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| **طرح نگهداشت و افزایش تولید 27 مخزن** |
| **Mechanical Calculation Book for Pig Launcher Trap (PL-3201)****نگهداشت و افزایش تولید میدان نفتی بینک** |
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| V00 | Aug.2023 | IFI | Beh Koosh Vista | M.Fakharian | A.M.Mohseni |  |
| **Rev.** | **Date** | **Purpose of Issue/Status** | **Prepared by:** | **Checked by:** | **Approved by:** | **CLIENT Approval** |
| **Class:**  |
| **Status:** |

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| **IFA: Issued for Approval****IFR: Issued for Review****IFI: Issued for Information****AFC: Approved for Construction** |

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**REVISION RECORD SHEET**

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# INTRODUCTION:

**ALL THE CALCULATIONS ARE ACCORDING TO ASME B31.8-2022**

**841.1. STEEL PIPING SYSTEMS DESIGN REQUIREMENTS.**

**841.1.1. Steel Pipe Design Formula**

1. The design pressure for steel gas piping systems or the required wall thickness for a given design pressure shall be determined by the following formula:

$$t\_{r}=t+A$$

$$t=\frac{PD}{2FETS}$$

1. The notations described below are used in the equations for the pressure design for Steel Pipe Design Formula.

$t\_{r}=$Required wall thickness satisfying requirements for pressure and allowances

***t =*** Pressure design wall thickness as calculated in inches (mm)

***A =*** Corrosion allowances

***P =*** Design gage pressure psi (bar)

***D =*** Nominal outside diameter of pipe, in. (mm)

***E=*** Joint factor obtained from Table 841.115A

***F =*** Design factor obtained from Table 841.114A. In setting the values of the design factor, F, due consideration has been given and allowance has been made for the various under thickness toler­ances provided for in the pipe specifications listed and approved for usage in this Code.

***S =*** Specified minimum yield strength, psi (bar)

***T =*** Temperature derating factor obtained from Table 841.116A

*(b)* The design factor for pipelines in Location Class 1, Division 1 is based on gas pipeline operational experi­ence at operation levels in excess of those previously recommended by this Code.

****



# Design Data

|  |  |
| --- | --- |
| Design Pressure@ Temperature: | P= 62barg @ 85°C |
| Corrosion allowance (A):  | 3.2mm |
| Design Factor (F): | 0.72 |
| Weld efficiency(E): | 1 |

# Shell 10"-Barrel

|  |  |
| --- | --- |
| Material specification: | API 5L-X52/PSL2 |
| Outside diameter: | 10" (273.1mm) |
| Nominal Wall Thickness: | 9.27 mm (SCH.40) |

***Design thickness:***

$$t=\frac{PD}{2FETS}$$

$$t=\frac{62×273.1}{2(0.72×1×1×3580)}$$

**t = 3.28 mm**

***The required wall thicknesses***

$$t\_{r}=t+A$$

$t\_{r}=3.28+$**3.2** $=6.48 mm$

# Shell 8"-Spool

|  |  |
| --- | --- |
| Material specification: | API 5L-X52/PSL2 |
| Outside diameter: | 8" (219.1 mm) |
| Nominal Wall Thickness: | 8.18 mm (SCH.40) |

***Design thickness:***

$$t=\frac{PD}{2FETS}$$

$$t=\frac{62×219.1}{2(0.72×1×1×3580)}$$

**t =2.64 mm**

***The required wall thicknesses***

$$t\_{r}=t+A$$

$t\_{r}=2.6+$**3.2** $=5.8 mm$

# Nozzle Neck

## Flange 8” (Outlet)

|  |  |
| --- | --- |
| Material specification: | A 694 F52 |
| Outside diameter: | 8" (219.1 mm) |
| Nominal Wall Thickness: | 8.18 mm (SCH.40) |

***Design thickness:***

$$t=\frac{PD}{2FETS}$$

$$t=\frac{62×219.1}{2(0.72×1×1×3580)}$$

**t =2.64 mm**

***The required wall thicknesses***

$$t\_{r}=t+A$$

$t\_{r}=2.6+$**3.2** $=5.8 mm$

## Nozzle 2” (A, B, D1/2, V1/2)

|  |  |
| --- | --- |
| Material specification: | A 105N |
| Outside diameter: | 2" (60.3 mm) |
| Nominal Wall Thickness: | 5.54 mm (SCH.80) |

***Design thickness:***

$$t=\frac{PD}{2FETS}$$

$$t=\frac{62×60.3}{2(0.72×1×1×2482)}$$

**t =1.04 mm**

***The required wall thicknesses***

$$t\_{r}=t+A$$

$t\_{r}=1.04+$**3.2** $=4.24 mm$

## Nozzle 1” (PSV, PG)

|  |  |
| --- | --- |
| Material specification: | A 105N |
| Outside diameter: | 1" (33.4 mm) |
| Nominal Wall Thickness: | 6.35 mm (SCH.160) |

***Design thickness:***

$$t=\frac{PD}{2FETS}$$

$$t=\frac{62×33.4}{2(0.72×1×1×2482)}$$

**t =0.6 mm**

***The required wall thicknesses***

$$t\_{r}=t+A$$

$t\_{r}=0.6+$**3.2** $=3.8 mm$

# Element and Detail Weights:

 | | Element | Element | Corroded | Corroded | Extra due |

 From| To | Metal Wgt. | ID Volume |Metal Wgt. | ID Volume | Misc % |

 | | kg. | Cm. | kg. | Cm. | kg. |

 ---------------------------------------------------------------------------

 10| 20| 54.7515 | 4417.86 | 52.6293 | 4577.49 | 2.73758 |

 20| 30| 42.0098 | 32288.4 | 25.9637 | 34359.1 | 2.10049 |

 30| 40| 9.92586 | 7221.66 | 6.59139 | 7651.97 | 0.49629 |

 40| 50| 178.651 | 152711 | 118.4 | 160486 | 8.93254 |

 ---------------------------------------------------------------------------

 Total | 285 | 196638.56 | 203 | 207074.47 | 14 |

 **Weight of Details:**

 | | Weight of | X Offset, | Y Offset, |

 From|Type| Detail | Dtl. Cent. |Dtl. Cent. | Description

 | | kg. | mm. | mm. |

 -------------------------------------------------

 20|Sadl| 25.4553 | 757 | 269.095 | Lft Sdl

 20|Nozl| 6.49327 | 300 | 131.533 | B

 20|Nozl| 6.40512 | 300 | 131.533 | D2

 20|Nozl| 6.40512 | 700 | 131.533 | V2

 40|Sadl| 27.9216 | 2100 | 289.505 | Right Saddle

 40|Nozl| 6.49327 | 600 | 157.443 | V1

 40|Nozl| 2.64958 | 2400 | 143.98 | PSV

 40|Nozl| 2.64958 | 2700 | 143.98 | P

 40|Nozl| 6.49327 | 2400 | 157.443 | A

 40|Nozl| 8.79809 | 2400 | 157.443 | D1

 40|Wght| 400 | 3000 | ... | QOC

 -------------------------------------------------

 **Total Weight of Each Detail Type:**

 Saddles 53.4

 Nozzles 46.4

 Weights 400.0

 -------------------------------------------

 Sum of the Detail Weights 499.8 kg.

 **Weight Summation Results: (kg.)**

 | Fabricated | Shop Test | Shipping | Erected | Empty | Operating |

 ---------------------------------------------------------------------------------------------

 Main Elements | 299.6 | 299.6 | 299.6 | 299.6 | 299.6 | 299.6 |

 Saddles | 53.4 | 53.4 | 53.4 | 53.4 | 53.4 | 53.4 |

 Nozzles | 46.4 | 46.4 | 46.4 | 46.4 | 46.4 | 46.4 |

 Ope Weights | ... | ... | ... | ... | ... | 400.0 |

 Test Liquid | ... | 196.5 | ... | ... | ... | ... |

 ---------------------------------------------------------------------------------------------

 Totals | 399.4 | 595.9 | 399.4 | 399.4 | 399.4 | 799.4 |

 **Miscellaneous Weight Percent: 5.0 %**

 *Note that the above value for the miscellaneous weight percent has*

 *been applied to the shells/heads/flange/tubesheets/tubes etc. in the*

 *weight calculations for metallic components.*

 **Weight Summary:**

 Fabricated Wt. - Bare Weight without Removable Internals 399.4 kg.

 Shop Test Wt. - Fabricated Weight + Water ( Full ) 595.9 kg.

 Shipping Wt. - Fab. Weight + removable Intls.+ Shipping App. 399.4 kg.

 Erected Wt. - Fab. Wt + or - loose items (trays,platforms etc.) 399.4 kg.

 Ope. Wt. no Liq - Fab. Weight + Internals. + Details + Weights 399.4 kg.

 Operating Wt. - Empty Weight + Operating Liq. Uncorroded 799.4 kg.

 Oper. Wt. + CA - Corr Wt. + Operating Liquid 713.5 kg.

 Field Test Wt. - Empty Weight + Water (Full) 595.9 kg.

 Note:

 The Corroded Weight and thickness are used in the Horizontal

 Vessel Analysis (Ope Case) and Earthquake Load Calculations.

 **Outside Surface Areas of Elements:**

 | | Surface |

 From| To | Area |

 | | cm² |

 ----------------------------

 10| 20| 2455.59 |

 20| 30| 6883.23 |

 30| 40| 1391.94 |

 40| 50| 25739.1 |

 ----------------------------

 Total 36469.836 cm²

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# Wind Load calculation

**Input Values:**

 Wind Design Code ASCE-7 2010

 Wind Load Reduction Scale Factor 0.600

 Basic Wind Speed [V] 110 Km/hr

 Surface Roughness Category C: Open Terrain

 Importance Factor 1.0

 Type of Surface Moderately Smooth

 Base Elevation 0 mm.

 Percent Wind for Hydrotest 33.0

 Using User defined Wind Press. Vs Elev. N

 Height of Hill or Escarpment H or Hh 0 mm.

 Distance Upwind of Crest Lh 0 mm.

 Distance from Crest to the Vessel x 0 mm.

 Type of Terrain ( Hill, Escarpment ) Flat

 Damping Factor (Beta) for Wind (Ope) 0.0100

 Damping Factor (Beta) for Wind (Empty) 0.0000

 Damping Factor (Beta) for Wind (Filled) 0.0000

 **Wind Analysis Results**

 Static Gust-Effect Factor, Operating Case [G]:

 = min(0.85, 0.925((1 + 1.7 \* gQ \* Izbar \* Q )/( 1 + 1.7 \* gV \* Izbar)))

 = min(0.85,0.925((1+1.7\*3.4\*0.228\*0.995)/(1+1.7\*3.4\*0.228)))

 = min(0.85, 0.922 )

 = 0.850

 Natural Frequency of Vessel (Operating) 33.000 Hz

 Natural Frequency of Vessel (Empty) 33.000 Hz

 Natural Frequency of Vessel (Test) 33.000 Hz

 Force Coefficient [Cf] 0.654

 Structure Height to Diameter ratio 16.809

 *This is classified as a rigid structure. Static analysis performed.*

 **Sample Calculation for the First Element**

 The ASCE code performs all calculations in Imperial Units

 only. The wind pressure is therefore computed in these units.

 Value of [Alpha] and [Zg]:

 Exposure Category: C from Table 26.9.1

 Alpha = 9.5: Zg = 274320. mm.

