

Dear All,

Firstly, we would like to wish our friends & clients a [belated] Happy New Year; even now Christmas seems to be a distant memory and the long drudge through the dark winter months is well under way. Secondly, it's a long time since we issued an Update. This hasn't been intentional. Due to [terminal] I.T. problems, both our December 2003 Update and the Christmas 2003 Quiz never made it to the web site and, sadly, both of these are trapped on a corrupt hard drive, alongside the fruits of some 10 years [of David's] hard labour. Maybe fate intervened and decided that you [all] needed a break from these outpourings. Who knows?

Given the foregoing, some might say 'unfortunately', this brings us to the purpose of this particular missive...

1. CRYOGENIC SAFETY

We note that in the most recent revision of the BCGA Guidance* relating to cryogenic safety that both the handling of vessels in lifts and maintenance / examination / testing of such vessels are clarified:

- (a) Due to the [obvious] hazards associated with transporting tanks containing cryogenic liquids in lifts, the following precautions have [finally] been set out in black and white:
- RISK ASSESS THE TASK (in accordance with Confined Spaces Reg's, etc. and consider emergency actions)
 - IF POSSIBLE, USE KEY CONTROLLED LIFTS & AVOID ACCOMPANYING VESSELS DURING SUCH MOVEMENTS
 - IF THE USE OF LIFTS IS UNAVOIDABLE THEN: never attempt to transport vessels that show signs of damage, icing, venting or similar. Fill to 90% capacity and vent the pressure to 50% of the relief v/v set pressure (isolate the pressure building circuit)



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|---|
| 9 = level indicator |
| 8 = relief v/v |
| 7 = bursting disc housing |
| 4 = pressure building circuit isolating v/v |
| 6 = pressure gauge |
| 10 = jacket relief vent |

- OPERATORS SHOULD RECEIVE APPROPRIATE TRAINING & GUIDANCE
 - lifts should be fitted with emergency telephones and operators should be issued with suitable electronic gas detection equipment to warn of danger before hazardous levels are reached.

These notes clarify the previous instruction that the transportation of vessels and dewars by lift should be covered by a safe system of work.

- (b) Vessel inspection and maintenance in accordance with the Pressure Systems Safety Reg's should take place and this should be based on a Written Scheme of Examination (WSE). This WSE should address: safety devices, the pressure vessel and, where appropriate, pipe-work (including fixed pipe-work to which the vessel may be connected). The Guidance recommends the following:
- AT INTERVALS NOT EXCEEDING 5 YEARS (some would argue that annual examination would be prudent)
 - VISUALLY CHECK & RECORD THAT THE VESSEL IS IN GOOD CONDITION, UNDAMAGED, FREE FROM SIGNS OF CORROSION INCLUDING THE CONDITION OF BOTH VESSEL AND JACKET PROTECTIVE DEVICES
 - CHECK THE SETTING AND FUNCTION OF PRESSURE BUILD REGULATORS AND, IF FITTED, OUTPUT PRESSURE REGULATORS
 - LEAK TEST ALL VALVES AND FITTINGS AND ENSURE THAT VALVES ARE FUNCTIONAL AND THAT THEY MAY BE OPERATED WITH EASE & ENSURE THAT PRESSURE & LIQUID LEVEL INDICATORS ARE IN GOOD CONDITION AND FUNCTIONAL
 - ENSURE THAT THE VESSEL RELIEF VALVE WILL LIFT AT THE SET PRESSURE AND RE-SEAT CORRECTLY AS THE PRESSURE DROPS
 - REPLACE BURSTING DISCS AND RELIEF VALVES WITH NEW < OR = 5 YEARLY

NOTE: Please bear in mind that such examinations are the responsibility of the 'owner'. If your vessels are leased from the Gas Co. then this is a job for them but, we would argue, you should be kept in the loop (vessels should display evidence of regular maintenance) and you should report vessel defects to the owner.

(*Ref: BCGA CoP 27, Rev. 1: 2003)

OTHER NEWS FROM GAS SAFETY UK

1. Our colleague, Simon Stevens, has started to compile a new Products & Services catalogue. This has become a matter of some urgency as the range of products has expanded quite dramatically over the last year along with growth in the installation and testing of manifolds and pipelines and revisions to the training services that we offer for cylinder and cryogenic gas users. In the interim, leading up to hard and electronic copy publication, up to date product prices are available via www.gas-safety.co.uk or by telephone enquiry (call free on: 0800 783 6399) or e-mail to: sales@bj-industries.co.uk
2. SmartHose™ is now available from Gas Safety UK – visit the web site and click on 'New Products' to find out more about this super new product – a high pressure hose that, should it fail, will fail safe!
3. We have committed ourselves to continuing to develop and improve the quality of our services and products whilst keeping costs down and offering independent [of supplier] gas safety advice.
4. In spite of the strength of the Euro in relation to Sterling, we have avoided passing increased costs to our clients (especially for the high purity and corrosive service equipment which is manufactured in Germany) during 2003. For how much longer this will remain possible has yet to be seen. Whilst the US\$ is weak, there is a temptation for some suppliers to look to the west. Unfortunately, much of the gas control equipment from this part of the world may not fully comply with EU safety requirements and CE conformity/markings.
5. Our large, single cylinder trolley has undergone a redesign – affectionately known as a 'Cardiff Trolley' (Al & John know what this refers to...) the new version is more stable and more robust. The maximum load capacity for this

trolley is 150 kg and it is designed for 50 litre water capacity, high pressure type, cylinders of ~2 metres in height:



5. GasFuse© is to undergo a trial at Imperial College, London. They will be fitted to the outlet point regulators of a carbon dioxide system that supplies incubators on the Queen Mary site. The intention is that should a flexible tube become disconnected from the supply that the 'fuse' will trip and, in so doing, prevent the laboratories from filling with gas. We will report on the progress of this project in due course.

AND FINALLY...

During 2004, don't take too much on:





Drive carefully:

and enjoy your leisure time safely



too:

(With grateful thanks to Gerry McNulty, Powergen, Connahs Quay Power Station, for the 3 pictures above).

Best regards, David.

BJ Industries Ltd. (Gas Safety UK Division)
Claylands Avenue, Dukeries Industrial Estate, Worksop, NOTTS S81 7DJ
Tel: 01909 501771. Fax: 01909 501022
www.gas-safety.uk.com



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