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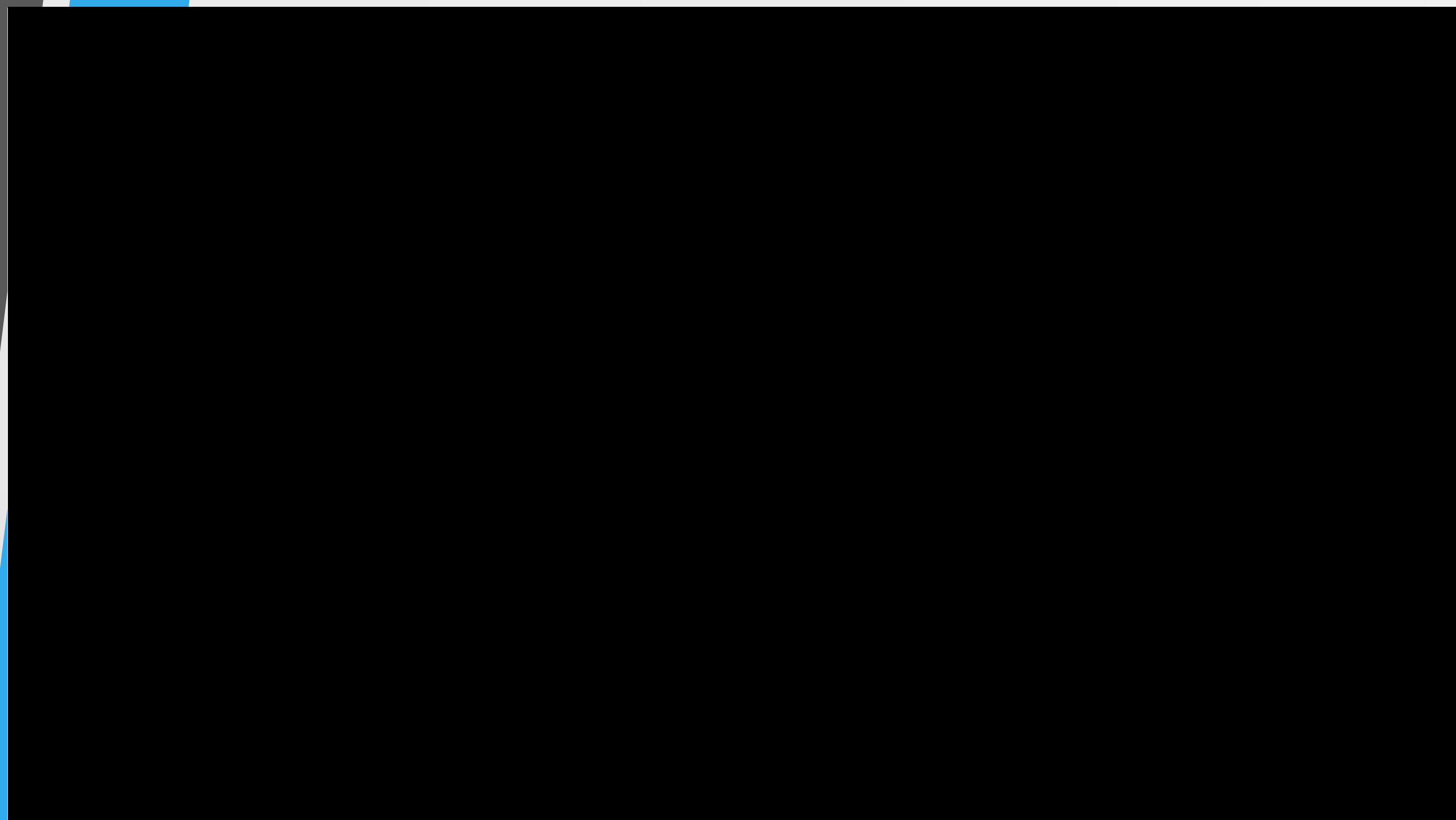
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