

MANUFACTURING CHEMISTS' ASSOCIATION

MEETING OF TASK GROUP B
Vinyl Monomer Transportation
Maritime Emergencies

May 20, 1970

Warwick Hotel - Houston, Texas

The meeting was called to order at 8:30 a.m. by Dennie Dowell, Chairman.

The Chairman asked if all companies had received a copy of the report entitled "Combustion Products of Vinyl Chloride Monomer". He stated some had a preliminary report, but questioned if everyone had a final report.

OBJECTIVES OF TASK FORCE

Paul Reed discussed Tenneco's problem.

Commander Rose issued instructions on handling hazardous chemicals.

Tenneco wrote a paragraph on vinyl chloride safety and gave to captain. Ensign read it and said chemists might understand but mariners might not. The write-up was revised and is now satisfactory with coast guard.

Purging ships presents a problem. Should we have flare line to dock? What about loading cold liquified vinyl chloride. First problem is venting. Next oxygen in vapor space.

TANK CLEANLINESS - Coding of tanks on vessels was discussed.

Should MCA recommend ship specifications to the Coast Guard? Should supplier be responsible for ship's code. There is a difference between ships and barges. Is the entire problem up to the Coast Guard to decide. Coast Guard regulations control the design of barges.

What should a well equipped dock have?

Security of vessels at waterfront facility.

Additional requirement for VCM and hazardous chemicals- need warning device.

What about electrical facilities - what classification? Most have Class I, Group D, Division 2.

What kind of grounding is required?

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Reviewed COTP Public Notice 6-69. Questioned the necessity of an inhibitor.

Also questioned the need for a standby security guard, but will follow good safety practices.

EMERGENCIES AT THE DOCK

Ethyl loaded ship had pump seal blow out in unloading operation. Several men were hurt because they did not follow safety procedures given to them.

Dow feels deep well pumps should not be used because of problems when a leak occurs. No block valves for seal.

Discussed communication problem with foreign flag ships. Get instructions such as MCA data cards translated into language of ship and crew. MCA translate data cards. (WIC-20)

Some companies check tank, valve, and piping on ship to make sure there has not been a communication problem. Group felt this was a good practice.

What do you do with a leak at dock?

(a) On dock - no fire

Reviewed previous minutes and water transportation information card.

Should spill or leak instructions be altered? Should shut down of ships motors be included in shut off all ignition sources.

Add phrase to evacuate the area.

Ethyl has freon horn on dock to warn ship's crew of a leak or emergency on dock. Add statement to activate warning devices. Put heavy fog pattern on leak.

(b) Leak on dock that does fire

On a controlled fire shut off source and keep adjoining area cool with water. Sound alarm and evacuate ship and area.

On an uncontrollable fire, sound the alarm, evacuate ship and area. Keep adjacent area cool with water. Keep unauthorized personnel away. Block in wherever possible.

Discussed automatic valves on loading on dock. Atwood-Morrill valves were mentioned as being good. Decided to "investigate remotely isolating vulnerable sections of loading lines".

What do you do about an explosion on the dock? Dropped the subject because it can't really happen on dock - it can happen on the ship. Subject is really covered under fires.

In cases of fires it should be mentioned that HCl and CO given off by a fire are hazardous.

What should be done if a fire occurs on the ship? Many situations were discussed but no rules or suggestions applying to all situations. Scuppers on a VCl ship should not be closed off as they are on oil tankers being loaded.

What do you do with heavy vapors in closed space? No one had any ideas. Believed that ships have emergency procedures and we should try to get procedures from the captains. Conoco and Dow agreed to attempt to get such procedures from captains. Procedures will be sent to all names on the meeting notice.

What safety equipment is required on board ship? The ship's emergency crew should have a self-contained breathing apparatus for each member with some spare cylinders. Ship should also have explosion meter plus normal safety and fire protection equipment.

Safety equipment on the dock should include fire water, a fog nozzle, a dry chemical extinguisher, self-contained breathing apparatus.

The committee reviewed COTP Public Notice 6-69, Port of Houston, and feels that the following comments should be made considering the handling of VCM only. *attached*

1. In Paragraph 2.b. Vinyl chloride is required to be inhibited or stabilized.

The committee feels that inhibitors or stabilizers should be left up to the discretion of the supplier.

Paragraph 2.f. We question the need for special security guard at the dock while loading VCM.

Paragraph 2.h. This regulation is desirable, but may not always be practical. In many cases firewater is a part of the municipal drinking water system and we question tying this to a ship's fire-water system.

Paragraph 3. Comments listed apply to vinyl chloride - not products of unusual hazard.

Paragraph 3.c. Vapor return lines are normally not necessary when handling vinyl chloride because atmospheric venting is usually not necessary.

Paragraph 3. f. We do not understand this paragraph.

Paragraph 3.g. Shore personnel are responsible for safety precautions, but we challenge the need to be within hailing distance constantly.

Paragraph 3.k. See comment on paragraph 2.b.

Paragraph 4. Comments on previous sections also apply to Paragraph 4.

Good Safety Practices When Handling Vinyl Chloride - by Tenneco - will be incorporated in Chemical Safety Data Sheet SD-56 when it is revised.

Comments and suggested changes on WIC-20:

Under "Hazards, Fire" change third statement to "Burning releases dangerous gas".

Change "May be ignited" to "Easily ignited".

Under "Exposure" change to "Vapors cause dizziness or unconsciousness".

Under "Spill or Leak" change second sentence to "Shut off leak if possible".

Change "in case of major spill into waterway notify proper authorities".

Add statement "Sound emergency alarm. Keep crews upwind".

Under "Fire" change last sentence to: "Cool tank and adjacent area if exposed to heat".

Under "Exposure" add "Remove contaminated clothing" after third sentence.

Those attending the meeting were:

R. O. Kogler	-	Mono Chem, Inc., Geismar, La.
G. K. Jordan	-	PPG
Geo. Poettcker	-	Dow, Freeport, Texas 77541
A. J. LaVine	-	Allied Chemicals, P. O. Box 271, Baton Rouge,
D. L. Magee	-	" " " " " "

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Attendance - continued

M. E. Sutherland	-	Union Carbide Corp.
R. W. Maeser, Jr.	-	Ethyl Corporation - Pasadena, Texas 77501
Wilson Devall	-	Ethyl Corporation - Baton Rouge, La.
Sidney Pitts	-	Conoco - Lake Charles, La.
H. D. Butter	-	Conoco - Saddle Brook, N. J.
Paul M. Reed	-	Tenneco - Pasadena, Texas
D. L. Dowell	-	B. F. Goodrich - Cleveland, Ohio

The meeting adjourned at 4 p.m.



R. W. Maeser, Jr.
Acting Secretary

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