

DEPARTMENT OF TRANSPORTATION

COAST GUARD

COTP Public Notice 3-71

Issued by: Captain of the Port, U. S. Coast Guard, Houston
P.O. Box 446, Galena Park, Texas 77547

5900/COTPPN 3-71

6 May 1971

Subject: Captain of the Port Policy Concerning Vessels
Loading or Discharging "Cargoes of Particular Hazard"

Reference: (a) COTP Notice 6-69

1. Reference (a) is hereby cancelled.

2. Due to the particular and severe hazards which exist during the transfer of cargoes listed in 33 CFR 124.14(b)(1), (See enclosure (1)), it will be my policy to order safety precautions in the following paragraphs when any tank ship or barge is transferring or has aboard such cargoes in the Port of Houston.

a. At least 24 hours in advance, the waterfront facility where the cargo of particular hazard is to be transferred, will notify the COTP of the anticipated date, time, cargo and amount to be transferred. This notification may be accomplished by letter or telephone, (672-2142).

b. Acrylonitrile, methyl acrylate, butadiene, methyl methacrylate, ethylene oxide, vinyl chloride, vinylidene and chloride and vinyl acetate must be inhibited or stabilized. The master of a vessel or the tankerman of a barge into which these commodities are loaded will be provided with a statement as to the type of inhibitor used, the estimated time the inhibitor is expected to remain in effect, what conditions will diminish the effect of the inhibitor, and steps to be taken in the event the transit time exceeds the life of the inhibitor or an accident involving the cargo occurs during transit.

c. Vessels may bunker or take on lubes from shoreside and waterside provided at least 100 feet separation exists or the superstructure intervenes between the tank being loaded with a subject cargo and the bunkering position. The separation requirement does not apply, if bunkering is accomplished through fixed shore piping from the facility.

d. While discharging or loading any of the subject cargoes to or from a facility, a vessel shall not transfer any of the subject cargoes or any other cargo to or from any vessel alongside (excluding bunkering operations).

e. Vessels may load a maximum of two other grades of products simultaneously with a subject cargo provided:

(1) Independent piping systems are provided for each product (includes droplines).

(2) Product loading lines do not cross each other,

(3) Each flange in the entire loading operation (including) products not classified as ("Cargoes of Particular Hazard") will contain all bolts.

(4) At least two men shall be on duty supervising the operations on the vessel and two men shall be on duty supervising the operations at the shore facility.

(5) Bunkering or lubes are not considered to be one of the "two other grades of products" that may be loaded simultaneously.

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f. Tank vessels may transfer any of the subject cargoes to or from a vessel alongside only if transfer operations to or from the facility are not conducted at the same time. While engaged in such operations, sufficient personnel shall be on watch in such positions that they can immediately secure the operation if a hazardous situation develops.

g. While discharging or loading any of the subject commodities, waterfront facilities shall provide adequate physical security, including a guard force to allow only those persons who have an official need for presence on the facility during the operations.

h. Flange couplings ashore and shipboard used in the transfer of the subject cargo will be completely bolted.

i. The tank ship's fire main will be mated to the facility fire fighting system so that the vessel will maintain a fire-fighting capability even if fire pumps are inoperative. This process will generally require the utilization of a foreign vessel's International Shore Connection. The Bonding Hose shall never be charged unless in use during a fire.

j. Vessels transferring the subject cargoes should be electrically bonded to the shore ground prior to the connection of a cargo hose. The connection shall be maintained until the cargo hose has been disconnected and any spill has been removed. This connection shall be secure. (Alligator clamps are not acceptable - "C" clamps are recommended).

k. When loading or discharging acrylonitrile, methyl acrylate, methyl methacrylate, ethylene oxide, propylene oxide, vinyl chloride, vinylidene chloride, and vinyl acetate the steam heating lines shall be blanked off leading into the tank containing these products.

l. When loading "Class B" poisons, independent venting for each tank containing these products shall be provided. Close gauging devices shall be provided on all tanks carrying "Class B" poisons.

