

Vancouver Energy
Operations Facility Oil Handling Manual
EFSEC Application for Site Certification No. 2013-01
Docket No. EF131590



Appendix L
Unsafe Operating Conditions



Appendix L

Unsafe Operating Conditions

High Winds

Arrangements to be made and precautions to be taken will depend upon the direction and intensity of the storm. In any case, time permitting, close consultation between the Terminal Representative, Master of the vessel and the Coast Guard should lead to informed and balanced decision-making. If weather conditions exist that may create unsafe docking conditions, the vessel may be instructed to stand off until conditions moderate.

High winds are detrimental to the Wharf operations. The following wind guidelines will be applied to all vessels at the Facility dock. The wind speeds are sustained opposed to winds gusting up to these speeds. Sustained winds are determined when the speed is constant for more than 5 minutes. Use the following chart to determine what action is required when wind speeds are very high and sustained.

Wind Speed	Action Required
0-35 MPH	Monitor Vessel tie-up lines and hose connections as normal.
35-40 MPH	Shutdown cargo operations and drain hoses.
Over 40 MPH	Disconnect and stow hoses, if safe to do so.
Over 45 MPH	Request Vessel to prepare and sail if the vessel or wharf is in jeopardy of sustaining damage. If safe to do so, sail the vessel.

Wind Guidelines

Safe to sail is determined by assist vessels attached to the vessel, and assist vessels having the ability to handle the vessel weight in the weather.

In emergencies where vessel and wharf are in jeopardy of heavy damage, the vessel may request to sail without an assist vessel.

Electrical Storms

In the event of an electrical storm in the immediate vicinity of the dock, transfer operations will be shut down until such time it is deemed safe to resume operations.

Freezing Conditions

When freezing conditions exist (high winds and ice build-up on the wharf and/or vessel), the safety of personnel involved in transfer operations is the first priority. Close consultation between the Dock PIC and Vessel PIC should lead to informed and balanced decision making.



Small Craft Advisory

For the safety of dock personnel, the Vancouver Dock PIC will consider a Small Craft Advisory issued by the National Weather Service (NWS) for the area of operation to be the upper limit for personnel safety and shall not authorize the launch or use of company owned and operated oil spill response equipment. These conditions may either be present or immediately forecasted.

By definition the NWS Small Craft Advisory conditions reference sustained winds of over 21 mph (less in certain dangerous waters) and under 38 mph that may pose a hazard for small vessel operators.

Other

When it is determined that pre-booming is not safe or effective according to conditions listed within the safe and effective threshold limits, the Dock PIC will complete and return Ecology's boom reporting form via e-mail or fax and proceed under Alternative Measures requirements detailed in WAC-173-180-221 and WAC 173-180-222. Currently, requirements for Rate A transfers under the Alternative Measures requirement are being met for Vancouver Energy Dock through MSRC owned and operated equipment. Vancouver Energy operators have been trained to retrieve and deploy initial response equipment owned by MSRC.

Vancouver Energy Operations Facility Oil Handling Manual			
Document No.	Original Issue Date	Revision Date	Issuing Authority
OP.05	2015-06-26		K. Flint
Page L-2 of L-2			