 Effective Height [z]:

 = Centroid Height + Vessel Base Elevation

 = 471.0 + 0.0 = 471.0 mm.

 = 1.545 ft. Imperial Units

 Velocity Pressure coefficient evaluated at height z [Kz]:

 Because z (1.545 ft.) < 15 ft.

 = 2.01 \* ( 15 / Zg ) ^(2 / Alpha)

 = 2.01 \* ( 15/900.0 )^(2/9.5)

 = 0.849

 Type of Hill: No Hill

 Wind Directionality Factor [Kd]:

 = 0.95 per Table 26.6-1

 As there is No Hill Present: [Kzt]:

 K1 = 0, K2 = 0, K3 = 0

 Topographical Factor [Kzt]:

 = ( 1 + K1 \* K2 \* K3 )²

 = ( 1 + 0.0\* 0.0\* 0.0 )²

 = 1.0

 Velocity Pressure evaluated at height z, Imperial Units [qz]:

 = max( 16, 0.00256 \* Kz \* Kzt \* Kd \* V(mph)² )

 = max( 16, 0.00256 \* 0.849 \* 1.0 \* 0.95 \* 68.353² )

 = 16.0 psf [78.12] Kgs/m²

 Force on the first element [F]:

 = qz \* G \* Cf \* WindArea

 = 16.0 \* 0.85 \* 0.654 \* 0.349

 = 3.1 lbs. [1.4] Kgf

 Element Hgt (z) K1 K2 K3 Kz Kzt qz

 mm. Kgs/m²

 ---------------------------------------------------------------------------

 end flange 471.0 0.000 0.000 0.000 0.849 1.000 78.120

 spool 471.0 0.000 0.000 0.000 0.849 1.000 78.120

 ECCENTRIC REDUC 471.0 0.000 0.000 0.000 0.849 1.000 78.120

 BARREL 471.0 0.000 0.000 0.000 0.849 1.000 78.120

 **Platform Load Calculations**

 ID Wind Area Elevation Pressure Force Cf

 cm² mm. Kgs/m² Kgf -------------------------------------------------------------------------

 **Wind Loads on Masses/Equipment/Piping**

 ID Wind Area Elevation Pressure Force

 cm² mm. Kgs/m² Kgf

 -------------------------------------------------------------------------

 QOC 0.00 471.00 78.12 0.00

 **Wind Load Calculation:**

 | | Wind | Wind | Wind | Wind | Element |

 From| To | Height | Diameter | Area | Pressure | Wind Load |

 | | mm. | mm. | cm² | Kgs/m² | Kgf |

 ---------------------------------------------------------------------------

 10| 20| 471 | 243.23 | 324.348 | 78.12 | 0.84577 |

 20| 30| 471 | 262.92 | 2629.2 | 78.12 | 6.85587 |

 30| 40| 471 | 294.319 | 523.887 | 78.12 | 1.36608 |

 40| 50| 471 | 327.72 | 9831.6 | 78.12 | 25.6368 |

 ---------------------------------------------------------------------------

 Note:

 The Wind Loads calculated and printed in the Wind Load calculation report have been factored by the input scalar/load reduction factor of: 0.600.

 *Be sure the wind speed is in accordance with the specified wind design code.*

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# Earthquake Load Calculation:

 **Input Values:**

 Seismic Design Code ASCE 7-2010

 Seismic Load Reduction Scale Factor 0.700

 Importance Factor 1.250

 Table Value Fa 1.000

 Table Value Fv 1.400

 Short Period Acceleration value Ss 1.000

 Long Period Acceleration Value Sl 0.400

 Moment Reduction Factor Tau 1.000

 Force Modification Factor R 3.000

 Site Class C

 Component Elevation Ratio z/h 0.000

 Amplification Factor Ap 0.000

 Force Factor 0.000

 Consider Vertical Acceleration No

 Minimum Acceleration Multiplier 0.000

 User Value of Sds (used if > 0 ) 0.000

 User Value of Sd1 (used if > 0 ) 0.000

 **Seismic Analysis Results:**

 Sms = Fa \* Ss = 1.0 \* 1.0 = 1.0

 Sm1 = Fv \* S1 = 1.4 \* 0.4 = 0.56

 Sds = 2/3 \* Sms = 2/3 \* 1.0 = 0.667

 Sd1 = 2/3 \* Sm1 = 2/3 \* 0.56 = 0.373

 Check Approximate Fundamental Period from 12.8-7 [Ta]:

 = Ct \* hn^(x) where Ct = 0.020, x = 0.75 and hn = Structural Height (ft.)

 = 0.020 \* ( 1.9629^(0.75))

 = 0.033 seconds

 The Coefficient Cu from Table 12.8-1 is : 1.400

 Fundamental Period (1/Frequency) [T]:

 = ( 1/Natural Frequency ) = ( 1/33.0 )

 = 0.030

 Check the Value of T which is the smaller of Cu\*Ta and T:

 = Minimum Value of (1.4 \* 0.033, 0.03 ) per 12.8.2

 = 0.030

 As the time period is < 0.06 second, use section 15.4.2.

 Compute the Base Shear per equation 15.4-5, [V]:

 = 0.3 \* Sds \* W \* I

 = 0.3 \* 0.667 \* 714 \* 1.25

 = 178.382 Kgf

 Final Base Shear, V = 124.87 Kgf

 **Earthquake Load Calculation:**

 | | Earthquake | Earthquake | Element |

 From| To | Height | Weight | Ope Load |

 | | mm. | Kgf | Kgf |

 -------------------------------------------------

 10| 20| 101.346 | 118.921 | 19.2174 |

 20| 30| 101.37 | 118.921 | 19.2219 |

 20| 30| 101.37 | 118.921 | 19.2219 |

 30| 40| 99.8628 | 118.921 | 18.9361 |

 40| 0| 127.28 | 118.921 | 24.135 |

 40| 50| 127.28 | 118.921 | 24.135 |

 -------------------------------------------------

 Note:

 The Earthquake Loads calculated and printed in the Earthquake

 Load calculation report have been factored by the input

 scalar/load reduction factor of: 0.700.

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# Saddle

## Operating Case

**ASME Horizontal Vessel Analysis: Stresses for the Left Saddle**

 (per ASME Sec. VIII Div. 2 based on the Zick method.)

 Horizontal Vessel Stress Calculations: Operating Case

 **Input and Calculated Values:**

 Vessel Mean Radius Rm 107.06 mm.

 Stiffened Vessel Length per 4.15.6 L 1178.00 mm.

 Distance from Saddle to Vessel tangent a 200.00 mm.

 Saddle Width b 150.00 mm.

 Saddle Bearing Angle theta 120.00 degrees

 Wear Plate Width b1 200.00 mm.

 Wear Plate Bearing Angle theta1 132.00 degrees

 Wear Plate Thickness tr 10.0 mm.

 Wear Plate Allowable Stress Sr 108.25 N./mm²

 Shell Allowable Stress used in Calculation 151.70 N./mm²

 Head Allowable Stress used in Calculation 151.70 N./mm²

 Circumferential Efficiency in Plane of Saddle 1.00

 Circumferential Efficiency at Mid-Span 1.00

 Saddle Force Q, Operating Case 430.69 Kgf

 Horizontal Vessel Analysis Results: Actual | Allowable |

 N./mm² | N./mm² |

 ----------------------------------------------------------------

 Long. Stress at Top of Midspan 64.31 | 151.70 |

 Long. Stress at Bottom of Midspan 68.99 | 151.70 |

 Long. Stress at Top of Saddles 73.07 | 151.70 |

 Long. Stress at Bottom of Saddles 63.09 | 151.70 |

 ----------------------------------------------------------------

 Tangential Shear in Shell 6.13 | 121.36 |

 Circ. Stress at Horn of Saddle 2.75 | 189.62 |

 Circ. Stress at Tip of Wear Plate 12.24 | 189.62 |

 Circ. Compressive Stress in Shell 0.35 | 151.70 |

 ----------------------------------------------------------------

 **Intermediate Results: Saddle Reaction Q due to Wind or Seismic**

 Saddle Reaction Force due to Wind Ft [Fwt]:

 = Ftr \* ( Ft/Num of Saddles + Z Force Load ) \* B / E

 = 3.0 \* ( 34.7/2 + 0 ) \* 455.0/207.0667

 = 114.4 Kgf

 Saddle Reaction Force due to Wind Fl or Friction [Fwl]:

 = max( Fl, Friction Load, Sum of X Forces) \* B / Ls

 = max( 2.12, 0.0, 0 ) \* 455.0/2521.0

 = 0.4 Kgf

 Saddle Reaction Force due to Earthquake Fl or Friction [Fsl]:

 = max( Fl, Friction Force, Sum of X Forces ) \* B / Ls

 = max( 124.87, 0.0, 0 ) \* 455.0/2521.0

 = 22.5 Kgf

 Saddle Reaction Force due to Earthquake Ft [Fst]:

 = Ftr \* ( Ft/Num of Saddles + Z Force Load ) \* B / E

 = 3.0 \* ( 125/2 + 0 ) \* 455.0/207.0667

 = 411.6 Kgf

 Load Combination Results for Q + Wind or Seismic [Q]:

 = Saddle Load + Max( Fwl, Fwt, Fsl, Fst )

 = 19 + Max( 0.4, 114, 23, 412 )

 = 430.7 Kgf

 **Summary of Loads at the base of this Saddle:**

 Vertical Load (including saddle weight) 456.14 Kgf

 Transverse Shear Load Saddle Ft 62.43 Kgf

 Longitudinal Shear Load Saddle 124.87 Kgf

 **Formulas and Substitutions for Horizontal Vessel Analysis:**

 Note: Wear Plate is Welded to the Shell, k = 0.1

 **The Computed K values from Table 4.15.1:**

 K1 = 0.1066 K2 = 1.1707 K3 = 0.8799 K4 = 0.4011

 K5 = 0.7603 K6 = 0.0529 K7 = 0.0529 K8 = 0.3405

 K9 = 0.2711 K10 = 0.0581 K1\* = 0.1923 K6p = 0.0434

 K7p = 0.0434

 *The suffix 'p' denotes the values for a wear plate if it exists.*

 Note: Dimension a is greater than or equal to Rm / 2.

 Moment per Equation 4.15.3 [M1]:

 = -Q\*a [1 - (1- a/L + (R²-h2²)/(2a\*L))/(1+(4h2)/3L)]

 = -431\*200.0[1-(1-200.0/1178.0+(107.06²-0.0²)/

 (2\*200.0\*1178.0))/(1+(4\*0.0)/(3\*1178.0))]

 = -12.5 Kg-m.

 Moment per Equation 4.15.4 [M2]:

 = Q\*L/4(1+2(R²-h2²)/(L²))/(1+(4h2)/( 3L))-4a/L

 = 431\*1178/4(1+2(107²-0²)/(1178²))/(1+(4\*0)/

 (3\*1178))-4\*200/1178

 = 42.8 Kg-m.

