



P.O. Box 768
Mead, CO 80542

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Pressure Vessel Assessment Report

Project Information

Client:	Total Energy	Location:	Blackwell OK	Date:	7/23/2013
Contact:		Integrity Mgmt. Advisor:	Chuck Easterbrooks - API 510 #2212		
Cc:		API / UT Inspector:	Robert Van Pelt-API 510# 40899		
Vessel Description:	Propane Storage Tank				
Vessel Identification:	SN-1534				



1.0 Summary:

An internal and external API 510 inspection and ultrasonic thickness examination was performed on vessels SN# 1534. This vessel was out of service at the time of inspection. There was no U1 or any other documentation available prior to performing the inspection.

There is some minor scale and flange seating surface corrosion but overall the shell and heads are in serviceable condition. The limiting factor for this assessment is the absence of original design and material identification data available.



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2.0 References:

- API 510 – Pressure Vessel Inspection Code
- ASME Section VIII Division 1
- ASME Section V
- API 579 – Fitness for Service
- NBIC – National Board Inspection Code

3.0 General Discussion:

The contents of this report are based on the data acquired during the visual inspection and ultrasonic thickness inspection results. UT data was taken at specific locations to determine the remaining thickness. The internal and external visual inspection results provide an account of the visual condition and presence of any visual degradation.

There was not any historical inspection or original design information available for review that positively identifies the material spec or grade or original thickness.

4.0 Inspection Details:

4.1 External Inspection:

Saddle Supports:

There are 3 saddles supports for this vessel. Each support has a reinforcement band ¼” thick by 9” wide completely encompasses the full circumference of the vessel. The supports are located near each end and in the center. There were no visible distortions and the supports appear to be in serviceable condition.

Shell:

There is scattered coating failure over the entire vessel. There is mild active oxidation associated with the coating failure with negligible wall loss. There were access platform clips welded to the shell but the platforms were not on site.

Nozzles:

The nozzles necks were in serviceable condition however the flange sealing surfaces had a tightly adhered combination of atmospheric scale and paint approximately 20 mils thick. The pitting was not evaluated on the sealing surface due to the heavy scale build up. Nozzle labeled N3 had a visible RMS finish under the heavy scale while all of the other flange seating surfaces had no visible serrations. There were reinforcement pads installed on the 6” nozzle and the manway. All the repads had metallic threaded plugs installed in their telltale holes. Inspection of the telltale holes could not be performed.

The manway had a heavy atmospheric scale build up on the flange area around the OD of the raised face sealing surface. The sealing surface was in serviceable condition. The scale can be scraped off with a hand scraper. The manway davit arm had been cut off previously leaving only the davit arm hinge clip and a partial remnant of the davit arm inserted into the clip.

Heads:

The heads are in comparable condition to the shell. Both heads are ellipsoidal. There were no visible distortions observed..

Data Plate:

The data plate was intact and legible.



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4.2 Internal Inspection:

Shell & Heads:

Manway: The internal surface of the manway displayed no pitting. It had a light surface scale of approximately 10 mils thick. It did not indicate any signs of bulging, blistering or warping. The ID nozzle to shell weld was full profile with no preferential corrosion visible. The weld surface was similar to the nozzle ID surface.

Shell:

The shell internal surface was generally smooth with no measurable pitting. There was a light surface oxidation throughout the entire ID of the vessel. The welds were full profile and comparable to the shell surface ID. There are 3 internal stiffening rings welded to the shell for the entire ID circumference that are ½" thick X 6" in height.

Nozzles:

A 2" nozzle on the north east side had a valve and blind installed. Inspection of this nozzle was limited to the ID surface only, It had a heavy rust and scale build up which impeded the ID inspection of the surface. All nozzles, including threaded couplings, were internally back-welded and have some internal projection. All welds are full and complete with no visible porosity, cracking, or discontinuities that would affect the pressure retaining capabilities. Nozzle necks are free from debris and corrosion. All ID nozzle weld surfaces were comparable to the adjacent shell surfaces.

Internal Distributor Pipe:

A distributor pipe was installed on the south west end of the vessel and traveled to the north for the entire length to the vessel. The north end of the distributor header (approximately 15 foot) had 1/16" holes on the bottom of the pipe. The holes were 2" apart in a linear row. 95% of the holes completely were plugged.

