

SOLVENT BARGE LOADING PROCEDURE

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This task detailing gives an overview of solvent barge loading. As the person in charge of the dock facility, you must be knowledgeable in the proper loading procedures and pertinent Federal regulations. Refer to the Code of Federal Regulations 46, Subchapter D for regulations governing solvent loading. In addition, it will be necessary to refer to the procedures outlined in "PPG Standard Barge Loading, All Barges" before reading this procedure.

I Preloading

1. Determine from traffic orders or leadman which solvent will be loaded, the barge number, and the correct customer information as to draft, tonnage, and destination.
2. Spot barge, if necessary, and complete preloading inspection.

NOTE: See "PPG Standard Barge Loading, All Barges" for additional information about spotting and inspecting barges.

Solvent loading to a barge can be done at either "C" or "E" docks.

3. Once the barge is spotted and inspected, notify the shift foreman to set up a surveyor if one is specified.

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4. Call the appropriate Plant "B" lead operator to secure and tag the shore tank. If no surveyor is used, the tank should be tagged out after the final clearance sample is taken by Operations. If a surveyor samples the tank in advance of the scheduled loading time, the tank will be tagged out at that time.
5. Place the gang plank on the barge and secure with rope or chain. Hook up the ground cable. Hook up the appropriate cargo hose to the barge manifold.
6. Line up the barge piping. Line up shore tank and shore piping. If the product is Tri-Ethane, check the Tri-Ethane filter very carefully since it is a possible spill source. Complete the necessary tagging.
7. Gauge the shore tank. The gauging of solvent tanks is a detailed task. Both a tape gauge and an auto-gauge reading must be taken. You will receive hands-on-training from an experienced tankerman as to the proper techniques.
8. The tank level at which solvent loading is to be stopped must be calculated at the beginning of transfer. The stop level should be checked and verified by the leadman or foreman. Record the starting levels and temperatures on the solvent barge loading form and in the logbook.

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II Loading

1. Check the lineup by starting the flow via gravity. Once flow is verified, start the pumps and begin transfer.
2. With the pumps in operation, walk the shore piping to check for leaks, open drains or an improper lineup.
3. Before using nitrogen call Per-Tri 2688 to let them know. If product is borderline on moisture, or if raining during loading, hook up a nitrogen hose to each product loading hose and purge slowly while loading.
4. Load to the required tonnage. Keep a careful watch on the ullage and draft during the loading. Make adjustments to the mooring lines and hoses as necessary.
5. Top off the barge using gravity flow. If the tank level is too low, it may be necessary to run the pump and pinch back on the dock valve.

III Post Loading

1. Once loading is complete, clear the hose to the barge using nitrogen.
2. Secure the barge piping.
3. Secure shore tank and piping, gauge the tanks, and pull tags. Notify Plant B that you are finished with the tank.

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4. If the barge is PPG owned, run the engine and check emergency shutdown. Check the fuel, oil and water. Run the pump and check the discharge pressure. Record on the loading form.
5. Complete the loading form. Take the original copy and samples to the Lab.

IV Key Points to Remember

1. Trichlor and Perchlor are regulated under 46 CFR, Subchapter O. Tri-Ethane is not graded.
2. Report any spills to your supervisor promptly.
3. If material is present in a tank on a barge, it will not be internally inspected. If dry, an oxygen test will be run to determine if an internal inspection can be made.
4. While performing an inbound inspection, if there is any doubt as to the condition of the cargo tanks, piping or barge in general, notify your leadman and shift foreman.
5. Keep a close watch on the dry compartments during loading.
6. Upon inspection of dry compartments, if any water is found and you suspect it may contain solvents, notify your leadman and shift foreman prior to pumping out.