 Longitudinal Stress at Top of Shell (4.15.6) [Sigma1]:

 = P \* Rm/(2t) - M2/(pi\*Rm²t)

 = 62.0 \* 107.06/(2\*4.98) - 42.8/(pi\*107.1²\*4.98)

 = 64.31 N./mm²

 Longitudinal Stress at Bottom of Shell (4.15.7) [Sigma2]:

 = P \* Rm/(2t) + M2/(pi \* Rm² \* t)

 = 62.0 \* 107.06/(2 \* 4.98) + 42.8/(pi \* 107.1² \* 4.98 )

 = 68.99 N./mm²

 Longitudinal Stress at Top of Shell at Support (4.15.10) [Sigma\*3]:

 = P \* Rm/(2t) - M1/(K1\*pi\*Rm²t)

 = 62.0\*107.06/(2\*4.98)--12.5/(0.1066\*pi\*107.1²\*4.98)

 = 73.07 N./mm²

 Longitudinal Stress at Bottom of Shell at Support (4.15.11) [Sigma\*4]:

 = P \* Rm/(2t) + M1/(K1\* \* pi \* Rm² \* t)

 = 62.0\*107.06/(2\*4.98)+-12.5/(0.1923\*pi\*107.1²\*4.98)

 = 63.09 N./mm²

 Maximum Shear Force in the Saddle (4.15.5) [T]:

 = Q(L-2a)/(L+(4\*h2/3))

 = 431( 1178.0 - 2 \* 200.0)/(1178.0 + ( 4 \* 0.0/3))

 = 284.4 Kgf

 Shear Stress in the shell no rings, not stiffened (4.15.14) [tau2]:

 = K2 \* T / ( Rm \* t )

 = 1.1707 \* 284.44/( 107.06 \* 4.98 )

 = 6.13 N./mm²

 Decay Length (4.15.22) [x1,x2]:

 = 0.78 \* sqrt( Rm \* t )

 = 0.78 \* sqrt( 107.06 \* 4.98 )

 = 18.010 mm.

 Circumferential Stress in shell, no rings (4.15.23) [sigma6]:

 = -K5 \* Q \* k / ( t \* ( b + X1 + X2 ) )

 = - 0.7603 \* 431 \* 0.1/( 4.98 \* ( 150.0 + 18.01 + 18.01 ) )

 = -0.35 N./mm²

 Effective reinforcing plate width (4.15.1) [B1]:

 = min( b + 1.56 \* sqrt( Rm \* t ), 2a )

 = min( 150.0 + 1.56 \* sqrt( 107.06 \* 4.98 ), 2 \* 200.0 )

 = 186.02 mm.

 Wear Plate/Shell Stress ratio (4.15.29) [eta]:

 = min( Sr/S, 1 )

 = min( 108.252/151.7, 1 )

 = 0.7136

 Circumferential Stress at Saddle Base with Wear Plate (4.15.26) [sigma6,r]:

 = -K5 \* Q \* k / ( B1( t + eta \* tr ) )

 = - 0.7603 \* 431 \* 0.1/( 186.021( 4.98 + 0.714 \* 10.0 ) )

 = -0.14 N./mm²

 Circ. Comp. Stress at Horn of Saddle, L>=8Rm (4.15.27) [sigma7,r]:

 = -Q/(4(t+eta\*tr)b1) - 3\*K7\*Q/(2(t+eta\*tr)²)

 = -431/(4(4.98 + 0.714 \* 10.0)186.021) -

 3 \* 0.053 \* 431/(2(4.98 + 0.714 \* 10.0)²)

 = -2.75 N./mm²

 Circ. Comp. Stress at Tip of Wearplate, w/Pad L>=8Rm (4.15.30) [sigma7,1]:

 = -Q/(4\*t\*(b+X1+X2)) - 3\*K7,1\*Q/(2\*t²)

 = -431/(4 \* 4.98\*(150.0 + 18.01 + 18.01)) -

 3 \* 0.0434 \* 431/(2 \* 4.98²)

 = -12.24 N./mm²

 Free Un-Restrained Thermal Expansion between the Saddles [Exp]:

 = Alpha \* Ls \* ( Design Temperature - Ambient Temperature )

 = 0.000012 \* 2521.0 \* ( 85.0 - 21.1 )

 = 1.933 mm.

 **Results for Vessel Ribs, Web and Base:**

 Baseplate Length Bplen 250.0000 mm.

 Baseplate Thickness Bpthk 15.0000 mm.

 Baseplate Width Bpwid 180.0000 mm.

 Number of Ribs ( inc. outside ribs ) Nribs 2

 Rib Thickness Ribtk 10.0000 mm.

 Web Thickness Webtk 10.0000 mm.

 Web Location Webloc Side

 Saddle Yield Stress Sy 206.9 N./

 Height of Web at Center Hw,c 286.5 mm.

 Friction Coefficient mu 0.000

 Note: In the tables below Io is I for the rectangle + Area \* Centroid Distance^2

 Moment of Inertia of Saddle - Transverse Direction (90 degrees to long axis)

 B | D | Y | A | AY | Io |

 ----------------------------------------------------------------------------------------------

 Shell 235.6 | 5.0 | 2.5 | 11.7 | 2921.5 | 0.315E+04 |

 Wearplate 200.0 | 10.0 | 10.0 | 20.0 | 19960.0 | 0.489E+04 |

 Web 10.0 | 320.4 | 175.2 | 32.0 | 561444.3 | 0.277E+04 |

 BasePlate 180.0 | 15.0 | 342.9 | 27.0 | 925910.9 | 0.842E+04 |

 Totals ... | ... | ... | 90.8 | 1510236.8 | 0.192E+05 |

 Distance to Centroid [C1]:

 = AY / A

 = 594.581/90.778

 = 166.366 mm.

 Angle [beta]:

 = 180 - Saddle Angle/2

 = 180 - 120.0/2

 = 120.0

 Saddle Splitting Coefficient [K1]:

 = ( 1 + cos(beta) - 0.5\*sin(beta)² )/(pi - beta + sin(beta)cos(beta) )

 = ( 1 + cos(120.0) - 0.5\*sin(120.0)² )/(pi - 2.094 + sin(120.0)cos(120.0) )

 = 0.2035

 Saddle Splitting Force [Fh]:

 = K1 \* Q

 = 0.204 \* 430.687

 = 87.6542 Kgf

 Tension Stress, St = ( Fh/As ) = 0.1087 N./mm²

 Allowed Stress, Sa = 0.6 \* Yield Str = 124.1100 N./mm²

 Saddle Splitting Dimension [d]:

 = B - R \* sin( theta )/ theta

 = 455.0 - 104.57 \* sin( 1.0472 )/1.0472

 = 368.521 mm.

 Bending Moment, M = Fh \* d = 32.3031 Kg-m.

 Bending Stress, Sb = ( M \* C1 / I ) = 0.2740 N./mm²

 Allowed Stress, Sa = 2/3 \* Yield Str = 137.9000 N./mm²

 **Minimum Thickness of Baseplate per Moss:**

 = ( 3( Q + Saddle\_Wt )BasePlateWidth / ( 2 \* BasePlateLength \* AllStress ))½

 = ( 3(431 + 25)180.0/( 2 \* 250.0 \* 137.9 ))½

 = 5.919 mm.

 **Calculation of Axial Load, Intermediate Values and Compressive Stress:**

 Web Length Dimension [ Web Length ]:

 = 2 \* cos( 90 - Saddle Angle/2 )( Inside Radius + Shell Thk + Wear Plate Thk )

 = 2 \* cos( 90 - 120.0/2 )( 101.37 + 8.18 + 10.0 )

 = 207.067 mm.

 Distance between Ribs [e]:

 = Web Length / ( Nribs - 1 )

 = 207.0667/( 2 - 1 )

 = 207.067 mm.

 Baseplate Pressure Area [Ap]:

 = e \* Bpwid / 2

 = 207.0667 \* 180.0/2

 = 186.360 cm²

 Axial Load [P]:

 = Ap \* Bp

 = 186.4 \* 0.96

 = 178.362 Kgf

 Area of the Rib and Web [Ar]:

 = Rib Area + Web Area

 = 14.0 + 10.353

 = 24.353 cm²

 Compressive Stress [Sc]:

 = P/Ar

 = 178.4/24.3533

 = 0.718 N./mm²

 **Check of Outside Ribs:**

 Inertia of Saddle, Outer Ribs - Longitudinal Direction

 B | D | Y | A | AY | Io |

---------------------------------------------------------------------Rib 10.0 | 140.0 | 80.0 | 14.0 |112000.0 | 371. |

Web 103.5 | 10.0 | 5.0 | 10.4 | 5176.7 | 193. |

Totals ... | ... | ... | 24.4 |117176.6 | 564. |

 Rib dimension [D]:

 = Saddle Width - Web Thickness

 = 150.0 - 10.0

 = 140.000 mm.

 Distance to Centroid from Datum [ytot]:

 = AY / A

 = 117176.648/24.353

 = 48.115 mm.

 Distance to Centroid [C1]:

 = max( ytot, Saddle Width - ytot )

 = max( 48.115, 150.0 - 48.115 )

 = 101.885 mm.

 Radius of Gyration [r]:

 = sqrt( Total Inertia / Total Area )

 = sqrt( 564.3/24.353 )

 = 48.137 mm.

 Length of Outer Rib [L]:

 = Saddle Height - cos( theta/2 )( radius + shlthk + wpdthk ) - bpthk

 = 455.0 - cos( 120.0/2 )( 101.37 + 8.18 + 10.0 ) - 15.0

 = 380.225 mm.

 Intermediate Term [Cc]:

 = sqrt( 2 \* pi² \* Elastic Modulus / Yield Stress )

 = sqrt( 2 \* pi² \* 0.19994E+09/206.9 )

 = 138.135

 Slenderness ratio [KL/r]:

 = KL/r

 = 1 \* 380.225/48.137

 = 7.899

 Bending Moment [Rm]:

 = Fl /( 2 \* Bplen ) \* e \* L / 2

 = 124.9/( 2 \* 250.0 ) \* 207.067 \* 380.23/2

 = 9.831 Kg-m.

 Compressive Allowable, KL/r < Cc ( 7.8987 < 138.1347 ) per AISC E2-1 [Sca]:

 = ( 1-(Klr)²/(2\*Cc²))Fy/(5/3+3\*(Klr)/(8\*Cc)-(Klr³)/(8\*Cc³)

 = ( 1-( 7.9 )²/(2 \* 138.13² ))207/

 ( 5/3+3\*(7.9)/(8\* 138.13)-( 7.9³)/(8\*138.13³)

 = 122.3 N./mm²

 **AISC Unity Check of Outside Ribs ( must be <= 1 )**

 = Sc/Sca + ( Rm \* C1 / I )/Sba

 = 0.72/122.33 + ( 9.83 \* 101.885/5643193 )/137.9

 = 0.018

 **Input Data for Base Plate Bolting Calculations:**

 Total Number of Bolts per BasePlate Nbolts 2

 Total Number of Bolts in Tension/Baseplate Nbt 1

 Bolt Material Specification SA-193 B7

Bolt Allowable Stress Stba 172.38 N./mm²

 Bolt Corrosion Allowance Bca 0.0 mm.

 Distance from Bolts to Edge Edgedis 80.0 mm.

 Nominal Bolt Diameter Bnd 12.7000 mm.

 Thread Series Series TEMA

 BasePlate Allowable Stress S 108.25 N./mm²

 Area Available in a Single Bolt BltArea 0.8129 cm²

 Saddle Load QO (Weight) QO 44.6 Kgf

 Saddle Load QL (Wind/Seismic contribution) QL 22.5 Kgf

 Maximum Transverse Force Ft 62.4 Kgf

 Maximum Longitudinal Force Fl 124.9 Kgf

 Saddle Bolted to Steel Foundation No

 Shear Stress in a Single Bolt [taub]:

 = Shear Force / ( 2 \* Bolt Area \* Number of Bolts )

 = 125/( 2 \* 0.81 \* 2 )

 = 3.8 N./mm². Must be less than 103.4 N./mm².