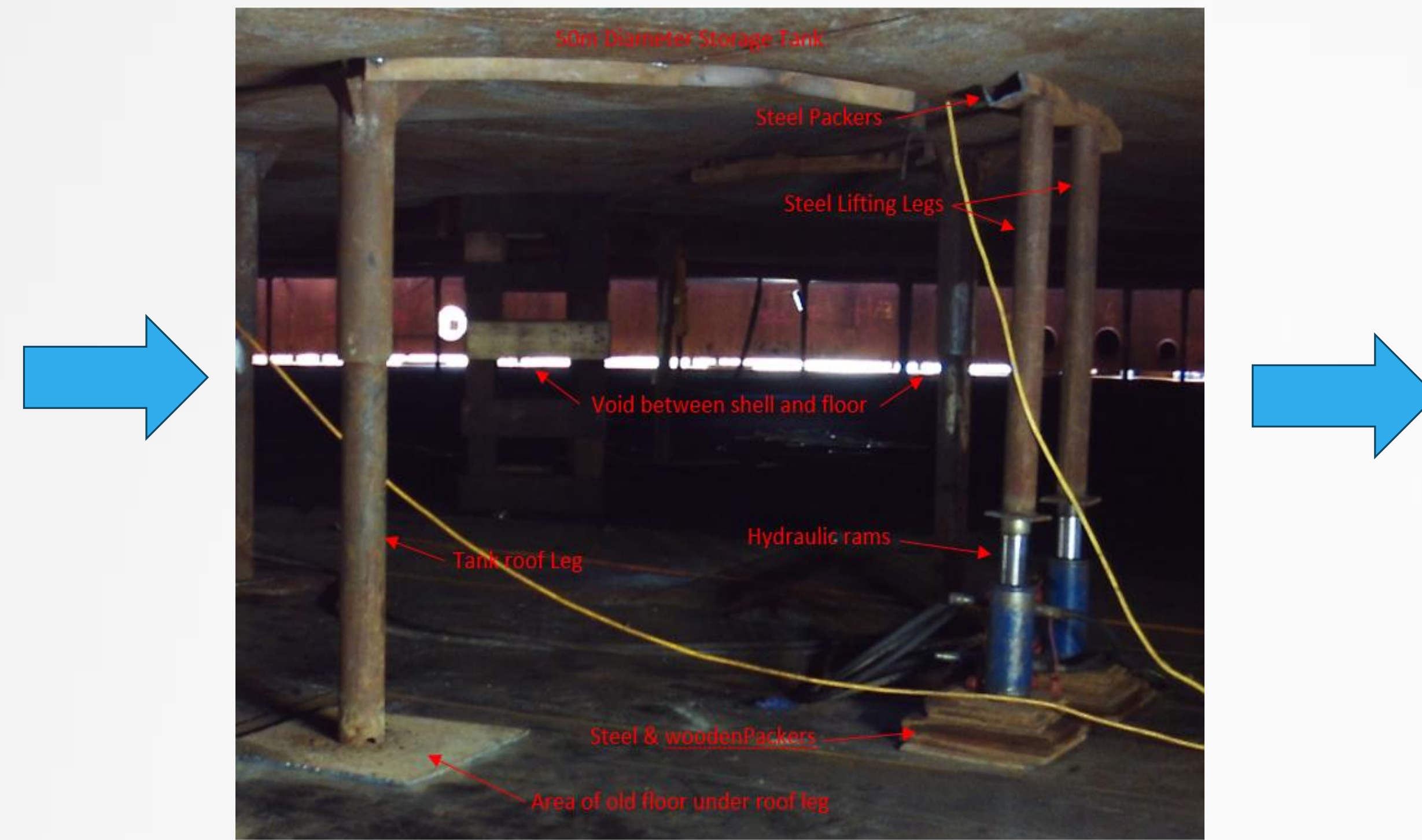
# LIFTING FRAME FOR TANK ROOF LEG ELEVATION, EMPHASISING USABILITY AND SUSTAINABILITY

