha}{S_sE} = \frac{1.09 \times 210 \times 24 \times 0.5774}{17100 \times 0.7} = 0.265 \text{ in.}^2
$$

Area of excess metal available for reinforcement:

$$
A_e = \sqrt{\frac{R_s t_c}{\cos \alpha}} (t_c - t_r) + \sqrt{R_s t_s} (t_s - t_{rs})
$$

= $\sqrt{\frac{24 \times 0.25}{0.866}} (0.25 - 0.25) + \sqrt{24 \times 0.25} (0.25 - 0.1875) = 0.153 \text{ in.}^2$

$$
A_{rs} - A_e = 0.265 - 0.153 = 0.112 \text{ in.}^2
$$

The area of ring used for stiffening 1.25 in.². It is larger than the required area for reinforcement.

The reinforcing shall be situated within a distance from the junction:

 $\sqrt{R_{\text{r}}t} = \sqrt{24 \times 0.25} = 2.44$ in.

and the centroid of the ring shall be within a distance from the junction: $0.25 \sqrt{R_s t_s} = 0.25 \sqrt{24 \times 0.25} = 0.61$ in.

WELDING OF PRESSURE VESSELS

There are several methods to make welded joints. In a particular case the choice of a type from the numerous alternatives depend on:

- 1. The circumstances of welding
- 2. The requirements of the Code
- 3. The aspect of economy

l. THE CIRCUMSTANCES OF WELDING.

In many cases the accessibility of the joint determines the type of welding. In a small diameter vessel (under 18 - 24 inches) from the inside, no manual welding can be applied. Using backing strip it must remain in place. In larger diameter vessels if a manway is not used, the last (closing) joint can be welded from outside only. The type of welding may be determined also by the equipment of the manufacturer.

2. CODE REQUIREMENTS.

Regarding the type of joint the Code establishes requirements based on service, material and location of the welding. The welding processes that may be used in the construction of vessels are also restricted by the Code as described in paragraph UW-27.

The Code-regulations are tabulated on the following pages under the titles: a. Types of Welded Joints

(Joints permitted by the Code, their efficiency and limitations of their applications.) Table UW-12

b. Design of Welded Joints

(Types of Joints to be used for vessels in various services and under certain design conditions.) UW-2, UW-3

c. Examination of Welded Joints

The efficiency of joints depends only on the type of joint and on the degree of examination and does not depend on the degree of examination of any other joint. (Except as required by UW-11(a)(5)

This rule of the 1989 edition of the Code eliminates the concept of collective qualification of butt joints, the requirement of stress reduction.

3. THE ECONOMY OF WELDING.

If the two preceding factors allow free choice, then the aspect of economy must be the deciding factor.

Some considerations concerning the economy of weldings:

V-edge preparation, which can be made by torch cutting, is always more economical than the use of J or U preparation.

Double V preparation requires only half the deposited weld metal required for single V preparation.

Increasing the size of a fillet weld, its strength increases in direct proportion, while the deposited weld metal increases with the square of its size.

Lower quality welding makes necessary the use of thicker plate for the vessel. Whether using stronger welding and thinner plate or the opposite is more economical, depends on the size of vessel, welding equipment, etc. This must be decided in each particular case.

NO1501

Joint Category: A, B

eter.

excluded.

6. Joint efficiency, $E = 1$ for butt joints in compression.

l,

 $\ddot{}$

DESIGN OF WELDED JOINTS

WELDED JOINT LOCATIONS

To the joints under certain condition special requirements apply, which are the same for joints designated by identical letters.

These special requirements, which are based on service, material, thickness and other design conditions, are tabulated below.

DESIGN

EFFICIENCY (E) TO BE USED IN CALCULATIONS OF SEAMLESS HEAD THICKNESS ASME Code UW-12(d)

*For calculation involving circumferential stress or for thickness of seamless head

EXAMINATION OF WELDED JOINTS

RADIOGRAPHIC EXAMINATION

Full radiography is mandatory of joints: (Code UW-11)

- 1. All butt welds in shells, heads, nozzles, communicating chambers of *unfired steam boilers* having design pressures exceeding 50 psi and vessels containing *lethal substances.*
- 2. All butt welds in vessels in which the least nominal thickness at the welded joint exceeds:

1 1/4 in. of carbon steel and 11/2 in. of SA-240 stainless steel. *Exemption:* Categories B and C butt welds in nozzles and communicating chambers that neither exceed 10 in pipe size nor 11/8 in. wall thickness do not require radiographic examination in any of the above cases.

- 3. All category A and D butt welds in vessel sections and heads where the design of the joint or part is based on joint efficiency: 1.0, or 0.9. (see preceding pages: Design of Welding Joints).
- 4. All butt welds joined by electroslag welding and all electrogas welding with any single pass greater than 1 1/2 in.

Spot radiography, as a minimum, is mandatory of

- 1. Category B or C welds which intersect the Category A butt welds in vessel sections (including nozzles and communicating chambers above 10 in. pipe size and 1 in. wall thickness) or connect seamless vessel sections or heads when the design of Category A and D butt welds in vessel sections and heads based on a joint efficiency of 1.0 or 0.9.
- 2. Spot radiography is optional of butt welded joints (Type 1 or 2) which are not required to be fully radiographed. If spot radiography specified for the entire vessel, radiographic examination is not required of Category B and C butt welds in nozzles and communicating chambers.
- *No Radiography.* No radiographic examination of welded joints is required when the vessel or vessel part is designed for external pressure only, or when the design of joints based on no radiographic examination.

ULTRASONIC EXAMINATION

- 1. In ferritic materials electroslag welds and electrogas welds with any single pass greater than 1 1/2 in. shall be ultrasonically examined throughout their entire length.
- 2. In addition to the requirements of radiographic examination, all welds made by the electron beam process or by the inertia and continuous drive friction welding process shall be ultrasonically examined for their entire length.
- 3. Ultrasonic examination may be substituted for radiography for the final closure seam if the construction of the vessel does not permit interpretable radiograph.

J.

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DESIGN

DESIGN

Notes (Brief Extracts of Code Requirements)

DESIGN

CODE RULES RELATED TO VARIOUS WALL THICKNESSES OF VESSEL (Continued)

TANKS AND VESSELS CONTAINING FLAMMABLE AND COMBUSTIBLE LIQUIDS

Excerpt from the Department of Labor Occupational Safety and Health Standards (OSHA), Chapter XVII, Part 1910.106, (Federal Register, July 1, 1985)

In addition to the regulations of the above mentioned standards and code, the occupational safety and health standards contain rules concerning tanks and vessels as follows:

- 1. Definition of combustible and flammable liquids
- 2. Material of storage tanks
- 3. Location of tanks
- 4. Venting for tanks
- 5. Emergency relief venting
- 6. Drainage
- 7. Installation of tanks

LOW TEMPERATURE OPERATION

If a minimum design metal temperatureand thickness-combination of carbon and low alloy steels is below the curves in FIG UCS-66, impact testing is required.

FIG. UCS-66 IMPACT TEST CURVES

Impact test is not mandatory for materials which satisfy all of the following:

- 1. the thickness of material listed in curve A does not exceed $\frac{1}{2}$ in.
- 2. the thickness of material listed in curves B, C and D does not exceed 1 in.

For stationary vessels, when the coincident
ratio in Fig.UCS-66.1 is less than one, this
Figure provides basis to use material without impact testing. UG-66(b)

If the thickness at any welded joint exceeds 4 in. and the minimum design metal temperature is colder than 120°F. impact tested material shall be used.UCS-66(b).

NOTE: In the Handbook the most commonly used materials are listed. For others see ASME Code.

All carbon and alloy steels listed in the following pages and not shown below.

SA-515 Gr 60, SA-285 Gr A & B SA-516 Gr 65 & 70 if not normalized

SA-516 Gr 55 & 60 if not normalized.

SA-516 all grades if normalized. Normalized rolling is not considered equivalent to normalizing.

NO IMPACT TEST IS REOUIRED:

 $2H$ to -55 \textdegree F

REDUCTION OF MINIMUM METAL TEMPERATURE.

EXAMPLE:

For 1½ thick, SA-515 Gr 60 plate the minimum design temperature is from Fig. USC-66 - 50°F.

If the actual stress in tension from internal pressure and other loads is 12,000 PSI, and the maximum allowable stress of the material is 17,100 psi, the ratio:

 $12,000/17,100 = 0.7$

and from FIG. USC 66.1 the reduction is 30°F. The minimum design temperature is: $50-30=20$ °F.

(Applicable joint efficiencies shall be included in the calculation of stresses.)

- 3. The vessel is hydrostatically tested.
- 4. the design temperature is not lower than -20°F and not higher than 650°F.
- 5. thermal, mechanical shock loading or cylindrical loading is not controlling design requirement.

Data of the most frequently used materials from ASME Code Section II and VIII.

DESIGN

PROPERTIES OF MATERIALS CARBON & LOW ALLOY STEAL *Continued*

NOTES

- 1. Upon prolonged exposure to temperatures above 800° F, the carbide phase of carbon steel may be converted to graphite.
- 2. SA-36 and SA-283 ABCD plate may be used for pressure parts in pressure vessels provided all of the following requirements are met: UCS-6 (b)
	- 1. The vessels are not used to contain lethal substances, either liquid or gaseous;
	- 2. The material is not used in the construction of unfired steam boilers (sec Code $U-1(\mathbf{g})$:
	- 3. With the exception of flanges, flat bolted covers, and stiffening rings the thickness of plates on which strength welding is applied does not exceed $\frac{5}{\pi}$ in.
- 3. Allowable stresses for temperatures of 700° F and above are values obtained from time-dependent properties.
- 4. Allowable stresses for temperatures of750° F and above are values obtained from time-dependent properties.
- 5. Stress values in bearing shall be 1.60 times the values in tables.

MODULI OF ELASTICITY FOR FERROUS MATERIALS Table TM-1 from Code, Section II, Part **D**

NOTE: The values in the External Pressure Charts are intended for external pressure calculations only.

* The stress values may be interpolated to determine values for intermediate temperatures.

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DESIGN

NOTES:

- 1. These higher stress values exceed 2/3 but do not exceed 90% of the yield strength at temperature. Use of these stress values may result in dimensional changes due to permanent strain. These stress values are not recommended for flanges or gasketed joints or other applications where slight amounts of distortion can cause leakage or malfunction.
- 2. At temperatures above 1,000° F, these stress values apply only when the carbon is 0.04% or higher.
- 3. For temperatures above 1,000° F, these stress values may be used only if the material is heat treated by heating it to a minimum temperature of 1,900° F and quenching in water or rapidly cooling by other means.

THERMAL EXPANSION

Linear Thermal Expansion between 70F and Indicated Temperature, Inches/100 Feet

THE DATA OF THIS TABLE ARE TAKEN FROM THE AMERICAN STANDARD CODE FOR PRESSURE PIPING. IT IS NOT TO BE IMPLIED THAT MATERIALS ARE SUITABLE FOR ALL THE TEMPERATURES SHOWN IN THE TABLE.

DESIGN

DESCRIPTION OF MATERIALS

When describing various vessel components and parts on drawings and in bill of materials, it is advisable that a standard method be followed. For this purpose it is recommended the use of the widely accepted abbreviations in the sequences exemplified below. For ordering material the requirements of manufacturers should be observed.

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DESCRIPTION OF MATERIALS (cont.)

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SPECIFICATION

FOR THE DESIGN AND FABRICATION OF PRESSURE VESSELS

NOTES:

Pressure vessel users and manufacturers have developed certain standard practices which have proven advantageous in the design and construction of pressure vessels. This specification includes those practices which have become the most widely accepted and followed.

These standards are partly references to the selected alternatives permitted by the ASME Code, and partly described design and construction methods not covered by the Code. The regulations of the Code are not quoted in this Specification.

A GENERAL

- I. This Specification, together with the purchase order and drawings, covers the requirements for the design and fabrication of pressure vessels.
- 2. In case of conflicts, the purchase order and drawings take precedence over this Specification.
- 3. Pressure vessels shall be designed, fabricated, inspected and stamped in accordance with the latest edition of the ASME Boiler and Pressure Vessel Code, Section VIII, Division I, and its subsequent addenda.
- 4. Vessels and vessel appurtenances shall comply with the regulations of the Occupational Safety and Health Act (OSHA).
- 5. Vessel Manufacturers are invited to quote prices on alternate materials and construction methods if economics or other aspects make it reasonable to do so.
- 6. All deviations from this Specification, the purchase order, or the drawings shall have the written approval of the purchaser.
- 7. Vessel fabricator, after receipt of purchase order, shall furnish to purchaser checked shop drawings for approval.

B. DESIGN

- 1. Pressure Vessels shall be designed to withstand the loadings exerted by internal or external pressure, weight of the vessel, wind, earthquake, reaction of supports, impact, and temperature.
- 2. The maximum allowable working pressure shall be limited by the shell or head, not by minor parts.
- 3. Wind load and earthquake. All vessels shall be designed to be free-standing. To determine the magnitude of wind pressure, the probability of earthquakes and seismic coefficients in various areas of the United States, Standard ANSI/ASCE 7-95 (Minimum Design Loads in Buildings and Other Structures) shall be applied.

It is assumed that wind and earthquake loads do not occur simultaneously, thus the vessel should be designed for either wind or earthquake loading, whichever is greater.

- 4. Horizontal vessels supported by saddles shall be designed according to the method of L. P. Zick (Stresses in Large Horizontal Pressure Vessels on Two Saddle Supports).
- 5. The deflection of vertical vessels under normal operating conditions shall not exceed 6 inches per I 00 feet oflength.

- 6. Stresses in skirts, saddles, or other supports and their attachment welds may exceed the maximum allowable stress values of materials given in Part UCS of the ASME Code by 33-1/3 percent.
- 7. Vessel manufacturers shall submit designs for approval when purchaser does not furnish a design or does not specify the required plate thickness.

C. FABRICATION

- I. Materials shall be specified by purchaser and their designation indicated on the shop drawings. Materials shall not be substituted for those specified without prior written approval of purchaser.
- 2. The thickness of plate used for shell and heads shall be I /4-inch minimum.
- 3. Manufacturer's welding procedure and qualification records shall be submitted for approval upon receipt of purchase order. Welding shall not be performed prior to purchaser's approval of welding procedure and qualification.

All welding shall be done by the metallic shielded arc or the submerged arc welding process.

Permanently installed backing strips shall not be used without written approval of purchaser. When used, backing strips shall be the same composition steel as that which they are attached to.

4. Longitudinal seams in cylindrical or conical shells, all seams in spherical shells and built-up heads shall be located to clear openings, their reinforcing pads, and saddlewear plates. Circumferential seams of shell shall be located to clear openings, their reinforcing pads, tray and insulation support rings, and saddle wear plates. When the covering of circumferential seam by reinforcing pad is unavoidable, the seam shall be ground flush and examined prior to welding the reinforcing pad in place.

No longitudinal joints shall be allowed within the downcomer area or at any other place where proper visual inspection of the weld is impossible.

The minimum size of fillet weld serving as strength weld for internals shall be 1/4 inch.

5. Skirt. Vertical vessels shall be provided with a skirt which shall have an outside diameter equal to the outside diameter of the supported vessel .. The minimum thickness for a skirt shall be l/4 inch.

Skirts shall be provided with a minimum of two 2-inch vent holes located as high as possible 180 degrees apart.

Skirts 4 feet in diameter and less shall have one access opening; larger than 4-foot diameter skirts shall have two 18-inch O.D. access openings reinforced with sleeves.

- 6. Base rings shall be designed for an allowable bearing pressure on concrete of 625 psi.
- 7. Anchor bolt chairs or lug rings shall be used where required and in all cases where vessel height exceeds 60 feet. The number of anchor bolts shall be in multiples of 4; a minimum of 8 is preferred.
- 8. Saddle. Horizontal vessels shall be supported by saddles, preferably by only two whenever possible.

Saddles shall be welded to the vessel, except when specifically ordered to be shipped loose. Saddles to be shipped loose shall be fitted to the vessel and matchmarked for field installation. The shop drawing shall bear detailed instruction concerning this.

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When temperature expansion will cause more than 3/8 inch change in the distance between the saddles, a slide bearing plate shall be used. Where the vessel is supported by concrete saddles 1/4 inch thick, corrosion plate 2 inches wider than the concrete saddle shall be welded to the shell with a continuous weld. The corrosion plate shall be provided with a $1/4$ inch vent hole plugged with plastic sealant after the vessel has been pressure tested.

9. Openings of 2 inches and smaller shall be 6000 lb forged steel full or half coupling.

Openings 2-1/2 inches and larger shall be flanged.

Flanges shall conform to Standard ANSI B16.5-1973.

Flange faces shall be as follows:

Raised face. below rating 600 lb ANSI

Raised face. . . rating 600 lb ANSI, pipe size 3 inches and smaller

Ring type joint. rating 600 lb ANSI, pipe size 4 inches and larger

Ring type joint. above rating 600 lb ANSI.

Flange-bolt-holes shall straddle the principal centerlines of the vessel. Openings shall be flush with inside of vessel when used as drains or when located so that there would be interference with vessel internals. Internal edges of openings shall be rounded to a minimum radius of 1/8 inch or to a radius equal to one-half of the pipe wall thickness when it is less than 1/4 inch.

When the inside diameter of the nozzle neck and the welding neck flange or welding fitting differ by $1/16$ inch or more, the part of smaller diameter shall be tapered at a ratio 1 :4.

Openings shall be reinforced for new and cold, as well as for corroded condition.

The plate used for reinforcing pad shall be the same composition steel as that used for the shell or head to which it is connected.

Reinforcing pads shall be provided with a 1/4 inch tapped tell-tale hole located at 90° off the longitudinal axis of vessel.

The minimum outside diameter of the reinforcing pad shall be 4 inches plus the outside diameter of the opening's neck.

When covers are to be provided for openings according to the purchaser's requisition, manufacturer shall furnish the required gaskets and studs; these shall not be used for testing the vessel.

Manway covers shall be provided with davits.

. Coupling threads must be clean and free from defects after installation.

10. Internals. Trays shall be furnished by tray fabricator and installed by vessel manufacturer. Tray support rings and downcomer bolting bars shall be furnished and installed by vessel manufacturer. The tray fabricator shall submit complete shop details, including installation instructions and packing list, to purchaser for approval and transmittal to vessel fabricator.

Trays shall be designed for a uniform live load of 10 psf or the weight of water setting, whichever is greater, and for a concentrated live load of 250 lb.

At the design loading the maximum deflection of trays shall not exceed

up to 10-foot diameter - $1/8$ inch

larger than 10-foot diameter - 3/16 inch

The minimum thickness of internal plateworks and support rings shall not be less than 1/4 inch.

Internal carbon steel piping shall be standard weight.

Internal flanges shall be ANSI 150-lb slip-on type or fabricated from plate.

Carbon steel internal flanges shall be fastened with carbon steel square-head machine bolts and square nuts tack-welded to the flanges to avoid loosening.

Removable internals shall be made in sections which can be removed through the manways.

Removable internals shall not be provided with corrosion allowance. For openings connected to pump suction, a vortex breaker shall be provided.

11. Appurtenances. Vessels provided with manways, liquid level controls or relief valves 12 feet above grade, shall be equipped with caged ladders and platforms.

Ladder and platform lugs shall be shop-welded to the vessel. Where vertical vessels require insulation, fabricator shall furnish and install support rings. Reinforcing rings may also be utilized in supporting insulation.

Insulation support rings shall be $1/2$ inch less in width than the thickness of insulation and spaced 12 foot-1/2 inch clear starting at the top tangent line. The top ring shall be continuously welded to the head; all other rings may be attached by a l-inch long fillet weld on 12-inch centers. The bottom head of insulated vertical vessel shall be equipped with 1/2-inch square nuts welded with their edges to the outside of the head on approximately 12-inch square centers.

12. Fabrication tolerances shall not exceed the limits indicated in the table beginning on page 202.

D. INSPECTION

- 1. Purchaser reserves the right to inspect the vessel at any time during fabrication to assure that the vessel materials and the workmanship are in accordance with this specification.
- 2. The approval of any work by the purchaser's representative and his release of a vessel shall not relieve the manufacturer of any responsibility for carrying out the provisions of this specification.

E. MISCELLANEOUS

- 1. Radiographic examination shall be performed when required by the ASME Code or when determined by the economics of design.
- 2. The completed vessel shall be provided with a name plate securely attached to the vessel by welding.
- 3. If the vessel is post-weld heat-treated, no welding is permitted after stress relieving.
- 4. Removable internals shall be installed after stress relieving.
- 5. The location of all vessel components openings, seams, internals, etc., of the vessel shall be indicated on the shop drawings by the distance to a common reference line. The reference line shall be permanently marked on the shell.
- 6. The hydrostatic test pressure shall be maintained for an adequate time to permit a thorough inspection, in any case not less than 30 minutes.
- 7. Vessels shall not be painted unless specifically stated on order.

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F. PREPARATION FOR SHIPMENT

- 1. After final hydrostatic test, vessel shall be dried and cleaned thoroughly inside and outside to remove grease, loose scale, rust and dirt.
- 2. All finished surfaces which are not protected by blind flanges shall be coated with rust preventative.
- 3. All flanged openings which are not provided with covers shall be protected by suitable steel plates.
- 4. Threaded openings shall be plugged.
- 5. For internal parts, suitable supports shall be provided to avoid damage during shipment.
- 6. Bolts and nuts shall be coated with waterproof lubricant.
- 7. Vessels shall be clearly identified by painting the order and item number in a conspicuous location on the vessel.
- 8. Small parts which are to be shipped loose shall be bagged or boxed and marked with the order and item number of the vessel.
- 9. Vessel fabricator shall take all necessary precautions in loading by blocking and bracing the vessel and furnishing all necessary material to prevent damages.

G. FINAL REPORTS

- 1. Before the vessel is ready for shipment the manufacturer shall furnish purchaser copies or reproducible transparency each of the following reports:
	- a. Manufacturer's data report.
	- b. Shop drawings showing the vessel and dimensions "as built".
	- c. Photostatic copies of recording charts showing pressure during hydrostatic test.
	- d. Photostatic copies of recording charts showing temperature during post-weld heat treatment.
	- e. Rubbing of name plate.

H. GUARANTEE

Manufacturer guarantees that the vessel fulfills all conditions as stated in this Specification and that it is free from fault in design, workmanship and material. Should any defect develop during the first year of operation, the manufacturer agrees to make all necessary alterations, repairs and replacements free of charge.