 **Bolt Area Calculation per Dennis R. Moss**

 Bolt Area Requirement Due to Longitudinal Load [Bltarearl]:

 = 0.0 (QO > QL --> No Uplift in Longitudinal direction)

 Bolt Area due to Shear Load [Bltarears]:

 = Fl / (Stba \* Nbolts)

 = 124.87/(172.38 \* 2.0)

 = 0.0355 cm²

 **Bolt Area due to Transverse Load:**

 Moment on Baseplate Due to Transverse Load [Rmom]:

 = B \* Ft + Sum of X Moments

 = 455.0 \* 62.43 + 0.0

 = 28.41 Kg-m.

 Eccentricity (e):

 = Rmom / QO

 = 28.41/44.58

 = 637.29 mm. > Bplen/6 --> Uplift in Transverse direction

 f = Bplen / 2 - Edgedis

 = 250.0/2 - 80.01

 = 44.99 mm.

 Modular Ratio Of Steel/Concrete (n1):

 = ES / EC

 = 203402.5/21526.32

 = 9.45

 K1 = 3 (e - 0.5 \* Bplen)

 = 3 (637.29 - 0.5\*250.0)

 = 1536.87 mm.

 K2 = 6 \* n1 \* At / Bpwid \* (f + e)

 = 6 \* 9.45 \* 0.81/180.0 \* (44.99 + 637.29)

 = 17468.90 mm.²

 K3 = -K2 \* (0.5 \* Bplen + f)

 = -17468.9 \* (0.5 \* 250.0 + 44.99)

 = -2969538.85 mm.³

 Iteratively Solving for the Effective Bearing Length:

 Y³ + K1 \* Y² + K2 \* Y + K3 = 0

 Y³ + 1536.87 \* Y² + 17468.9 \* Y + -0.3E+07 = 0

 Y = 38.23 mm.

 Num = (Bplen / 2 - Y / 3 - e)

 = (250.0/2 - 38.23/3 - 637.29)

 = -525.03

 Denom = (Bplen / 2 - Y / 3 + f)

 = (250.0/2 - 38.23/3 + 44.99)

 = 157.25

 Total Bolt Tension Force [Tforce]:

 = - QO \* Num / Denom

 = - 44.58 \* -525.03/157.25

 = 148.83 Kgf

 Bolt Area Required due to Transverse Load [Bltareart]:

 = Tforce / (Stba \* Nbt)

 = 148.83/( 172.38 \* 1.0 )

 = 0.0847 cm²

 Required Area of a Single Bolt [Bltarear]:

 = max[Bltarearl, Bltarears, Bltareart]

 = max[0.0, 0.0355, 0.0847]

 = 0.0847 cm²

 **Baseplate Thickness Calculation per D. Moss:**

 Bearing Pressure (fc)

 = 2(QO + Tforce) / (Y \* Bpwid)

 = 2(44.58 + 148.83)/(38.23 \* 180.0)

 = 5.51 bars

 Distance from Baseplate Edge to the Web [ADIST]:

 = (Bplen - Weblngth) / 2

 = (250.0 - 199.2)/2

 = 25.4000 mm.

 Overturning Moment due To Bolt Tension [Mt]:

 = Tforce \* Adist

 = 148.83 \* 25.4

 = 3.78 Kg-m.

 Equivalent Bearing Pressure (f1):

 = fc \* (Y - Adist) / Y

 = 5.51 \* (38.23 - 25.4)/38.23

 = 1.85 bars

 Overturning Moment due to Bearing Pressure [Mc]:

 = (Adist² \* Bpwid / 6) \* (f1 + 2 \* fc)

 = (25.4² \* 180.0/6) \* (1.85 + 2 \* 5.51)

 = 2.54 Kg-m.

 Baseplate Required Thickness [Treq]:

 = (6 \* max(Mt,Mc) / (Bpwid \* Sba))½

 = (6 \*max(3.78,2.54/(180.0 \* 162.38))½

 = 2.7587 mm.

 **ASME Horizontal Vessel Analysis: Stresses for the Right Saddle**

 (per ASME Sec. VIII Div. 2 based on the Zick method.)

 **Input and Calculated Values:**

 Vessel Mean Radius Rm 133.52 mm.

 Stiffened Vessel Length per 4.15.6 L 1178.00 mm.

 Distance from Saddle to Vessel tangent a 200.00 mm.

 Saddle Width b 150.00 mm.

 Saddle Bearing Angle theta 120.00 degrees

 Wear Plate Width b1 200.00 mm.

 Wear Plate Bearing Angle theta1 132.00 degrees

 Wear Plate Thickness tr 10.0 mm.

 Wear Plate Allowable Stress Sr 95.15 N./mm²

 Shell Allowable Stress used in Calculation 151.70 N./mm²

 Head Allowable Stress used in Calculation 0.00 N./mm²

 Circumferential Efficiency in Plane of Saddle 1.00

 Circumferential Efficiency at Mid-Span 1.00

 Saddle Force Q, Operating Case 988.58 Kgf

 Horizontal Vessel Analysis Results: Actual | Allowable |

 N./mm² | N./mm² |

 ----------------------------------------------------------------

 Long. Stress at Top of Midspan 79.57 | 151.70 |

 Long. Stress at Bottom of Midspan 86.66 | 151.70 |

 Long. Stress at Top of Saddles 75.25 | 151.70 |

 Long. Stress at Bottom of Saddles 64.28 | 151.70 |

 ----------------------------------------------------------------

 Tangential Shear in Shell 9.25 | 121.36 |

 Circ. Stress at Horn of Saddle 6.06 | 189.62 |

 Circ. Compressive Stress in Shell 0.62 | 151.70 |

 ----------------------------------------------------------------

 **Intermediate Results: Saddle Reaction Q due to Wind or Seismic**

 Saddle Reaction Force due to Wind Ft [Fwt]:

 = Ftr \* ( Ft/Num of Saddles + Z Force Load ) \* B / E

 = 3.0 \* ( 34.7/2 + 0 ) \* 471.0/253.8321

 = 96.6 Kgf

 Saddle Reaction Force due to Wind Fl or Friction [Fwl]:

 = max( Fl, Friction Load, Sum of X Forces) \* B / Ls

 = max( 3.29, 0.0, 0 ) \* 471.0/2521.0

 = 0.6 Kgf

 Saddle Reaction Force due to Earthquake Fl or Friction [Fsl]:

 = max( Fl, Friction Force, Sum of X Forces ) \* B / Ls

 = max( 124.87, 0.0, 0 ) \* 471.0/2521.0

 = 23.3 Kgf

 Saddle Reaction Force due to Earthquake Ft [Fst]:

 = Ftr \* ( Ft/Num of Saddles + Z Force Load ) \* B / E

 = 3.0 \* ( 125/2 + 0 ) \* 471.0/253.8321

 = 347.5 Kgf

 Load Combination Results for Q + Wind or Seismic [Q]:

 = Saddle Load + Max( Fwl, Fwt, Fsl, Fst )

 = 641 + Max( 0.6, 97, 23, 348 )

 = 988.6 Kgf

 **Summary of Loads at the base of this Saddle:**

 Vertical Load (including saddle weight) 1016.50 Kgf

 Transverse Shear Load Saddle Ft 62.43 Kgf

 Longitudinal Shear Load Saddle 124.87 Kgf

 **Formulas and Substitutions for Horizontal Vessel Analysis:**

 Note: Wear Plate is Welded to the Shell, k = 0.1

 **The Computed K values from Table 4.15.1:**

 K1 = 0.1066 K2 = 1.1707 K3 = 0.8799 K4 = 0.4011

 K5 = 0.7603 K6 = 0.0529 K7 = 0.0529 K8 = 0.3405

 K9 = 0.2711 K10 = 0.0581 K1\* = 0.1923 K6p = 0.0434

 K7p = 0.0434

 *The suffix 'p' denotes the values for a wear plate if it exists.*

 Note: Dimension a is greater than or equal to Rm / 2.

 Moment per Equation 4.15.3 [M1]:

 = -Q\*a [1 - (1- a/L + (R²-h2²)/(2a\*L))/(1+(4h2)/3L)]

 = -989\*200.0[1-(1-200.0/1178.0+(133.515²-0.0²)/

 (2\*200.0\*1178.0))/(1+(4\*0.0)/(3\*1178.0))]

 = -26.1 Kg-m.

 Moment per Equation 4.15.4 [M2]:

 = Q\*L/4(1+2(R²-h2²)/(L²))/(1+(4h2)/( 3L))-4a/L

 = 989\*1178/4(1+2(134²-0²)/(1178²))/(1+(4\*0)/

 (3\*1178))-4\*200/1178

 = 100.9 Kg-m.

 Longitudinal Stress at Top of Shell (4.15.6) [Sigma1]:

 = P \* Rm/(2t) - M2/(pi\*Rm²t)

 = 62.0 \* 133.515/(2\*4.98) - 100.9/(pi\*133.5²\*4.98)

 = 79.57 N./mm²

 Longitudinal Stress at Bottom of Shell (4.15.7) [Sigma2]:

 = P \* Rm/(2t) + M2/(pi \* Rm² \* t)

 = 62.0 \* 133.515/(2 \* 4.98) + 100.9/(pi \* 133.5² \* 4.98 )

 = 86.66 N./mm²

 Longitudinal Stress at Top of Shell at Support (4.15.10) [Sigma\*3]:

 = P \* Rm/(2t) - M1/(K1\*pi\*Rm²t)

 = 62.0\*133.515/(2\*6.07)--26.1/(0.1066\*pi\*133.5²\*6.07)

 = 75.25 N./mm²

 Longitudinal Stress at Bottom of Shell at Support (4.15.11) [Sigma\*4]:

 = P \* Rm/(2t) + M1/(K1\* \* pi \* Rm² \* t)

 = 62.0\*133.515/(2\*6.07)+-26.1/(0.1923\*pi\*133.5²\*6.07)

 = 64.28 N./mm²

 Maximum Shear Force in the Saddle (4.15.5) [T]:

 = Q(L-2a)/(L+(4\*h2/3))

 = 989( 1178.0 - 2 \* 200.0)/(1178.0 + ( 4 \* 0.0/3))

 = 652.9 Kgf

 Shear Stress in the shell no rings, not stiffened (4.15.14) [tau2]:

 = K2 \* T / ( Rm \* t )

 = 1.1707 \* 652.9/( 133.515 \* 6.07 )

 = 9.25 N./mm²

 Decay Length (4.15.22) [x1,x2]:

 = 0.78 \* sqrt( Rm \* t )

 = 0.78 \* sqrt( 133.515 \* 6.07 )

 = 22.205 mm.

 Circumferential Stress in shell, no rings (4.15.23) [sigma6]:

 = -K5 \* Q \* k / ( t \* ( b + X1 + X2 ) )

 = - 0.7603 \* 989 \* 0.1/( 6.07 \* ( 150.0 + 22.21 + 22.21 ) )

 = -0.62 N./mm²

 Effective reinforcing plate width (4.15.1) [B1]:

 = min( b + 1.56 \* sqrt( Rm \* t ), 2a )

 = min( 150.0 + 1.56 \* sqrt( 133.515 \* 6.07 ), 2 \* 200.0 )

 = 194.41 mm.

