

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



Appendix M
Pre-booming Oil Transfer



Appendix M

Pre-booming Transfer Plan

Pre-booming System

At such time that a vessel becomes finally moored at the Vancouver Energy dock, and prior to line connections being made, deployment of boom sufficient to maximize recovery of spilled product from the vessel or the dock shall occur in such manner as to allow a minimum of 5 feet standoff along the vessel waterline.

The standard pre-booming system used at the dock consists of

- Approximately 500 feet of 18-inch fence boom, which will remain stowed at the dock.
- Anchor points located port, starboard mid-ship, and/or aft sufficient to allow a spill during transfer to be fully contained at the downriver location.
- An 18-foot aluminum workboat equipped with a 130 hp outboard and functional communications equipment.
- A contracted 2-person crew to operate the boat and deploy and retract the boom upon request. This crew will also provide standby during transfer.

Pre-booming Process

Decision-making prior to pre booming a vessel at this facility will be dependent upon the following factors.

- Current wind and wave actions in and around the docking area as observed by the Terminal Person-in-Charge (TPIC).
- Forecasted weather information from local weather stations, as well as Yahoo Weather online are radioed hourly to the dock. This information includes local temperature, barometric pressure, wind speed and direction.
- When necessary to check river current information terminal operators will refer to the following web page: http://www.flypdx.com/Nvgt_Rvr_Frcst.aspx

With the safety of personnel remaining an unconditional priority, it is Vancouver Energy’s position that prior to pre-booming a vessel at the Facility, there must be agreement between the TPIC and boom boat captain that existing and predicted weather and sea conditions are such that pre booming can occur in a safe and effective manner. Should weather or forecasted weather deteriorate during a transfer, a joint decision between Vancouver Energy and the booming contractor will be made as to the safety of continuing with or removing the pre-booming system from the vessel. During decision making it is expected that Vancouver Energy personnel will refer to both the “Safe and Effective Threshold Evaluation” and the “Unsafe Operating Conditions” located within the Oil Handling Operations Manual as part of the final decision process.

Any time it is determined that pre-booming is neither safe nor effective for any reason, the “Rate A Deliverer’s Boom Reporting Form” will be filled out in detail and forwarded immediately to Ecology.

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Pre-booming Procedure

The standard pre-booming procedure used at Vancouver Energy is as follows.

- After a tanker or ATB (vessel) is moored in position at the dock, the booming contractor will be notified to begin preparing for deployment of the oil spill prevention boom.
- When the TPIC has communicated with the booming contractor that the mooring lines are in place and the vessel is finished mooring (all fast), the boom anchors and anchor buoys will be positioned and set in three locations on the offshore side of the ship in order to secure the boom; one on the starboard quarter, one midship on the starboard side, and one on the starboard bow. The boom will then be towed into position and secured to the anchors with the necessary standoffs to keep the boom off the side of the vessel. The trailing or downriver side of the boom on the starboard quarter of the ship will then be connected to the permanent fence boom that runs on the inboard (port side) of the vessel and the section of boom anchored on the starboard bow will be connected to the upriver side of the fence boom permanently installed on the inboard (port side of the vessel). This process will ensure that the vessel is fully encircled by boom.
- With both ends of the boom connected, the booming contractor will contact the TPIC by radio to verify boom placement and the TPIC will then initiate hose connection and transfer operations.
- During transfer, the boom boat will remain in the water and on site to tend to and provide standby inspection of the boom.

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