VESSEL FABRICATION TOLERANCES The dimensional tolerances in this table - unless otherwise noted - are based on practice widely followed by users and manufacturers of pressure vessels. All tolerances are inches, unless otherwise indicated. Tolerances not listed in this table shall be held within a practical limit. Base Ring a. Flatness \ldots \pm 1/16 b. Out of level \ldots \ldots \ldots \ldots \ldots $±$ 1/8 Clips, Brackets c. Distance to the reference line \ldots \pm 1/4 d. Deviation circumferentially measured at the joint of structure \ldots \pm 1/4 Distance between two adjacent clips. \pm 1/16 Manway e. Distance from the face of flange or centerline of man way to reference line, vessel support Jug, bottom of saddle, centerline of vessel, whichever is applicable \pm 1/2 f. Deviation circumferentially measured on the outer surface of vessel \ldots \pm 1/2 g. Projection; shortest distance from outside surface of vessel to the face
of manway \cdots \pm 1/2 h. Deviation from horizontal, vertical or the intended position in any $+10$ direction. i. Deviation of bolt holes in any direction. $±$ 1/4 Nozzle, Coupling which are not to be connected to piping. The tolerances for man ways shall be applied. Nozzle, Coupling which are to be connected to piping. Distance from the face of flange or centerline of opening to reference line, vessel support Jug, bottom of saddle, centerline of vessel, whichever is applicable. \ldots \pm 1/4 f. Deviation circumferentially measured on the outer surface of vessel \ldots \pm 1/4 g. Projection; shortest distance from outside surface of vessel to the face of opening \ldots \ldots \ldots \ldots \ldots \pm 1/4

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VESSEL FABRICATION TOLERANCES (continued)

Tray Support (continued)

API Specification 12F for **SHOP WELDED** TANKS

Elevenlh Edition 2000

SCOPE - This Specification covers material, design, fabrication and testing requirements for vertical, cylindrical, above-ground, shop fabricated, welded, steel storage tanks for oilfield service in standard sizes as tabulated below.

MATERIAL

Plates shall conform to the following ASTM Standards: A36,A283, CorD, and A285 C.

MINIMUM PLATE THICKNESS

Shell and deck: $\frac{3}{16}$ in., Bottom: 1/4 in., Sump: $\frac{3}{8}$ in. 15-6 diam Deck: 1/4 in.

CONSTRUCTION

The bottom of the tank shall be flat or conical; the later may be skirted or unskirted. Fig. A, B, C. The deck shall be conical. The slope of the bottom and deck cone $= 1:12$.

WELDING

Bottom shell and deck plate joints shall be double-welded butt joints with complete penetration. Fig. D. The bottom and the deck shall be attached to the shell by doublewelded butt joint or $\frac{3}{16}$ in filet welds, both inside and outside. Fig. E through K.

OPENINGS

Tanks shall be furnished with 24 in. *x* 36 in. extended neck cleanout. API Std. 12F Fig. 4.

TESTING

The tank will be tested with air $1\frac{1}{2}$ times the maximum design pressure.

PAINTING

One coat Primer.

H

A

E

WELDED STEEL TANKS FOR OIL STORAGE API. Standard 650, Tenth Edition 1998

With addenda 2001, 2002 & 2003 SUMMARY OF MAJOR REQUIREMENTS

SCOPE

This standard covers material, design, and fabrication requirements for vertical, cylindrical, aboveground, closed- and open-top, welded steel storage tanks for internal pressures approximating atmospheric pressure. This standard applies only to tanks whose entire bottom is uniformly supported and to tanks in non-refrigerated service tbat have a maximum operating temperature of 200"F.

APPENDICES

- A Optional Design Basis for Small Tanks (See Following Pages)
- B Recommendations for Design and Construction of Foundations for Above Ground Oil Storage Tanks
- $C -$ External Floating Roofs
- $D -$ Technical Inquiries
- $E -$ Seismic Design of Storage Tanks
- $F -$ Design of Tanks for Small Internal Pressures
- G Structurally Supported Aluminum Dome Roofs
- $H Internal$ Floating Roofs
- I Undertank Leak Detection and Sub-grade Protection
- J Shop-Assembled Storage Tanks (See Following Pages)
- $K -$ Sample Application of the Variable-Design-Point Method to Determine Shell-Plate Thickness
- $L API$ Standard 650 Storage Tank Data Sheets
- M Requirements for Tanks Operating at Elevated Temperatures
- $N -$ Use of New Materials That Are Not Identified
- O Recommendations for Under-Bottom Connections
- $P -$ Allowable External Loads on Tank Shell Openings
- S Austenitic Stainless Steel Storage Tanks
- $T -$ NDE Requirements Summary
- U -Ultrasonic Examination in Lieu of Radiography

WELDED STEEL TANKS API. Standard 650-APPENDIX A **FORMULAS NOTATION** $C.A.$ = corrosion allowance, in. $H =$ design liquid level, ft. $t =$ minimum required plate $D =$ nominal diameter of tank, ft. $E =$ joint efficiency, 0.85 when thickness, in. $R =$ radius of curvature of roof, ft. spot radiographed 0.70 Θ = angle of cone elements with when not radiographed $G =$ specific gravity of liquid to horizontal, deg. S_d = allowable stress for the design be stored, but in no case condition, psi. less than 1.0 • 23200 psi for A36 plate • 20000 psi for A283C plate • 20000 psi for A 285C plate • 20000 psi for A 516-55 plate • 21333 psi for A 516-60 plate $t = \frac{(2.6)(D)}{(H-1)(G)} + C.A.$ but in no case less than the following: Mean diameter Plate thickness of tank inches feet $^{3/16}$ D ¼ $^{5}/_{16}$ SHELL $3/2$ $t = \frac{D}{400 \sin \Theta}$ but not less than $\frac{3}{16}$ in. Maximum $t = \frac{1}{2}$ in.
Maximum $\Theta = 37$ deg. 9:12 slope
Minimum $\Theta = 9$ deg. 28 min. 2:12 slope $9:12$ slope SELF-SUPPORTING **CONEROOF** $t = R/200$ but not less than $\frac{3}{16}$ in. Maximum $t = \frac{1}{2}$ in. D $R =$ radius of curvature of roof, in feet Maximum $R = 0.8 D$ (unless otherwise specified SELF-SUPPORTING by the purchaser. **DOME AND** Maximum $R = 12D$ **UMBRELLAROOF** The cross-sectional area of the top angle plus the participating area of the shell and roof plate shall be equal or exceed the following: For Self-Supporting For Self-Supporting Cone Roofs: Dome and Umbrella Roofs: $D²$ DR-1,500 $3.000 \sin \Theta$ The participating area shall be determined using Figure F-1 of this Standard. **TOP RING**

All bottom plates shall have a minimum nominal thick-**BOTTOM** ness of 1/4 in.

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WELDED STEEL TANKS FOR OIL STORAGE API. Standard 650

APPENDIX A- OPTIONAL DESIGN BASIS FOR SMALL TANKS (Smnmary of **major** requirements)

SCOPE

This appendix provides mles for relatively small capacity, field-erected tanks in which the stressed components are limited to a maximum of $\frac{1}{2}$ inch nominal thickness, including any corrosion allowance specified by the purchaser.

MATERIALS

The most commonly used plate materials of those permitted by this standard:

•A283 C,A285 C,A36,A 516-55,A516-60

The plate materials shall be limited to $\frac{1}{2}$ thickness.

WELDED JOINTS

The type of joints at various locations shall be:

Vertical Joints in Shell

Butt joints with complete penetration and complete fusion as attained by double-welding or by other means, which will obtain the same quality of joint

Horizontal Joints in Shell

CompLete penetration and complete fusion butt-weld.

Bottom Plates

Single-welded, full-fillet lap-joint, or single-welded butt-joint with backing strip.

Roof Plates

Single-welded, full-fillet lap-joint. Roof plates shall be welded to the top angle of the tank with continuous fillet-weld on the top side only.

Shell to Bottom Plate Joint

Continuous fillet weld laid on each side of the shell plate. The size of each weld shall be the thickness of the thinner plate. The bottom plates shall project at least 1 inch width beyond the outside edge of the weld attaching the bottom to shell plate.

INSPECTION

Butt Welds

Inspection for quality of welds shall be made by the radiographic method. By agreement between purchaser and manufacturer, the spot radiography may be deleted.

Fillet Welds

Inspection of fillet welds shall be visual inspection.

TESTING

Bottom Welds

1. Air pressure or vacuum shall be applied using soapsuds, linseed oil. or other suitable material for detection of leaks, or...

2. After attachment of at least the lowest shell course, water shall be pumped underneath the bottom and a head of 6 inches shall be maintained inside a temporary dam.

Tank Shell

1. The tank shall be filled with water, or ...

2. Painting all joints on the inside with highly penetrating oil, and examining outside for leakage.

3. Applying vacuum.

WELDED STEEL TANKS FOR OIL STORAGE APL Standard 650

APPENDIX J-SHOP-ASSEMBLED STORAGE TANKS (Summary of major requirements)

SCOPE

This appendix provides design and fabrication requirements for vertical storage tanks in sizes that permit complete shop assembly and delivery to the installation site in one piece. Storage tanks designed on this basis are not to exceed 20 feet in diameter.

MATERIALS

The most commonly used plate materials of those permitted by this standard: A36,A283 C, A285 C, A 516-55,A516-60.

WELDED JOINTS

As described in Appendix A (see preceeding page) with the following modifications:

Lap-welded joints in bottoms are not permissible.

All shell joints shall be full penetration, butt-welded without the use of backup bars.

Top angles shall not be required for flanged roof tanks.

Joints in bottom plates shall be full penetrations butt-welded.

Flat bottoms shall be attached to the shell by continuous fillet weld laid on each side of the shell plate.

BOTTOM DESIGN

All bottom plate shall have a minimum thickness of $\frac{1}{4}$ inch. Bottoms may be flat or flat-flanged.

Flat bottoms shall project at least 1 inch beyond the outside diameter of weld attaching the bottom shell.

SHELL DESIGN

Shell plate thickness shall be designed with the formula: (for notations see Appendix A on the preceeding page.}

$$
t = \frac{(2.6)(D)(H-1)(G)}{(E)(21,000)} + C.A.
$$

but in no case shall the nominal thickness be less than:

ROOF DESIGN

Roofs shall be self supporting cone or dome and umbrella roofs. See Appendix A
for design formulas.

TESTING

Apply 2 to 3 pounds per square inch internal pressure. For tanks with a diameter of 12 feet or less, a maximum pressure of 5 psig shall be used.

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SIGN

Summary of Major Requirements of PIPING CODES

(Continued from facing page)

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DESIGN

NOTATION

- α = factor depending on ratio of length and height of tank, H/L (See Table)
- $E =$ modulus of elasticity, psi.; 30,000,000 for carbon steel
- $G =$ specific gravity of liquid
- $H =$ height of tank, in
- $I =$ moment of inertia, in.⁴
 $I =$ maximum distance bet
- = maximum distance between supports, inches
- $L =$ length of tank, nches
-
- R = reaction with subscripts indicating the location, lb./in.
 S = stress value of plate, psi. as tabulated in Code, Tables $=$ stress value of plate, psi. as tabulated in Code, Tables UCS - 23
- $t =$ required plate thickness, inches
-
- t_a = actual plate thickness, inches t_b = required plate thickness for t $=$ required plate thickness for bottom, inches
- t_8 = actual thickness of bottom, inches w = load perunit of length lb./in.
- $=$ load perunit of length lb./in.
- *y* = deflection of plate, inches

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RECTANGULAR TANKS **EXAMPLES**

DESIGN DATA

Capacity of the tank: 600 gallon = 80 cu. ft. approximately Content: water; $G = 1$ Content: water; G = 1
The side of a cube-shaped tank for the designed capacity: $\sqrt[3]{80}$ = 4.31 ft. Preferred proportion of sides: $L = 4.31 \times 1.5 = 6.47 \text{ ft.} = 78 \text{ inches}$ $H = 4.31 \times .667 = 2.87 \text{ ft.} = 34 \text{ inches}$ Width of the tank $4.31 \text{ ft.} = 52 \text{ inches}$ $S = 15,700$, using SA 285 C material Corrosion allowance: 1/16 in. $H/L = 34/78 = 0.43$; $\beta = 0.063$

REQUIRED PLATE THICKNESS

$$
t = 78 \sqrt{\frac{0.063 \times 34 \times 10.036 \times 1}{15,700}} = 0.1729 \text{ in.}
$$

 $+0.0625$ corr. allow = 1/4 in.

STIFFENING FRAME

W $\frac{0.036 \times 1 \times 34^2}{2} = 20.808$ lb/in 2 $R_1 = 0.3 \times 20.808 = 6.24$ lb/in $R_2 = 0.6 \times 20.808 = 14.57$ lb/in 6.24 X 78⁴ I = 0.214 in4

$$
^{\min} = 192 \times 30,000,000 \times 0.1875 = 0.21
$$

1-3/4 \times 1-3/4 \times 3/16 (.18 in⁴) satisfactory for stiffening at the top of the tank

BOTTOM PLATE WHEN SUPPORTED BY BEAMS if number of beams = 3; $1 = 39$ inches

> $I_b = \frac{39}{1.254 \sqrt{15.700}} = 0.275$ $1.254\sqrt{\frac{13,700}{0.036x1x34}}$ in.,

Or using the plate thickness 0.1875 as calculated above, the maximum spacing for supports:

$$
I = 1.254 \times 0.1875 \sqrt{\frac{15,700}{0.036 \times 1 \times 34}} = 26.63 \text{ in.}
$$

Using 4 beams, $1 = 26$ in.

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RECTANGULAR TANKS WITH INTERMEDIATE HORIZONTAL STIFFENINGS EXAMPLES

DESIGN DATA:

Designed capacity = $1,000$ gallon = 134 cu. ft. (approx.) Content: water $S = 15,700$ psi, using SA 285 C material Corrosion allowance = $\frac{1}{16}$ in.

The side of a cube-shaped tank for the designed capacity: $3 \times 134 = 5.12$ ft. Preferred proportion of sides: $width = 0.667 \times 5.12 = 3.41 \text{ ft}$; approx. 42 inches *length* = $1.500 \times 5.12 = 7.68$ ft; approx. 92 inches $height = 5.12$ ft; approx. 60 inches

For height 60 inches, intermediate stiffening is required.

SPACINGOFSTIFFENINGS:

 $H_1 = 0.6$ *H* = 36 in. *H*₂ = 0.4*H* = 24 in.

REQUIRED PLATE TIDCKNESS:

 $t = 0.3 \times 60 \sqrt{\frac{0.036 \times 1560}{15,700}} = 0.2111 \text{ in.}$

+ corr. allow 0.0625 in. 0.2736 in.

use $\frac{5}{16}$ " plate

LOADS:

 $w = \frac{0.036 \times 1 \times 60^2}{2} = 64.8 \text{ lb/in.}$

 $R_1 = 0.06w = 3.89 \text{ lb.}/\text{in.}$ $R_2 =$

$$
2 = 0.3w = 19.44
$$
 lb./in.

MINIMUMMOMENTOFINERTIAFORSTIFFENINGS:

$$
I_1 = \frac{3.89 \times 92^4}{192 \times 30,000,000 \times 0.25} = 0.4690 \text{ in.}^4
$$

$$
I_2 = \frac{19.44 \times 92^4}{192 \times 30,000,000 \times 0.25} = 0.967 \text{ in.}^4
$$

CORROSION

Vessels or parts of vessels subject to thinning by corrosion, erosion or mechanical abrasion shall have provision made for the desired life of the vessel by suitable increase in the thickness of the material over that determined by the design formulas, or by using some other suitable method for protection (Code UG-25b).

The Code does not prescribe the magnitude of corrosion allowance except for vessels with a required minimum thickness of less than 0.25 in. that are to be used in steam, water or compressed air service, shall be provided with corrosion allowance of not less than one-sixth of the required minimum thickness. The sum of the required minimum thickness and corrosion allowance need not exceed $\frac{1}{4}$ in. This requirement does not apply to vessel parts designed with no x-ray examination or seamless vessel parts designed with 0.85 joint efficiency. (Code UCS-25).

For other vessels when the rate of corrosion is predictable, the desired life of the vessel will determine the corrosion allowance and if the effect of the corrosion is indeterminate, the judgment of the designer. A corrosion rate of 5 mils per year $(1/16$ in. = 12 years) is usually satisfactory for vessels and piping.

The desired life time of a vessel is an economical question. Major vessels are usually designed for longer (15-20 years) operating life time, while minor vessels for shorter time $(8-10 \text{ years})$.

The corrosion allowance need not be the same thickness for all parts of the vessel if different rates of attack are expected for the various parts (Code UG-25 c).

There are several different methods for measuring corrosion. The simplest way is the use of telltale holes (Code UG-25 e) or corrosion gauges.

Vessels subject to corrosion shall be supplied with drain-opening (Code UG-25 f).

All pressure vessels subject to internal corrosion, erosion, or mechanical abrasion shall be provided with inspection opening (Code UG-46).

To eliminate corrosion, corrosion resistant materials are used as lining only, or for the entire thickness of the vessel wall.

The rules oflining are outlined in the Code in Part UCL, Appendix F and Par. UG-26.

The vessel can be protected against mechanical abrasion by plate pads which are welded or fastened by other means to the exposed area of the vessel.

In vessels where corrosion occurs, all gaps and narrow pockets shall be avoided by joining parts to the vessel wall with continuous weld.

Internal heads may be subject to corrosion, erosion or abrasion on both sides.

N9ISEO

SELECTION OF CORROSION RESISTANT MATERIALS

The tabular information on the following pages is an attempt to present a summarized analysis of existing test data. It is necessarily brief and, while the utmost precautions have been taken in its preparation, it should not be considered as infallible or applicable under all conditions. Rather, it should be looked upon as a convenient tool for use in determining the degree of safety which various materials are capable of providing and in narrowing down the field of investigation required for final selection. This particularly applies where failure due to corrosion may produce a hazardous situation or result in expensive down-time.

Footnotes have been generously used to explain and further clarify information contained in this table. It is most important that these notes be carefully read when using the table.

In rating materials, the letter "A" has been used to indicate materials which are generally recognized as satisfactory for use under the conditions given. The letter "F" signifies materials which are somewhat less desirable but which may be used where a low rate of corrosion is permissible or where cost considerations justify the use of a less resistant material. Materials rated under the letter "C" may be satisfactory under certain conditions. Caution should be exercised in the use of materials in this classification unless specific information is available on the corroding medium and previous experience justifies their use for the service intended. The letter "X" has been used to indicate materials generally recognized as not acceptable for the service.

Information on metals has been obtained from the International Nickel Company, the Dow Chemical Company, the Crane Company, the Haynes-Stellite Company, "Corrosion Resistance of Metals and Alloys" by McKay & Worthington, "Metals and Alloys Data Book" by Samuel L. White, "Chemical and Metallurgical Engineering" and "The Chemical Engineers' Handbook," Third Edition by McGraw-Hill.

NOTES- GASKET MATERIALS

- I. The generally accepted temperature limit for a good grade compressed asbestos sheet, also called asbestos composition sheet, is 7SOOF. However, some grades are successfully used at consider-able higher temperatures. This type of sheet is used for smooth flanges. For rough flanges, gaskets cut from asbestos-metallic sheet or formed by folding asbestos-metallic cloth are pre-ferred. The latter ,and gaskets cut from felted asbestos sheet, are indicated for flanges when bolt pressures are necessarily limited because of the type of flange meterial.
- II. Data from the Pfaulder Company are given from the special point of view of the suitability of the gasket material for use with glass·lined steel equipment.
- III. Data in this column apply specifically to Silastic 181, a special silicone rubber for use in gasketing produced by Dow-corning Corporation.
- IV. Fiberglas fabric filled with Silastic silicone rubber (polysiloxane elastomer) has a usable compressibility of about 20 per cent and shows the chemical resistance cited here over the temperature range from -85 to 3920F. For Fiberglas fabric filled with chemically resistant synthetic rubber, the temperature range is approximately -40 to 2570F. Both the silicone rubber and the ordinary synthetic rubber are available as gasket materials in which the reinforcing fabric is a metal cloth (brass, aluminum, iron, stainless steel). The chemical properties of these constructions are the same as those given here for the Fiberglas-reinforced material, with the properties of the metal in the cloth imposed upon them. The metal-cloth construction for increased mechanical strength and electrical conductivity.
- V. Teflon is the DuPont trade-name for polymerized tetrafluorethylene. It is completely inert in the presence of all known chemicals. It is not affected by any known solvent or combination of solvents. It is chemically sta similar joint.
- * Sources of Data: A Armstrong Cork Co.; C -Connecticut Hard Rubber Co.; D ·Dow-Corning Corp.; E - E. I. DuPont de Nemours & Co.; J - Johns-Manville Corp.; P - The Pfaudler Co.; S- Stanco Distributors, Inc.; U- United States Rubber Co.

Information on gasket materials compiled by McGraw-Hill, "Chemical Engineers Handbook," Third Edition.

CHEMICAL RESISTANCE OF METALS

Caution: Do not use table without reading footnotes and text.

Resistance Ratings: $A = Good$: $F = Fair$: $C =$ Caution – depends on conditions; $X = Not recommended.$

Notes continued on opposite page

- 1. In absence of oxygen.
2. 125° maximum.
-
-
-
- 2. 12 maximum.
3. All percents; 70°.
4. To boiling.
5. 5% room temperature.
6. To 122°.
- 0. 10 122.

7. Iron and steel may rust considerably in

presence of water and air.

8. High copper alloys probibited by Codes;

yellow brass acceptable.

9. Hastelloy "C" recommended to 105°.
-
-
- 10. Where color is not important. Do not use with c.p. acid.
- 11. Room temperature to 212°. Moisture inhibits attack.
- 12. Gas; 70°.
13. To 500°.
-
- 14. Hastelloy "C" at room temperature.
15. Room temperature to 158°.
16. At room temperature.
-
-
- 17. Where discoloration is not objectionable.
18. 5% maximum; 150° maximum.
19. Satisfactory vapors to 212°.
	-
	-

CHEMICAL RESISTANCE OF GASKETS (SEE CHEMICALS ON OPPOSITE PAGE) Resistance Ratings: Same as facing page

*See text at the front page of these tables.

- 20. Highly corrosive to nickel alloys at elevated temperatures. Recommendation applies to "dry" gas at ordinary temperatures.
plies to "dry" gas at ordinary temperatures.
48% – boil at 330°.
- 21. 22. Room temperature - over 80%.
- 23. Not for temperatures over 390°F.
24. Up to 140°F.
-
- 25. Up to 200°F.
-
- 26. Up to $176^{\circ}F$.
- 27. 10% maximum; boiling.
- 28. 50%; 320°.
- 29. Do not use if iron contamination is not

permissible.

- 30. 10% room temperature.
31. Hot.
	-
- 32. Unsatisfactory for hot gases.
33. Hastelloy "C" to 158°.
	-
	- 34. Room temperature to 158°. Corrosion in-
creases with increase in concentration as well as temperature.
	-
- 35. Dilute at room temperature.
36. Attack increases when only partially submerged; fumes very corrosive.
37. Hastelloy "C" to 212°.
	-

Notes continued on opposite page

- 1. In absence of oxygen.
2. 125^e maximum.
3. All percents; 70^e.
4. To boiling.
-
-
-
- 5. 5% room temperature.
6. T_0 122^o.
-
- 0. 10 122.

7. Iron and steel may rust considerably in

presence of water and air.

8. High copper alloys probibited by Codes;

yellow brass acceptable.

9. Hastelloy "C" recommended to 105°.
-
-
- 10. Where color is not important. Do not use with c.p. acid.
- 11. Room temperature to 212°. Moisture inhibits attack.
- 12. Gas; 70°.
13. To 500°.
- 14. Hastelloy "C" at room temperature.
- 15. Room temperature to 158°.
-
- 16. At room temperature.