 Wear Plate/Shell Stress ratio (4.15.29) [eta]:

 = min( Sr/S, 1 )

 = min( 95.151/151.7, 1 )

 = 0.6272

 Circumferential Stress at Saddle Base with Wear Plate (4.15.26) [sigma6,r]:

 = -K5 \* Q \* k / ( B1( t + eta \* tr ) )

 = - 0.7603 \* 989 \* 0.1/( 194.41( 6.07 + 0.627 \* 10.0 ) )

 = -0.31 N./mm²

 Circ. Comp. Stress at Horn of Saddle, L>=8Rm (4.15.27) [sigma7,r]:

 = -Q/(4(t+eta\*tr)b1) - 3\*K7\*Q/(2(t+eta\*tr)²)

 = -989/(4(6.07 + 0.627 \* 10.0)194.41) -

 3 \* 0.053 \* 989/(2(6.07 + 0.627 \* 10.0)²)

 = -6.06 N./mm²

 **Results for Vessel Ribs, Web and Base:**

 Baseplate Length Bplen 250.0000 mm.

 Baseplate Thickness Bpthk 15.0000 mm.

 Baseplate Width Bpwid 180.0000 mm.

 Number of Ribs ( inc. outside ribs ) Nribs 2

 Rib Thickness Ribtk 10.0000 mm.

 Web Thickness Webtk 10.0000 mm.

 Web Location Webloc Side

 Saddle Yield Stress Sy 239.9 N./

 Height of Web at Center Hw,c 311.5 mm.

 Friction Coefficient mu 0.000

 Note: In the tables below Io is I for the rectangle + Area \* Centroid Distance^2

 Moment of Inertia of Saddle - Transverse Direction (90 degrees to long axis)

 B | D | Y | A | AY | Io |

---------------------------------------------------------------------Shell243.9 | 6.1 | 3.0 | 14.8 | 4493.3 | 0.350E+04 Wearplate 200.0 | 10.0 | 11.1 | 20.0 | 22140.0 | 0.425E+04 |

 Web 10.0 | 309.5 | 170.8 | 30.9 | 528525.1 | 0.253E+04 |

 BasePlate 180.0 | 15.0 | 333.0 | 27.0 | 899154.0 | 0.839E+04 |

 Totals ... | ... | ... | 92.7 | 1454312.2 | 0.187E+05 |

 Distance to Centroid [C1]:

 = AY / A

 = 572.564/92.75

 = 156.799 mm.

 Angle [beta]:

 = 180 - Saddle Angle/2

 = 180 - 120.0/2

 = 120.0

 Saddle Splitting Coefficient [K1]:

 = ( 1 + cos(beta) - 0.5\*sin(beta)² )/(pi - beta + sin(beta)cos(beta) )

 = ( 1 + cos(120.0) - 0.5\*sin(120.0)² )/(pi - 2.094 + sin(120.0)cos(120.0) )

 = 0.2035

 Saddle Splitting Force [Fh]:

 = K1 \* Q

 = 0.204 \* 988.578

 = 201.1971 Kgf

 Tension Stress, St = ( Fh/As ) = 0.2531 N./mm²

 Allowed Stress, Sa = 0.6 \* Yield Str = 143.9676 N./mm²

 Saddle Splitting Dimension [d]:

 = B - R \* sin( theta )/ theta

 = 471.0 - 130.48 \* sin( 1.0472 )/1.0472

 = 363.094 mm.

 Bending Moment, M = Fh \* d = 73.0549 Kg-m.

 Bending Stress, Sb = ( M \* C1 / I ) = 0.6017 N./mm²

 Allowed Stress, Sa = 2/3 \* Yield Str = 159.9640 N./mm²

 **Minimum Thickness of Baseplate per Moss:**

 = ( 3( Q + Saddle\_Wt )BasePlateWidth / ( 2 \* BasePlateLength \* AllStress ))½

 = ( 3(989 + 28)180.0/( 2 \* 250.0 \* 159.964 ))½

 = 8.204 mm.

 **Calculation of Axial Load, Intermediate Values and Compressive Stress:**

 Web Length Dimension [ Web Length ]:

 = 2 \* cos( 90 - Saddle Angle/2 )( Inside Radius + Shell Thk + Wear Plate Thk )

 = 2 \* cos( 90 - 120.0/2 )( 127.28 + 9.27 + 10.0 )

 = 253.832 mm.

 Distance between Ribs [e]:

 = Web Length / ( Nribs - 1 )

 = 253.8321/( 2 - 1 )

 = 253.832 mm.

 Baseplate Pressure Area [Ap]:

 = e \* Bpwid / 2

 = 253.8321 \* 180.0/2

 = 228.449 cm²

 Axial Load [P]:

 = Ap \* Bp

 = 228.4 \* 2.2

 = 501.866 Kgf

 Area of the Rib and Web [Ar]:

 = Rib Area + Web Area

 = 14.0 + 12.692

 = 26.692 cm²

 Compressive Stress [Sc]:

 = P/Ar

 = 501.9/26.6916

 = 1.844 N./mm²

 **Check of Outside Ribs:**

 Inertia of Saddle, Outer Ribs - Longitudinal Direction

 B | D | Y | A | AY | Io |

 -------------------------------------------------------------------------------------------

 Rib 10.0 | 140.0 | 80.0 | 14.0 | 112000.0 | 407. |

 Web 126.9 | 10.0 | 5.0 | 12.7 | 6345.8 | 197. |

 Totals ... | ... | ... | 26.7 | 118345.8 | 604. |

 Rib dimension [D]:

 = Saddle Width - Web Thickness

 = 150.0 - 10.0

 = 140.000 mm.

 Distance to Centroid from Datum [ytot]:

 = AY / A

 = 118345.789/26.692

 = 44.338 mm.

 Distance to Centroid [C1]:

 = max( ytot, Saddle Width - ytot )

 = max( 44.338, 150.0 - 44.338 )

 = 105.662 mm.

 Radius of Gyration [r]:

 = sqrt( Total Inertia / Total Area )

 = sqrt( 604.2/26.692 )

 = 47.577 mm.

 Intermediate Term [Cc]:

 = sqrt( 2 \* pi² \* Elastic Modulus / Yield Stress )

 = sqrt( 2 \* pi² \* 0.19994E+09/239.9 )

 = 128.255

 Slenderness ratio [KL/r]:

 = KL/r

 = 1 \* 381.414/47.577

 = 8.017

 Bending Moment [Rm]:

 = Fl /( 2 \* Bplen ) \* e \* L / 2

 = 124.9/( 2 \* 250.0 ) \* 253.832 \* 381.41/2

 = 12.089 Kg-m.

 Compressive Allowable, KL/r < Cc ( 8.0168 < 128.2549 ) per AISC E2-1 [Sca]:

 = ( 1-(Klr)²/(2\*Cc²))Fy/(5/3+3\*(Klr)/(8\*Cc)-(Klr³)/(8\*Cc³)

 = ( 1-( 8.02 )²/(2 \* 128.25² ))240/

 ( 5/3+3\*(8.02)/(8\* 128.25)-( 8.02³)/(8\*128.25³)

 = 141.7 N./mm²

 **AISC Unity Check of Outside Ribs ( must be <= 1 )**

 = Sc/Sca + ( Rm \* C1 / I )/Sba

 = 1.84/141.7 + ( 12.09 \* 105.662/6041731 )/159.96

 = 0.026

 **Input Data for Base Plate Bolting Calculations:**

 Total Number of Bolts per BasePlate Nbolts 2

 Total Number of Bolts in Tension/Baseplate Nbt 1

 Bolt Material Specification SA-193 B7

 Bolt Allowable Stress Stba 172.38 N./mm²

 Bolt Corrosion Allowance Bca 0.0 mm.

 Distance from Bolts to Edge Edgedis 80.0 mm.

 Nominal Bolt Diameter Bnd 12.7000 mm.

 Thread Series Series TEMA

 BasePlate Allowable Stress S 95.15 N./mm²

 Area Available in a Single Bolt BltArea 0.8129 cm²

 Saddle Load QO (Weight) QO 669.0 Kgf

 Saddle Load QL (Wind/Seismic contribution) QL 23.3 Kgf

 Maximum Transverse Force Ft 62.4 Kgf

 Maximum Longitudinal Force Fl 124.9 Kgf

 Saddle Bolted to Steel Foundation No

 Shear Stress in a Single Bolt [taub]:

 = Shear Force / ( 2 \* Bolt Area \* Number of Bolts )

 = 125/( 2 \* 0.81 \* 2 )

 = 3.8 N./mm². Must be less than 103.4 N./mm².

 **Bolt Area Calculation per Dennis R. Moss**

 Bolt Area Requirement Due to Longitudinal Load [Bltarearl]:

 = 0.0 (QO > QL --> No Uplift in Longitudinal direction)

 Bolt Area due to Shear Load [Bltarears]:

 = Fl / (Stba \* Nbolts)

 = 124.87/(172.38 \* 2.0)

 = 0.0355 cm²

 **Bolt Area due to Transverse Load:**

 Moment on Baseplate Due to Transverse Load [Rmom]:

 = B \* Ft + Sum of X Moments

 = 471.0 \* 62.43 + 0.0

 = 29.41 Kg-m.

 Eccentricity (e):

 = Rmom / QO

 = 29.41/668.95

 = 43.96 mm. > Bplen/6 --> Uplift in Transverse direction

 f = Bplen / 2 - Edgedis

 = 250.0/2 - 80.01

 = 44.99 mm.

 Modular Ratio Of Steel/Concrete (n1):

 = ES / EC

 = 203402.5/21526.32

 = 9.45

 K1 = 3 (e - 0.5 \* Bplen)

 = 3 (43.96 - 0.5\*250.0)

 = -243.12 mm.

 K2 = 6 \* n1 \* At / Bpwid \* (f + e)

 = 6 \* 9.45 \* 0.81/180.0 \* (44.99 + 43.96)

 = 2277.42 mm.²

 K3 = -K2 \* (0.5 \* Bplen + f)

 = -2277.42 \* (0.5 \* 250.0 + 44.99)

 = -387138.23 mm.³

 Iteratively Solving for the Effective Bearing Length:

 Y³ + K1 \* Y² + K2 \* Y + K3 = 0

 Y³ + -243.12 \* Y² + 2277.42 \* Y + -387138.22 = 0

 Y = 240.35 mm.

 Num = (Bplen / 2 - Y / 3 - e)

 = (250.0/2 - 240.35/3 - 43.96)

 = 0.92

 Denom = (Bplen / 2 - Y / 3 + f)

 = (250.0/2 - 240.35/3 + 44.99)

 = 89.87

 Total Bolt Tension Force [Tforce]:

 = - QO \* Num / Denom

 = - 668.95 \* 0.92/89.87

 = -6.88 Kgf

 Bolt Area Required due to Transverse Load [Bltareart]:

 = Tforce / (Stba \* Nbt)

 = -6.88/( 172.38 \* 1.0 )

 = -0.0039 cm²

 Required Area of a Single Bolt [Bltarear]:

 = max[Bltarearl, Bltarears, Bltareart]

 = max[0.0, 0.0355, -0.0039]

 = 0.0355 cm²

 **Baseplate Thickness Calculation per D. Moss:**

 Bearing Pressure (fc)

 = 2(QO + Tforce) / (Y \* Bpwid)

 = 2(668.95 + -6.88)/(240.35 \* 180.0)

 = 3.00 bars

 Distance from Baseplate Edge to the Web [ADIST]:

 = (Bplen - Weblngth) / 2

 = (250.0 - 199.2)/2

 = 25.4000 mm.