HEADS:

The ID surfaces of the heads were comparable to the shell ID. The head to shell welds were comparable to the shell ID surface.

4.3 Conclusion:

The UT data shows a .079" maximum deviation from the lowest to highest remaining thickness obtained on the shell and .062" deviation on the heads.

Pressure vessels in propane service typically were designed with a 0.000" corrosion allowance. The corrosion observed and noted above does not appear to be service related and aside from the gasket surface degradation, is mild in nature and a result of atmospheric corrosion and a period of time out of service without an inert purge.

4.4 Recommendations:

The vessel should be abrasively blasted and painted to mitigate future external corrosion. All flange gasket surfaces should be mechanically cleaned and evaluated to ensure suitability for service.

Without positive identification of the materials used to construct this vessel, procedures complying with API 510 Section 7.7 or NBIC will need to be followed to ascertain the future service limitations, design conditions, and MAWP. Additionally, any applicable rules for the jurisdiction and a future inspection plan will need to be developed in accordance with API 510.



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5.0 Ultrasonic Thickness Inspection:

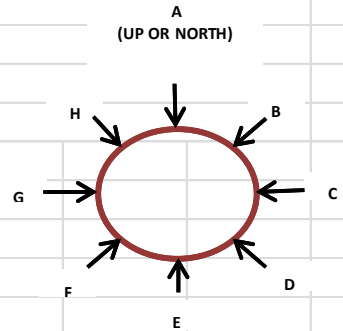
Details:

Straight beam ultrasonic thickness measurements were taken at various separate locations on the shell plate material and the ellipsoidal heads. UT readings were taken utilizing a KB USM GO instrument with a CA-211A 1/2" single element transducer, calibrated on 1" mild carbon steel step block. There was not a U-1A form or other documentation available to compare UT thickness readings with. The base material was not known during this examination.

The thickness measurements shown below utilize the orientation of the vessel at the time of inspection, whereas the North head is the head with the original data plate affixed to the head.

5.1 Summary Information:

Probe : CA-211A							
Cal Comment : Cal@1.000" on a 1.000" Carbon Steel Test Block SN# 12-3015							
Inspector : Jerrad Tidwell		Company : MTR					
Instrument Type : USM Go		Instrument S.N : USMGO1265041					
Units : INCH		Velocity(in/us) : 0.2329					
Max Shell Thickness:	0.644						
Min Shell Thickness:	0.565						
Max North Head Thickness:	0.784						
Min North Head Thickness:	0.746						
Max SouthHead Thickness:	0.795						
Min South Head Thickness:	0.733						





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5.2 UT Thickness Data

Bands	A	B	C	D	E	F	G	H
1	0.58		0.586		0.575		0.577	
2		0.61		0.619		0.601		0.601
3	0.579		0.591		0.576		0.579	
4	0.575		0.582		0.581		0.583	
5		0.599		0.596		0.601		0.594
6	0.575		0.58		0.581		0.582	
7	0.575		0.571		0.566		0.6	
8		0.592		0.589		0.592		0.595
9	0.572		0.57		0.572		0.576	
10	0.575		0.578		0.572		0.573	
11		0.598		0.597		0.59		0.585
12	0.57		0.573		0.57		0.566	
13	0.582		0.577		0.569		0.58	
14		0.607		0.598		0.607		0.611
15	0.589		0.583		0.577		0.585	
16	0.571		0.571		0.565		0.567	
17		0.587		0.588		0.579		0.571
18	0.577		0.574		0.573		0.573	
19	0.596		0.593		0.61		0.601	
20		0.63		0.616		0.644		0.63
21	0.591		0.589		0.607		0.598	
22	0.59		0.584		0.58		0.577	
23		0.613		0.614		0.602		0.601
24	0.595		0.595		0.592		0.587	
25	0.598		0.589		0.596		0.602	
26		0.609		0.604		0.621		0.618
27	0.585		0.582		0.588		0.593	
28	0.579		0.575		0.568		0.574	
29		0.607		0.601		0.599		0.629
30	0.587		0.584		0.578		0.58	
31	0.601		0.582		0.567		0.593	
32		0.617		0.605		0.605		0.621
33	0.601		0.587		0.569		0.593	
34	0.577		0.577		0.575		0.576	
35		0.606		0.613		0.614		0.602
36	0.569		0.569		0.565		0.57	