17. Where discoloration is not objectionable.

17. Where discoloration is not objectionable.

19. Satisfactory vapors to 212⁸.
-
-

CHEMICAL RESISTANCE OF GASKETS (SEE CHEMICALS ON OPPOSITE PAGE)
Resistance Ratings: Same as facing page

DESIGN

Notes continued on opposite page

- 1. In absence of oxygen.

2. 125° maximum.

3. All percents; 70°.

4. To boiling.
-
-
-
- 5. 5% room temperature.
6. To 122° .
-
- 0. 10 122.

7. Iron and steel may rust considerably in

presence of water and air.

8. High copper alloys probibited by Codes;

yellow brass acceptable.

9. Hastelloy "C" recommended to 105°.
-
-
- 10. Where color is not important. Do not use
with c.p. acid.
- 11. Room temperature to 212°. Moisture inhibits attack.
-
- 12. Gas; 70°.
13. To 500°.
- 14. Hastelloy "C" at room temperature.
15. Room temperature to 158°.
-
- 16. At room temperature.
- 17. Where discoloration is not objectionable.
18. 5% maximum; 150° maximum.
19. Satisfactory vapors to 212°.
-
-

CHEMICAL RESISTANCE OF GASKETS (SEE CHEMICALS ON OPPOSITE PAGE) Resistance Ratings: Same as facing page

Rubber Miscellaneous Asbestos $\overline{\text{Woven}}$ $\overline{\text{Comp.}}$ Rubber Rubber White (comp. or woven) (comp. or woven)^I Bonded Frictioned Elastomer^{IV} Rubber IV White (Neoprene)^I (Neoprene)^{II} White (Neoprene) Sheet Cork Composition White (Buna-S)II Compressed sheet Glass Fabric and
Silicone Elastom hue $(Buty)$ II Blue (Butyl)^{II} Glass Fabric a
Synthetic Rul Plant-Fiber Silicone_{III} Neoprene Teflon^{II} Buna-N Thiokol Natural $\boldsymbol{\omega}$ Butyl Blue Blue¹ $\frac{1}{2}$ \mathbb{R} \overline{m} $\overline{\mathtt{U}}$ $\overline{\mathbf{P}}$ $\overline{\texttt{P}}$ $\overline{\mathbf{P}}$ ับ $\overline{\mathbf{A}}$ U $\overline{\mathtt{U}}$ $\overline{\mathtt{U}}$ \bar{D} $\mathbf C$ $\mathbf C$ \overline{A} A $\overline{\textbf{P}}$ $\overline{\mathbf{P}}$ $\bf P$ $\overline{\mathbf{P}}$ $\overline{\ast}$ Ü J XXXAAAXAAAXXXAAAAXXAAXXAAAXX $\mathbf x$ \overline{F} Ċ FCCXCFAAA-A CCCCACA XXXXACCCC - - XXX XXXXACCCC - - XXX - A - XCCA -FCCXCFAAA IFXXXFFFCCAA $\overline{\mathbf{A}}$ **ACCXACAAAACAFAXCXFXAACAAAA** CCCCACAAA - IXCX IA ICACA I IAA CCCCACAAA - - XCX XXXXACCCC - - XXX \overline{A} ... AACXCCC - - C - - - - - CC \overline{A} \overline{A} COXCAAAA 1 AXXXA 1 AACAAAAAA Ä **AFXAFAFAAAXXXCFAFFCAAAA AAXCXAAA** $\frac{-}{-}$ $\frac{-}{A}$ L — Ä A **AAAACACAAXXXAXAAXAAAAACA** \overline{a} \overline{C} A \overline{A} A \overline{A} **AFAFFAAAXXXAFACXXXAFXF** \overline{A} $\frac{1}{1}$ À \mathbf{A} \overline{A} \overline{A} \hat{A} A \overline{A} A -CACCXAAAAA \overline{a} $-\frac{1}{X}$ $\frac{1}{X}$ $-XCAC - FFXCAA$ $-\frac{1}{A}$
A
A
A **FXXXFFFCCAA - CAAA** A A A $\frac{1}{A}$ A \overline{A} \overline{A} $- A - X C C A - - A$ A $\overline{\mathbf{A}}$ $\overline{}$ \overline{C} A \overline{C} A $\overline{\overline{c}}$ \bar{x}
CC
A A A $\overline{\mathbf{A}}$ $\begin{matrix} A \\ C \\ A \end{matrix}$ A \overline{A} \overline{A} \overline{A} \overline{A} \overline{A} $\frac{1}{1}$ A \overline{X} A A $\overline{}$ $\frac{1}{2}$ $\overline{}$ \overline{C}
A
A A A A A \bar{A} \overline{A} Ä A $\overline{\mathbf{A}}$ A A \overline{A} A $\overline{\mathbf{A}}$ $\overline{\mathbf{A}}$ A Λ \overline{A} \mathbf{A} A A <u>...</u> AC AC C \overrightarrow{A} $\frac{1}{c}$ $\overline{\mathbf{A}}$ $\frac{A}{X}$ $\begin{matrix} A \\ C \\ C \end{matrix}$ A $\overline{\overline{A}}$ A A $\frac{\lambda}{C}$ A A .
C \overline{A} A A \overline{A} A A A $\overline{\mathbf{A}}$ A A A A Ä A A A A A A F the front page $\overline{\text{of}}$ these tables. $*_{See}$ text at 20. Highly corrosive to nickel alloys at ele-
vated temperatures. Recommendation ap-
plies to "dry" gas at ordinary temperatures.
21. 48% – boil at 330°. permissible. 30. 10% - room temperature. Hot. 31. Unsatisfactory for hot gases.
Hastelloy "C" to 158° $32.$ Room temperature - over 80% $33.$ $22.$ Room temperature to 158°. Corrosion in-Not for temperatures over 390°F.
Up to 140°F. 34. 23 creases with increase in concentration as 24. Up to $200^{\circ}F$. well as temperature. 25.

Up to $176^{\circ}F$.

 50% ; 320° .

10% maximum; boiling.

Do not use if iron contamination is not

26.

27.

28.

29.

35. Dilute at room temperature.

- 36. Attack increases when only partially sub-
and the set of the sub-
	-

SH

Notes continued on opposite page

- 1. In absence of oxygen.
2. 125° maximum.
-
-
-
- 2. 123 maximum.

3. All percents; 70°.

4. To boiling.

5. 5% room temperature.

6. To 122°.
-
- 7. Iron and steel may rust considerably in
presence of water and air,
- gresence of water and air,
8. High copper alloys prohibited by Codes;
yellow brass acceptable.
9. Hastelloy "C" recommended to 105°.
-
- 10. Where color is not important. Do not use with c.p. acid.
- 11. Room temperature to 212°. Moisture inhibits attack.
-
-
- n nous annum.

13. To 500°.

14. Hastelloy "C" at room temperature.
- 15. Room temperature to 158°.
-
- 15 Accompaname to 150
16. At room temperature.
17. Where discoloration is not objectionable.
18. 5% maximum; 150° maximum.
10. Satisfacement 150° maximum.
-
- 19. Satisfactory vapors to 212°.

CHEMICAL RESISTANCE OF GASKETS (SEE CHEMICALS ON OPPOSITE PAGE)

Resistance Ratings: Same as facing page

26. *Up to 176* \degree F.

20. 06. 10. 1.
27. 10% maximum; boiling.
28. 50%; 320°.
29. Do not use if iron contamination is not

- 32. Unsatisfactory for hot gases.
33. Hastelloy ''C'' to 158°.
34. Room temperature to 158°. Corrosion in-22. Koom competante – over 80%.
23. Not for temperatures over 390°F.
24. Up to 140°F.
25. Up to 200°F. creases with increase in concentration as
	- well as temperature.
		-
		- 25. Dilute at room temperature.
36. Attack increases when only partially sub-
merged; fumes very corrosive.
37. Hastelloy "C" to 212°.
		-

DESIGN

PIPE AND TUBE BENDING *

In bending a pipe or tube, the outer part of the bend is stretched and the inner section compressed, and as the result of opposite and unequal stresses, the pipe or tube tends to flatten or collapse. To prevent such distortion, the common practice is to support the wall of the pipe or tube in some manner during the bending operation. This support may be in the form of a filling material, or, when a bending machine or fixture is used, an internal mandrel or ball-shaped member may support the inner wall when required.

MINIMUM RADIUS: The safe minimum radius for a given diameter, material, and method of bending depends upon the thickness of the pipe wall, it being possible, for example, to bend extra heavy pipe to a smaller radius than pipe of standard weight. As a general rule, wrought iron or steel pipe of standard weight may readily be bent to a radius equal to five or six times the nominal pipe diameter. The minimum radius for standard weight pipe should, as a rule, be three and one-half to four times the diameter. It will be understood, however, that the minimum radius may vary considerably, depending upon the method of bending. Extra heavy pipe may be bent to radii varying from two and one-half times the diameter for smaller sizes to three and one-half to four times the diameter for larger sizes.

Standard Pipe **Extra Heavy Pipe**

MINIMUM RADIUS

*From Machinery's Handbook, 1969 Industrial Press, Inc.- New York

DESIGN

PIPE ENGAGEMENT LENGTH OF THREAD ON PIPE TO MAKE A TIGHT JOINT Nominal Dimension Nominal
Pipe A Pipe Pipe A Pipe
Size inches Size inches Dimension A inches

 $1/8$ 1/4 3-1/2 $1/4$ $3/8$ 4

 $\frac{1}{1}$ 11/16 10 $1-1/4$ 11/16 12 $1-1/2$ 11/16

> 3 1 DIMENSIONS DO NOT ALLOW FOR VARIATION IN TAPPING OR THREADING

2 $\frac{3}{4}$ $2-1/2$ 15/16

DRILL SIZES FOR PIPE TAPS

1-1/16

1-1/8

1-1/4 1-5/16 1-7/16 1-5/8

1-3/4

Note: $w =$ developed width (length) of blank, $t =$ metal thickness, $r =$ inside radius of bend.

EXAMPLE: Carbon steel bar bent at two places.

The required length of a 1/4 in. thick bar bent to 90 degrees with 1/4 in inside radius as shown above when the sum of dimensions a, b and c equals 12 inches, is $12 - (2 \times 0.476) = 11.048$ inches

MINIMUM RADIUS FOR COLD BENDING:

The minimum permissible inside radius of cold bending of metals when bend lines are transverse to the direction of the final rolling, varies in terms of the thickness, t from 1-1/2 t up to 6 t depending on thickness and ductility of material.

When bend lines are parallel to the direction of the final rolling the above values may have to be approximately doubled.

IN THE PRACTICE THERE ARE SEVERAL DIFFERENT WAYS OF DETAILING PRESSURE VESSELS. BY MAKING THE DRAWINGS ALWAYS WITH THE SAME METHOD, CONSIDERABLE TIME CAN BE SAVED AND ALSO THE POSSIBILITIES OF ERRORS ARE LESS. THE RECOMMENDED METHOD IN THE FOLLOWING PROVED PRACTICAL AND GENERALLY ACCEPTED. HORIZONTAL VESSELS Ref. line **End View** \sum_{Saddle} ELEVATION Saddle GENERAL SPECIFICA-TIONS MISCELLANEOUS DETAILS TITLE BLOCK centerlines. D. Locate davit. M saddles. $N1$ $\frac{C_1}{A}$ $\frac{C}{A}$ Hold C2
B $N₂$ saddles. END VIEW

PRESSURE VESSEL DETAILING

- A. Select the scale so that all openings, seams, etc., can be shown without making
the picture overcrowded the picture overcrowded
or confusing.
- B. Show right-end view if necessary only for clarity because of numerous connections, etc., on heads. In this case it is not necessary to show on both views the connections etc., in shell.
- C. Show the saddles separate- ly, if showing_ them on the end view woUld overcrowd the picture. On elevation show only a simple pic- ture of saddle and 1he
- E. Locate name plate.
- F. Locate seams, after every-
thing is in place on eleva-
tion. The seams have to clear nozzles, lugs and
- G. Show on the elevation and end view a simple picture of openings, internais, etc., if a separate detail has to be made for these.
- H. Dimensioning on the ele-vation drawmg. All locations shall be shown with tailed dimensions measured from the reference line. The distance from ref. line to be shown for one saddle only. The other saddle shall be located showing the dimension between the anchor bolt holes of the
- I. Two symbolic bolt holes
shown in flanges make
clear that the holes are straddling the parallel lines
with the principal center-
lines of vessel.

- A. Select the scale so that all openings, trays, seams, etc., can be shown without making the picture overcrowded or confusing.
- B. If the vessel diameter is unproportionally small to the length, draw the width of the vessel in a larger scale to have space enough for all details.
- C. The orientation is not a top view, but a schematic information about the location of nozzles, etc.
- D. Show the orientation so rotated that the down-
comers on the elevation can be shown in their true
- All loca-E. Dimensioning. tions on the elevation drawing shall be shown tailed dimensions measured from the refer-
- F. Locate long seams, after everything is in place on elevation.
- G. Mark vessel centerlines w/ degrees: 0° , 90° , 180° , 270° and use it in the same position on all other orientations.

COMMON ERRORS in detailing pressure vessels

A. Interferences

Openings, seams, lugs, etc. interfere with each other. This can occur:

- 1. When the location on the elevation and orientation is not checked. The practice of not showing openings etc. on the elevation in their true position, may increase the probability of this mistake.
- 2. The tail dimensions or the distances between openings on the orientation do not show interference, but it is disregarded, that the nozzles, lugs etc., have certain extension. Thus it can take place that:
	- a. Skirt access opening does not clear the anchor lugs.
	- b. Ladder lug interferes with nozzles.
	- c. The reinforcing pads of two nozzles overlap each other.
	- d. Reinforcing pad covers seam.
	- e. Vessel-davit interferes with nozzles. This can be overlooked especially if the manufacturer does not furnish the vessel-davit itself, but the lugs only.
	- f. Lugs, open:"ags, etc. are on the vessel seam.
	- g. There is no room on perimeter of the skirt for the required number of anchor lugs.

Particular care should be taken when ladder, platform, vessel-davit etc., are shown on separate drawings, or more than one orientations are used.

B. Changes.

Certain changes are necessary on the drawing which are carried out on the elevation, but not shown on the orientation or reversed. Making changes, it is advisable to ask the question: "What does it affect?"

For example:

The change of material affects: Bill of material

Schedule of openings General specification Legend The change of location affects: Orientation Elevation

> Location of internals Location of other components.

- C. Showing O.D. (outside diameter) instead of I.D. (inside diameter) or reversed.
- D. Dimensions shown erroneously: 1'-0" instead of I 0" 2~0'instead of 20"etc.
- E. Overlooking the requirement of special material

PRESSURE VESSEL DETAILING (cont.)

GENERAL SPECIFICATIONS

VESSEL TO BE CONSTRUCTED IN STRICT ACCORDANCE WITH THE LATEST EDITION OF THE ASME CODE SECTION VIII. DIV. I. FOR PRESSURE VESSELS AND IS TO BE SO STAMPED. INSPECTION BY COMMERCIAL UNION INSURANCE CO. OF AMERICA.

DESIGN

Detailing openings as shown on the opposite page with data exemplified in the schedule of openings below, eliminates the necessity of detailing every single opening on the shop drawing.

TRANSPORTATION OF VESSELS

Shipping capabilities and limitations.

1. TRANSPORTATION BY TRUCK.

The maximum size of loads which may be carried without special permits

a. weight approximately 40.000 lbs.

b. width of load 8 ft., 0 in.

c. height above road 13 ft., 6 in. (height of truck 4 ft., 6 in. to 5 ft., 0 in.)

d. length of load 40 ft., 0 in.

Truck shipments over 12 ft., 0 in. width require escort. It increases considerably the costs of transportation.

2. TRANSPORTATION BY RAILROAD.

Maximum dimensions of load which may be carried without special routing.

a. width of load 10 ft., 0 in.

b. height above bed of car 10 ft., 0 in.

With special routing, loads up to 14 ft., 0 in. width and 14 ft., 0 in. height may be handled.

PAINTING OF STEEL SURF ACES

PURPOSE

The main purpose of painting is the preservation of a steel surface. The paint retards the corrosion 1., by preventing the contact of corrosive agents from the vessel surface and 2., by rust inhibitive, electro-chemical properties of the paint material.

The paints must be suitable to resist the effects of the environment, heat, impact, abrasion and action of chemicals.

SURFACE PREPARATION

The primary requisite for a successful paint job is the removal of mill scale, rust, dirt, grease, oil and foreign matter. Mill scale is the bluish-gray, thick layer of iron oxides which forms on structural steel subsequent to the hot rolling operation. If the mill scale is intact and adheres tightly to the metal, it provides protection to the steel, however, due to the rolling and dishing of plates, completely intact mill scale is seldom encountered in practice.

If mill scale is not badly cracked, a shop primer will give long life in mild environments, provided that the loose mill scale, rust, oil, grease, etc. are removed.

ECONOMIC CONSIDERATIONS

The selection of paint and surface preparation beyond the technical aspects is naturally a problem of economics.

The cost of paint is normally 25-30% or less of the cost of painting a structure, thus the advantage of using high quality paint is apparent. Sixty percent or more of the total expense of a paint job lies in the surface preparation and the cost of preparation to different degrees is varying in a proportion of 1 to 10-12. For example, the cost of sandblasting is about 10-12 times higher than that of the hand wire brushing. The cost of surface preparation should be balanced against the increased life of the vessel.

SELECTION OF PAINT SYSTEMS

The tables on the following pages serve as guides to select the proper painting system and estimate the required quantity of paint for various service conditions. The data tabulated there have been taken from the Steel Structures Painting Council's specifications and recommendations.

Considering the several variables of painting problems, it is advisable to request the assistance of paint manufacturers.

SPECIAL CONDITIONS

ABRASION

When the painting must resist abrasion, the good adhesion of the coating is particularly important. For maximum adhesion, blast cleaning is the best and also pickling is satisfactory. Pretreatments such as hot phosphate or wash primer are excellent for etching and roughening the surface.

Urethane coatings, epoxies and vinyl paints have very good abrasion resistance. Zincrich coating, and phenolic paints are also good. Oleoresinous paints may develop much greater resistance by incorporation of sand reinforcement.

HIGH TEMPERATURE

Below temperatures of 500-600^oF to obtain a good surface for coating, hot phosphate treatment is satisfactory. Above $500-600^{\circ}$ F a blast cléaned surface is desirable.

Recommended Paints:

CORROSIVE CHEMICALS

See tables I and V for the selection of paint systems.

THE REQUIRED QUANTITY OF PAINT

Theoretically, one gallon of paint covers 1600 square feet surface with 1 mil (0.001 inch) thick coat when it is wet.

The dry thickness is determined by the solid (non volatile) content of the paint, which can be found in the specification on the label, or in the supplier's literature.

If the content of solids by volume is, for example, 60%, then the maximum dry coverage (spreading rate) theoretically will be $1600 \times .60 = 960$ square feet.

THE CONTENT OF SOLIDS OF PAINTS BY VOLUME %

In practice, especially with spray application, the paint never can be utilized at 100 percent. Losses due to overspray, complexity of surface (piping, etc.) may decrease the actual coverage to 40-60%, or even more.

*Four coats are recommended in severe exposures **The dry film thickness of the wash coat 0.3-0.5 mils. **DESIGN**

DESIGN

PAINTING

TABLE IV, PAINTS

DESIGN

CHECK LIST FOR INSPECTORS

DESIGN

CHECK LIST FOR INSPECTORS *(continued)* $OC | AI$ d) Is a Welder's Log and Qualification Directory kept up-to-date and available? .. e) Are WPS, PQR, & WPQ forms correct and signed? f) Are welders properly qualified for thickness, position, pipe diameter and welding with no backing (when required)? g) Is sub-arc flux, electrodes and shielding gas(es) used the same as specified on applicable WPS? ... h) Do weld sizes (fillet $\&$ butt weld reinforcement) comply with drawing and Code requirements? i) Is welder identification stamped or recorded per QC Manual and/or Code requirements? .. 7. Non-Destructive Examination & Calibration: a) Are SNT-TC-1A qualification records with current visual examination available for all RT technicians used? b) Do film reader sheets or check off records show film interpretation by a SNT-TC Level I or II examiner or interpreter?*.* -:.~.-*.....*.. c) Are the required number of film shots in the proper locations for the joint efficiency and welders used (UW-11, 12, & 52)? .. d) Is an acceptable PT and/or MT procedure and personnel qualified and certified in accordance with Sec. VIII, Appendix 6 or 8 available? ... e) Is the PT material being used the same as specified in the PT procedure? .. f) Do all radiographs comply with identification, density, penetrameter, and acceptance requirements of Sect. VIII and V? .. g) For B31.1 fabrication, is a visual examination procedure and certified personnel available? h) Are tested gases marked or identified and calibrated as stated in QC Manual? .. i) Is a calibrated gage size per UG-102 available for demo vessel? ..

ABBREVIATIONS:

PART II. **GEOMETRY AND LAYOUT OF PRESSURE VESSELS**

LAYOUT

LAYOUT

EXAMPLES

(See formulas on the facing page.)

EXAMPLES

(See formulas on the facing page.)

CIRCLE: Given: Radius $r = 6$ in. Find Area: $A = r^2 \times \pi = 6^2 \times 3.1416 = 113.10$ sq. in. or $A = d^2 \times 0.7854 = 12^2 \times 0.7854 = 113.10$ sq. in. Circumference $C = d \times \pi = 12 \times 3.1416 = 37.6991$ in. The length of arc for an angle, if $\alpha = 60^\circ$ *Arc* = 0.008727 $d \times \infty = 0.008727 \times 12 \times 60 = 6.283$ in. CIRCULAR SECTOR: Given: Radius $r = 6$ in. Angle = 60° Find Area: $A = r^2 \pi \times \frac{\infty}{360} = 6^2 \pi \times \frac{60}{360} = 18.85 \text{ sq. in.}$ Arc $a = \frac{r \times \infty \times 3.1416}{180} = \frac{6 \times 60 \times 3.1416}{180} = 6.283$ in. Angle $\alpha = \frac{57,296 \times a}{r} = \frac{57,296 \times 6.283}{6} = 60^{\circ}$ CIRCLULAR SEGMENT: Given: Radius $r = 6$ in. Angle $\infty = 90^{\circ}$ FindArea: *A* Area of sector $r^2 \pi \times \frac{\alpha}{360} = 6^2 \times 3.1416 \times \frac{60}{360} = 28.274$ sq. in. Minus area of triangle = 18.000 sq. in. Area of segment $A = 10.274$ sq. in. Chord $c = 2r \times \sin{\frac{\infty}{2}} = 2 \times 6 \times \sin{\frac{90}{2}} = 2 \times 6 \times 0.7071 = 8.485$ in. ELLIPSE: Given: Half axis, $a = 8$ in. and $b = 3$ in. Find: Area $A = \pi \times a \times b = 3.1416 \times 8 \times 3 = 75.398$ in. Perimeter $P = 3.1416 \sqrt{2(a^2 + b^2)} = 3.1416 \sqrt{2(8^2 + 3^2)}$ = $3.1416 \sqrt{146} = 37.96 \text{ in.}$ ELLIPSE: Given: Half-axis, $a = 8$ in. and $b = 4$ in., then $C = \frac{a}{b} = \frac{8}{4} = 2$, $x = 6$ in. Find: $Y = \frac{\sqrt{a^2 - x^2}}{C} = \frac{\sqrt{8^2 - 6^2}}{2} = \frac{\sqrt{64 - 36}}{2} = \frac{\sqrt{28}}{2} = \frac{5.2915}{2} = 2.6457 \text{ in.}$ $X = \sqrt{a^2 - (2C \times y^2)} = \sqrt{8^2 - (2 \times 2 \times 2.6457^2)} = \sqrt{64 - 4 \times 7} = \sqrt{36} = 6$ in. EXAMPLE: How many $\frac{1}{4}$ in. ϕ holes have same areas as a 6 in. diam. pipe? $N = (D/d)^2 = (6/0.25)^2 = 24^2 = 576$ holes Area of 6 in. ϕ pipe = 28,274 in.² Area of 576, $\frac{1}{4}$ in. ϕ holes = 28,276 in.²

LAYOUT

EXAMPLES

(See formulas on the facing page.)

