

**FIELD DATA COLLECTION FORM FOR INTRASTATE INSPECTORS**

**NOTES-FIELD INSPECTION**

**Company:** Tidewater Terminals Company  
**Unit:** SRT

**Date(s):** 8/31/2020

**Insp. No.:** 8079

Field Readings									
Line & Location	Line		CP mV		Rectifier		Pressures		Remarks
	Size	In.	P/S	Casing	Volts	Amps	Set	Actual	
<b>Tank CP</b>									
Tank 1			N -1415 mV NW -1481 mV W -1535 mV S -728 mV SE -1815 mV E -1295 mV						8'-8" of product  Tidewater depole survey shows that Tank 1 has a native read of -299 mV on the south side so CP meets the 100 mV shift criteria.
Tank 32			N -962 mV W -1136 mV S -1785 mV E -989 mV						3'-6" of product  All sides meet -850 mV criteria and 100 mV shift
Tank 34			N -947 mV W -1369 mV S -885 mV E						28'-2" of product  All sides meet -850 mV criteria and 100 mV shift

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			-984 mV					
<b>Rectifiers</b>								
Inbound/Outbound Rectifier					3.6 V	0.132 A		Coarse: A, Fine:1 0.5A:50mV Shunt Factor 13.2 mV across shunt
BNSF Diesel Rail Line Rectifier					6.45 V	0.42 A		Coarse: 1, Fine:2 1mV:0.2A Shunt Factor 2.1 mV across shunt
Tank Farm Rectifier 1					13.6 V	3.45 A		Coarse: 1, Fine:3 50 mV:25 A Shunt Factor 6.9 mV across shunt
Tank Farm Rectifier 2					13.56 V	4.3 A		Coarse: 1, Fine:3 50 mV:25 A Shunt Factor 8.6 mV across shunt
<b>CP Test Stations</b>								
Inbound/Outbound Rectifier Test Station			-844 mV -843 mV -845 mV					<p>According to Tidewater these reads are lower than -850 mV due to the pig run they performed earlier in the year. The pig left metal shavings/bristles in the line which are shorting their isolation from Marathon.</p> <p>The depole survey on these lines show a -401 mV native read so 100 mV shift criteria has been met. Tidewater is periodically draining the line and removing the shavings/bristle</p>
TS #7 Inbound/Outbond			-920 mV -921 mV -915 mV					1.2 V AC
TS #4 BNSF Diesel			-1385 mV					1.6 V AC