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UT Data (Cont.):

Bands	A	B	C	D	E	F	G	H
North Head								
37	0.736		0.739		0.734		0.741	
38	0.731		0.727		0.732		0.734	
South Head								
39	0.737		0.771		0.712		0.754	
40	0.729		0.729		0.722		0.735	
Nozzles								
41	0.424				0.424			
42	1.005		1.006		1.008		1.009	
43	0.42		0.432		0.428		0.413	
44	0.427		0.418		0.416		0.429	
45	0.603		0.586		0.598		0.598	
46	0.426		0.429		0.428		0.417	
47	0.429		0.425		0.435		0.423	



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6.0 Pictures:







PICTURE 1 – DATA PLATE 1534



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 <p>2018. 7.23 8:40</p>	 <p>2018. 7.23 8:41</p>
<p>Platform clips</p>	<p>Welded coupling</p>
 <p>2018. 7.23 8:49</p>	 <p>2018. 7.23 10:00</p>
<p>Flange welded to South head</p>	<p>ID of North head</p>



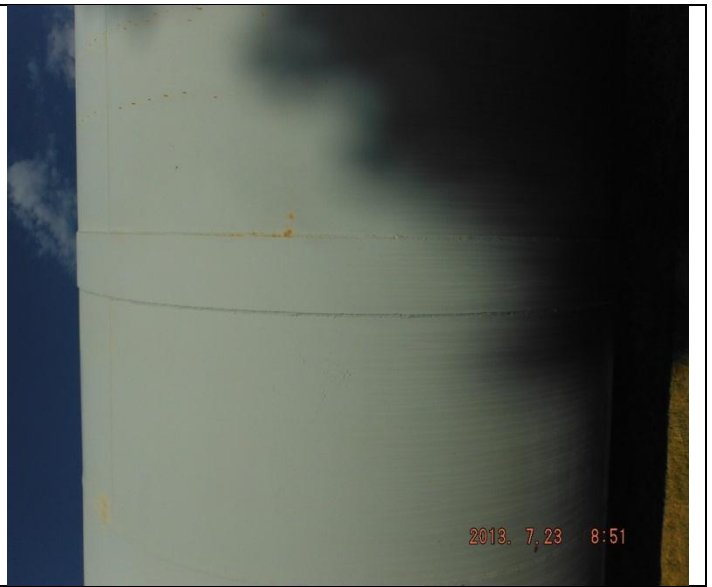
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Saddle Support



Reinforcement strap for saddle



Davit Arm bracket



Man Way



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Corroded Flange Face



Corroded Flange Face



ID of welded coupling



ID of shell



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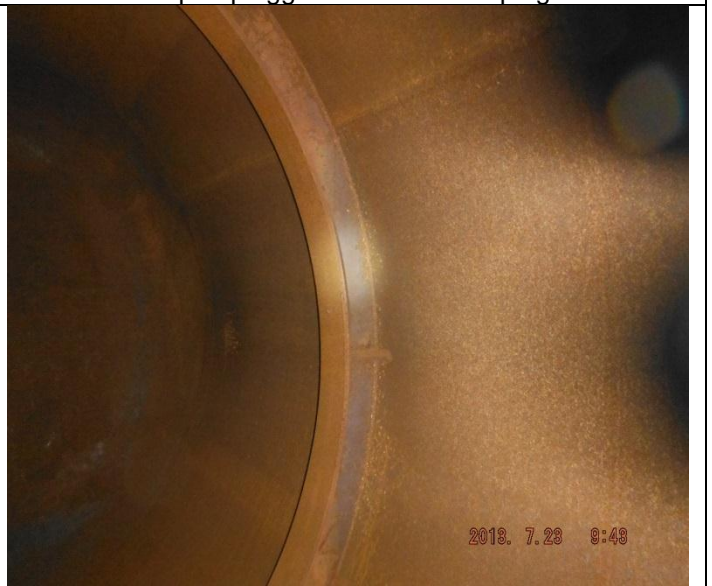
Valve bolted to flange



Repad plugged with threaded plug



Distributor Pipe



ID Stiffener support for saddles (typ 3)