- 5. Calculate the length of the chords C_1, C_2, C_3 , etc. using Factor, C from table "Segments of Circles for Radius = 1 on page 290.
- 6. Calculate the lengths of S_1 , S_2 , etc. and S_1^* , S_2^* , etc.

LUOYAL

OPTIMUM VESSEL SIZE*

To build a vessel of a certain capacity with the minimum material, the correct ratio of length to diameter shall be determined.

The optimum ratio of length to the diameter can be found by the following procedure: (The pressure is limited to 1000 psi and ellipsoidal heads are assumed)

Enter chart on facing page at the left hand side at the desired capacity of the vessel. Move horizontally to the line representing the value of F . From the intersection move vertically and read the value of D.

The length of vessel = $\frac{4V}{\pi D^2}$, where $V =$ Volume of vessel, cu. ft.
 $D =$ Inside diameter of vessel, ft.

EXAMPLE Design Data: $P = 100 \text{ psi}, V = 1,000 \text{ cu}. \text{ ft}, S = 16,000 \text{ psi}, E = 0.80, C = 0.0625 \text{ in}.$ Find the optimum diameter and length

$$
F = \frac{100}{0.0625 \text{ x } 16,000 \text{ x } 0.8} = 0.125 \text{ in.}^{-1}
$$

From chart $D = 5.6$ ft., say 5 ft. 6 in.

Length =
$$
\frac{4 \times 1,000}{3.14 \times 5.5^2}
$$
 = 42.1, say 42 ft. 1 in.

*FROM:

"Nomographs Gives Optimum Vessel Size," by K. Abakians, Originally published in HYDRO-CARBON PROCESSING, Copyrighted Gulf Publishing Company, Houston. Used with permission.

CHART FOR DETERMINING THE OPTIMUM VESSEL SIZE (See facing page for explanation)

EXAMPLE

Determine the required plate size for a 168 in. O.D., 120 in. I.D. ring made of 6 sectors

- 1. D/d = 1.4; $D^2 = 28,224$ sq. in.
- 2. From chart (above) the required area of plate is 50% of the area that would be required for the ring made of one *piece.*
- 3. Area required 28.224 x 0.50 = 14,112 sq. in.
- 4. Divide this area by the required width of plate (facing page). Width $= 0.5$ $x 168 = 84$ 14,112/84 = 167.9 inches, the length of plate.
- 5. Add allowance for flame cut.

Fig. B shows as an example the calculation of *0-4*¹ only (marked *S,*).

If the bottom circle is divided into 12 equal spaces,

$$
C_3 = 2 \text{ R} \times \sin 45^0
$$

$$
S_3 = \sqrt{H^2 + C_3^2}
$$

Where *R* denotes the mean radius of the base circle. See example on the following page.

 S_3

**INTERSECTION OF
I N D E R & P L A N E CYLINDER & PLANE**

When the intersecting plane is not perpendicular to the axis of the cylinder, the intersection is an ellipse.

CONSTRUCTION OF THE INTER-SECTING ELLIPSE

Divide the circumference of the cylinder into equal parts and draw an element at each division point. The major axis of the ellipse is the longest distance between the intersecting points and the minor axis is the diameter of the cylinder. The points of the ellipse can be determined by using the chords of the cylinder spaced by projection as
shown or by calculations as exem-
plified below. With this method With this method may be laid out sloping trays, baffles, down-comers etc. The thick- ness of the plate and the required clearance shall also be taken into consideration.

DEVELOPMENT

The length, **H** is equal to the circumference of the cylinder. Divide this line into the same number of equal parts as the circumference of
the cylinder. Draw an element Draw an element through each division perpendicular to this line. Determine the length of each element as shown or by calculation. By connecting the end points of the elements can be obtained the stretched-out line of the intersection and may be used for cutting out pattern for pipe mitering, etc.

EXAMPLE

for calculation of length of elements.

The circumference of the cylinder is divided into 16 equal parts.

The angle of a section = $22-1/2$ degrees.

The angle of the intersecting plane to the axis of the cylinder $= 40$ degrees.

 $c_1 = r \times cos 22 - 1/2^{\circ}$

 $c_2 = r \times cos 45^\circ$

 $c_3 = r \times \sin 22 - 1/2^{\circ}$

 $a_1 = \frac{h_1}{\sin 40^\circ} a_2 = \frac{h_2}{\sin 40^\circ}$ etc.

of equal diameters with angle of intersection 90°

 $1/4$ OF

into equal parts and draw an element at each division point. The intersecting division point. The intersecting points of the elements determine the line of intersection.

I

 $\frac{1}{2}$ of $\frac{1}{405}$

DEVELOPMENT OF PATTERNS

Draw straight line of equal lengt

circumference of the cylinders. D

lines into the same number of eq

as the circumference of the c

Draw an element through each

perpendicular to these lines. Draw straight line of equal length to the circumference of the cylinders. Divide the lines into the same number of equal parts as the circumference of the cylinders. ctJ :2 Draw an element through each division perpendicular to these lines. Determine the length of each element by projection or calculation. (See example below). By \mathbb{C}_2 connecting the end point of the elements $\begin{array}{c|c}\n\hline\n\text{c}_3 \quad \text{d}\n\end{array}$ the stretched out curve of the intersection

If the circumference of cylinders is divided

 $c_1 = r \sin \alpha$ c_2 = r sin 2 α $c_3 = r \cos \alpha$ $c_4 = r$

 $c_1 = r \sin 30^\circ$ $c_2 = r \cos 30^\circ$ $c_3 = r$

 $1_{2} = \sqrt{R^{2}}$

INTERSECTION OF CYLINDERS

with non intersecting axes

THE LINE OF INTERSECTION

Divide the circumference of the branch cylinder on both views into as many equal parts as necessary for the intended accuracy. Draw an element at each division point. The points of intersection of the corresponding elements determine the line of intersection.

DEVELOPMENT OF PATTERN

Draw a straight line of equal length to the circumference of the branch cylinder and divide it into the same number of equal parts as the cir-
cumference. Draw an element Draw an element through each division perpendicular to the line. Determine the length of the elements by projection or calculation. (See example below). By connecting the end point of the elements the stretched out curve of the intersection can be developed.

The curvature of the hole in the main cylinder is determined by the length of elements c_1, c_2 etc. spacing them at distances $a, b, c, \text{etc.}$, which are the length of arcs on the main cylinder (see elevation).

for calculation of length of elements

Dividing the circumference of the cylinder into 12 equal parts, α = 30^o

$$
c_1 = r \sin 30^\circ
$$

\n
$$
l_1 = \sqrt{R^2 - (r + c_2)^2}
$$

\n
$$
c_2 = r \cos 30^\circ
$$

\n
$$
l_2 = \sqrt{R^2 - (r + c_1)^2}
$$

\n
$$
c_3 = r
$$

\n
$$
l_3 = \sqrt{R^2 - (r - c_1)^2}
$$

\n
$$
l_4 = \sqrt{R^2 - (r - c_1)^2}
$$

\n
$$
l_5 = \sqrt{R^2 - (r - c_2)^2}
$$

INTERSECTION OF CONE AND CYLINDER

THE LINE OF INTERSECTION

Divide the circumference of the cylinder on both views into as many equal parts as necessary for the desired accuracy. Draw an element at each division point. Draw circles on plan view with radius r_1, r_2 , etc. The line of intersection on the plan is determined by the points of intersections of elements and the corresponding circles. Project these points to the elevation. The intersecting points of the projectors and elements will determine the line of intersection
on the elevation. The stretched on the elevation. out curvature of the hole in the cone is to be determined by the length of arcs a_2 , a_3 , etc. transferred from the plan view or calculated as exemplified below. The spacing of arcs a_2 , a_3 , etc. may be obtained as shown or may be calculated. (See example below).

DEVELOPMENT OF PATTERN

Draw a straight line of length equal to the circumference of the cylinder and divide it into the same number of equal parts as the circumference. Draw an element through each division point perpendicular to the line. Determine the length of the elements by projection or by calculating the length of 1_1 , 1_2 , etc.(See example below).

EXAMPLE for calculation of length of elements

$$
c_6 = r \sin \alpha
$$

radius, $R_6 = h_6 \tan \beta$
arc $a_6 = 2R_6 \pi \times \frac{2\alpha}{360}$
 $l_6 = \sqrt{R_6^2 - c_6^2}$ etc.

a, "2 ä 5

٦

B
CUMFERENCE
R

u

THE LINE OF INTERSECTION

R. $\overline{\mathbf{R_2}}$

y,

Divide the diameter of the cylinder into equal spaces. The horizontal planes through the division points cut elements from the cylinder and circles from the sphere. The intersections of the elements with the corresponding circles are points on the curvature of intersection.

DEVELOPMENT OF THE CYLINDER

Draw a straight line of equal length to the circumference of the cylinder and divide it into the same number of parts as the cylinder. The spacing of the division points are determined by the length of arcs of the cylinder. Draw an element through each division point perpendicular to the line. Determine the length of the elements by projection or by calculation of the lengths of $1₁$, $1₂$, etc.

Pipe in 2:1 Ellipsoidal Head

The center portion of the head is approximately a spherical segment the radius of which is equal 0.9 times the diameter of the head. When the pipe is within a limit of 0.8 times the diameter of the head the line of intersection and development of the cylinder can be found in the above described manner.

Pipe in Flanged and Dished Head

Similar way the center portion of the head within the knuckles is a spherical segment the radius of which is equal to the radius of the dish.

EXAMPLE
for calculation for calculation of length of elements.

Calculate the distances, x_1 , x_2 , etc. x_1 is given; $x_2 = x_1 + r \times \sin \alpha$, etc...

 $l_1 = \sqrt{R_1^2 - x_1^2}$, etc. $R_1 = \sqrt{R^2 - y_1^2}$, etc.

TRANSITION PIECES

connecting cylindrical and rectangular shapes

DEVELOPMENT

Divide the circle into equal parts and draw an element at each division point.

Find the length of each element by triangulation or by calculation. The elements are the hypotenuse of the triangles one side of which is A-I', A-2', A-3' etc. and the other side is the height of the transition piece.

Begin the development on the line I-8 and draw the right triangle I-S-A, whose base SA is equal to half the side AD and whose hypotenuse A-I found by triangulation or calculation. Find the points I, 2, 3 etc. The length of 1-2, 2-3, 3-4 etc. may be taken equal to the cord of the divisions of the top circle if they are small enough for the desired accuracy. Strike an arc with 1 as center and the chord of divisions as radius. With A as center and A-2 as radius draw arc at 2. The intersection of these arcs give the point 2. The points 3, 4 etc. in the curve can be found in a similar manner.

EXAMPLE

for calculation of length of elements

LENGTH OF ELEMENTS

In the above described manner can be found the development for transition pieces when:

- 1. one end is square
- 2. one or both sides of the rectangle are equal to the diameter of the circle
- 3. the circular and rectangular planes are eccentric
- 4. the circular and rectangular planes are not parallel

TRANSITION PIECES

connecting cylindrical and rectangular shapes

DEVELOPMENT

Divide the circle into equal parts and draw an element at each division point.

Find the length of each element by triangulation or by calculation. The elements are the hypotenuse of the triangles one side of which is A-1', A-2', A-3' etc. and the other side is the height of the transition piece.

Begin the development on the line 1-S and draw the right triangle 1-S-A, whose base SA is equal to half the side AD and whose hypotenuse A-1 found by triangulation or calculation. Find the points 1, 2, 3 etc. Find the points $1, 2, 3$ etc. The length of $1-2$, $2-3$, $3-4$ etc. may be taken equal to the cord of the divisions of the top circle if they are small enough for the desired accuracy. Strike an arc with 1 as center and the chord of divisions as radius. With A as center and A-2 as radius draw arc at 2. The intersection of these arcs give the point 2. The points 3, 4 etc. in the curve can be found in a similar manner.

EXAMPLE

for calculation of length of elements

$$
c = r \times \cos \alpha \quad d = r \times \sin \alpha
$$

e = $\sqrt{(b-d)^2 + (c-a)^2}$
k = $\sqrt{e^2 + h^2}$

In the above described manner can be found the development for transition pieces when:

- 1. one end is square
- 2. one or both sides of the rectangle are equal to the diameter of the circle
- 3. the circular and rectangular planes are eccentric
- 4. the circular and rectangular planes are not parallel

DIVISION OF CIRCLES INTO EQUAL PARTS

The best method for division of a circle into equal parts is to find the length of the chord of a part and measure this length with the divider on the circumference. The length of the chord, $C =$ diameter of circle \times c, where c is a factor tabulated below.

EXAMPLE:

It is required to divide a 20 inch diameter circle into 8 equal spaces.

c for 8 spaces from the table: 0.38268

C = Diameter \times 0.38268 = 20 \times 0.38268 = 7.6536 inches

To find the length of chords for any desired number of spaces not shown in the table:

C = Diameter \times sin $\frac{180}{\text{number 0}}$ number of spaces

EXAMPLE:

It is required to divide a 100 inch diameter circle into 120 equal parts

 $C = 100 \times \sin \frac{180}{180} = 100 \times \sin 1^{\circ} 30' = 100 \times 0.0262 = 2.62$ inches

Length of arc, height of segment, length of chord, and area of segment for angles from 1 to 180 degrees and radius = 1. For other radii, multiply the values $\frac{c}{4}$ θ radius of 1, h and c in the table by the given radius r, and the values for areas, by r^2 , the square of the radius.

DROP AT THE INTERSECTION

OF SHELL AND NOZZLE

(Dimension,d Inches)

Shell

NOWN LAND STATE OF SHELL AND NOZZLE (Dimension,d Inches)

293

AYOUT

DROP AT THE INTERSECTION
OF SHELL AND NOZZLE
(Dimension d, Inches) OF SHELL AND NOZZLE (Dimension d, Inches)

TABLE FOR LOCATING POINTS ON 2:1 ELLIPSOIDAL HEADS

 $\begin{array}{c|c}\n & x \\
\hline\n & y \text{ can be found if the diameter, 0 and dimension x are known, 0 or x can be determined if D and dimension x are known, 0 or x can be determined if D and (1.5).\n\end{array}$ $\frac{1}{D}$ $\begin{cases} \frac{1}{\text{Tangent}} & \text{the formula: } y = \frac{1}{2} \sqrt{R^2 - x^2} \text{, where } \end{cases}$

From these tables the dimension
y can be found if the diameter, D and dimension x are known, or x can be determined if D and $+\longrightarrow$ Iy y are given. The tables based on
the formula: $\sqrt{2^2+2^2}$

TABLE FOR LOCATING POINTS ON 2:1 ELLIPSOIDAL HEADS (Cont.) $D=38$ 8 9.7082 6 13.1624 24 9 3 17.9374 6 9.0138 9 9.4868 7 13.0384 25 8.2915 4 17.8885 7 8.8317 10 9.2330 8 12.8939 26 7.4833 5 17.8255 8 8.6168 11 8.9442 9 12.7279 27 6.5383 6. 17.7482 9 | 8.3666 | 12 | 8.6168 | 10 | 12.5399 | 28 | 5.3851 | 7 | 17.6564 10 | 8.0777 | 13 | 8.2462 | 11 | 12.3288 | 29 | 3.8405 | 8 | 17.5499 11 7.7459 14 7.8262 12 12.0934 30 0 9 17.4284 $\frac{12}{13}$ 7.3654 15 7.3484 13 11.8322 $\frac{12}{15}$ $\frac{12}{11}$ 17.2916 $13 \mid 6.9282 \mid 16 \mid 6.8007 \mid 14 \mid 11.5434 \mid \frac{19 - 00}{y} \mid 11 \mid 17.1391$ $\frac{13}{14}$ 6.4226 17 6.1644 15 11.225 $\frac{x}{14}$ 12 16.9706 15 5.8309 18 5.4083 16 10.8743 1 16.4924 13 16.7854 16 5.1234 19 4.4721 17 10.4881 2 16.4697 14 16.5831 17 4.2426 20 3.2015 18 10.0623 3 16.4317 15 16.3631 18 3.0413 21 0 19 9.5916 4 16.3783 16 16.1245 19 0 $D=48$ 20 9.0691 $\begin{bmatrix} 5 & 16.3095 & 17 & 15.8666 \\ 16.3095 & 18 & 16.895 \end{bmatrix}$ $D=40$ x y 21 8.4852 6 16.225 18 15.5885 $\begin{array}{|c|c|c|c|c|c|c|c|c|c|c|} \hline x & y & 1 & 11.9896 & 22 & 7.8264 & 7 & 16.1245 & 19 & 15.2889 \\ \hline x & 1 & 11.9896 & 22 & 7.0710 & 8 & 16.0078 & 20 & 14.9666 \\\hline \end{array}$ $\begin{array}{|c|c|c|c|c|c|}\n \hline\n 23 & 7.0710 & 8 & 16.0078 & 20 & 14.9666 \\
 \hline\n 24 & 6.1846 & 9 & 15.8745 & 21 & 14.6202\n \end{array}$ $1 \mid 9.9874 \mid \frac{2}{3} \mid 11.9583 \mid \frac{23}{24} \mid 6.1846 \mid 9 \mid 15.8745 \mid 21 \mid 14.6202$ $2 \begin{array}{|c|c|c|c|c|c|c|c|} \hline 3 & 11.9059 & 25 & 5.0990 & 10 & 15.7242 & 22 & 14.2478 \ \hline 21 & 14.2478 & 22 & 14.2478 & \hline \end{array}$ $\frac{2}{3}$ 9.8868 $\frac{4}{5}$ 11.8322 $\frac{25}{26}$ 3.6400 11 15.5563 23 13.8474 $\frac{4}{4}$ 9.7979 $\begin{array}{|c|c|c|c|c|c|c|c|c|} \hline 5 & 11.7367 & 20 & 3.0400 & 12 & 15.3704 & 24 & 13.4164 \ \hline \end{array}$ $5 \mid 9.6824 \mid 6 \mid 11.619 \mid 2 \mid 3 \mid 15.1658 \mid 25 \mid 12.9518$ 6 9.5393 7 11.4782 D=60 14 14.9416 26 12.4499 $7 \mid 9.3675 \mid 8 \mid 11.3137 \mid x \mid y \mid 15 \mid 14.6969 \mid 27 \mid 11.9059$ 8 9.1651 9 11.1243 1 14.9917 16 14.4309 28 11.3137 9 8.9302 10 10.9087 2 14.9666 17 14.1421 29 10.6654 10 8.6602 ¹¹10.6654 3 14.9248 18 13.8293 30 9;9498 11 8.3516 12 10.3923 4 14.8661 19 13.4907 31 9.1515 12 8 13 10.0871 5 14.7902 20 13.1244 32 8.2462 13 7.5993 14 9.7467 6 14.6969 21 12.7279 33 7.1937 $\frac{1}{14}$ 7.1414 $\begin{bmatrix} 15 \\ 16 \end{bmatrix}$ 9.3675 7 14.586 22 12.2984 34 5.9160 15 6.6143 16 8.9442 8 14.4568 23 11.8322 35 4.2130 16 6 17 8.4705 9 14.3091 24 11.3248 36 0 $\frac{17}{17}$ 5.2678 $\begin{bmatrix} 18 \\ 19 \end{bmatrix}$ 7.9372 10 14.1421 25 10.7703 $\frac{17}{18}$ 4.3589 19 7.3314 11 13.9553 26 10.1612 D=78 $\frac{10}{19}$ 3.1225 $\begin{bmatrix} 20 & 6.6332 \\ 21 & 5.8004 \end{bmatrix}$ 12 13.7477 27 9.4868 $\begin{array}{|l|} x & y \end{array}$ $\frac{20}{20}$ 0 $\frac{21}{22}$ 5.8094 13 13.5185 28 8.7321 1 19.4936 $\frac{D=42}{D=42}$ $\begin{array}{c|c|c|c|c|c|c|c|c} 22 & 4.7958 & 14 & 13.2665 & 29 & 7.8740 & 2 & 19.4743 \ 15 & 12.9904 & 30 & 6.8738 & 3 & 19.4422 \ \end{array}$ X y 24 0 16 12.6886 31 5.6558 4 19.3972 $1 \t10.4881 \t\t D = 54$ 17 12.3592 32 4.0311 5 19.3391 2 10.4523 X y 18 12 33 0 6 19.2678 $3 \begin{array}{|c|c|c|c|c|c|c|c|c|} \hline 1 & 13.4907 & 19 & 11.6082 & & & & & & 7 & 19.1833 \ \hline \end{array}$ 4 10.3078 2 13.4629 20 11.1803 $D = 72$ 8 19.0853 $5 \begin{array}{|c|c|c|c|c|c|c|c|c|} \hline 5 & 10.198 & 3 & 13.4164 & 21 & 10.7121 & x & y & 9 & 18.9737 \ \hline \end{array}$ 6 10.0623 4 13.351 22 10.198 1 17.9931 10 18.8481 7 9:8994 5 13.2665 23 9.6306 2 17.9722 11 18.7083

TABLE FOR LOCATING POINTS

 $\frac{15}{15}$ 19.615 18 20.6216 18 22.2486 15 25.9374 6 29.8496 16 19.4165 19 20.3961 19 22.0397 16 25.7876 7 29.7951

TABLE FOR LOCATING POINTS ON 2: 1 ELLIPOIDAL HEADS (Cont.)

LENGTH OF ARCS

- I. These tables are for locating points on pipes and shells by measuring the length of arcs.
- 2. The length of arcs are computed for the most commonly used pipesizes and vessel diameters.
- 3. The length of arcs for any diameters and any degrees, not shown in the table, can be obtained easily using the values given for diam. 1 or degree 1.
- 4. All dimensions are in inches.

EXAMPLES

LAYOUT

CIRCUMFERENCES AND AREAS OF CIRCLES

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LAYOUT

LAYOUT

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LAYOUT

LAYOUT

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LAYOUT

STIFFENER

FIXED STAIR

Conforms to the requirements of

OCCUPATIONAL SAFETY AND HEALTH (OSHA) STANDARDS

Fixed stairs will be provided where operations necessitate regular travel between levels.

Fixed stairways shall be designed to carry a load offive times the normal live load anticipated but never less than to carry a moving concentrated load of 1,000 pounds.

Minimum width: 22 inches

Angle of stairway rise to the horizontal: 30 to *50* degrees.

Railings shall be provided on the open sides of all exposed stairways. Handrails shall be provided on at least once side of closed stairways, preferably on the right side descending.