3. In summary, waterfront facilities handling products of unusual hazard as listed in Enclosure (1) shall assure that:

a. Hose connections are properly made with completely bolted flanges, properly gasketed - not leaking.

b. Proper electric bondings are made.

c. Vapor return lines are used when handling gases or poisons that would otherwise be considered atmospheric pollutants.

d. Adequate shoreside fire protection is provided depending upon the nature of the product.

e. Adequate guards and safety personnel are on watch.

f. A declaration of inspection, properly executed, has been received from the tank ship. (46 CFR 35.35-30)

g. Shore safety personnel are constantly within hailing distance of the vessel for emergency shore shutdown action.

h. Cargo hoses are tested annually according to manufacturer's recommendations.

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i. Cargo hoses are clearly marked with manufacturer's guaranteed maximum pressure.

j. Notify COTP 24 hours before arrival of vessel loading or discharging commodities of particular hazard.

k. Insure that inhibitor information is furnished vessels as outlined in paragraph 2(b).

4. In summary, vessels handling products of unusual hazard as listed in enclosure (1) shall assure that:

a. 24 hour advanced notice required in 33 CFR 124 is complied with.

b. Bunkering is only accomplished as outlined in paragraphs 2(c), (d) and (e) while loading or discharging cargoes.

c. Discharging and loading shall be in accordance with paragraph 2 (c) and (d).

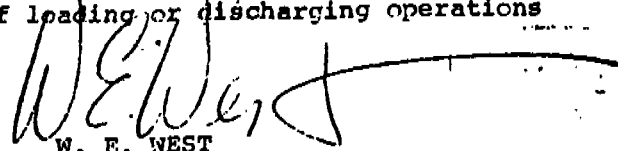
d. All piping used for subject cargoes shall contain all bolts in flanges and a functional gasket. All connections shall be without a leak.

e. Tank ship's fire main shall be under pressure and at least two charged hoses shall be led out in the vicinity of loading.

f. Tank ship's firemain shall be mated to shore fire system.

g. Vessels shall furnish Coast Guard with a loading plan of chemical cargo on board upon arrival and that to be loaded. Proper chemical names will be used. Trade names will not be accepted.

5. Failure to comply with the above safety precautions may result in the termination of loading or discharging operations until compliance is met.


W. E. WEST

Commander, U. S. Coast Guard
Captain of the Port, Houston

Encl: (1) List of products (unusual hazard)

Enclosure (1) to COTP Public Notice #3-71 of 6 May 1971

A dangerous cargo considered to involve a particular hazard, when transported in bulk quantities on board vessels, or when handled in bulk quantities on waterfront facilities, is any commodity which by virtue of its properties would create an unusual hazard if released. The commodities subject to this section are:

ACETALDEHYDE	HYDROCHLORIC ACID
ACETONE CYANOHYDRIN	METHANE
ACETONITRILE	METHYL ACRYLATE
ACRYLONITRILE	METHYL BROMIDE
ALLYL ALCOHOL	METHYL CHLORIDE
ALLYL CHLORIDE	METHYL METHACRYLATE (MONOMER)
AMMONIA, ANHYDROUS	NONYL PHENOL
ANILINE	OLEUM
BUTADIENE	PHENOL
CARBOLIC OIL	PHOSPHORUS, ELEMENTAL
CARBON DISULFIDE	PROPANE
CHLORINE	PROPYLENE
CHLOROHYDRINS, CRUDE	PROPYLENE OXIDE
CROTONALDHYDE	SULFURIC ACID
1,2 - DICHLOROPROPANE	SULFURIC ACID, SPENT
DICHLOROPROPENE	TETRAETHYL LEAD
EPICHLOROHYDRIN	TETRAETHYLEAD MIXTURES
ETHYLENE	VINYL ACETATE
ETHYL ETHER	VINYLVINYL CHLORIDE (MONOMER)
ETHYLENE OXIDE	VINYLDENE CHLORIDE