\*IMAGE REDACTED FOR COPYRIGHT REASONS\*

## Storage Tank under construction



## Tank Maintenance



## The Problem

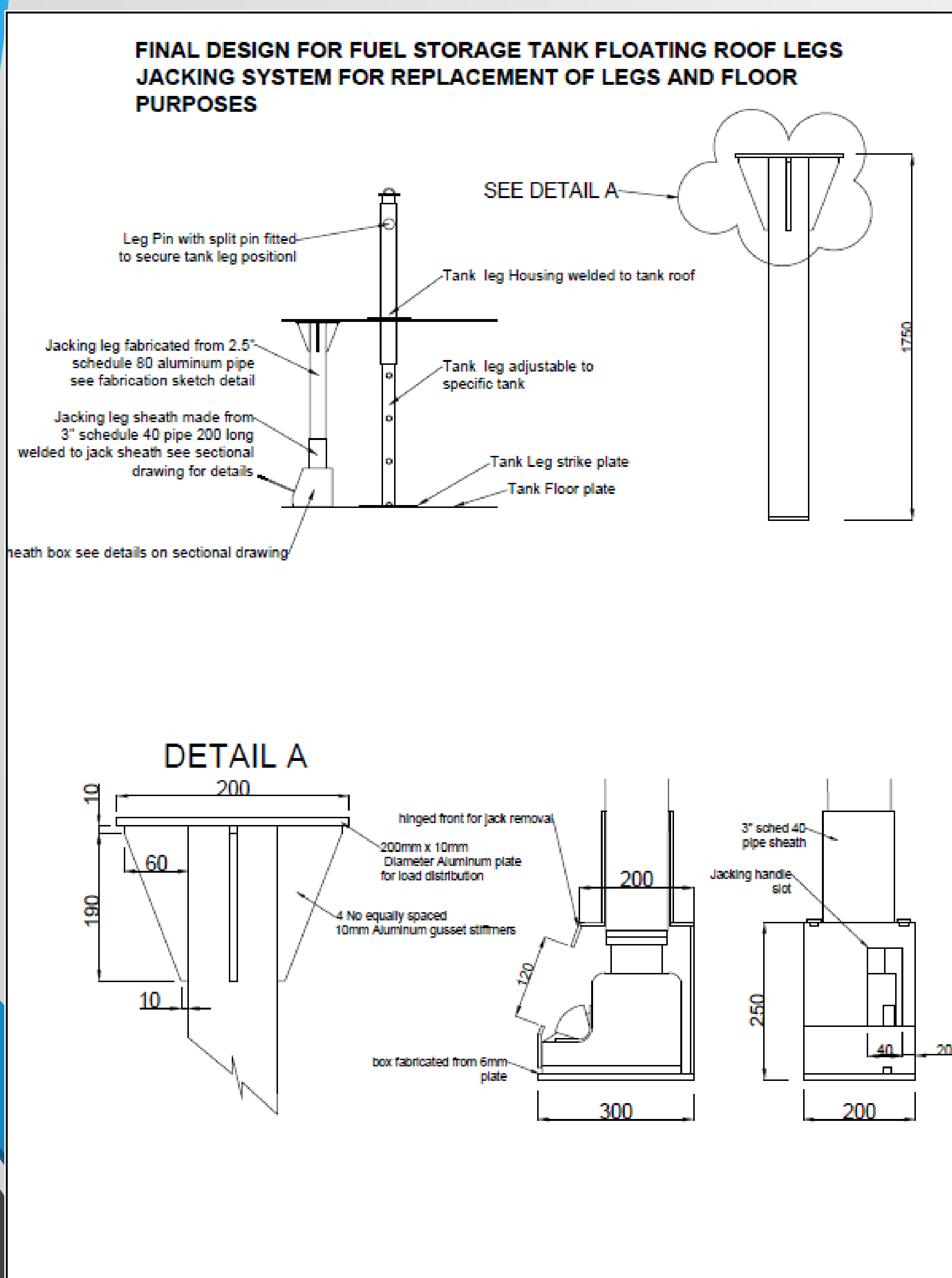


Storage tanks within the oil and gas industry play a vital role, they can contain unrefined or refined products. The tanks themselves can vary in shape and size, from small cylindrical tanks, spherical tanks, to floating roof tanks some of these large crude tanks can be 50m in diameter and store in excess of 35,000m<sup>3</sup> of liquid product

The report will be solely looking at floating roof designed tanks and the maintenance / repair methods used in these tanks after corrosion has taken place and the floor needs replacing. The maintenance procedure for floor replacement is to first cut the shell from the floor, the shell is then raised on jacks creating a void between both surfaces. The corroded floor is then chopped into pieces and slid out of this void. Due to the roof legs being in contact with the floor small areas around the legs cannot be removed at this stage, it is the method of 'lifting the roof legs' (to remove these pieces and lay the new floor) this project aims to improve.