 Overturning Moment due To Bolt Tension [Mt]:

 = Tforce \* Adist

 = -6.88 \* 25.4

 = -0.17 Kg-m.

 Equivalent Bearing Pressure (f1):

 = fc \* (Y - Adist) / Y

 = 3.0 \* (240.35 - 25.4)/240.35

 = 2.68 bars

 Overturning Moment due to Bearing Pressure [Mc]:

 = (Adist² \* Bpwid / 6) \* (f1 + 2 \* fc)

 = (25.4² \* 180.0/6) \* (2.68 + 2 \* 3.0)

 = 1.71 Kg-m.

 Baseplate Required Thickness [Treq]:

 = (6 \* max(Mt,Mc) / (Bpwid \* Sba))½

 = (6 \*max(-0.17,1.71/(180.0 \* 142.73))½

 = 1.9817 mm.

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## Test Case

 **ASME Horizontal Vessel Analysis: Stresses for the Left Saddle**

 (per ASME Sec. VIII Div. 2 based on the Zick method.)

 Horizontal Vessel Stress Calculations : Test Case

 **Input and Calculated Values:**

 Vessel Mean Radius Rm 105.46 mm.

 Stiffened Vessel Length per 4.15.6 L 1178.00 mm.

 Distance from Saddle to Vessel tangent a 200.00 mm.

 Saddle Width b 150.00 mm.

 Saddle Bearing Angle theta 120.00 degrees

 Wear Plate Width b1 200.00 mm.

 Wear Plate Bearing Angle theta1 132.00 degrees

 Wear Plate Thickness tr 10.0 mm.

 Wear Plate Allowable Stress Sr 108.25 N./mm²

 Shell Allowable Stress used in Calculation 1326.66 N./mm²

 Head Allowable Stress used in Calculation 1326.66 N./mm²

 Circumferential Efficiency in Plane of Saddle 1.00

 Circumferential Efficiency at Mid-Span 1.00

 Saddle Force Q, Test Case, no Ext. Forces 323.42 Kgf

 Horizontal Vessel Analysis Results: Actual | Allowable |

 N./mm² | N./mm² |

 ----------------------------------------------------------------

 Long. Stress at Top of Midspan 58.86 | 1326.66 |

 Long. Stress at Bottom of Midspan 61.06 | 1326.66 |

 Long. Stress at Top of Saddles 63.00 | 1326.66 |

 Long. Stress at Bottom of Saddles 58.27 | 1326.66 |

 ----------------------------------------------------------------

 Tangential Shear in Shell 2.84 | 1061.33 |

 Circ. Stress at Horn of Saddle 3.56 | 1990.00 |

 Circ. Compressive Stress in Shell 0.15 | 1326.66 |

 ----------------------------------------------------------------

 **Intermediate Results: Saddle Reaction Q due to Wind or Seismic**

 Saddle Reaction Force due to Wind Ft [Fwt]:

 = Ftr \* ( Ft/Num of Saddles + Z Force Load ) \* B / E

 = 3.0 \* ( 11.5/2 + 0 ) \* 455.0/207.0667

 = 37.7 Kgf

 Saddle Reaction Force due to Wind Fl or Friction [Fwl]:

 = max( Fl, Friction Load, Sum of X Forces) \* B / Ls

 = max( 0.7, 0.0, 0 ) \* 455.0/2521.0

 = 0.1 Kgf

 Load Combination Results for Q + Wind or Seismic [Q]:

 = Saddle Load + Max( Fwl, Fwt, Fsl, Fst )

 = 286 + Max( 0.1, 38, 0, 0 )

 = 323.4 Kgf

 **Summary of Loads at the base of this Saddle:**

 Vertical Load (including saddle weight) 348.88 Kgf

 Transverse Shear Load Saddle Ft 5.73 Kgf

 Longitudinal Shear Load Saddle 0.70 Kgf

 Hydrostatic Test Pressure at center of Vessel: 93.010 bars

 **Formulas and Substitutions for Horizontal Vessel Analysis:**

 Note: Wear Plate is Welded to the Shell, k = 0.1

 **The Computed K values from Table 4.15.1:**

 K1 = 0.1066 K2 = 1.1707 K3 = 0.8799 K4 = 0.4011

 K5 = 0.7603 K6 = 0.0529 K7 = 0.0529 K8 = 0.3405

 K9 = 0.2711 K10 = 0.0581 K1\* = 0.1923 K6p = 0.0434

 K7p = 0.0434

 *The suffix 'p' denotes the values for a wear plate if it exists.*

 Note: Dimension a is greater than or equal to Rm / 2.

 Moment per Equation 4.15.3 [M1]:

 = -Q\*a [1 - (1- a/L + (R²-h2²)/(2a\*L))/(1+(4h2)/3L)]

 = -323\*200.0[1-(1-200.0/1178.0+(105.46²-0.0²)/

 (2\*200.0\*1178.0))/(1+(4\*0.0)/(3\*1178.0))]

 = -9.5 Kg-m.

 Moment per Equation 4.15.4 [M2]:

 = Q\*L/4(1+2(R²-h2²)/(L²))/(1+(4h2)/( 3L))-4a/L

 = 323\*1178/4(1+2(105²-0²)/(1178²))/(1+(4\*0)/

 (3\*1178))-4\*200/1178

 = 32.1 Kg-m.

 Longitudinal Stress at Top of Shell (4.15.6) [Sigma1]:

 = P \* Rm/(2t) - M2/(pi\*Rm²t)

 = 93.01 \* 105.46/(2\*8.18) - 32.1/(pi\*105.5²\*8.18)

 = 58.86 N./mm²

 Longitudinal Stress at Bottom of Shell (4.15.7) [Sigma2]:

 = P \* Rm/(2t) + M2/(pi \* Rm² \* t)

 = 93.01 \* 105.46/(2 \* 8.18) + 32.1/(pi \* 105.5² \* 8.18 )

 = 61.06 N./mm²

 Longitudinal Stress at Top of Shell at Support (4.15.10) [Sigma\*3]:

 = P \* Rm/(2t) - M1/(K1\*pi\*Rm²t)

 = 93.01\*105.46/(2\*8.18)--9.5/(0.1066\*pi\*105.5²\*8.18)

 = 63.00 N./mm²

 Longitudinal Stress at Bottom of Shell at Support (4.15.11) [Sigma\*4]:

 = P \* Rm/(2t) + M1/(K1\* \* pi \* Rm² \* t)

 = 93.01\*105.46/(2\*8.18)+-9.5/(0.1923\*pi\*105.5²\*8.18)

 = 58.27 N./mm²

 Maximum Shear Force in the Saddle (4.15.5) [T]:

 = Q(L-2a)/(L+(4\*h2/3))

 = 323( 1178.0 - 2 \* 200.0)/(1178.0 + ( 4 \* 0.0/3))

 = 213.6 Kgf

 Shear Stress in the shell no rings, not stiffened (4.15.14) [tau2]:

 = K2 \* T / ( Rm \* t )

 = 1.1707 \* 213.6/( 105.46 \* 8.18 )

 = 2.84 N./mm²

 Decay Length (4.15.22) [x1,x2]:

 = 0.78 \* sqrt( Rm \* t )

 = 0.78 \* sqrt( 105.46 \* 8.18 )

 = 22.909 mm.

 Circumferential Stress in shell, no rings (4.15.23) [sigma6]:

 = -K5 \* Q \* k / ( t \* ( b + X1 + X2 ) )

 = - 0.7603 \* 323 \* 0.1/( 8.18 \* ( 150.0 + 22.91 + 22.91 ) )

 = -0.15 N./mm²

 Effective reinforcing plate width (4.15.1) [B1]:

 = min( b + 1.56 \* sqrt( Rm \* t ), 2a )

 = min( 150.0 + 1.56 \* sqrt( 105.46 \* 8.18 ), 2 \* 200.0 )

 = 195.82 mm.

 Wear Plate/Shell Stress ratio (4.15.29) [eta]:

 = min( Sr/S, 1 )

 = min( 108.252/1326.664, 1 )

 = 0.0816

 Circumferential Stress at Saddle Base with Wear Plate (4.15.26) [sigma6,r]:

 = -K5 \* Q \* k / ( B1( t + eta \* tr ) )

 = - 0.7603 \* 323 \* 0.1/( 195.819( 8.18 + 0.082 \* 10.0 ) )

 = -0.14 N./mm²

 Circ. Comp. Stress at Horn of Saddle, L>=8Rm (4.15.27) [sigma7,r]:

 = -Q/(4(t+eta\*tr)b1) - 3\*K7\*Q/(2(t+eta\*tr)²)

 = -323/(4(8.18 + 0.082 \* 10.0)195.819) -

 3 \* 0.053 \* 323/(2(8.18 + 0.082 \* 10.0)²)

 = -3.56 N./mm²

 **Results for Vessel Ribs, Web and Base:**

 Baseplate Length Bplen 250.0000 mm.

 Baseplate Thickness Bpthk 15.0000 mm.

 Baseplate Width Bpwid 180.0000 mm.

 Number of Ribs ( inc. outside ribs ) Nribs 2

 Rib Thickness Ribtk 10.0000 mm.

 Web Thickness Webtk 10.0000 mm.

 Web Location Webloc Side

 Saddle Yield Stress Sy 206.9 N./

 Height of Web at Center Hw,c 286.5 mm.

 Friction Coefficient mu 0.000

 Note: In the tables below Io is I for the rectangle + Area \* Centroid Distance^2

 Moment of Inertia of Saddle - Transverse Direction (90 degrees to long axis)

 B | D | Y | A | AY | Io |

 ----------------------------------------------------------------------------------------------

 Shell 244.9 | 8.2 | 4.1 | 20.0 | 8194.1 | 0.459E+04 |

 Wearplate 200.0 | 10.0 | 13.2 | 20.0 | 26360.0 | 0.405E+04 |

 Web 10.0 | 320.4 | 178.4 | 32.0 | 571698.6 | 0.291E+04 |

 BasePlate 180.0 | 15.0 | 346.1 | 27.0 | 934550.8 | 0.982E+04 |

 Totals ... | ... | ... | 99.1 | 1540803.5 | 0.214E+05 |

 Distance to Centroid [C1]:

 = AY / A

 = 606.616/99.08

 = 155.512 mm.

 Angle [beta]:

 = 180 - Saddle Angle/2

 = 180 - 120.0/2

 = 120.0

 Saddle Splitting Coefficient [K1]:

 = ( 1 + cos(beta) - 0.5\*sin(beta)² )/(pi - beta + sin(beta)cos(beta) )

 = ( 1 + cos(120.0) - 0.5\*sin(120.0)² )/(pi - 2.094 + sin(120.0)cos(120.0) )

 = 0.2035

 Saddle Splitting Force [Fh]:

 = K1 \* Q

 = 0.204 \* 323.42

 = 65.8229 Kgf

 Tension Stress, St = ( Fh/As ) = 0.0817 N./mm²

 Allowed Stress, Sa = 0.6 \* Yield Str = 124.1100 N./mm²

 Saddle Splitting Dimension [d]:

 = B - R \* sin( theta )/ theta

 = 455.0 - 101.37 \* sin( 1.0472 )/1.0472

 = 371.168 mm.