Each tread and nosing shall be reasonably slip-resistant.

Stairs having treads of less than nine-inch width should have open risers. Open grating type treads are desirable for outside stairs.

See figure for minimum dimensions. Bolts $\frac{1}{2}$ \emptyset Bolt holes $\frac{1}{16}$ \emptyset

All burrs and sharp edges shall be removed.

Dimensions of rises (R) and tread runs (T) tabulated below:

TUOVA-

HINGE

Fit lugs and pin so that pin is loose when cover is bolted up. Weld lugs to flanges with full penetration weld.

The use of davit preferred to hinge, especially for frequently used openings.

$$
A = \sqrt{R^2 - (R/2)^2}
$$

\n
$$
B = \sqrt{R^2 - (R/2 + 1/16 + t)^2}
$$

\n
$$
C = R + 2\frac{1}{2} - A
$$

\n
$$
D = R + 2\frac{1}{2} - B
$$

^R*=* Radius of flange ^r*=* 1.5 times diameter of hole Diameter of hole =
Pin diameter + $1/16$ in.

NOTE **LUG-A WELDED TO BLIND FLANGE**

LUG-B WELDED TO FLANGE

THICKNESS, t OF LUGS AND DIAMETER OF PINS

NOTES

- 1. Cage is not required where the length of climb is 20 feet or less above ground level.
- 2. Horizontally offset landing platform shall be provided at least every 30 ft. of climbing length. Where safety devices are used, rest platforms shaH be provided at maximum interwalls of 250 feet.
- 3. All material: steel conforming to ASTM A 36
- 4. Instead of the above specified structural shapes any other structural steel of equivalent strength may be used. To avoid damages during shipping or galvanizing, structural angles are widely used for side rail and vertical members of the cage.
- 5. The recommended minimum size of side rails under normal atmospheric condition 2 $1/2 \times 3/8$ in. flat bar, although 2 x $1/4$ bars are frequently used in practice.
- 6. All burrs and sharp edges shall be removed.
- 7. Protective Coating: one shop coat primer and one field coat of paint or hot dip galvanizing.

NAME PLATE

Pressure vessels built in accordance with the requirements of the Code may be stamped with the official symbol "U" to denote The American Society of Mechanical Engineers' standard. (Code UG-115 and 116)

Pressure vessels stamped with the Code-symbol shall be marked with the following:
1. manufacturer's name; preceded with the words: "certified by";

maximum allowable working pressure, (MAWP) psi at temperature, °F;
Maximum allowable external working pressure (MAWP) maximum design metal temperature at maximum allowable working pressure, psi (MDMT); manufacturer's serial number; (S/N);
year built

Abbreviations may be used as shown in parenthesis.

2 the appropriate abbreviations indicating the type of construction, service, etc., as tabulated:

- 1. *Symbol ''UM" shall be used when the vessel is exempted from inspection [Code U-1 (k)j.*
- *2. For vessels made of 5%, 8% and 9% nickel sheets, the use of nameplates is mandatory for shell thickness below 1/2 in.; name plates are preferred on all thicknesses. Code ULT-Il5(c)*

NAME PLATE EXAMPLE

(The vessel was inspected by user's inspector, arc welded, used in lethal service, fully radiographed and post weld heat treated.)

Additional data shall be below the code reauired marking.

The name plate shall be affixed directly to the shell. If additional name plate is used on skirts, supports, etc., it shall be marked: "Duplicate."

Lettering shall be not less than *5/n* in. high. The Code-symbol and serial number shall be stamped, the other data may be stamped, etched, cast or impressed.

Commonly used material for name plate 0.32 in. stainless steel or 1 /s in carbon steel. The name plate shall be seal welded to uninsulated vessel or mounted on bracket if the vessel is insulated, and located in some conspicuous place; near manways, liquid level control, level gage, about 5 ft. above ground, etc.

SKIRT OPENINGS

TYPES OF SKIRT ACCESSES

VENT HOLES

In service of hydrocarbons or other combustible liquids or gases the skirts shall be provided with minimum of two 2 inch vent holes located as high as possible 180 degrees The vent holes shall clear head insulation. For sleeve may be used coupling or pipe.

ACCESS OPENINGS

The shape of access openings may be circular or any other shapes. Circular access openings are used most frequently with pipe or bent plate sleeves. The projection of sleeve equals to the thickness of fireproofing or minimum 2 inches. The projection of sleeves shall be increased when necessary for reinforcing the skirt under certain loading conditions.

Diameter (D) = $16 - 24$ inches

PIPE OPENINGS

The shape of pipe openings are circular with a diameter of I inch larger than the diameter of flange. Sleeves should be provided as for access openings.

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Reference: F. M. Patterson "Vortexing can be prevented" The Oil and Gas Journal, August 4, 1969.

PART III.

MEASURES AND WEIGHTS

PROPERTIES OF PIPE

Schedule numbers and weight designations are in agreement with ANSI 836. I 0 for carbon and alloy steel pipe and ANSI 836.19 for stainless steel pipe.

MEASURES

325

Collection

MEASURES

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MEASURES

MEASURES

DIMENSIONS OF PIPE

I. All Dimensions are in inches

2. The Nominal Wall Thicknesses shown are subject to a 12.5% Mill Tolerance

3. Not included in standard ANSI B 36.10

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ANSI B 36.10

PROPERTIES OF STEEL TUBING

PROPERTIES OF TUBING

Specific gravity of water at 60 deg. $F = 1.0$

Courtesy of HEAT EXCHANGE INSTITUTE

70-JO Cu. Ni. Alloy 715- 1.140 70-30 Ni. Cu. Alloy 400 - 1.126 TP304 Stainless Steel - 1.0!3

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MEASURES

HEADS

For vessels of small and medium diameters ellipsoidal heads are used most commonly, while large diameter vessels are usually built with hemispherical or flanged and dished heads.

Heads may be of seamless or welded construction.

STRAIGHT FLANGE

Formed heads butt-welded to the shell need not have straight flange when the head is not thicker than the shell according to the Code Par. UG-32 & 33, but in practice heads except hemisphericals are used with straight flanges. The usual length of straight flanges: 2 inches for ellipsoidal, 1 1/2 inches for flanged and dished and 0 inches for hemispherical heads.

Formed heads thicker than the shell and butt-welded to it shall have straight flange.

On the following pages the data of the most commonly used heads are listed. The dimensions of flanged and dished heads meet the requirements of ASME Code.

WEIGHT OF HEADS See tables beginning on page 388

VOLUME OF HEADS See page 430

SURF ACE OF HEADS See page 439

EASURES

1.52 20 1.875 4.000 1.56 24 1.875 4.000 1.65

1.46 20 2.250 4.188 1.50 24 2.250 4.188 1.58

1.41 20 2.625 4.313 1.44 24 2.625 4.375 1.50

1.36 20 3.000 4.500 1.39 24 3.000 4.563 1.46

20 3.375 4.688 1.36 24 3.375 4.813 1.41

24 3.750 5.000 1.39

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M $L(R)$ r h M $L(R)$ r h M

1.69 21 1.375 3.688 1.72 24 1.500 3.875 1.75

1.62 20 1.500 3.813 1.65 24 1.500 3.813 1.75

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MEASURES

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DIMENSIONS O F HEADS										
ALL DIMENSIONS IN INCHES										
DIAM		WALL THICKNESS								
ETER D		$\overline{\frac{3}{8}}$	$\frac{1}{2}$	$\frac{5}{8}$	$\frac{3}{4}$	$\frac{7}{8}$	1	$1\frac{1}{8}$	$1\frac{1}{4}$	13/8
66	L(R)	66	66	60	60	60	60	60	60	60
	r	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.125
	h	11.000	10.938	11.750	11.625	11.563	11.500	11.438	11.375	11.375
	M	1.77	1.77	1.72	1.72	1.72	1.72	1.72	1.72	1.72
72	L(R)	72	72	72	72	66	66	66	66	66
	r	4.375	4.375	4.375	4.375	4.375	4.375	4.375	4.375	4.375
	h	12.000	11.938	11.875	11.875	12.625	12.500	12.438	12.375	12.313
	M	1.77	1.77	1.77	1.77	1.72	1.72	1.72	1.72	1.72
78	L(R)	78	$\overline{72}$	$\overline{72}$	$\overline{72}$	$\overline{72}$	72	$\overline{72}$	$\overline{72}$	72
	r	4.750	4.750	4.750	4.750	4.750	4.750	4.750	4.750	4.750
	h	13.000	13.813	13.750	13.688	13.563	13.500	13.438	13.375	13.313
	M	1.77	1.72	1.72	1.72	1.72	1.72	1.72	1.72	1.72
84	L(R)	84	84	84	84	84	84	78	$\overline{78}$	$\overline{78}$
	r	5.125	5.125	5.125	5.125	5.125	5.125	5.125	5.125	5.125
	h	14.000	13.938	13.875	13.813	13.750	13.688	14.438	14.375	14.313
	M	1.77	1.77	1.77	1.77	1.77	1.77	1.72	1.72	1.72
90	L(R)	90	84	84	84	84	84	84	84	84
	r	5.500	5.500	5.500	5.500	5.500	5.500	5.500	5.500	5.500
	h M	15.125	15.813	15.750	15.688	15.625	15.563	15.500	15.438	15.313
		1.77	1.72 90	1.72	1.72 90	1.72 90	1.72 90	1.72 90	1.72 90	1.72 84
96	L (R)	96	5.875	90 5.875	5.875	5,875	5.875	5.875	5.875	5.875
	r h	5.875	16.875		16.750		16.563	16.500	16.438	17.313
	M	16.125 1.77	1.72	16.813	1.72	16.625 1.72	1.72	1.72	1.72	1.72
		96	96	1.72 96	96	96	96	᠀᠐	90	90
102	L(R) r	6.125	6.125	6.125	6.125	6.125	6.125	6.125	6.125	6.125
	h	17.938	17.875	17.750	17.688	17.625	17.563	18.500	18.375	18.250
	M	1.75	1.75	1.75	1.75	1.75	1.75	1.72	1.72	1.72
	L(R)	102	102	$\overline{102}$	102	$\overline{102}$	102	96	$\overline{96}$	96
108	r	6.500	6.500	6.500	6.500	6.500	6.500	6.500	6.500	6.500
	h	18.938	18.875	18.750	18.750	18.688	18.563	19.438	19.375	19.313
	M	1.75	1.75	1.75	1.75	1.75	1.75	1.72	1.72	1.72
114	L(R)		108	108	108	$\overline{108}$	108	108	$\overline{108}$	108
	r		6.875	6.875	6.875	6.875	6.875	6.875	6.875	6.875
	h		19.875	19.813	19.750	19.685	19.625	19.563	19.500	19.438
	M		1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75
120	L(R)		$\overline{114}$	$\overline{114}$	$\overline{114}$	114	114	$\overline{108}$	$\frac{108}{ }$	$\overline{108}$
	r		7.250	7.250	7.250	7.250	7.250	7.250	7.250	7.250
	h		20.875	20.813	20.750	20.688	20.625	21.500	21.438	21.375
	M		1.75	1.75	1.75	1.75	1.75	1.72	1.72	1.72
126	L(R)		120	120	120	120	120	120	120	114
	r		7.625	7.625	7.625	7.625	7.625	7.625	7.625	7.625
	h		21.875	21.813	21.750	21.688	21.625	21.563	21.500	22.313
	M		1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.72
132	L(R)			126	126	120	120	120	120	120
				8.000	8,000	8.000	8.000	8.000	8.000	8.000
	h			22.875	22.813	23.688	23.563	23.500	23.438	23.750
	M			1.75	1.75	1.72	1.72	1.72	1.72	1.72

MEASURES

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TOLERANCES

WALL THICKNESS (APPROXIMATION) *

* Specify minimum thickness (if required) when ordering.

INSIDE DEPTH OF DISH (h)

48" O.D. and under plus 0.5" minus 0"

Over 48" O.D. to 96" O.D. incl. plus 0.75", minus 0" Over 96" O.D. plus 1", minus 0"

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OUT OF ROUNDNESS

Within the limits permitted by the Code.

FLANGES

FLANGE FACING FINISH

In pressure vessel construction only gasket seats of flanges, studded openings, etc. require special finish beyond that afforded by turning, grinding or milling.

The surface finish for flange facing shall have certain roughness regulated by Standard ANSI Bl6.5. The roughness is repetitive deviation from the nominal surface having specified depth and width.

Raised faced flange shall have serrated finish having 24 to 40 grooves per inch. The cutting tool shall have an approximate 0.06 in. or larger radius resulting 500 microinch approximate roughness /ANSI B16.5, 6.3.4.1./

The side wall surface of gasket groove of ring joint flange shall not exceed 63 microinch roughness. /ANSI B16.5-6.3.4.3./

Other finishes may be furnished by agreement between user and manufacturer.

The finish of contact faces shall be judged by visual comparison with Standard ANSI B46-1.

The center part of blind flanges need not to be finished within a diameter which equals or less than the bore minus one inch of the joining flange. /ANSI B16.5-6.3.3/

Surface symbol used to designate roughness \mathcal{T} is placed either on the line indicating the surface or on a leader pointing to the surface as shown below. The numbers: 500 and 63 indicate the height of roughness; letter "c" the direction of surface pattern: "concentric-serrated".

CONCENTRIC SERRATED FINISH

 $\omega \rightarrow \omega \gamma \gamma$, γ

STANDARD ANSI B16.5

- 1. All dimensions are in inches.
- 2. Material most commonly used, forged steel SA 105. Available also in stainless steel, alloy steel and non-ferrous metal.
- 3. The 1/16 in. raised face is included in dimensions C, D and J.
- 4. The lengths of stud bolts do not include the height of crown.
- 5. Bolt holes are 1/8 in. larger than bolt diameters.
- 6. Flanges bored to dimensions shown unless otherwise specified.
- 7. Flanges for pipe sizes 22, 26, 28 and 30 are not covered by ANSI B16.5.

SEE FACING PAGE FOR DIMENSION K AND DATA ON BOLTING.

 $\,$ K .
H **WELDING NECK** - G -R K .
H SLIP - ON $t_{\frac{1}{6}}$ \mathbf{H}

BLIND

1. All dimensions are in inches.

 $\frac{1}{6}$

- 2. Material most commonly used, forged steel SA 105. Available also in stainless steel, alloy steel and non-ferrous metal.
- 3. The 1/16 in. raised face is included in
dimensions J and M.
4. The length of bolts do not include the
- height of crown.
- 5. Bolt holes are 1/8 in. larger than bolt diameters.
- 6. Dimensions, M (length of welding necks) are based on data of major manufacturers. Long welding necks with necks longer than listed are available on special order.

SEE FACING PAGE FOR DIMENSION J.

EASURES

STANDARD ANSI B16.5

- 1. All dimensions are in inches.
- 2. Material most commonly used, forged steel SA 105. Available also in stainless steel, alloy steel and non-ferrous metal.
- 3. The 1/16 in. raised face is included in dimensions C, D and J.
- 4. The lengths of stud bolts do not include the height of crown.
- 5. Bolt holes are 1/8 in. larger than bolt diameters.
- 6. Flanges bored to dimensions shown unless otherwise specified.
- 7. Flanges for pipe sizes 22, 26, 28 and 30 are not covered by ANSI B16.5.

SEE FACING PAGE FOR DIMENSION K AND DATA ON BOLTING.

300 lb. **LONG WELDING NECK**

- 1. All dimensions are in inches.
- 2. Material most commonly used, forged steel SA 105. Available also in stainless steel, alloy steel and non-ferrous metal.
- 3. The 1/16 in. raised face is included in dimensions J and M.
- 4. The length of bolts do not include the height of crown.
- 5. Bolt holes are 1/8 in. larger than bolt diameters.
- 6. Dimensions, M (length of welding necks) are based on data of major manufacturers. Long welding necks with necks longer than listed are available on special order.

SEE FACING PAGE FOR DIMENSION J.

STANDARD ANSI B16.5

- 1. All dimensions are in inches.
- 2. Material most commonly used, forged
steel SA 105. Available also in stainless. steel, alloy steel and non-ferrous metal.
- 3. The $1/4$ in. raised face is not included in dimensions C, D and J.
- 4. The lengths of stud bolts do not include the height of crown.
- 5. Bolt holes are 1/8 in. larger than bolt diameters.
- 6. Flanges bored to dimensions shown unless otherwise specified.
- 7. Flanges for pipe sizes 22, 26, 28 and 30 are not covered by ANSI B16.5.

SEE FACING PAGE FOR DIMENSION K AND DATA ON BOLTING.

BLIND

SEE FACING PAGE FOR DIMENSION J.

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JRES

STANDARD ANSI Bl6.5

- 1. All dimensions are in inches.
- 2. Material most commonly used, forged steel SA 105. Available also in stainless steel, alloy steel and non-ferrous metal.
- 3. The 1/4 in. raised face is not included in dimensions C, D and J.
- 4. The lengths of stud bolts do not include the height of crown.
- 5. Bolt holes are 1/8 in. larger than bolt diameters.
- 6. Flanges bored to dimensions shown unless otherwise specified.
- 7. Flanges for pipe sizes 22, 26, 28 and 30 are not covered by ANSI B16.5.

SEE FACING PAGE FOR DIMENSION K AND DATA ON BOLTING.

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SURES

STANDARD ANSI B16.5

- 1. All dimensions are in inches.
- 2. Material most commonly used, forged steel SA 105. Available also in stainless steel, alloy steel and non-ferrous metal.
- 3. The 1/4 in. raised face is not included in dimensions C, D and J.
- 4. The lengths of stud bolts do not include the height of crown.
- 5. Bolt holes are 1/8 in. larger than bolt diameters.
- 6. Flanges bored to dimensions shown unless otherwise specified.
- 7. Flanges for pipe sizes 26, 28 and 30 are not covered by ANSI B16.5.

SEE FACING PAGE FOR DIMENSION K AND DATA ON BOLTING.

BLIND

IEASURES

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STANDARD ANSI B16.5

- 1. All dimensions are in inches.
- 2. Material most commonly used, forged steel SA 105. Available also in stainless steel, alloy steel and non-ferrous metal.
- 3. The 1/4 in. raised face is not included in dimensions C, D and J.
- 4. The lengths of stud bolts do not include the height of crown.
- 5. Bolt holes are 1/8 in. larger than bolt diameters.
- 6. Flanges bored to dimensions shown unless otherwise specified.

SEE FACING PAGE FOR DIMENSION K AND DATA ON BOLTING.

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EASURES

STANDARD ANSI B16.5

- 1. All dimensions are in inches.
- 2. Material most commonly used, forged steel SA 105. Available also in stainless steel, alloy steel and non-ferrous metal.
- 3. The 1/4 in. raised face is not included in dimensions C, D and J.
- 4. The lengths of stud bolts do not include the height of crown.
- 5. Bolt holes are 1/8 in. larger than bolt diameters.
- 6. Flanges bored to dimensions shown unless otherwise specified.

SEE FACING PAGE FOR DIMENSION K AND DATA ON BOLTING.

WELDING NECK

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EASURES

LARGE DIAMETER STEEL FLANGES NPS 26 Through NPS 60

ANSI I ASME STANDARD B16.47-1996

Series A and Series B

Flanges, Series A are for general use, Series B are more compact, which have smaller diameter bolt circle.

MATERlAL: A 105 forging; A 193-B7 bolting.

PRESSURE-TEMPERATURE RATINGS FOR CLASS 75 *(for other classes see page 29)*

RAISED FACE: Classes 75, 150, and 300 flanges regularly furnished with 0.06 in. raised face, Classes 400, 600, and 900 with 0.25 in. raised face.

The height of raised face of ring-joints are equal to the depth of groove.

DIMENSIONS OF RING-JOINT FACINGS

THE FINISH of contact faces shall be judged by visual comparison with Standard ANSI B46.1

150_{1b} LARGE DIAMETER STEEL **FLANGES SERIES A**

Standard ASME B16.47-1996

- 1. All dimensions are in inches Material - most commonly used - A105 forged steel.
- 2. Raised face 0.06 in., or equal to the depth of groove for ringjoints.
- 3. See page 29 for pressure temperature ratings

SURES

400 lb. LARGE DIAMETER STEEL **FLANGES SERIES A**

Standard ASME B16.47-1996

- 1. All dimensions are in inches Material - most commonly used - A105 forged steel
- 2. Raised face 0.25 in., or equal to the depth of groove for ringjoints.
- 3. See page 29 for pressure temperature ratings \mathbb{R}^2

VIEASURES

Standard ASME B16.47-1996

- 1. All dimensions are in inches Material - most commonly used - A105 forged steel.
- 2. Raised face 0.25 in., or equal to the depth of groove for ring- $\frac{1}{2}$ ions.
3. See page 29 for pressure –
- temperature ratings \mathbf{r}

900 lb **LARGE DIAMETER STEEL FLANGES SERIES A**

Standard ASME B16.47-1996

- 1. All dimensions are in inches Material - most commonly used - A105 forged steel.
- 2. Raised face 0.25 in., or equal to the depth of groove for ringjoints.
- 3. See page 29 for pressure -

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Pipe.

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Size

MEASURES

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Fillet

Radius

Min.

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 0.44

0.50

0.50

0.50

0.56

0.56

0.75

0.81

 0.81

0.88

0.88

0.94

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75_h LARGE DIAMETER STEEL **FLANGES SERIES B**

Standard ASME B16.47-1996

1. All dimensions are in inches

- 2. Material most commonly used - A105 forged steel.
- 3. Raised face 0.06 in.
- 4. See page 29 for pressure $$ temperature ratings.

Standard ASME B16.47-1996

- 1. All dimensions are in inches
- 2. Material most commonly used - A105 forged steel.
- 3. Raised face 0.06 in.
- 4. See page 29 for pressure temperature ratings.

300 lb **LARGE DIAMETER STEEL FLANGES SERIES B**

Standard ASME B16.47-1996

1. All dimensions are in inches

- 2. Material most commonly used - A105 forged steel.
- 3. Raised face 0.06 in.
- 4. See page 29 for pressure temperature ratings.

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Standard ASME B16.47-1996

- 1. All dimensions are in inches
- 2. Material most commonly used - A105 forged steel.
- 3. Raised face 0.25 in.
- 4. See page 29 for pressure temperature ratings.

EASURES

600 lb LARGE DIAMETER STEEL **FLANGES SERIES B**

Standard ASME B16.47-1996

1. All dimensions are in inches

2. Material – most commonly used - A105 forged steel.

3. Raised face 0.25 in.

4. See page 29 for pressure temperature ratings.

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A

Standard ASME B16.47-1996

- 1. All dimensions are in inches
- 2. Material most commonly used - A105 forged steel.
- 3. Raised face 0.25 in.
- 4. See page 29 for pressure temperature ratings.

