

126 OTHER LIQUID FUELING AND DISPENSING

Ready liquid fuel storage and dispensing facilities other than those covered by Codes 121-123 inclusive. For bulk storage, see Code 410.

126 10 DRUM AND CAN LOADING FACILITY (OL)

A fuel facility equipped with a drum reconditioning plant shall also be provided with facilities for filling the drums with fuel oil, diesel fuel oil, kerosene, jet engine fuel, motor gasoline, aviation gasoline, and lubricating oils, or such of these products as are required to be drummed. The drum filling facility should be located in the vicinity of the empty drum storage area and the filled drum storage area. The drums are of 55-gallon capacity.

Jet engine fuel and gasoline stored in drums shall be stored outside when practicable. If stored indoors, special construction is required. Outside storage, when handling a large volume of drums, shall consist of several groups, each group containing 5,000 drums for products having a flash point of 100°F or less, and 10,000 drums for products having a flash point above 100°F.

For the purpose of filling drums, a work platform, covered with an open shed, shall be provided. Pipe lines shall connect pump stations to the platform for each product. A fuel pipe manifold, 4 inches in diameter, shall be run the length of the platform, with 2-inch valved outlets for hose connections spaced at 10-foot intervals and in number as required. A mechanical drum conveyor shall be provided to carry drums to and from the filling stand.

126 30 TANK TRUCK TANK CAR LOADING FACILITY (OL)

Tank Truck Loading Facility. Under this code item a tank truck loading facility is a truck fill stand, or stands that dispense fuels other than aircraft fuels to delivery trucks. (See Code 121 20 for information on an aircraft truck fueling facility.) Each stand has one dual outlet, a meter, static line, platform, roadway, strainer and necessary valves, piping, pump, and electrical controls.

A tank truck loading facility is required at those installations without contract refueling or heating and automotive ready fuel storage facilities. There shall be at least one outlet for each grade of fuel, capable of dispensing fuel at the rate of 250 to 600 gallons per minute. The total number of outlets will vary with the station population, mission, and the number of fuels used. A tank truck loading island is 38 feet 9 inches long by 6 feet 0 inches wide.

Tank Car Loading Facility. Facilities for issue of fuel by tank car shall be provided when specified by NAVFAC. The fuel normally issued will be jet engine fuel and gasoline, but diesel fuel oil and other fuel oils may be included. Separate pipe lines shall be provided from the storage tanks for each type of fuel.

The normal installation will provide for a railroad siding to each side of the loading island with a length to accommodate six cars on each side. A tank car issuing facility may also be used for disposal of sludge from storage tanks, and for this purpose special pipe lines to the facility shall be provided for sludge transfer.

Tank cars are generally of 8,000- and 10,000-gallon capacity. However, there are some tank cars of 12,000-gallon capacity. The rate at which facilities will provide for receipt of fuel is given in Table 125-10.

For design criteria, see NAVFAC DM-22 and NAVFAC P-277.

126 40 TANK TRUCK/TANK CAR UNLOADING FACILITY (OL)

Tank Car Unloading Facility. A tank car unloading facility unloads liquid products from tank cars. Each facility has static lines, strainer, access road, security fencing, lighting, necessary valves, piping, pump, electrical controls, and a shelter structure for use of accounting and/or control house.

The number of cars to be accommodated at an unloading facility shall be determined by a survey. There will be one unloading connection for each car. The tank car unloading facility will provide 400- to 800-gallon fuel transfer rate between each tank car and storage.

Tank Truck Unloading Facility. Tank truck unloading facilities shall be determined by a survey. Facilities should be capable of handling the entire daily fuel requirements in 8 hours. Where unloading facilities by railroad tank cars are available, paved aprons should be provided adjacent to sidings so pumping facilities may serve both tank cars and tank truck.

For design criteria, see NAVFAC DM-22 and NAVFAC P-272.