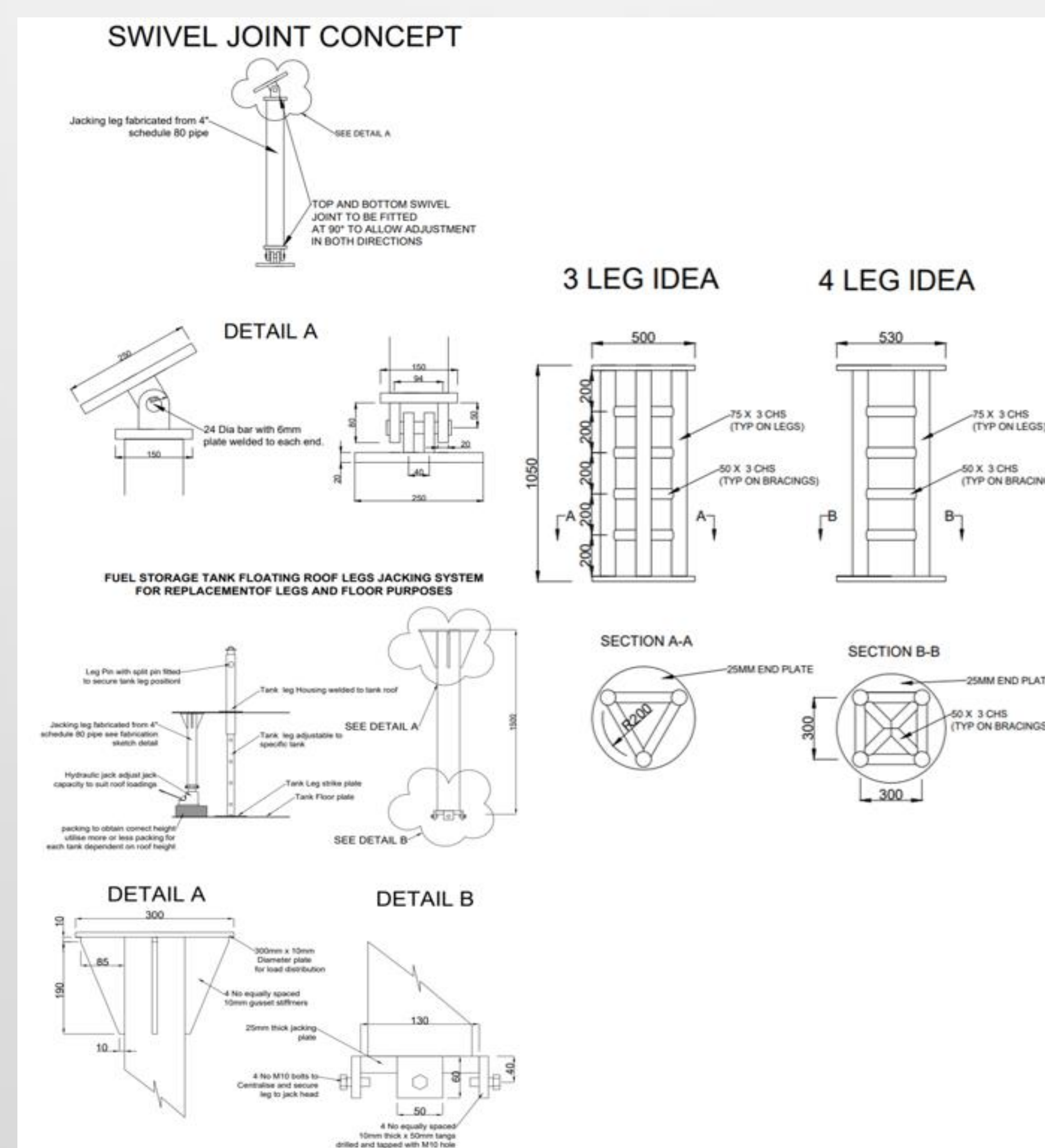
During this procedure the steel lifting tubes can 'Bird mouth' (Slide and open) at point of contact with hydraulic jack when under pressure and have in the past caused an uncontrolled release of pressure making the steel lifting tubes and pump move in an uncontrolled manner, becoming projectiles when this happens, it has great potential for harm to users and bystanders

## Final Design



The concept has been refined, indicating the correct materials and size for the jacking post after calculations were conducted. Additionally, a conceptual jack holding system has been drawn this has not been covered during this project, but the need has been realised due to project-specific insights that have emerged during development.