 Bending Moment, M = Fh \* d = 24.4318 Kg-m.

 Bending Stress, Sb = ( M \* C1 / I ) = 0.1743 N./mm²

 Allowed Stress, Sa = 2/3 \* Yield Str = 137.9000 N./mm²

 **Minimum Thickness of Baseplate per Moss:**

 = ( 3( Q + Saddle\_Wt )BasePlateWidth / ( 2 \* BasePlateLength \* AllStress ))½

 = ( 3(323 + 25)180.0/( 2 \* 250.0 \* 137.9 ))½

 = 5.176 mm.

 **Calculation of Axial Load, Intermediate Values and Compressive Stress:**

 Web Length Dimension [ Web Length ]:

 = 2 \* cos( 90 - Saddle Angle/2 )( Inside Radius + Shell Thk + Wear Plate Thk )

 = 2 \* cos( 90 - 120.0/2 )( 101.37 + 8.18 + 10.0 )

 = 207.067 mm.

 Distance between Ribs [e]:

 = Web Length / ( Nribs - 1 )

 = 207.0667/( 2 - 1 )

 = 207.067 mm.

 Baseplate Pressure Area [Ap]:

 = e \* Bpwid / 2

 = 207.0667 \* 180.0/2

 = 186.360 cm²

 Axial Load [P]:

 = Ap \* Bp

 = 186.4 \* 0.72

 = 133.939 Kgf

 Area of the Rib and Web [Ar]:

 = Rib Area + Web Area

 = 14.0 + 10.353

 = 24.353 cm²

 Compressive Stress [Sc]:

 = P/Ar

 = 133.9/24.3533

 = 0.539 N./mm²

 **Check of Outside Ribs:**

 Inertia of Saddle, Outer Ribs - Longitudinal Direction

 B | D | Y | A | AY | Io |

 -------------------------------------------------------------------------------------------

 Rib 10.0 | 140.0 | 80.0 | 14.0 | 112000.0 | 371. |

 Web 103.5 | 10.0 | 5.0 | 10.4 | 5176.7 | 193. |

 Totals ... | ... | ... | 24.4 | 117176.6 | 564. |

 Rib dimension [D]:

 = Saddle Width - Web Thickness

 = 150.0 - 10.0

 = 140.000 mm.

 Distance to Centroid from Datum [ytot]:

 = AY / A

 = 117176.648/24.353

 = 48.115 mm.

 Distance to Centroid [C1]:

 = max( ytot, Saddle Width - ytot )

 = max( 48.115, 150.0 - 48.115 )

 = 101.885 mm.

 Radius of Gyration [r]:

 = sqrt( Total Inertia / Total Area )

 = sqrt( 564.3/24.353 )

 = 48.137 mm.

 Length of Outer Rib [L]:

 = Saddle Height - cos( theta/2 )( radius + shlthk + wpdthk ) - bpthk

 = 455.0 - cos( 120.0/2 )( 101.37 + 8.18 + 10.0 ) - 15.0

 = 380.225 mm.

 Intermediate Term [Cc]:

 = sqrt( 2 \* pi² \* Elastic Modulus / Yield Stress )

 = sqrt( 2 \* pi² \* 0.19994E+09/206.9 )

 = 138.135

 Slenderness ratio [KL/r]:

 = KL/r

 = 1 \* 380.225/48.137

 = 7.899

 Bending Moment [Rm]:

 = Fl /( 2 \* Bplen ) \* e \* L / 2

 = 0.7/( 2 \* 250.0 ) \* 207.067 \* 380.23/2

 = 0.055 Kg-m.

 Compressive Allowable, KL/r < Cc ( 7.8987 < 138.1347 ) per AISC E2-1 [Sca]:

 = ( 1-(Klr)²/(2\*Cc²))Fy/(5/3+3\*(Klr)/(8\*Cc)-(Klr³)/(8\*Cc³)

 = ( 1-( 7.9 )²/(2 \* 138.13² ))207/

 ( 5/3+3\*(7.9)/(8\* 138.13)-( 7.9³)/(8\*138.13³)

 = 122.3 N./mm²

 **AISC Unity Check of Outside Ribs ( must be <= 1 )**

 = Sc/Sca + ( Rm \* C1 / I )/Sba

 = 0.54/122.33 + ( 0.06 \* 101.885/5643193 )/137.9

 = 0.004

 **Input Data for Base Plate Bolting Calculations:**

 Total Number of Bolts per BasePlate Nbolts 2

 Total Number of Bolts in Tension/Baseplate Nbt 1

 Bolt Material Specification SA-193 B7

 Bolt Allowable Stress Stba 172.38 N./mm²

 Bolt Corrosion Allowance Bca 0.0 mm.

 Distance from Bolts to Edge Edgedis 80.0 mm.

 Nominal Bolt Diameter Bnd 12.7000 mm.

 Thread Series Series TEMA

 BasePlate Allowable Stress S 108.25 N./mm²

 Area Available in a Single Bolt BltArea 0.8129 cm²

 Saddle Load QO (Weight) QO 311.1 Kgf

 Saddle Load QL (Wind/Seismic contribution) QL 0.1 Kgf

 Maximum Transverse Force Ft 5.7 Kgf

 Maximum Longitudinal Force Fl 1.1 Kgf

 Saddle Bolted to Steel Foundation No

 Shear Stress in a Single Bolt [taub]:

 = Shear Force / ( 2 \* Bolt Area \* Number of Bolts )

 = 6/( 2 \* 0.81 \* 2 )

 = 0.2 N./mm². Must be less than 103.4 N./mm².

 **Bolt Area Calculation per Dennis R. Moss**

 Bolt Area Requirement Due to Longitudinal Load [Bltarearl]:

 = 0.0 (QO > QL --> No Uplift in Longitudinal direction)

 Bolt Area due to Shear Load [Bltarears]:

 = Fl / (Stba \* Nbolts)

 = 1.09/(172.38 \* 2.0)

 = 0.0003 cm²

 **Bolt Area due to Transverse Load:**

 Moment on Baseplate Due to Transverse Load [Rmom]:

 = B \* Ft + Sum of X Moments

 = 455.0 \* 5.73 + 0.0

 = 2.61 Kg-m.

 Eccentricity (e):

 = Rmom / QO

 = 2.61/311.13

 = 8.37 mm. < Bplen/6 --> No Uplift in Transverse direction

 Bolt Area due to Transverse Load [Bltareart]:

 = 0 (No Uplift)

 Required Area of a Single Bolt [Bltarear]:

 = max[Bltarearl, Bltarears, Bltareart]

 = max[0.0, 0.0003, 0.0]

 = 0.0003 cm²

 **ASME Horizontal Vessel Analysis: Stresses for the Right Saddle**

 (per ASME Sec. VIII Div. 2 based on the Zick method.)

 Note:

 Wear Pad Width (200.00) is less than 1.56\*sqrt(rm\*t)

 and less than 2a. The wear plate will be ignored.

 Minimum Wear Plate Width to be considered in analysis [b1]:

 = min( b + 1.56\*sqrt( Rm \* t ), 2a )

 = min( 150.0 + 1.56\*sqrt( 131.915 \* 9.27 ), 2 \* 200.0 )

 = 204.5521 mm.

 **Input and Calculated Values:**

 Vessel Mean Radius Rm 131.92 mm.

 Stiffened Vessel Length per 4.15.6 L 1178.00 mm.

 Distance from Saddle to Vessel tangent a 200.00 mm.

 Saddle Width b 150.00 mm.

 Saddle Bearing Angle theta 120.00 degrees

 Shell Allowable Stress used in Calculation 1201.93 N./mm²

 Head Allowable Stress used in Calculation 1201.93 N./mm²

 Circumferential Efficiency in Plane of Saddle 1.00

 Circumferential Efficiency at Mid-Span 1.00

 Saddle Force Q, Test Case, no Ext. Forces 288.72 Kgf

 Horizontal Vessel Analysis Results: Actual | Allowable |

 N./mm² | N./mm² |

 ----------------------------------------------------------------

 Long. Stress at Top of Midspan 74.36 | 1201.93 |

 Long. Stress at Bottom of Midspan 75.65 | 1201.93 |

 Long. Stress at Top of Saddles 67.58 | 1201.93 |

 Long. Stress at Bottom of Saddles 65.41 | 1201.93 |

 ----------------------------------------------------------------

 Tangential Shear in Shell 1.79 | 961.55 |

 Circ. Stress at Horn of Saddle 2.99 | 1802.90 |

 Circ. Compressive Stress in Shell 0.11 | 1201.93 |

 ----------------------------------------------------------------

 **Intermediate Results: Saddle Reaction Q due to Wind or Seismic**

 Saddle Reaction Force due to Wind Ft [Fwt]:

 = Ftr \* ( Ft/Num of Saddles + Z Force Load ) \* B / E

 = 3.0 \* ( 11.5/2 + 0 ) \* 471.0/253.8321

 = 31.9 Kgf

 Saddle Reaction Force due to Wind Fl or Friction [Fwl]:

 = max( Fl, Friction Load, Sum of X Forces) \* B / Ls

 = max( 1.09, 0.0, 0 ) \* 471.0/2521.0

 = 0.2 Kgf

 Load Combination Results for Q + Wind or Seismic [Q]:

 = Saddle Load + Max( Fwl, Fwt, Fsl, Fst )

 = 257 + Max( 0.2, 32, 0, 0 )

 = 288.7 Kgf

 **Summary of Loads at the base of this Saddle:**

 Vertical Load (including saddle weight) 316.64 Kgf

 Transverse Shear Load Saddle Ft 5.73 Kgf

 Longitudinal Shear Load Saddle 1.09 Kgf

 Hydrostatic Test Pressure at center of Vessel: 93.013 bars

 **Formulas and Substitutions for Horizontal Vessel Analysis:**

 Note: Wear Plate is Welded to the Shell, k = 0.1

 **The Computed K values from Table 4.15.1:**

 K1 = 0.1066 K2 = 1.1707 K3 = 0.8799 K4 = 0.4011

 K5 = 0.7603 K6 = 0.0529 K7 = 0.0529 K8 = 0.3405

 K9 = 0.2711 K10 = 0.0581 K1\* = 0.1923

 Note: Dimension a is greater than or equal to Rm / 2.

 Moment per Equation 4.15.3 [M1]:

 = -Q\*a [1 - (1- a/L + (R²-h2²)/(2a\*L))/(1+(4h2)/3L)]

 = -289\*200.0[1-(1-200.0/1178.0+(131.915²-0.0²)/

 (2\*200.0\*1178.0))/(1+(4\*0.0)/(3\*1178.0))]

 = -7.7 Kg-m.

 Moment per Equation 4.15.4 [M2]:

 = Q\*L/4(1+2(R²-h2²)/(L²))/(1+(4h2)/( 3L))-4a/L

 = 289\*1178/4(1+2(132²-0²)/(1178²))/(1+(4\*0)/

 (3\*1178))-4\*200/1178

 = 29.4 Kg-m.

