

Step 1: Determine the Specific Gravity and Density of the Fuel Oil

The American Petroleum Institute ($^{\circ}\text{API}$) gravity scale relates a petroleum fluid's density to that of water at standard conditions:

$$^{\circ}\text{API} = \frac{141.5}{SG_{15.6^{\circ}\text{C}}} - 131.5$$

Substituting 28°API :

$$28^{\circ}\text{API} = \frac{141.5}{SG_{15.6^{\circ}\text{C}}} - 131.5$$

$$SG_{15.6^{\circ}\text{C}} = 0.8871$$

Using standard water density ($\rho_{\text{water}} = 1000 \text{ kg/m}^3$), the absolute density (ρ_{oil}) of the fuel oil is:

$$\rho_{\text{oil}} = (0.8871) \left(1000 \frac{\text{kg}}{\text{m}^3} \right) = 887.1 \frac{\text{kg}}{\text{m}^3}$$

Step 2: Convert Volume Flow Rate to Mass Flow Rate ($\dot{m}$)

The fuel oil enters at a volumetric rate of 1100 gal/hr. Using standard conversions ($1 \text{ gal} = 3.785 \text{ L} = 3.785 \times 10^{-3} \text{ m}^3$)

$$V = \left(1100 \frac{\text{gal}}{\text{hr}} \right) \left(\frac{3.785 \times 10^{-3} \text{ m}^3}{1 \text{ gal}} \right) \left(\frac{1 \text{ hr}}{3600 \text{ s}} \right) = 0.0011566 \frac{\text{m}^3}{\text{s}}$$

Now, compute the mass flow rate ($\dot{m}$):

$$\dot{m} = \rho_{\text{oil}} V = \left(887.1 \frac{\text{kg}}{\text{m}^3} \right) \left(0.0011566 \frac{\text{m}^3}{\text{s}} \right) = 1.026 \frac{\text{kg}}{\text{s}}$$

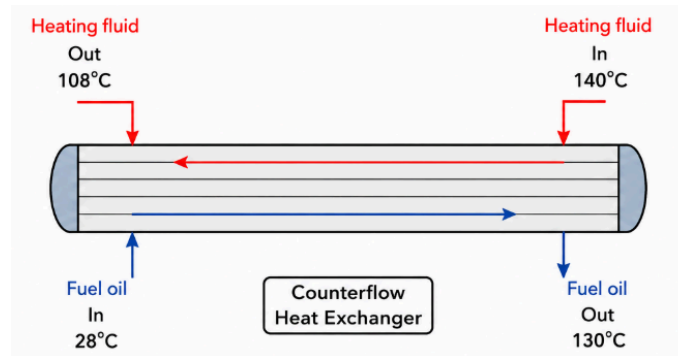
Step 3: Calculate the Heat Transfer Rate Required ($\dot{Q}$)

The total thermal capacity rate absorbed by the fuel oil to raise its temperature from 28°C to 130°C is:

$$\dot{Q} = \dot{m} C_p (T_{\text{oil, out}} - T_{\text{oil, in}}) = \left(1.026 \frac{\text{kg}}{\text{s}} \right) \left(2.4 \frac{\text{kJ}}{\text{kg-K}} \right) (130 - 28)^{\circ}\text{C}$$

$$\dot{Q} = 251.16 \text{ kW}$$

Step 4: Compute the Log Mean Temperature Difference (LMTD)



For a counterflow heat exchanger, we define the terminal temperature differences at both ends:

- **End 1:** $\theta_1 = T_{hot, in} - T_{cold, out} = 140^\circ\text{C} - 130^\circ\text{C} = 10^\circ\text{C}$
- **End 2:** $\theta_2 = T_{hot, out} - T_{cold, in} = 108^\circ\text{C} - 28^\circ\text{C} = 80^\circ\text{C}$

Applying the integrated LMTD equation:

$$LMTD = \frac{\theta_2 - \theta_1}{\ln\left(\frac{\theta_2}{\theta_1}\right)} = \frac{80 - 10}{\ln\left(\frac{80}{10}\right)} = 33.66^\circ\text{C}$$

Step 5: Convert Overall Heat Transfer Coefficient (U) to Compatible Units

Convert U from imperial-metric hybrid units to standard SI units (kW/m²-K):

$$U = \left(430 \frac{\text{kcal}}{\text{hr-m}^2\text{-K}}\right) \left(\frac{4.1868 \text{ kJ}}{1 \text{ kcal}}\right) \left(\frac{1 \text{ hr}}{3600 \text{ s}}\right) = 0.500 \frac{\text{kW}}{\text{m}^2\text{-K}}$$

Step 6: Compute the True Required Surface Area (A)

$$Q = UA(LMTD)$$

$$251.16 \text{ kW} = \left(0.500 \frac{\text{kW}}{\text{m}^2\text{-K}}\right) A(33.66^\circ\text{C})$$

$$A = 14.92 \text{ m}^2$$

The terminal temperature difference at the hot end is tight ($\theta_1 = 10^\circ\text{C}$). A counterflow arrangement handles these tight approaches smoothly. In a parallel flow layout, heating a cold fluid up to 130°C using a hot fluid that exits at 108°C is thermodynamically impossible. Counterflow configurations bypass this limitation, maximizing thermal efficiency.