## Concept CAD Drawings



CAD drawings for initial concept designs were created and are shown above

## Calculations

Inertia =  $\frac{\pi ((do \text{ outer})^4 - (di \text{ inner})^4)}{64}$

Size & schedule of pipe (inches)	Outer Radius (mm)	Wall Thickness (mm)	Inner Radius (mm)	Moment of Inertia mm <sup>4</sup>
1"	25.4	3.0	22.4	1.06e+08
1.5"	38.1	4.0	34.1	2.71e+08
2"	50.8	5.0	45.8	5.42e+08
2.5"	63.5	6.0	57.5	9.13e+08
3"	76.2	7.0	69.2	1.28e+09
3.5"	88.9	8.0	80.9	1.65e+09
4"	101.6	9.0	92.6	2.02e+09
4.5"	114.3	10.0	104.3	2.39e+09
5"	127.0	11.0	116.0	2.76e+09
5.5"	139.7	12.0	127.7	3.13e+09
6"	152.4	13.0	139.4	3.50e+09
6.5"	165.1	14.0	151.1	3.87e+09
7"	177.8	15.0	162.8	4.24e+09
7.5"	190.5	16.0	174.5	4.61e+09
8"	203.2	17.0	186.2	4.98e+09
8.5"	215.9	18.0	197.9	5.35e+09
9"	228.6	19.0	209.6	5.72e+09
9.5"	241.3	20.0	221.3	6.09e+09
10"	254.0	21.0	233.0	6.46e+09

$F_{crit} = \frac{\pi^2 EI}{L^2}$

$E_{crit}$  = Critical buckling stress, E = Young's modulus of elasticity GPa, L = Length of column (m)

I = Moment of inertia (m<sup>4</sup>)

$V = \pi \left( \frac{do^2}{4} - \frac{di^2}{4} \right) \times L$

V = Volume of the material forming the pipe, Do = Outer diameter of the pipe, Di = Inner Diameter of the pipe, L = Length of the pipe.

And then use to find weight.

$W = V \times \rho$

W = Weight of the pipe, ρ = Density of the pipe material.

Pipe densities are:

Stainless Steel = 8030kg/m<sup>3</sup>  
 Carbon Steel = 7800kg/m<sup>3</sup>  
 Aluminum = 2700kg/m<sup>3</sup>

Size & schedule of pipe (inches)	Moment of inertia mm <sup>4</sup>	Length of hollow circular tube	Critical load kN	Weight of pipe over 1.2m length in kg
1"	1.06e+08	1.2	1.17e+03	1.17e+03
1.5"	2.71e+08	1.2	3.81e+03	3.81e+03
2"	5.42e+08	1.2	9.13e+03	9.13e+03
2.5"	9.13e+08	1.2	1.65e+04	1.65e+04
3"	1.28e+09	1.2	2.02e+04	2.02e+04
3.5"	1.65e+09	1.2	2.39e+04	2.39e+04
4"	2.02e+09	1.2	2.76e+04	2.76e+04
4.5"	2.39e+09	1.2	3.13e+04	3.13e+04
5"	2.76e+09	1.2	3.50e+04	3.50e+04
5.5"	3.13e+09	1.2	3.87e+04	3.87e+04
6"	3.50e+09	1.2	4.24e+04	4.24e+04
6.5"	3.87e+09	1.2	4.61e+04	4.61e+04
7"	4.24e+09	1.2	4.98e+04	4.98e+04
7.5"	4.61e+09	1.2	5.35e+04	5.35e+04
8"	4.98e+09	1.2	5.72e+04	5.72e+04
8.5"	5.35e+09	1.2	6.09e+04	6.09e+04
9"	5.72e+09	1.2	6.46e+04	6.46e+04
9.5"	6.09e+09	1.2	6.83e+04	6.83e+04
10"	6.46e+09	1.2	7.20e+04	7.20e+04

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3.5"	1.65e+09	1.2	2.39e+04	2.39e+04
4"	2.02e+09	1.2	2.76e+04	2.76e+04
4.5"	2.39e+09	1.2	3.13e+04	3.13e+04
5"	2.76e+09	1.2	3.50e+04	3.50e+04
5.5"	3.13e+09	1.2	3.87e+04	3.87e+04
6"	3.50e+09	1.2	4.24e+04	4.24e+04
6.5"	3.87e+09	1.2	4.61e+04	4.61e+04
7"	4.24e+09	1.2	4.98e+04	4.98e+04
7.5"	4.61e+09	1.2	5.35e+04	5.35e+04
8"	4.98e+09	1.2	5.72e+04	5.72e+04
8.5"	5.35e+09	1.2	6.09e+04	6.09e+04
9"	5.72e+09	1.2	6.46e+04	6.46e+04
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The calculations for tank roof weights were carried out. Jacking beam buckling stresses and material weights were also calculated using T357 Formulae some of which are shown above