RING JOINT FLANGES

APPROXIMATE DISTANCE BETWEEN FLANGES

1.69 1.88 2.25 2.06 2.44 2.81 3.00

2.75 3.19 3.00 3.44 3.88 4.12

4.56 5.06

5.50

5.94

6.88

HOLE

DEPTH

 $\mathbf F$

1.75

1.75

2.00

2.31

2.50

2.31

2.50

2.75

3.19

3.69

4.12

4.12

5.06

5.50

HOLE

 \overline{F}

1.75

1.75

 2.00

 2.00

2.31

2.00

2.31

2.50

 E

1.12

1.12

1.31

1.31

1.50

1.31

1.50

3.38

3.75

4.12

4.50

5.25

E

1.12

1.12

1.31

1.50

1.69

1.50

1.69

1.88

2.25

2.62

3.00

3.00

3.75

4.12

NOTES

WELDING FITTINGS ANSI B 16.9

- All dimensions are in inches.
- Welding fitting material conforms to SA 234 grade WPB.
- Sizes 22, 26 and 30 in. are not covered by ANSI B 16.9.
- For wall thicknesses see page 322.
- Dimension F_t applies to standard and X-STG. caps. Dimension F_2 applies to heavier weight caps.

SURES

IEASURES

FACE-TO-FACE DIMENSIONS OF FLANGED STEEL **GATE VALVES** (WEDGE AND DOUBLE DISC)

FACE-TO-FACE DIMENSIONS OF FLANGED STEEL **GLOBE AND ANGLE VALVES**

FACE-TO-FACE DIMENSIONS OF FLANGED STEEL **SWING CHECK VALVES**

American National Standard ANSI B16.10-1973

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Half Coupling

SCREWED COUPLINGS

Full Coupling 1. All dimensions are in inches.

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- 2. Material forged carbon steel conforms to the requirements of Specification SA-105.
- 3. Threads comply with ANSI Standard B2.1- 1968.

 \hat{J} is a set of the \hat{J}

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MEASURES

Union Valves

(Plan)

Globe $(Plan)$

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MEASURES

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NOTES

WEIGHTS

- 1. The tables on the following pages show the weights of different vessel components made of steel.
- 2. All weights are calculated with the theoretical weight of steel: 1 cubic inch = 0.28333 pounds.
- 3. To obtain the actual weight of a vessel, add 6% to the total weight. This will cover the overweights of material which comes from the manufacturing tolerances and the weight of the weldings.
- 4. The weights of shells shown in the tables refer to one lineal foot of shell-length. The weights tabulated in columns The weights tabulated in columns headed by "I.S." and "O.S." are the weights of shell when the given diameter signifies inside or outside diameter.
- 5. The weights of the heads include:
	- A. For ellipsodial heads: 2 inch straight flange or the wall thickness, whichever is greater.
	- B. For ASME flanged and dished heads: 1¥2 inch straight flange.
	- C. For hemispherical heads: 0 inch straight flange.
- 6. The weights of pipe fittings made by different manufacturers show in many cases considerable deviations, which reflect manufacturing differences. The weights of pipe fittings shown in these tables refer to the products of Ladish Company.
- 7. All dimensions in inches. All weights in pounds.

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403

WEIGHT OF PIPES AND FITTINGS ELBOW RETURN NOM. NOM. NOM. PIPE 90° 90° 45° 180° 180° TEE PIPE DESIGNATION WALL $\begin{bmatrix} 1 \text{ Ft.} \\ \text{THK.} \end{bmatrix}$ E.R. $\begin{bmatrix} 1 \text{ Ft.} \\ \text{L.R.} \end{bmatrix}$ E.R. $\begin{bmatrix} 1 \text{ Ft.} \\ \text{L.R.} \end{bmatrix}$ S.R. THK. 1 Ft. L.R. S.R. L.R. S.R.

1... S.R. L.R. S.R. S.R. $\text{STD} \begin{array}{|c|c|c|c|c|c|} \hline \end{array} \begin{array}{|c|c|c|c|c|c|} \hline \end{array} \begin{array}{|c|c|c|c|c|} \hline \end{array} \begin{array}{|c|c|c$ $3\frac{3\frac{1}{2}}{3\sqrt{3}}$ XSTG $\begin{bmatrix} .318 & 12.5 & 8.4 & 6.0 & 4.5 & 16.8 & 12.0 \end{bmatrix}$ 12.0 $\begin{array}{|c|c|c|c|c|c|c|c|} \hline \text{XX} \text{STG} & & .636 & 22.9 & 16.0 & 11.0 & 8.5 & 32.00 & 22.0 & 18.0 \ \hline \end{array}$ STD .237 10.8 g_o 6.3 4.5 18.5 12.5 12.0 $X STG$.337 15.0 13.5 8.5 6.1 25.0 17.0 15.8 4 SCH.120 .438 1g.o 15.6 10.4 7.8 31.3 20.8 23.5 $\text{SCH. 160} \left[.531 \right] 22.5 \left[18.0 \right] 12.0 \left[8.8 \right] 40.0 \left[24.0 \right] 25.0$ $\begin{array}{|c|c|c|c|c|c|c|c|} \hline \text{XX} \text{STG} & .674 & 27.5 & 20.0 & 13.0 & 10.8 & 40.0 & 27.0 & 25.0 \ \hline \end{array}$ STD .258 14.6 15.5 g_6 7.5 30.0 19.0 21.0 $X \, \mathbf{STG} \qquad \vert \quad .375 \, \vert \quad 20.8 \, \vert \quad 22.0 \, \vert \quad 14.0 \, \vert \quad 10.8 \, \vert \quad 44.0 \, \vert \quad 28.0 \, \vert \quad 26.0$ $5 \qquad \qquad \text{SCH.120} \qquad \text{.500} \qquad \text{27.0} \qquad \text{27.8} \qquad \text{18.6} \qquad \text{13.9} \qquad \text{55.6} \qquad \text{37.2} \qquad \text{44.5} \qquad$ $\text{SCH. 160} \left| \begin{array}{c} .625 \left| \begin{array}{c} 33.0 \left| \begin{array}{c} 32.0 \left| \begin{array}{c} 22.0 \left| \begin{array}{c} 16.0 \left| \begin{array}{c} 65.0 \left| \begin{array}{c} 44.0 \end{array} \right| \end{array} \right. 55.0 \end{array} \right. \end{array} \right. \end{array} \right.$ $\text{XX} \text{STG} \quad | \quad .750 \, | \quad 38.6 \, | \quad 36.0 \, | \quad 24.0 \, | \quad 19.0 \, | \quad 72.0 \, | \quad 48.0 \, | \quad 40.0 \, | \quad$ STD | .280 | 19.0 | 24.5 | 18.0 | 12.0 | 50.0 | 35.0 | 34.0 $X\,STG \qquad [.432 \, | \, \, 28.6 \, | \, \, \, 35.0 \, | \, \, \, 23.0 \, | \, \, \, 17.5 \, | \, \, \, 70.0 \, | \, \, \, 46.0 \, | \, \, 40.0 \, | \,$ 6 | SCH. 120 | .562 | 36.4 | 45.2 | 30.0 | 22.6 | 90.3 | 60.0 | 64.0 SCH. 160 .718 45.3 57.0 38.0 30.0 120.0 76.0 62.0 $\text{XX} \text{STG.} \quad | \quad .864 \, | \quad 53.2 \, | \quad 65.0 \, | \quad 44.0 \, | \quad 32.0 \, | \quad 130.0 \, | \quad 87.0 \, | \quad 68.0$ SCH. 20 | .250 | 22.4 | 36.5 | 24.4 | 18.2 | 73.0 | 48.8 | 54.0 $\text{SCH. 30} \quad | \quad .277 | \quad 24.7 | \quad 40.9 | \quad 27.0 | \quad 20.4 | \quad 81.9 | \quad 54.0 | \quad 57.0$ $\text{STD} \quad | \quad .322 \mid \; 28.6 \mid \; \; 50.0 \mid \; \; 34.0 \mid \; \; 23.0 \mid \; \; 95.0 \mid \; \; 68.0 \mid \; 55.0$ $SCH. 60$ $.406$ $.35.6$ $.58.0$ $.39.1$ $.29.4$ $.117.0$ $.78.0$ $.76.0$ $\text{X. STG.} \hspace{1.5cm} | \hspace{1.5cm} .500 \hspace{1.5cm} | \hspace{1.5cm} 43.4 \hspace{1.5cm} | \hspace{1.5cm} 71.0 \hspace{1.5cm} | \hspace{1.5cm} 47.5 \hspace{1.5cm} | \hspace{1.5cm} 35.0 \hspace{1.5cm} | \hspace{1.5cm} 142.0 \hspace{1.5cm} | \hspace{1.5cm} 100.0 \hspace{1.5cm} | \hspace{1.5cm} 75.0 \hspace{1.5cm}$ 8 SCH. 100 593 50.9 84.0 56.0 42.0 168.0 112.0 97.0 SCH. 120 .718 60.6 100.8 66.0 50.4 202.0 133.0 115.0 SCH. 140 .812 67.8 111.0 74.0 55.0 222.0 149.0 133.0 SCH. 160 .906 74.7 120.0 80.0 62.0 230.0 160.0 152.0 $XX STG.$.875 72.4 118.0 79 60.0 236.0 158.0 148.0 SCH. 20 .250 28.0 56.8 38.2 28.4 114.0 76.4 73.0 $\text{SCH. 30} \quad | \quad .307 \quad | \quad 34.2 \quad | \quad 71.4 \quad | \quad 46.8 \quad | \quad 35.7 \quad | \quad 143.0 \quad | \quad 94.0 \quad | \quad 81.0$ 10 | STD. | .365 40.5 88.0 58.0 43.0 177.0 115.0 85.0 $X STG.$ $| .500 | 54.7 | 107.0 | 70.0 | 53.0 | 215.0 | 140.0 | 105.0$ (cont.}

SURES

MEASURES

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FLANGES WEIGHT OF

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Manufacturers' Standard Gauge for SHEET STEEL

This gage system replaces U.S. Standard Gage for Steel Sheets. It is based on weight 41.82 pounds per square foot per inch of thickness. In ordering steel sheets, it is advisable to specify the inch equivalent of gage.

GALVANIZED SHEET

WEIGHT OF PLATES Pounds Per Linear Foot

ł

WEIGHT OF PLATES

Pounds Per Linear Foot

WEIGHT OF PLATES *Pounds Per Linear Foot*

WEIGHTS OF PLATES

Pounds Per Linear Foot

ALL DIMENSIONS IN INCHES

WEIGHTS IN POUNDS

ALL DIMENSIONS IN INCHES

WEIGHTS IN POUNDS

ALL DIMENSIONS IN INCHES WEIGHTS IN POUNDS

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ALL DIMENSIONS IN INCHES WEIGHTS IN POUNDS

ALL DIMENSIONS IN INCHES WEIGHTS IN POUNDS

SURES

WEIGHT OF BOLTS

With square heads and hexagon nuts in pounds per 100

WEIGHTS OF OPENINGS

WEIGHTS OF INSULATION POUNDS PER CUBIC FOOT

For mechanical design of vessel add 80% to these weights which covers the weight of seal, jacketing and the absorbed moisture.

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SPECIFIC GRAVITIES

METALS 62°F.

HYDROCARBONS 60/60° F.

LIQUIDS 62° F.

GASSES 32°F.

Specific gravity of solids and liquids is
the ratio of their density to the density of
water at a specified temperature.

Specific gravity of gases is the ratio of their density to the density of air at stan-dard conditions of pressure and temperature.

To find the weight per cubic foot of a material, multiply the specific gravity by 62.36.

EXAMPLE: The weight of a cubic foot of gasoline $62.36 \times 0.7 = 43.65$ lbs.

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PARTIAL VOLUMES IN HORIZONTAL CYLINDERS Partial volumes of horizontal cylinder Partial volumes of horizontal cy

equals total volume x coeffic

(found from table below)

EXAMPLE

HORIZONTAL CYLINDER D = 10 ft., 0 in. H = 2.75 ft. L = 60 ft., 0 in. equals total volume x coefficient $\left(\begin{matrix} 1 & 0 \\ 0 & 1 \end{matrix}\right)$ (found from table below)
EXAMPLE EXAMPLE TOTAL VOLUME: 0.7854 x D^2 x L Find the partial volume of the cylindrical shell Total volume: $0.7854 \times 10^2 \times 60 = 4712.4$ cu. ft. Coefficient from table: $H/D = 2.75/10 = .275$ Refer to the first two figures $(.27)$ in the column headed (H/D) in the table below. Proceed to the right until the coefficient is found under the column headed (5) which is the third digit. The coefficient of 0.275 is found to be .223507 Total volume x coefficient = partial volume 4712.4 x .223507 = 1053.25 cu. ft.
cu. ft. multiplied by 7.480519 = 1 $7.480519 = U.S.$ Gallon cu. ft. multiplied by $28.317016 =$ Liter COEFFICIENTS H/D 0 1 2 3 4 5 6 7 8 9 .00 .000000 .000053 .000151 .000279 .000429 .000600 .000788 .000992 .001212 .001445 .01 .001692 .001952 .002223 .002507 .002800 .003104 .003419 .003743 .004077 .004421 .02 .004773 .005134 .0055o:J .005881 .006267 .006660 .007061 .007470 .007886 .oo8:UO .03 :008742 .009179 .009625 .010076 .010534 .010999 .011470 .011947 .012432 .012920 .04 .013919 .013919 .014927 .014940 .015985 .014950 .017052 .013919 .014940 .015 .05 .018692 .019250 .019813 .020382 .020955 .021533 .022115 .022703 .023296 .023894 .06 .024496 .025103 .025715 .026331 .026952 .027578 .028208 .028842 .029481 .030124 .07 .030772 .031424 .032081 .032740 .033405 .034073 .Ga4747 .035423 .036104 .036789 .08 .037478 .038171 .038867 .039569 .040273 .040981 .041694 .042410 .043129 .043852 .049017 .044579 .046782 .047523 .048268 .046782 .046782 .046782 .04604 .04604 .040 05204 .052810 .052579 .054351 .055126 .055905 .056688 .057474 .058262 .059054 .
11 .059850 .060648 .061449 .062253 .063062 .063872 .064687 .065503 .066323 .067147 .12 .067972 .068802 .069633 .070469 .071307 .072147 .072991 .073836 .074686 .075539 .13 .076393 .077251 .078112 .078975 .079841 :080709 .. 081581 .082456 .083332 .084212 .14 .085094 .085979 .086866 .087756 .088650 .089545 .090443 .091343 .092246 .093i53 .097717 ' . . .15 .. 094061 .094971 .095884 .096799 .098638 .099560 .100486 .101414 .102343 .16 .103275 .104211 .105147 .106087 .107029 .107973 .108920 .109869 .110820 .111713 .17 .112728 .113686 .114p46 .115607 .116572 .1-17538 .118506 .119477 .120450 .121425 .18 .122403 .123382 .124364 .12534'7 .126333 .127321 .128310 .129302 .130296 .131292 .134146. 132290 .132290 .137310 .137310 .138298 .133291. .134292 .13.3291. .140. 151622 .20 .142378 .143398 .144419 .145443 .146468 .147494 .148524 .149554 .20 .21 .152659 .153697 .154737 .155779 .156822 .157867 .15805 .152659 .152659 .152666
.171612 .163120 .164176 .165233 .166292 .167353 .168416 .169480 .170546 1.18237. 1822978 .174825 .175900 .176976 .178053 .179131 .18212 .183463 .23. .173753 184550 .185639 .18639 .187820 .188912 190007 .191102 .19220 .184550. 24. .25 .195501 .196604 .197709 .198814 .199922 .201031 .25 .202141 .195501 .195501 .25 .26 .20()600 .207718 .208837 .209957 .211079 .212202 .213326 .214453 .215580 .216708 .27 .217839 .218970 .220102 .221235 .222371 .223507 .224645 .225783 .226924 .228005 .28 .229209 .230352 .231498 .232644 .233791 .234941 .2.36091 .237:242 .238395 .239548 .29 .240703 .2418.59 .243016 .244173 .245333 .246494 .247655 .248819 .249983 .251148 .ao .2.~2315 .25:3483 .254652 .255822 .256992 ·.~58165 .259338 .260512 .261687 .262863 .265218 .266397

MEASURES

PARTIAL VOLUMES IN ELLIPSOIDAL HEADS AND SPHERES

Two 2:1 Ellipsoidal
Heads on Vertical Vessel

Total Volume: 0.5236 *D3*

total volume \times coefficient (found from table below)

EXAMPLE:

Vessel Find the partial volume of (2) 2:1 ellipsoidal heads of a Total Volume: 0.2618 *D*³ horizontal vessel. The total volume of the two heads:

 $0.2618 \times D^3 = 0.2618 \times 10^3 = 261.8$ cu. ft.

Coefficient from table:

HID=2.75/10 = .275

Heads on Vertical Vessel Referr to the first two figures (.27) in the column headed Total Vertical Vessel (H/D) in the table below. Proceed to the right until the (H/D) in the table below. Proceed to the right until the coefficient is found under the column headed (5) which \overrightarrow{D} is the third digit. The coefficient of .275 is found to be .185281.

cu. ft. multiplied by $7.480519 = U.S.$ Gallon c.u. ft. multiplied by $28.317016 =$ Liter

MEASURES

437

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MEASURES

DECIMALS OF AN INCH

WITH MILLIMETER EQUIVALENTS

DECIMALS OF A FOOT

METRIC SYSTEM OF MEASUREMENT

This system has the advantage that it is a coherent system. Each quantity has only one unit and all base units are related to each other. The fractions and multiples of the units are made in the decimal system.

UNITS OF METRIC MEASURES

MEASURES

METRIC SYSTEM OF MEASUREMENT

MEASURES OF LENGTH

MEASURES OF AREA

MEASURES OF VOLUME

MEASURES OF WEIGHT

EXAMPLE CALCULATION

Weight of the water in a cylindrical vessel of 2,000 mm inside diameter and $3.1416 \times 1,000^2 \times 10,000 = 31,416,000,000$ mm³ $10,000$ mm length: 31,416 liter, 1 31.416 cu. meter, m 31416 kilogram, kg (The weight of one liter of pure water at the maximum density $(4^{\circ}C)$ equals one kilogram.)

443

MEASURES

METRIC SYSTEM OF MEASUREMENT

RECOMMENDED PRESSURE VESSEL DIAMETERS

RECOMMENDED TANK DIAMETERS

The recommended diameters are based on a geometric progression, called Renard Series (RIO) of Preferred Numbers.*

Dimensions on drawings shall be expressed in millimeters. The symbol for millimeters, *mm* (no period) need not be shown on the drawings. However, the following note shall be shown on the darawings: ALL DIMENSIONS ARE IN MILLIMETERS.

Dimensions above 5 digits in millimeters may be expressed in meters(e.g. 110.75 m)

Scales of Metric Drawings: enlarging the object, 2, 5, 10, 20 times reducing the object in proportion of 1:2.5, 1:5, 1:10, 1:20, 1:50, 1:100, 1:200, 1:500, 1:1000

* Reference: *Making it with Metric*, The National Board of Boiler and Pressure Vessel Inspectors.

 $\label{eq:2.1} \mathcal{L}_{\mathcal{A}}(\mathcal{A}) = \mathcal{L}_{\mathcal{A}}(\mathcal{A}) = \mathcal{L}_{\mathcal{A}}(\mathcal{A}) = \mathcal{L}_{\mathcal{A}}(\mathcal{A})$

~

 $\label{eq:2.1} \begin{split} \mathcal{L}_{\text{max}}(\mathbf{r}) = \mathcal{L}_{\text{max}}(\mathbf{r}) \mathcal{L}_{\text{max}}(\mathbf{r}) \,, \end{split}$

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 $\omega_{\rm c}$, $\omega_{\rm c}$

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MILLIMETERS TO INCHES (con't.)

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 $\frac{1}{2}$

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 $\label{eq:2.1} \begin{split} \mathcal{L}_{\text{max}}(\mathbf{r}) = \frac{1}{2} \sum_{i=1}^{N} \mathcal{L}_{\text{max}}(\mathbf{r}) \mathcal{L}_{\text{max}}(\mathbf{r}) \\ \mathcal{L}_{\text{max}}(\mathbf{r}) = \frac{1}{2} \sum_{i=1}^{N} \mathcal{L}_{\text{max}}(\mathbf{r}) \mathcal{L}_{\text{max}}(\mathbf{r}) \mathcal{L}_{\text{max}}(\mathbf{r}) \\ \mathcal{L}_{\text{max}}(\mathbf{r}) = \frac{1}{2} \sum_{i=1}^{N} \mathcal{L}_{\text{max}}(\mathbf$

 $\tilde{\rm g}$

MEASURES

53
54

55

 56

57
58
59

60

0.0154171

0.01570 80

0.01599 89

0.01628 97

0.01658 06

0.0168715

0.01716 24

0.01745 33

55

 56

57

58
59

60

 $\frac{1}{172}$

173 174

 175

 176

177

178

179

180

1.97222 21
1.98967 53

2.0071286

2.02458 19

2.04203 52

2.05948 85

2.07694 18

2.09439 51

3.01941 96
3.03687 29

3.05432 62

3.0717795

3.08923 28

3.10668 61

3.12413 94

3.14159 27

 0°

 $\frac{1}{2}$ 4

567

 $\frac{1}{8}$

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10 $\frac{11}{12}$

 13 $\overline{14}$

 15

 $\frac{16}{17}$

 18 $\overline{19}$

 20
 21
 22
 23
 24

25
26
27
28

 $\frac{1}{29}$

30

 31

 32

 $\frac{1}{33}$

 35

 $\overline{36}$

 37

38

39

40

41 42 43

44

45

 46
 47

 $\frac{48}{49}$

50

 $\frac{51}{52}$

 53

 $\overline{54}$

55
56
57
58

 59

60

0.0698

0.1047 0.1221

 0.1570

0.2792

0.3316

0.3839

0.4188

0.5410

0.5759

 0.6457

0.6806

 0.8028

 0.8552

 0.9250245

 0.9424778

0.95993 11

:097738 44
0.99483 77
1.01229 10

1.02974 43

1.0471976

 113

 114

115

 $\frac{116}{117}$

 $\overline{118}$

 119

120

455

VIEASURES

 0.0002521

 0.0002570
 0.0002618

0.00026 66

0.0002715

0.00027 63

0.00028 12

0.00028 60

0.00029 09

EXAMPLES

1. Change 87° 26' 34" to radian Solution: From table on opposite page

2. Change 1.5262 radians to degrees Solution: From table above

 ~ 100 km s $^{-1}$

MEASURES

CONVERSION FACTORS (For conversion factors meeting the standards of the SI metric system, refer to ASTM E380-72) **MULTIPLY BY TO OBTAIN** centimeters centimeters•.......................... cubic centimeters cubic feet•.......................... cubic feet cubic feet•................................ cubic inches•................... cubic meters•...................... cubic meters•.............................. cubic yards .. . degrees angular foot pounds•..•..........•.................. feet•................................ gallons, British Imperial gallons, British Imperial gallons, British Imperial gallons, U.S gallons, U.S gallons, U.S grams, metric horse-power, metric horse-power, U.S inc:hes .. . kilograms kilograms per sq. centimeter kilometers liters .. . meters meters meters miles, statute milimeters milimeters pounds avoirdupois pounds per square foot pounds per square inch radians .. . square centimeters square inches ; square meters square miles square yards tons, long .. . tons, long tons, metric tons, metric tons, metric tons, short tons, short .. . yards 3.28083×10^{-2} .3937 6.102×10^{-2} 2.8317×10^{-2} 6.22905 28.3170 16.38716 35.3145 1.30794 .764559 .0174533 .13826 30.4801 .160538 1.20091 4.54596 .832702 .13368 3.78543 2.20462×10^{-3} .98632 1.01387 2.54001 2.20462 14.2234 .62137 . 26417 3.28083 39.37 1.09361 1.60935 3.28083×10^{-3} 3.937×10^{-2} .453592 4.88241 7.031×10^{-2} 57.29578 .1550 6.45163 1.19599 2.590 .83613 1016.05 2240. 2204.62 .98421 1.10231 .892857 .907185 .914402 feet inches cubic inches cubic meters gallons, British Imperial liters cubic centimeters cubic feet cubic yards cubic meters radians kilogram meters centimeters cubic feet gallons, U.S. liters gallons, British Imperial cubic feet liters pounds, avoirdupois horse-power, U.S. horse-power, metric centimeters pounds pounds per sq. inch miles, statute gallons, U.S. feet inches yards kilometer feet inches kilograms kilograms per sq. meter kilograms per sq. centimeter degrees angular square inches square centimeters square yards square kilometers square meters kilograms pounds pounds tons, long tons, short tons, long tons, metric meters

PART IV.

