# Astm 53b to 54b pdfsdocuments2

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**What are we using the ASTM table 53A B for?** The density of cargo at observed temperature is converted to density at 15º C by using table '53A or 53B'. The density at standard temperature is entered against observed temperature to obtain the VCF. When the GOV is multiplied by the VCF obtained from table '54A or 54B' the GSV is obtained.

**What is the ASTM 53B table?** ASTM Table 53B. ( Extracts or complete) Allows to determine the density at 15 ° C, directly from the density observed at the temperature of the product measured, using a densimeter for petroleum products (calibrated at 15 ° C). Applies exclusively to refined petroleum products.

**How to calculate vcf table 54B?**

**How to calculate VCF and WCF?** M. – T 54B (VCF) > Density @ 15*C 0.9903 = 0.9870 (see the above picture you need to interpolate if any different numbers on both columns). (Quick formula with reducing factor for WCF is Density @ 15*C – 0.0011 = 0.9903 – 0.0011 = 0.9892).

**What does ASTM mean?** Originally called the “American Society for Testing Materials” in 1902, it then became the “American Society for Testing and Materials” in 1961 before it changed its name to “ASTM International” in 2001.

**What does the ASTM table stand for?** The system is set up with two versions of the ASTM (American Society for Testing and Materials) D4311 table, one using a standard temperature of 60 degrees Fahrenheit and one using a standard temperature of 15 degrees Celsius.

**What is the difference between ASTM and ASME flange?** Basically ASTM creates the material specifications and standard test methods to determine compliance. ASME selects those ASTM materials which will perform adequately in boiler or pressure vessel service and accepts them with stated limitations.

**How is VCF calculated?** VCF awards are calculated using a basic formula: non-economic loss plus economic loss, minus collateral offsets. Collateral offsets are compensation received from other sources due to your eligible injury.

**How to compute for VCF?** In standard applications, computing the VCF or CTL requires the observed temperature of the product, and its API gravity at 60 °F. Once calculated, the corrected volume is the product of the VCF and the observed volume.

**What is VCF in cargo calculation?** Volume Correction Factor (VCF): the numerical value determined by laboratory analysis or by standardised computer arithmetic that when multiplied by the Gross Observed Volume at tank temperature results in the volume of the product at its standard temperature (150C or 600F).

**What is the VCF vessel correction factor?** The Volume Correction Factor (VCF) is a unit conversion factor used in the petroleum industry to adjust the volume of hydrocarbons measured at one temperature to the volume that would be measured at standard temperature and pressure (STP).

**How to calculate trim correction?** 3.17 To calculate the First Trim Correction, multiply TRIM by TPC, then multiply the product by the longitudinal Centre of Flotation (LCF) x 100. Then, divide the final product by the Length Between Perpendiculars (LBP). Second Correction = TxT x +/-50 cm x MTC diff.

**What is API in cargo calculation?** The American Petroleum Institute gravity, or API gravity, is a measure of how heavy or light a petroleum liquid is compared to water: if its API gravity is greater than 10, it is lighter and floats on water; if less than 10, it is heavier and sinks.

**What is ASTM table 6B used for?** Table 6B to be used for petroleum Products correction of volume to 60ºF against API Gravity at 60ºF. (American Measurement System). Table 54B to be used for Petroleum Products correction of volume to 15ºC against Density at 15ºC. (Metric Measurement System).

**What are ASTM tables used for calculating?** But for petroleum products and crude oils, ASTM tables are used for calculating cargo weights. ASTM tables give the Volume correction factors (VCF) to find the volumes at temperature for which the density is given.

**What is the weight correction factor?** The ratio of normal force to gravitational force is defined as the weight correction factor. In the single cable case, the weight correction factor is 1 (WCF = 1). Remember that it is the normal force multiplied by the COF that creates the frictional resistance to movement.

**Why should petroleum cargo's density and temperature be calculated?** We need the density of the cargo to convert the volume of cargo to the weight. And as the density also changes with the temperature, we would need the density of the cargo at the cargo temperature to convert the observed volume to weight.

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