

CHEMICALS



INTEROFFICE / LAKE CHARLES

TO Shipping Department Personnel DATE March 7, 1983

FROM J.C. Lafleur *Jh*

SUBJECT VCM Levels, Tank Car, Barge, and Ship Loading

The following guidelines for VCM levels while loading are still in effect. This is to serve as a reminder and compliance is mandatory.

The Coast Guard regulations applying to barge and ship loading are as follows:

If detection level reaches:

1 ppm - A search for the source of leakage must be started. Loading may continue. Notify Supervisor.

5 ppm - Loading must be stopped. The leak must be found and repaired before loading can be restarted. Notify Supervisor.

The detection levels of 1 ppm, 5 ppm, or higher are interpreted to mean 2 consecutive readings at this level by the automatic sampling equipment. At the 1 ppm level a visual search as well as use of the portable "HNU" detector must be made.

The procedure at the tank car rack is similar. The automatic sampling system is set to alarm at 5 ppm. A leak is defined as 2 alarms at the same sample point. When this happens, the loading must be shut down and the leak source found, with the portable "HNU" detector, and repaired before loading can be restarted. In addition, routine leak patrols of valves, connections, etc., must be made with the "HNU" and a record kept of what leaks, if any, were found, their locations and what was done to correct them. This plan is on file with the E.P.A. and must be adhered to.

Post: Cylinder Building Lunch Room
"D" Dock
"A" Dock
Solvent Shipping
VCM Tank Car Rack

cc: C.W. Arnett
J.R. Taylor
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Shift Foreman
File

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