DESIGN OF STEEL STRUCTURES

STRUCTURES

STRESS AND STRAIN FORMULAS

STRUCTURES

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STRUCTURES

CENTER OF GRAVITY

The center of gravity of an area or body is the point through which about any axis the moment of the area or body is zero. If a body of homogenous material at the center of gravity were suspended it would be balanced in all directions.

The center of gravity of symmetrical areas as square, rectangle, circle, etc. coincides with the geometrical center of the area. For areas which are not symmetrical or which are
symmetrical about one axis only, the center of gravity may be determined by calculation.

> The center of gravity is located on the centerline of symmetry. $(Axis y-y)$

To determine the exact location of it:

- 1. Divide the area into 3 rectangles and calculate the area of each. (A, B, C)
- 2. Determine the center of gravity of the rectangles
and determine the distances a , b and c to a selected axis $(x - x)$ perpendicular to axis $y - y$.
- 3. Calculate distance *y* to locate the center of gravity by the formula:

$$
y = \frac{Aa + Bb + Cc}{A + B + C}
$$

Assuming for areas of rectangles: $A = 16$, $B = 14$ and $C = \overline{12}$ square inches and for the distances of center of gravities: $a = 1$, $b = 5$ and $c = 9$ inches.

$$
y = \frac{16 \times 1 + 14 \times 5 + 12 \times 9}{16 + 14 + 12} = 4.62
$$
in.

The area is not symmetrical about any axi:s. The center of gravity may be determined by calculating the moments with reference to two selected axes. To determine the distances of center of gravity to these axes:

- 1. Divide the area into 3 rectangles and calculate the areas of each. (A, B, C)
- 2~ Defermirie the center of gravity of the rectangles and the distances, a, b and c to axis x-x and the distances a_j , b_j , c, to axis $y-y$.
3. Calculate distances *x* and *y* by the formulas:
	-

$$
x = \frac{Aa_1 + Bb_1 + Cc_1}{A + B + C}
$$

$$
y = \frac{Aa + Bb + Cc}{A + B + C}
$$

Assuming for areas of rectangles: $A = 16$, $B = 14$ and $C = \overline{12}$ square inches and for distances of center of gravities: $a=1, b=5, c=9$: $a=4, b=1$ and $c=3$

$$
x = \frac{16 \times 4 + 14 \times 1 + 12 \times 3}{16 + 14 + 12} = 2.71 \text{ in.} \qquad y = \frac{16 \times 1 + 14 \times 5 + 12 \times 8}{16 + 14 + 12} = 4.62 \text{ in.}
$$

EXAMPLE #2

y

EXAMPLE #1

c.g.

X

STRUCTURES

CENTER OF GRAVITY

EXAMPLES

TRUCTURE

DESIGN OF WELDED JOINTS FOR STRUCTURAL MEMBERS

GROOVE WELD

Groove welds are usually a continuation of the base metal. For groove welds the same strength is ascribed as for the members that they join.

FILLET WELD

Size of weld

The size of an equal-leg fillet weld is the leg dimension of the largest 45° right triangle inscribed in the cross section of the weld.

The size of an unequal-leg fillet weld is the shortest distance from the root to the face of the fillet weld.

Throat dimension = $0.707 \times \text{leg}$ dimension

Minimum Weld size*

• Weld size need not to exceed the thickness of the thinner part joined

Economy of fillet welding

- 1. Use the minimum size of fillet weld required for the desired strength. Increasing the size of a fillet weld in direct proportion, the volume (and costs) of it
- will increase with the square of its size. 2. Locate weld to avoid eccentricity, to be readily accessible, and in down-welding position.
- 3. Apply fillet weld transversely to the force to achieve greater strength.

Allowable Load

The strength of the welds is a function of the welding procedure and the electrode used. For carbon steel joints commonly used maximum allowable static load 9,600 (9.6 kips) lbs per 1 square inch of the fillet weld leg-area, or 600 lbs on a \mathcal{H}_6 " leg. \times 1" long fillet weld. For example: the allowable load on a $44'' \times 1''$ long fillet weld $4 \times 600 = 2,400$ lbs.

Combined Loads

Shear stress and bending or torsional stresses due to eccentric loadings may be combined vectorially. It is based on the elastic theory and provides a simplified and conservative method.

STRUCTURES

EXAMPLE CALCULATIONS

EXAMPLE #1

A platform is supported by 3 equally spaced channels bolted to Jugs. The floor load is 125 Jbs per square feet. The other design data are shown in the figures.

Determine the stresses in the channels and bolts.

One half of the total load is supported by the middle channel, thus the stress conditions only of this channel shall be investigated.

Area supported by the middle channel:

 $\frac{60}{2}$.7854 (12²-5²) = 15.577 sq. ft. 360

Load: $15.577 \times 125 = 1947$ lbs

Center of gravity (see page 434):

$$
b = 38.197 \frac{(R^3 - r^3) \sin \alpha}{(R^2 - r^2)} =
$$

38.197 $\frac{(6^3 - 2.5^3) \cdot 0.500}{(R^2 - 2.5^3) \cdot 30} = 4.28$

$$
\frac{38.197 \cdot \frac{(6-2.5)}{62}}{(62-2.5^2) \cdot 30} = 4.28
$$

Moment: $1947 \times 2.28 \times 12 = 53{,}270$ in-1b Moment of inertia:

$$
I_{xx} = \frac{bd^3}{12} - \frac{b_i d_i^3}{12} =
$$

$$
I_{xx} = \frac{2 \times 12^3}{12} - \frac{1.75 \times 11.5^3}{12} = 66.206
$$

Section modulus:

$$
Z=\frac{I}{y}=\frac{66.206}{6}=11.034
$$

Stress in channel at the support:

$$
S = \frac{53,270}{11.034} = 4828
$$
psi

Stress in bolts: (center on bolts pattern) load on one bolt: $\frac{53,270}{ }$ = 6659 lb. try $\%$ bolt; $A = 0.6013$ in² 6659 $S =$ 0.6013 $= 11074$ psi.

EXAMPLE CALCULATIONS

EXAMPLE #2

A vertical vessel is supported by two beams. The weight of the vessel is 20,000 lbs $I = 120$ in Assume pin joint

The load on one beam:

Moment:

$$
M = \frac{Pl}{4} = \frac{10,000 \times 120}{4} = 300,000 \text{ in-lb}
$$

Required section modulus:

$$
Z=\frac{M}{S_A}
$$

Assuming for allowable stress, S_A : 20,000 psi,

Section modulus:

$$
Z = \frac{300,000}{20,000} = 15 \text{ in}^3
$$

The section modulus of a wide flange WF 8×20 is 17 in³ Moment of inertia: 69.2

Stress at the center of wide flange:

$$
S = \frac{M}{Z} = \frac{300,000}{17} = 17,647 \text{ psi}
$$

Deflection:

$$
\Delta = \frac{P l^3}{48EI} = \frac{10,000 \times 120^3}{48 \times 29,000,000 \times 69.2} =
$$

$$
.1794 \text{ in } \sim \frac{3}{16} \text{ in.}
$$

REQUIRED LENGTH OF BOLTS

MINIMUM EDGE DISTANCE AND SPACE The minimum distance from the center of bolt hole to any edge

BOLT HOLES shall be $\frac{1}{6}$ " larger than bolt diameter.

ALLOWABLE LOADS in kips

SA 307 unfinished bolts and connected material: SA 283C, SA 285C, SA 36

STRUCTURES

NOTES

PARTV.

MISCELLANEOUS

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MISC.

ABBREVIATIONS (cont.)

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MISC.

CODES, STANDARDS, SPECIFICATIONS

PRESSURE VESSELS, BOILERS

ASME Boiler and Pressure Vessel Code, 2001

- I Power Boilers
II Materials
- Materials
- III Nuclear Power Plant Components
- IV Heating Boilers
V Nondestructive
- Nondestructive Examination
- VI Recommended Rules for Care and Operation of Heating Boilers
- VII Recommended Rules for Care of Power Boilers
- VIII Pressure Vessels Division 1, Division 2 and 3 Alternate Rules
- IX Welding and Brazing Qualifications
- X Fiberglass-Reinforced Plastic Pressure Vessels
- XI Rules for In-service Inspection of Nuclear Power Plant Components

British Standards Institution (BSI)

- 1500 Fusion Welded Pressure Vessels for Use in the Chemical, Petroleum and Allied Industries
- 1515 Fusion Welded Pressure Vessels for Use in the Chemical, Petroleum and Allied Industries (advanced design and construction)

Canadian Standards Association (CSA)

B-51-M1991 - Code for the Construction and Inspection of Boilers and Pressure Vessels

TANKS

American Petroleum Institute (API)

- Spec 12B Specification for Bolted Tanks for Storage of Production Liquids, 1990
- Spec 12D Specification for Field Welded Tanks for Storage of Production Liquids, 1982

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CODES, STANDARDS, SPECIFICATIONS *Continued*

- Spec 12F Specification for Shop Welded Tanks for Storage of Production Liquids, 1988
- Std. 620 Recommended Rules for Design and Construction of Large Welded, Low-Pressure Storage Tanks, 1990
- Std. 650 Welded Steel Tanks for Oil Storage, 1988

Underwriters Laboratories, Inc. (UL)
No. 142 Steel Aboveground Tanks for Steel Aboveground Tanks for Flammable and Combustible Liquids

No. 58 Steel Underground Tanks for Flammable and Combustible Liquids

American Water Works Association (AWWA)

- No. 30 Flammable & Combustible Liquids Code
- No. 58 Liquefied Petroleum Gases, Storage and Handling
- No. 59 Liquefied Petroleum Gases at Utility Gas Plants

PIPING

American National Standards Institute (ANSI)

B31.1-1998 Power Piping

B31.2-1968 Fuel Gas Piping

B31.3-1999 Chemical Plant and Petroleum Refinery Piping

B31.4-1998 Liquid Petroleum Transportation Piping Sys-

tems

B31.5-2000 Refrigeration Piping with 1978 Addenda

B31.8-1999 Gas Transmission and Distribution Piping Systems

HEATEXCHANGERS

Expansion Joint Manufacturers Association, Inc.

Standards, 5th Edition with 1985 Addenda and Practical Guide to Expansion Joints

PIPES

American National Standards Institute (ANSI)

ANSI B36.19-1976 Stainless Steel Pipe ANSI/ASME B36.10M-1985 Welded and Seamless Wrought Steel Pipe

CODES, STANDARDS, SPECIFICATIONS *Continued*

FITTINGS, FLANGES, AND VALVES

American National Standards Institute (ANSI)

ANSI 816.25-1992

Buttwelding Ends

ANSI 816.10-1992

Face-to-Face and End-to-End Dimensions of Ferrous Valves

ANSI B 16.9- 2003

Factory-Made Wrought Steel Buttwelding Fittings

ANSI B16.14-1991

Ferrous Pipe Plugs, Bushings, and Locknuts with Pipe Threads

ANSI 816.11-2001

Forged Steel Fittings, Socket-Welding and Threaded

ANSI B16.5-2003

Pipe Flanges and Flanged Fittings, Steel, Nickel Alloy and Other Special Alloys

ANSI 816.20-1998

Ring-Joint Gaskets and Grooves for Steel Pipe Flanges

MATERIALS

The American Society for Testing and Materials (ASTM)

1989 Annual Book of ASTM Standards, Section 1 Iron and Steel Products Volume 01.01/Steel Piping, Tubing and Fittings, 131 Standards Volume 01.03/Steel Plate, Sheet, Strip, and Wire, 95 Standards Volume 01.04/Structural Steel, Concrete Reinforcing Steel, Pressure Vessel Plate and Forgings, Steel Rails, Wheels, and Tires - 135 Standards

MISCELLANEOUS

International Conference of Building Officials (ICBO) Uniform Building Code $- 1991$

Steel Structures Painting Council (SSPC) Steel Structures Painting Manual Volume 1, Good Painting Practice Volume 2, Systems and Specifications

CODES, STANDARDS, SPECIFICATIONS *Continued*

Environment Protection

Code of Federal Regulations, Protection of Environment, 1988 40-Parts 53 to 60 (Obtainable from any Government Printing Office).

American Society of Civil Engineers (ASCE)

Minimum Design Loads for Buildings and Other Structures ANSVASCE 7-95 (Formerly ANSVASCE 7-93)

Occupational Safety and Health Administration (OSHA)

Technical Manual, Section IV Chapter 3: Petroleum Refining Chapter 4: Pressure Vessel Guideline

ORGANIZATIONS.AND ASSOCIATIONS Dealing with Piping and Pressure Vessels

ORGANIZATIONS AND ASSOCIATIONS Dealing with Piping and Pressure Vessels T=Telephone • F=Fax • E=Email • W=Website **OSHA**
Occupational Safety & Health Administration $\begin{bmatrix} T & 410-865-2055 \\ F & 410-865-2068 \end{bmatrix}$ Occupational Safety & Health Administration 1099 Winterson Road, Suite 140 E Linthicum, MD 21090 \vert W \vert www.osha.org OneCIS Insurance Company of America

T 800-579-3444

F 617-725-6094 One Beacon Street F
Boston, MA 02108-3100 E E patrick.hennessey@onecis.com
W www.onecis.com www.onecis.com **PVRC** $\begin{array}{|c|c|c|c|c|}\n\hline\n\text{P} & 216-658-3847 \\
\text{P} & 216-658-3854 \\
\hline\n\end{array}$ **Pressure Vessel Research Council** $\begin{array}{c} \n\text{F} \\
\text{PO Box 1942} \\
\text{E}\n\end{array}$ PO Box 1942
New York, NY 10156 E wrc@forengineers.org
New York, NY 10156 www.forengineers.org **SSPC** $\begin{bmatrix} \text{T} & 877-281-7772 \\ \text{Society for Practice Coations} & \text{F} & 412-281-9992 \end{bmatrix}$ Society for Protective Coatings

40 24th Street, 6th Floor

E info@sspc.org 40 24th Street, 6th Floor $\begin{array}{c} \begin{array}{c} \begin{array}{c} \end{array} \\ \text{Pittsburch. PA 15222} \end{array} \end{array}$ Pittsburgh, PA 15222 W www.sspc.org Steel Plate Fabricators Association $T | 847-438-8265$ Steel Tank Institute
Division of STI/SPFA $\begin{array}{c|c}\n\text{F} & 847-438-8766 \\
\text{E} & \text{info@steeltani}\n\end{array}$ E info@steeltank.com
W www.steeltank.com 570 Oakwood Road W www.steeltank.com Lake Zurich, IL 60047 TEMA $\begin{array}{|c|c|c|c|c|}\n\hline\n\textbf{T} & 914-332-0040 \\
\textbf{T} & \textbf{D} & \textbf{F} & 914-332-1541\n\end{array}$ Tubular Exchanger Manufacturers 25 North Broadway

Tarrytown, NY 10591 W WWW.tema.org Tarrytown, NY 10591 W www.tema.org UL
Underwriters Laboratories. Inc. $\begin{array}{|c|c|c|c|c|}\n\hline\n\text{Underwriters Laboratories. Inc.} & & \text{F} & 847-272-8800 \\
\hline\n\end{array}$ Underwriters Laboratories, Inc.
 $\begin{array}{c|c}\n\text{F} & 847-272-8800 \\
\hline\n\text{E} & \text{ce} \ (\text{quas.uLcorr})\n\end{array}$ 333 Pfingsten Road E cec@us.ul.com Northbrook, IL 60062 www.ul.com USCG
United States Coast Guard
United States Coast Guard
 $\begin{array}{|c|c|c|c|c|}\n\hline\n\text{I} & 202-267-2967 \\
\hline\n\end{array}$ United States Coast Guard 2100 Second Street SW $\begin{array}{c|c}\n\text{E} \quad \text{cond@useg.mil} \\
\hline\n\text{W} \quad \text{www.uscg.mil}\n\end{array}$ Washington, DC 20593 W www.uscg.mil \prime

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SUBJECTS

COVERED BY THE WORK(S) LISTED UNDER LITERATURE (The numbers refer to the work(s) dealing with the subject)

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Service Comment

DEFINITIONS

 A_b rasion $-$ The removal of surface material from any solid through the frictional action of another solid, a liquid, or a gas or combination thereof.

Absolute Pressure $-$ The pressure above the absolute zero value of pressure that theoretically obtains in empty space or at the absolute zero of temperatre, as distinguished from gage pressure.

 Alloy $-$ Any of a large number of substances having metallic properties and consisting of two or more elements; with few exceptions, the components are usually metallic elements.

Angle Joint $-$ A joint between two members located in intersecting planes between zero (a butt joint) and 90 deg. (a corner joint). (Code UA-60)

Angle Valve $-$ A valve, usually of the globe type, in which the inlet and outlet are at right angles.

Annealing $-$ Annealing generally refers to the heating and controlled cooling of solid material for the purpose of removing stresses, making it softer, refining its structure or changing its ductility, toughness or other properties. Specific heat treatments covered by the term annealing include black annealing, blue annealing, box annealing, bright annealing, full annealing, graphitizing, maleabilizing and process annealing.

Arc Welding $-$ A group of welding processes wherein coalescence is produced by heating with an electric arc, with or without the application of pressure and with or without the use of filler metal.

Automatic Welding $-$ Welding with equipment which performs the entire welding operation without constant observation and adjustment of the controls by an operator. The equipment may or may not perform the loading and unloading of the work.

Backing - Material backing up the joint

during welding to facilitate obtaining a sound weld at the root.

Backing Strip is a backing in a form of a strip.

Brittle Fracture $-$ The tensile failure with negligible plastic deformation of an ordinary ductile metal.

Brittleness - Materials are said to be brittle when they show practically no permanent distortion before failure.

Bushing \leftarrow A pipe fitting for connecting a pipe with a female fitting of larger size. It is a hollow plug with internal and external threads.

Butt Weld - A weld joining two members

lying approximately in the same plane. Butt welded joints in pressure vessel construction shall have complete penetration and fusion.

Types of butt welded joints: Single or Double Beveled Joint, Square Butt Joint. Full Penetration, Partial Penetration Butt Joints. Butt Joints with or without backing strips.

Centroid of an Area (Center of Gravity of $an Area$ - That point in the plane of the area about any axis through which the moment of the area is zero; it coincides with the center of gravity of the area materialized as an infinitely thin homogeneous and uniform plate.

Chain Intermittent Fillet Welds - Two

lines of intermittent fillet welding in a tee or lap joint, welding the increments of welding in one line are approximately opposite to those in the other line.

Check Valve $- A$ valve designed to allow a fluid to pass through in one direction only. A common type has a plate so suspended that the reverse flow aids gravity in forcing the plate against a seat, shutting off reverse flow.

Chipping — One method of removing surface defects such as small fissures or seams from partially worked metal. If not eliminated, the defects might carry through to the finished material. If the defects are removed by means of a gas torch the term "deseaming" or "scarfing" is used.

Clad Vessel - A vessel made from plate having a corrosion resistant material integrally bonded to a base of less resistant material. (Code UG-60)

Complete Fusion $-$ Fusion which has occurred over the entire base-metal surfaces exposed for welding.

Complete Penetration $-$ Penetration which extended completely through the joint.

Corner Joint - A welded joint at the junction of two parts located approximately at right angles to each other.

Corrosion — Chemical erosion by motionless of moving agents. Gradual destruction of a metal or alloy due to. chemical processes such as oxidation or the action of a chemical agent.

Corrosion Fatigue - Damage to or failure of a metal due to corrosion combined with fluctuating fatigue stresses.

Coupling - A threaded sleeve used to connect two pipes. They have internal threads at both ends to fit external threads on pipe.

 $Creep$ - Continuous increase in deformation under constant or decreasing stress. The term is usually used with reference to the behavior of metals under tension at elevated temperatures. The similar yielding of a material under compressive stress is usually called *plastic flow* or *flow.*

Damaging Stress - The least unit stress, of a given kind and for a given material and condition of service, that will render a member unfit for service before the end of its normal life. It may do this by producing excessive set, or by causing creep to occur at an excessive rate, or by causing fatigue cracking, excessive strain hardening, or rupture.

Deformation $(Strain)$ - Change in the form or in the dimension of a body produced by stress. *Elongation is* often used for tensile strain, *compression or shortening* for compressive strain, and *detrusion* for shear strain. *Elastic deformation* is such deformation as •disappears on removal of stress; *permanent deformation is* such deformation as remains on removal of stress.

Design Pressure - The pressure used in determining the minimum permissible thick-. ness or physical characteristics of the different parts of the vessel. (Code UG-21)

Design Temperature - The mean metal temperature (through the thickness) expected under operating conditions for the part considered. (Code UG-21)

Discontinuity, Gross Structural $- A$ source of stress or strain intensification which affects a relatively large portion of a structure and has a significant effect on the overall stress or strain pattern or on the structure as a whole. Examples of gross structural discontinuities are head-to-shell and flange-to-shell junctions, nozzles, and junctions between shells of different diameters or thicknesses.

Discontinuity, Local Structural $- A$ source of stress or strain intensification which affects a relatively small volume of material and does not have a significant effect on the overall stress or strain pattern or on the structure as a whole. Examples are small fillet radii, small attachments, and partial penetration welds.

Double-Welded Butt Joint $-$ A butt joint welded from both side.

Double-Welded Lap Joint $-$ A lap joint in

which the overlapped edges of the members to be joined are welded along the edges of both members.

Ductility $-$ The ability of a metal to stretch and become permanently deformed without breaking or cracking. Ductility is measured by the percentage reduction in area and percentage elongation of test bar.

Eccentricity $-$ A load or component of a load normal to a given cross section of a member is eccentric with respect to that section if it does not act through the centroid. The perpendicular distance from the line of action of the load to either principal central axis is the *eccentricity* with respect to that axis.

Efficiency of a Welded Joint $-$ The efficiency of a welded joint is expressed as a numerical quantity and is used in the design of a joint as a multiplier of the appropriate allowable stress value. (Code UA-60)

Elastic $-$ Capable of sustaining stress without permanent deformation; the term is also used to denote conformity to the law of stress-strain proportionality. An elastic stress or elastic strain is a stress or strain within the elastic limit.

Elastic Limit The least stress that will cause permanent set.

