Stainless Fabrication, Inc.

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FIELD FABRICATION

SFI has developed a unique means of field fabricating vessels that are too large to ship or are a challenge to install due to limited-access in the plant.

We begin by fabricating the top cone directly on the pad on which the tank will eventually rest. The cone is formed and lifted into the air using specially designed jacking devices. Once the cone is lifted, the first course (horizontal, cylindrical section of sidewall) is welded and attached to the top. A lift-ring is attached and the vessel is lifted into the air allowing fabrication of the second horizontal course. This section of sidewall is welded underneath the first, the ring is lowered, and the tank is lifted into the air to add the third course. Once completed, the sidewall is lowered on to the bottom and welded in place inside the anchor ring. The anchor ring is permanently affixed to the pad, the jacking devices are removed, the jobsite is cleaned, and the project is completed.

A vertical, cylindrical storage tank almost competed.

Cone is fabricated and lifted five feet in the air. Then, the first course is welded to the top.

Because the tank is fabricated in its final resting place using jacking devices, overhead cranes are typically not required. This enables SFI to fabricate indoors or outdoors, allowing our customer to schedule building construction independently of tank fabrication. Other benefits include a high level of safety because work is performed at ground level, which also produces higher quality welds and fit-ups. Additionally, project schedules can be closely maintained, resulting in considerable savings.

SFI field crews work exclusively on field fab projects and are extensively trained in this method of fabrication. No outside personnel are utilized on field projects.

A series of tanks under construction.

In short, our process provides for a faster, more cost efficient, higher quality, and above all, distinctly safer method of field fabricating large tanks and processing equipment.

With second course welded underneath the first, tank is lifted into the air to add the third course.