 Longitudinal Stress at Top of Shell (4.15.6) [Sigma1]:

 = P \* Rm/(2t) - M2/(pi\*Rm²t)

 = 93.013 \* 131.915/(2\*8.18) - 29.4/(pi\*131.9²\*8.18)

 = 74.36 N./mm²

 Longitudinal Stress at Bottom of Shell (4.15.7) [Sigma2]:

 = P \* Rm/(2t) + M2/(pi \* Rm² \* t)

 = 93.013 \* 131.915/(2 \* 8.18) + 29.4/(pi \* 131.9² \* 8.18 )

 = 75.65 N./mm²

 Longitudinal Stress at Top of Shell at Support (4.15.10) [Sigma\*3]:

 = P \* Rm/(2t) - M1/(K1\*pi\*Rm²t)

 = 93.013\*131.915/(2\*9.27)--7.7/(0.1066\*pi\*131.9²\*9.27)

 = 67.58 N./mm²

 Longitudinal Stress at Bottom of Shell at Support (4.15.11) [Sigma\*4]:

 = P \* Rm/(2t) + M1/(K1\* \* pi \* Rm² \* t)

 = 93.013\*131.915/(2\*9.27)+-7.7/(0.1923\*pi\*131.9²\*9.27)

 = 65.41 N./mm²

 Maximum Shear Force in the Saddle (4.15.5) [T]:

 = Q(L-2a)/(L+(4\*h2/3))

 = 289( 1178.0 - 2 \* 200.0)/(1178.0 + ( 4 \* 0.0/3))

 = 190.7 Kgf

 Shear Stress in the shell no rings, not stiffened (4.15.14) [tau2]:

 = K2 \* T / ( Rm \* t )

 = 1.1707 \* 190.68/( 131.915 \* 9.27 )

 = 1.79 N./mm²

 Decay Length (4.15.22) [x1,x2]:

 = 0.78 \* sqrt( Rm \* t )

 = 0.78 \* sqrt( 131.915 \* 9.27 )

 = 27.276 mm.

 Circumferential Stress in shell, no rings (4.15.23) [sigma6]:

 = -K5 \* Q \* k / ( t \* ( b + X1 + X2 ) )

 = - 0.7603 \* 289 \* 0.1/( 9.27 \* ( 150.0 + 27.28 + 27.28 ) )

 = -0.11 N./mm²

 Circ. Comp. Stress at Horn of Saddle, L>=8Rm (4.15.24) [sigma7]:

 = -Q/(4\*t\*(b+X1+X2)) - 3\*K7\*Q/(2\*t²)

 = -289/(4\*9.27\*(150.0+27.276+27.276)) -

 3\* 0.0529\*289/(2\*9.27²)

 = -2.99 N./mm²

 Effective reinforcing plate width (4.15.1) [B1]:

 = min( b + 1.56 \* sqrt( Rm \* t ), 2a )

 = min( 150.0 + 1.56 \* sqrt( 131.915 \* 9.27 ), 2 \* 200.0 )

 = 204.55 mm.

 **Results for Vessel Ribs, Web and Base:**

 Baseplate Length Bplen 250.0000 mm.

 Baseplate Thickness Bpthk 15.0000 mm.

 Baseplate Width Bpwid 180.0000 mm.

 Number of Ribs ( inc. outside ribs ) Nribs 2

 Rib Thickness Ribtk 10.0000 mm.

 Web Thickness Webtk 10.0000 mm.

 Web Location Webloc Side

 Saddle Yield Stress Sy 239.9 N./

 Height of Web at Center Hw,c 311.5 mm.

 Friction Coefficient mu 0.000

 Note: In the tables below Io is I for the rectangle + Area \* Centroid Distance^2

 Moment of Inertia of Saddle - Transverse Direction (90 degrees to long axis)

 B | D | Y | A | AY | Io |

 ----------------------------------------------------------------------------------------------

 Shell 253.6 | 9.3 | 4.6 | 23.5 | 10895.7 | 0.473E+04 |

 Wearplate 200.0 | 10.0 | 14.3 | 20.0 | 28540.0 | 0.350E+04 |

 Web 10.0 | 309.5 | 174.0 | 30.9 | 538427.4 | 0.270E+04 |

 BasePlate 180.0 | 15.0 | 336.2 | 27.0 | 907793.9 | 0.973E+04 |

 Totals ... | ... | ... | 101.5 | 1485657.1 | 0.207E+05 |

 Distance to Centroid [C1]:

 = AY / A

 = 584.904/101.452

 = 146.439 mm.

 Angle [beta]:

 = 180 - Saddle Angle/2

 = 180 - 120.0/2

 = 120.0

 Saddle Splitting Coefficient [K1]:

 = ( 1 + cos(beta) - 0.5\*sin(beta)² )/(pi - beta + sin(beta)cos(beta) )

 = ( 1 + cos(120.0) - 0.5\*sin(120.0)² )/(pi - 2.094 + sin(120.0)cos(120.0) )

 = 0.2035

 Saddle Splitting Force [Fh]:

 = K1 \* Q

 = 0.204 \* 288.715

 = 58.7598 Kgf

 Tension Stress, St = ( Fh/As ) = 0.0739 N./mm²

 Allowed Stress, Sa = 0.6 \* Yield Str = 143.9676 N./mm²

 Saddle Splitting Dimension [d]:

 = B - R \* sin( theta )/ theta

 = 471.0 - 127.28 \* sin( 1.0472 )/1.0472

 = 365.740 mm.

 Bending Moment, M = Fh \* d = 21.4912 Kg-m.

 Bending Stress, Sb = ( M \* C1 / I ) = 0.1494 N./mm²

 Allowed Stress, Sa = 2/3 \* Yield Str = 159.9640 N./mm²

 **Minimum Thickness of Baseplate per Moss:**

 = ( 3( Q + Saddle\_Wt )BasePlateWidth / ( 2 \* BasePlateLength \* AllStress ))½

 = ( 3(289 + 28)180.0/( 2 \* 250.0 \* 159.964 ))½

 = 4.579 mm.

 **Calculation of Axial Load, Intermediate Values and Compressive Stress:**

 Web Length Dimension [ Web Length ]:

 = 2 \* cos( 90 - Saddle Angle/2 )( Inside Radius + Shell Thk + Wear Plate Thk )

 = 2 \* cos( 90 - 120.0/2 )( 127.28 + 9.27 + 10.0 )

 = 253.832 mm.

 Distance between Ribs [e]:

 = Web Length / ( Nribs - 1 )

 = 253.8321/( 2 - 1 )

 = 253.832 mm.

 Baseplate Pressure Area [Ap]:

 = e \* Bpwid / 2

 = 253.8321 \* 180.0/2

 = 228.449 cm²

 Axial Load [P]:

 = Ap \* Bp

 = 228.4 \* 0.64

 = 146.570 Kgf

 Area of the Rib and Web [Ar]:

 = Rib Area + Web Area

 = 14.0 + 12.692

 = 26.692 cm²

 Compressive Stress [Sc]:

 = P/Ar

 = 146.6/26.6916

 = 0.539 N./mm²

 **Check of Outside Ribs:**

 Inertia of Saddle, Outer Ribs - Longitudinal Direction

 B | D | Y | A | AY | Io |

 -------------------------------------------------------------------------------------------

 Rib 10.0 | 140.0 | 80.0 | 14.0 | 112000.0 | 407. |

 Web 126.9 | 10.0 | 5.0 | 12.7 | 6345.8 | 197. |

 Totals ... | ... | ... | 26.7 | 118345.8 | 604. |

 Rib dimension [D]:

 = Saddle Width - Web Thickness

 = 150.0 - 10.0

 = 140.000 mm.

 Distance to Centroid from Datum [ytot]:

 = AY / A

 = 118345.789/26.692

 = 44.338 mm.

 Distance to Centroid [C1]:

 = max( ytot, Saddle Width - ytot )

 = max( 44.338, 150.0 - 44.338 )

 = 105.662 mm.

 Radius of Gyration [r]:

 = sqrt( Total Inertia / Total Area )

 = sqrt( 604.2/26.692 )

 = 47.577 mm.

 Intermediate Term [Cc]:

 = sqrt( 2 \* pi² \* Elastic Modulus / Yield Stress )

 = sqrt( 2 \* pi² \* 0.19994E+09/239.9 )

 = 128.255

 Slenderness ratio [KL/r]:

 = KL/r

 = 1 \* 381.205/47.577

 = 8.012

 Bending Moment [Rm]:

 = Fl /( 2 \* Bplen ) \* e \* L / 2

 = 1.1/( 2 \* 250.0 ) \* 253.832 \* 381.2/2

 = 0.105 Kg-m.

 Compressive Allowable, KL/r < Cc ( 8.0124 < 128.2549 ) per AISC E2-1 [Sca]:

 = ( 1-(Klr)²/(2\*Cc²))Fy/(5/3+3\*(Klr)/(8\*Cc)-(Klr³)/(8\*Cc³)

 = ( 1-( 8.01 )²/(2 \* 128.25² ))240/

 ( 5/3+3\*(8.01)/(8\* 128.25)-( 8.01³)/(8\*128.25³)

 = 141.7 N./mm²

 **AISC Unity Check of Outside Ribs ( must be <= 1 )**

 = Sc/Sca + ( Rm \* C1 / I )/Sba

 = 0.54/141.7 + ( 0.11 \* 105.662/6041731 )/159.96

 = 0.004

 **Input Data for Base Plate Bolting Calculations:**

 Total Number of Bolts per BasePlate Nbolts 2

 Total Number of Bolts in Tension/Baseplate Nbt 1

 Bolt Material Specification SA-193 B7

 Bolt Allowable Stress Stba 172.38 N./mm²

 Bolt Corrosion Allowance Bca 0.0 mm.

 Distance from Bolts to Edge Edgedis 80.0 mm.

 Nominal Bolt Diameter Bnd 12.7000 mm.

 Thread Series Series TEMA

 BasePlate Allowable Stress S 95.15 N./mm²

 Area Available in a Single Bolt BltArea 0.8129 cm²

 Saddle Load QO (Weight) QO 284.8 Kgf

 Saddle Load QL (Wind/Seismic contribution) QL 0.2 Kgf

 Maximum Transverse Force Ft 5.7 Kgf

 Maximum Longitudinal Force Fl 1.1 Kgf

 Saddle Bolted to Steel Foundation No

 Shear Stress in a Single Bolt [taub]:

 = Shear Force / ( 2 \* Bolt Area \* Number of Bolts )

 = 6/( 2 \* 0.81 \* 2 )

 = 0.2 N./mm². Must be less than 103.4 N./mm².

 **Bolt Area Calculation per Dennis R. Moss**

 Bolt Area Requirement Due to Longitudinal Load [Bltarearl]:

 = 0.0 (QO > QL --> No Uplift in Longitudinal direction)

 Bolt Area due to Shear Load [Bltarears]:

 = Fl / (Stba \* Nbolts)

 = 1.09/(172.38 \* 2.0)

 = 0.0003 cm²

 **Bolt Area due to Transverse Load:**

 Moment on Baseplate Due to Transverse Load [Rmom]:

 = B \* Ft + Sum of X Moments

 = 471.0 \* 5.73 + 0.0

 = 2.70 Kg-m.

 Eccentricity (e):

 = Rmom / QO

 = 2.7/284.76

 = 9.47 mm. < Bplen/6 --> No Uplift in Transverse direction

 Bolt Area due to Transverse Load [Bltareart]:

 = 0 (No Uplift)

 Required Area of a Single Bolt [Bltarear]:

 = max[Bltarearl, Bltarears, Bltareart]

 = max[0.0, 0.0003, 0.0]

 = 0.0003 cm²

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