Electroslag Welding $- A$ welding process in which consumable electrodes are fed into a joint containing flux; the current melts the flux, and the flux in turn melts the faces of the joint and the electrodes, allowing the weld

metal to form a continuously cast ingot between the joint faces. Used in pressure vessel construction when back of the welding is not accessible. All butt welds joined by electroslag welding shall be examined radiographically for their full length. (Code UW-11) (a) (6)

Endurance Limit (Fatigue Strength) $-$ By endurance limit of a material is usually meant the maximum stress which can be reversed an indefinitely large number of times without producing fracture.

 $Erosion-Corrosion$ - Attack on a metal surface resulting from the combined effects of erosion and corrosion.

Expansion Joint $- A$ joint whose primary purpose is not to join pipe but to absorb that longitudinal expansion in the pipe line due to heat.

Factor of Safety $-$ The ratio of the load that would cause failure of a member or structure, to the load that is imposed upon it in service.

 $Fatique$ - Tendency of materials to fracture under many repetitions of a stress considerably less than the ultimate static strength.

Fiber Stress $-$ A term used for convenience to denote the longitudinal tensile or compressive stress in a beam or other member subject to bending. It is sometimes used to denote this stress at the point or points most remote from the neutral axis, but the term *stress in extreme fiber* is preferable for this pupose. Also, for convenience, the longitudinal elements or filaments of which a beam may be imagined as composed are called *fibers.*

throat

 $\frac{1}{1+\epsilon}$ leg

Fillet Weld $-$ A weld of approximately triangular cross section joining two surfaces approxi mately at right angles to each other.

> The effective stress-carrying area of a fillet weld is assumed to be the product of the throat dimension and the length of the weld. Fillet welds are specified by their leg dimension.

Fillet welds may be employed as strength welds for pressure parts of vessels within the limitations given in Table UW-12 of the Code. The allowable load on fillet welds shall equal the product of the weld area (based on minimum leg dimension), the allowable stress value in tension of the material being welded, and a ioint efficiency of 55%. (Code UW-18) The allowable stress values for fillet welds attaching nozzles and their reinforcements to vessels are (in shear) 49% of stress value for the vessel material. (Code (UW-15)

Filler Metal $-$ Material to be added in making a weld.

Full Fillet Weld $- A$ fillet weld whose size is equal to the thickness of the thinner member joined.

Gage Pressure $-$ The amount by which the total absolute pressure exceeds the ambient atmospheric. pressure.

Galvanizing $-$ Applying a coating of zinc to ferrous articles. Application may be by hot dip process or electrolysis.

 Gas Welding $- A$ group of welding processes wherein coalescence is produced by heating with a gas flame with or without application of pressure and with or without the use of filler metal.

Gate Valve $- A$ valve employing a gate, often wedge-shaped, allowing fluid to flow when the gate is lifted from the seat. Such valves have less resistance to flow than globe valves.

Globe Valve $-$ One with a somewhat globe shaped body with a manually raised or lowered disc which when closed rests on a seat so as to prevent passage of a fluid.

Graphitization - Precipitation of carbon in the form of graphite at grain boundaries, as occurs if carbon steel is in service long enough above 775°F, and C-MQ steel above 875°F. Graphitization appears to lower steei strength by removing the strengthening effect of finely disperse iron carbides (cementite) from grains. Fine-grained, aluminum-killed steels seem to be particularly susceptible to graphitization.

Groove Weld $-$ A weld made by depositing filler metal in a groove between two members to be ioined.

Standard' shapes of grooves: V, U and J. Each may be single or double.

Stress values for groove welds in tension 74% and in shear 60% of the stress value of vessel material joined by the weld. (Code UW-15)

 $Head - The end (enclosure) of a cylindrical$ shell. The most commonly used types of heads are hemispherical, ellipsoidal, flanged and dished (torispherical), conical and flat.

Heat Treatment $-$ Heat treating operation performed either to produce changes in mechanical properties of the material or to restore its maximum corrosion resistance. There are three principal types of heat treatment; annealing, normalizing, and post-weld heat treatment.

 $High-Allow Steèl$ $-$ Steel containing large percentages of elements other than carbon.

Hydrogen Brittleness $-$ Low ductility of a metal due to its absorption of hydrogen gas, which may occur during an electrolytic process or during cleaning. Also known as acid brittleness.

Hydrostatic Test - The completed vessel filled with water shall be subjected to a test pressure which is equal to $1\frac{1}{2}$ times the maximum allowable working pressure to be marked on the vessel or $1\frac{1}{2}$ times the design pressure by agreement between the user and the manufacturer. (Code UG-99)

Impact Stress - Force per unit area imposed to material by a suddenly applied force.

Impact Test - Determination of the degree of

resistance of a material to breaking by impact, under bending, tensile and torsion loads; the energy absorbed is measured by breaking the material by a single blow.

Intermittent $Weld - A$ weld whose continuity is broken by unwelded spaces.

 $Isotropic - Having the same properties in all$ directions. In discussions pertaining to strength of materials, isotropic usually means having the same strength and elastic properties (modulus of elasticity, modulus of rigidity, Poisson's ratio) in all directions.

Joint Efficiency $-$ A numerical value expressed as the ratio of the strength of a riveted, welded, or brazed joim. to the strength of the parent metal.

Joint Penetration $-$ The minimum depth a groove weld extends from its face into a joint, exclusive of reinforcement.

Killed Steel - Thoroughly deoxidized steel, (for example, by addition of aluminum or silicon), in which the reaction between carbon and oxygen during solidification is suppressed. This type of steel has more uniform chemical composition and properties as compared to other types.

Lap Joint $-$ A welded joint in which two overlapping metal parts are
ioined by means of a fillet, overlapping metal parts are joined by means of a fillet, plug or slot welds.

Layer or Laminated Vessel $-$ A vessel having a shell which is made up of two or more separate layers. (Code UA-60)

Leg - See under Fillet Weld.

Lethal Substances $-$ Poisonous gases or liquids of such a nature that a very small amount of the gas or of the vapor of the liquid is dangerous to life when inhaled. It is the responsibility of the user of the vessel to determine that the gas or liquid is lethal. (Code UW-2)

Ligament $-$ The section of solid material in a tube sheet or shell between adjacent holes.

Lined Vessel $-$ A vessel having a corrosion resistant lining attached intermittently to the vessel wall. (Code UA-60)

Liquid Penetrant Examination (PT). A method of nondestructive examination which provides for the detection of discontinuities open to the surface in ferrous and nonferrous materials which are nonporous. Typical discontinuities detectable by this method are cracks, seams, laps, cold shuts, and laminations. (Code UA-60)

Loading $-$ Loadings (loads) are the results of various forces. The loadings to be considered in designing a vessel: internal or external pressure, impact loads, weight of the vessel, superimposed loads, wind and earthquake, local load, effect of temperature gradients. (Code UG-22)

 $Low-Allow Steel - A hardenable carbon steel$ generally containing not more than about 1% carbon and one or more of the following alloyed components: \langle (less than) 2% manganese, $<$ 4% nickel, $<$ 2% chromium, 0.6% molybdenum, and < 0.2 % vanadium.

Magnetic Particle Examination (MT). A method of detecting cracks and similar discontinuities at or near the surface in iron and the magnetic alloys of

Malleable Iron $-$ Cast iron heat-treated to reduce its brittleness. The process enables the material to stretch to some extent and to stand greater shock.

Material Test Report $- A$ document on which the material manufacturer records the results of tests examinations, repairs, or treatments required by the basic material specification to be reported. (Code UA-60)

Maximum Allowable Stress Value $-$ The maximum unit stress permissible for any specified material that may be used in the design formulas given in the Code. (UG-23)

Maximum Allowable Working Pressure - The maximum gage pressure permissible at the top of a completed vessel in its operating position for a designated temperature. This pressure is based on the weakest element of the vessel using norrninal thicknesses exclusive of allowances for corrosion and thickness required for loadings other than pressure. (Code UA-60)

Membrane Stress - The component of normal stress which is uniformly distributed and equal to the average value of stress .across the thickness of the section under consideration.

Metal Arc Welding $-$ An arc welding process in which the electrode supplies the filler metal to the weld.

Modulus of Elasticity (Young's Modulus) -The rate of change of unit tensile or compressive stress with respect to unit tensile or compressive strain for the condition of uniaxial stress within the proportional limit. For most, but not all materials, the modulus of elasticity is the same for tension and compression. For nonisotropic materials such as wood, it is necessary to distinguish between the moduli of elasticity in different directions.

Modulus of Rigidity (Modulus of Elasticity In $Shear$) - The rate of change of unit shear stress with respect to unit shear strain, for the condition of pure shear within the proportional limit.

Moment of . Inertia of an Area (Second

Moment of an $Area$) $-$ The moment of inertia of an area with respect to an axis is the sum of the products obtained by multiplying each element of the area by the square of its distance from the axis.

The Moment of Inertia (I) for thin walled cylinder

about its transverse axis; $I = \pi r^{3}t$ where $r =$ mean radius of cylinder $t =$ wall thickness

Needle Valve $-$ A valve provided with a long tapering point in place of the ordinary valve disk. The tapering point permits fine graduation of the opening.

Neutral $Axis$ - The line of zero fiber stress in any given section of a member subject to bending; it is the line formed by the intersection of the neutral surface and the section.

Neutral Surface $-$ The longitudinal surface of zero fiber stress in a member subject to bending; it contains the neutral axis of every section.

Nipple $- A$ tubular pipe fitting usually threaded on both ends and under 12 inches in length. Pipe over 12 inches long is regarded as cut pipe.

Non-Pressure Welding - A group of welding processes in which the weld is made without pressure.

Normalizing $-$ Heating to about 100° F. above the critical temperature and cooling to room temperature in still air. Provision is often made in normalizing for controlled cooling at a slower rate, but when the cooling is prolonged the term used is annealing.

Notch Sensitivity $-$ A measure of the reduction in strength of a metal caused by the presence of a notch.

Notch Strength - The ratio of maximum tensional load required to fracture a notched specimen to the original minimum crosssectional area.

Notch Test $-$ A tensile or creep test of a metal to determine the effect of a surface notch.

Operating Pressure $-$ The pressure at the top of a pressure vessel at which it normally operates. It shall not exceed the maximum allowable working pressure and it is usually kept at a suitable level below the setting of the pressure relieving devices to prevent their frequent opening. (Code UA-60)

Operating or Working Temperature $-$ The temperature that-will be maintained in the metal of the part of the vessel being considered for the specified operation of the vessel (see UG-20 and UG-23). (Code UA-60)

Oxidation or scaling of metals occurs at high temperatures and access of air. Scaling of carbon steels from air or steam is negligible up to tOOO•F. Chromium increases scaling resistance of carbon steels. Decreasing oxidation resistance makes austenitic stainless steels unsuitable for operating temperatures above ISOO•F.

P-Number - The number of welding procedure-group. The classification of materials based on hardenability characteristic and the purpose of grouping is to reduce the number of weld procedures. (Code Section IX)

All carbon steel material listed in the Code (with the exception of SA-612) are classified as P-No. I.

Pass - The weld metal deposited by one progression along the axis of a weld.

Plasticity $-$ The property of sustaining appreciable (visible to the eye) permanent deformation without rupture. The term is also used to denote the property of yielding or flowing under steady load.

Plug Valve $-$ One with a short section of a cone or tapered plug through which a hole is cut so that fluid can flow through when the hole lines up with the inlet and outlet, but when the plug is rotated 90°, flow is blocked.

Plug Weld $-$ A weld made in a circular hole

in one member of a lap joint. The hole may or may not be partially or comppletely filled with weld metal.

For pressure vessel construction plug welds may be used in lap joints in reinforcements around openings, in non pressure struc-

tural attachments (Code UW-17) and for attachment of heads with certain restrictions. (Code Table UW-12)

Pneumatic Test $-$ The completed vessel may be tested by air pressure in lieu of hydrostatic test when the vessel cannot safely be filled with water or the traces of testing liquid cannot be tolerated (in certain services). The pneumatic test pressure shall be 1.25 times the maximum allowable working pressure to be stamped on the vessel. (Code UG-100)

Poisson's Ratio - The ratio of lateral unit strain to longitudinal unit strain, under the condition of uniform and uniaxial longitudinal stress within the proportional limit.

Porosity - Gas pockets or voids in metal. (Code UA-60)

Postweld Heat Treatment $-$ Heating a vessel to a sufficient temperature to relieve the residual stresses which are the result of mechanical treatment and welding.

Pressure vessels and parts shall be postweld heat treated:

When the vessels are to contain lethal substances, (Code UW-2)

Unfired Steam Boilers (UW -2)

Pressure vessels and parts subject to direct firing when the thickness of welded joints exceeds 5/8 in. (UW-2)

When the carbon (P-No. 1) steel material thickness exceeds 1 *V2* in. at welded connections and attachments (see Code Table UCS-56 for exceptions).

Preheating - Heat applied to base metal prior to welding operations.

Pressure Relief Valve - A valve which relieves pressure beyond a specified limit and recloses upon return to normal operating conditions.

Pressure Vessel - A metal container generally cylindrical or spheroid, capable of withstanding various loadings.

Pressure Welding - A group of welding processes wherein the weld is completed by use of pressure.

Primary Stress - A normal stress or a shear stress developed by the imposed loading which is necessary to satisfy the simple laws of equilibrium of external and internal forces and moments. The basic characteristics of a primary stress is that it is not self-limiting. Primary stresses which considerably exceed the yield strength will result in failure or at least, in gross distortion. A thermal stress is not classified as a primary stress. Primary membrane stress is divided into "general" and "local" categories. A general primary membrane stress is one which is so distributed in the structure that no redistribution of load occurs as a result of yielding. Examples of primary stress are: general

membrane stress in a circular cylindrical or a spherical shell due to internal pressure or to distributed live loads; bending stress in the central portion of a flat head due to pressure.

Quench Annealing - Annealing an austenitic ferrous alloy by heating followed by quenching from solution temperatures. Liquids used for quenching are oil, fused salt or water, into which a material is plunged.

Radiographing - The process of passing electronic radiations through an object and obtaining a record of its soundness upon a sensitized film. (Code UA-6o)

Radius of Gyration $-$ The radius of gyration of an area with respect to a given axis is the square root of the quantity obtained by dividing the moment of inertia of the area with respect to that axis by the area.

Random Lengths $- A$ term indicating no specified minimum or maximum length with lengths falling within the range indicated.

Refractory $-$ A material of very high melting point with properties that make it suitable for such uses as high-temperature lining.

Residual Stress $-$ Stress remaining in a structure or member as a result of thermal or mechanical treatment, or both.

Resistance Welding - A pressure welding process wherein the heat is produced by the resistance to the flow of an electric current.

Root of Weld $-$ The bottom of the weld.

Scale $-$ An iron oxide formed on the surface of hot steel, sometimes in the form of large sheets which fall off when the sheet is rolled.

Scarf - Edge preparation; preparing the contour on the edge of a member for welding.

Seal Weld $-$ Seal weld used primarily to obtain tightness.

Secondary Stress - A normal stress or a shear stress developed by the constraint of adjacent parts or by self-constraint of a structure. The basic charac-

teristic of a secondary stress is that it is self-limiting. Local yielding and minot distortions can satisfy the conditions which cause the stress to occur and failure from one application of the stress is not to be expected. Examples of secondary stress are: general thermal stress; bending stress at a gross structural discontinuity.

 $Section Modulus$ - The term pertains to the cross section of a beam. The *section modulus* with respect to either principal central axis is the moment of inertia with respect to that axis divided by the distance from that axis to the most remote point of the section. The section modulus largely determines the flexural strength of a beam of given material.

Shell - Structural element made to enclose some space. Most of the shells are generated by the revolution of a plane curve.

In the terminology of this book shell is the cylindrical part of a vessel or a spherical vessel is called also a spherical shell.

Shear Stress - The component of stress tangent to the plane of reference.

Shielded Metal-Arc Welding - An arc weldingprocess wherein coalescence is produced by heating with an electric arc between a covered metal electrode and the work. Shielding is obtained from decomposition of the electrode covering. Pressure is not used and filler metal is obtained from the electrode.

 $Single-Welded But t Joint - A but t joint well$ ed from one side only.

Single-Welded Lap Joint $-$ A lap joint in which the overlapped edges of the members to be joined are welded along the edge of one member.

Size of Weld - Groove Weld: The depth of penefration.

Equal Leg Fillet Weld: the leg length of the largest isosceles right-triangle which can be inscribed within the fillet weld cross section.

Unequal Leg Fillet Weld: The leg length of the largest right triangle which can be

inscribed within the fillet weld cross section.

 $Slag - A$ result of the action of a flux on nonmetallic constituents of a processed ore, or on the oxidized metallic constituents that are undesirable. Usually consist of combinations of acid oxides and basic oxides with neutral oxides added to aid fusibility.

Slenderness Ratio $-$ The ratio of the length of a uniform column to the least radius of gyration of the cross section.

Slot $Weld - A$ weld made in an elongated hole

(slot) in one member of a lap joint, joining that member to that portion of the surface of the other member which is exposed through the hole. The hole may or may not be filled completely with weld metal.

Specific Gravity - The ratio of the density of a material to the density of some standard material, such as water at a specified temperature, for example, 4°C or 60°F. or (for gases) air at standard conditions of pressure and temperature.

Spot Welding - Electric-resistance welding in which fusion is limited to a small area directly between the electrode tips.

Stability of Vessels $-$ (Elastic Stability) The strength of a vessel to resist buckling or wrinkling due to axial compressive stress. The stability of a vessel is severely affected by out of roundness.

Stageered Intermittent Fillet Welds - Two
lines of intermittent fillet welding in a tee or lap joint, in which the increments of

welding in one line are staggered with respect to those in the other line.

Static Head $-$ The pressure of liquids that is not moving, against the vessel wall, is due solely to the "Static Head", or height of the liquid. This pressure shall be taken into consideration in designing vessels.

 $Strain$ — Any forced change in the dimensions of a body. A stretch is a *tensile strain;* a shortening is a *compressive strain;* an angular distortion is a *shear strain.* The word *strain* is commonly used to connote *unit strain.*

Stress - Internal force exerted by either of two adjacent parts of a body upon the other across an imagined plane of separation. When the forces are parallel to the plane, the stress is called *shear stress;* when the forces are normal to the plane the stress is called *normal stress;* when the normal stress is directed toward the part on which it acts it is called *compressive stress;* when it is directed away from the part on which it acts it is called *tensile stress.*

Stresses in Pressure Vessels - Longitudinal (meridional) S, stress

> Circumferential (hoop) S, stress

S₁ and S₂ called membrane (diaphragm) stress for vessels having a figure of revolution

Bending stress

Shear stress Discontinuity stresses at an abrupt change in thickness or shape of the vessel.

 $Stud - A$ threaded fastener without a head, with threads on one end or both ends, or threaded full length. (Code UA-60)

Submerged Arc Welding $-$ An arc welding process wherein coalescence is produced by heating with an arc or arcs between a bare metal electrode or electrodes and the work. The welding is shielded by a blanket of granular, fusible material on the work. Pressure is not used and filler metal is obtained from the electrode and sometimes from a supplementary

Tack Weld $- A$ weld made to hold parts of a weldment in proper alignment until the final welds are made.

Tee Joint $- A$ welded joint at the junction of two parts located approximately at right angles to each other in the form of aT.

Tensile Strength $-$ The maximum stress a material subjected to a stretching load can withstand without tearing.

Tensile Stress - Stress developed by a material bearing tensile load.

Test - Trial to prove that the vessel is suitable for the design pressure.

See Hydrostatic test, Pneumatic test.

Test Pressure $-$ The requirements for determining the test pressure based on calculations are outlined in UG-99(c) for the hydrostatic test and in UG-lOO(b) for the pneumatic test. The basis for calculated test pressure in either of these paragraphs is the highest permissible internal pressure as determined by the design formulas, for each element of the vessel using nominal thicknesses with corrosion allowances included and using the ailowable stress values for the temperature of the test. (Code UA-60)

Thermal Fatigue $-$ **The development of cyclic** thermal gradients producing high cyclic thermal stresses and subsequent local cracking of material.

Thermal Stress $- A$ self-balancing stress produced by a nonuniform distribution of temperature or by differing thermal coefficients of expansion. Thermal stress is developed in a solid body whenever a volume of material is prevented from assuming the size and shape that it normally should under a change in temperature.

Thickness of Vessel Wall

1. The "required thickness' is that computed by the formulas in this Division, before corrosion allowance is added (see UG-22).

2. The "design thickness' is the sum of the required thickness and the corrosion allowance (see UG-25).

3. The "nominal thickness" is the thickness selected as commercially availble, and as supplied to the manufacturer; it may exceed the design thickness. (Code UA-60)

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Tolerances $-$ For plates the maximum permissible undertolerance is the smaller value of 0.01 in. or *60Jo* of the design thickness. (Code UG-16)

The manufacturing undertolerance on wall thickness of heads, pipes and pipefittings shall be taken into account and the next heavier commercial wall thickness may then be used.

 $U.M.$ Plate $-$ Universal Mill Plate or plate rolled to width by vertical rolls as well as to thickness by horizontal rolls.

Ultrasonic Examination (UT) - a nondestructive means for locating and identifying internal discontinuitis by detecting the reflections they produce of a beam of ultrasonic vibrations (Code UA-60)

Undercut $-$ A groove melted into the base metal adjacent to the toe of a weld and left unfilled by weld metal.

Unit Strain $-$ Unit tensile strain is the elongation per unit length; unit compressive strain is the shortening per unit length; unit shear strain is the change in angle (radians) between two lines originally at right angles to each other.

Unit Stress - The amount of stress per unit of area.

Vessel - A container or structural envelope in which materials are processed, treated; :or stored; for example, pressure vessels; reactor vessels, agitator vessels, and storage vessels (tanks).

Weaving $- A$ technique of depositing weld metal in which the electrode is oscillated from side to side.

 $Weld - A$ localized coalescence of metal produced by fusion with or without use of filler metal, and with or without application of pressure.

Weld Metal- The metal resulting from the fusion of the base metal and the filler metal.

Welding — The metal joining process used in making welds.

In the construction of vessels the welding processes are restricted by the Code (UW-27) as follows:

1. Shielded metal arc, submerged arc, gas metal arc. gas tungsten arc, plasma arc, atomic hydrogen metal arc, oxyfuel gas welding, electroslag, and electron beam.

2. Pressure welding processes: flash, induction, resistance, pressure thermit, and pressure gas.

Welding Procedure - The materials, detailed methods and practices involved in the production of a welded joint.

Welding Rod - Filler metal, in wire or rod

form, used in the gas welding process, and in those arc welding processes wherein the electrode does not furnish the deposited metal.

Wrought Iron - Iron refined to a plastic state in a puddling furnace. It is characterized by the presence of about 3 per cent of slag irregularly mixed with pure iron and about 0.5 per cent carbon.

Yield Point - The lowest stress at which strain increases without increase in stress. For some purposes it is important to distingish between the *upper* yield point, which is the stress at which the stress-strain diagram first becomes horizontal, and the *lower* yield point, which is the somewhat lower and almost constant stress under which the metal continues to deform. Only a few materials exhibit a true yield point; for some materials the term is sometimes used as synonymous with yield strength.

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