

FILE



Interoffice Communication

To G. G. Draper
From Tom Roche
Date November 21, 1974
Subject Revision to Vent System at VCM Loading Dock.
Design No. 15-700-1174-TPR

Attached is the design for a piping modification to the vent system at the VCM loading dock. This design is being issued as final unless further comments are received.

Venting from the ship increases the back pressure on the vacuum eductors on the dock and on the hydroquinone addition system. This reduces the eductor efficiency to the point where adequate vacuum can not be produced. Eductor design information indicates a 2 psig back pressure reduces the amount of vacuum produced by 30%. As a result it becomes necessary to stop the venting from the ship during hold sampling and hydroquinone addition so that these eductors will function properly. Consequently, ship loading is stopped or reduced during hydroquinone addition and hold sampling.

This design proposes to route the discharge lines from the two eductors directly to the knock-out pot located prior to the vent stack. This will reduce the back pressure effect now encountered when ship venting is in progress. Currently the discharge line from the eductors combine with the ship vent line immediately after the vent recovery system. Back pressure as a result of the pressure drop in the 3" combined vent line to the stack will be avoided by piping the eductor discharge gases to the knock-out pot separately. Approximately 150 ft. of 2" pipe will be needed.

A 2" flange connection will be needed on the KO pot to connect the new line. It should be located at approximately the same elevation as the present vent line connection to the KO pot.

If there are any suggestions or revisions to this design please return them immediately to Douglas Michels.

Thomas P. Roche

T. Roche

Approved

Douglas Michels

bw

CC:

JAD-JHM-GGD(5)-JRH(4)-CEG-JSR-JCL-PLF

CCR 000082010

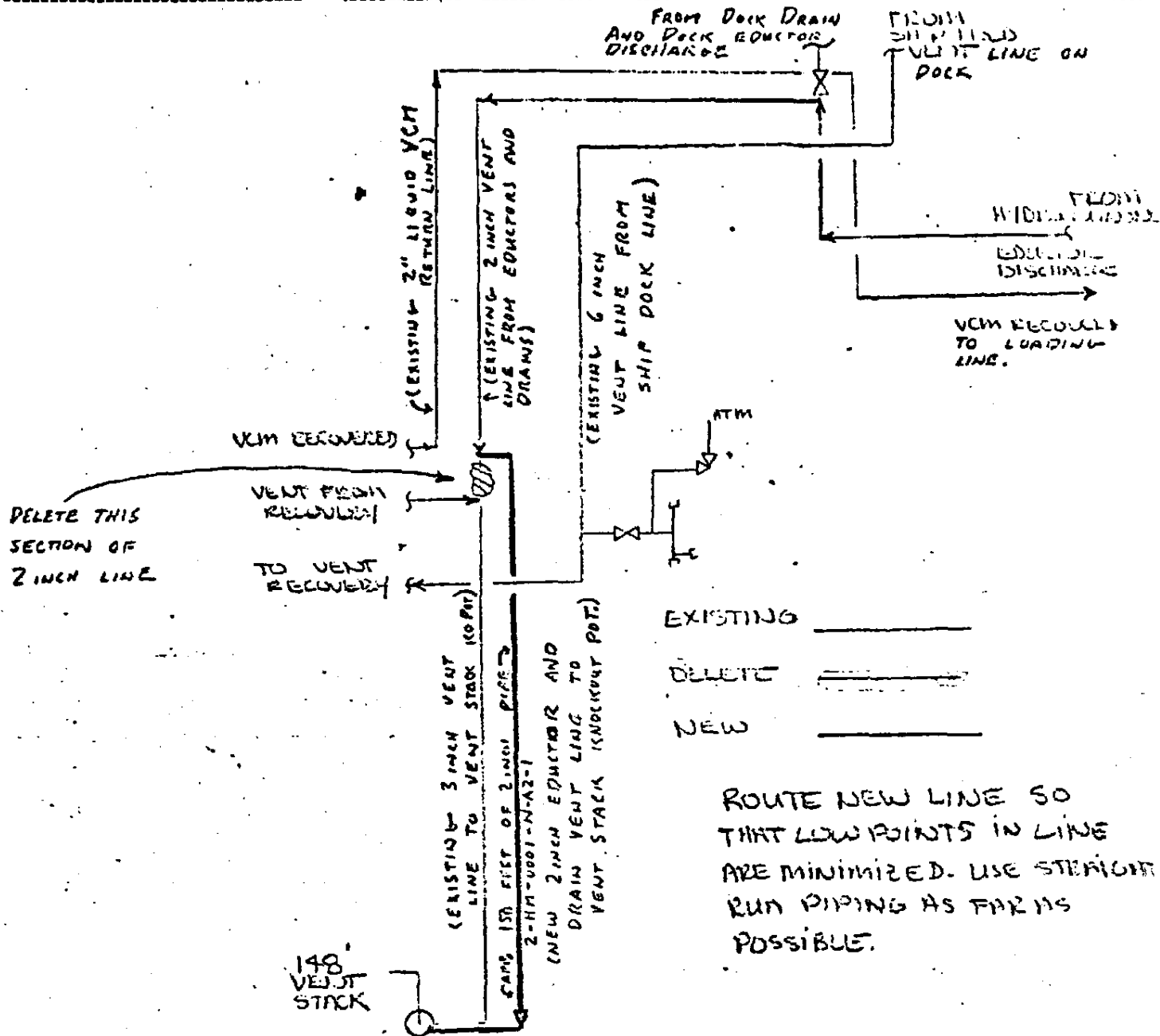
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ROUTE NEW LINE SO THAT LOW POINTS IN LINE ARE MINIMIZED. USE STRAIGHT RUN PIPING AS FAR AS POSSIBLE.

NOTE: A NEW 2 INCH NOZZLE WILL BE REQUIRED AT THE INLET TO THE VENT K.O. POT. THE LOCATION OF THIS NOZZLE IS NOT CRITICAL BUT IT SHOULD BE AT LEAST 3 FEET ABOVE THE BOTTOM TANGENT LINE OF THE K.O. POT.

CCR 000082011

FIGURE 1

REVISION TO DOCK VENT SYSTEM

TPR

11-20-74