

Shops, Storehouse Open House Thursday, January 27



Procurement Manager David Keefe and Maintenance Manager Brian Barclay invite BP employees to hop on the Cherry Point magic bus and head over to tour the new Storehouse and Shops facilities on Thursday, January 27.

Storehouse & Maintenance Magic & Mystery Tour

Maintenance Shops Complex and Storehouse invite BP employees to tour the new buildings this Thursday!

When: Thursday, January 27 **Time:** 9 to noon

How: The Continuous Bus will provide shuttle service between the GP parking lot and the new buildings leaving every 30 minutes beginning at 8:30 a.m. – or you can walk to the event

Essential: BRING YOUR SAFETY GLASSES AND WEAR APPROPRIATE FOOTWEAR

What to expect: Tour guides will escort you through both buildings, you can watch equipment demonstrations, a video has been prepared and refreshments will be available.

No RSVP necessary. Just show up and be sure to wear safety glasses and appropriate footwear.



Eighteen months ago Jeff Pitzer drove a shovel into a large patch of dirt to ceremoniously break ground in what is now the new Storehouse and Maintenance Shops Complex.

Since that day, the northeast quadrant of the refinery has seen its share of shovels, cranes, hard hats, girders, beams and more as construction people continued to create what some call “works of art” and others call “home away from home.”

This Thursday, January 27, those who reside in the new facilities invite Cherry Point employees to come for a visit to celebrate completion of the \$53.5m project that also included wetlands mitigation on the north side of Grandview Road.

The two new structures are located on five acres and are larger, state-of-the-art versions of the buildings they replace. But why construct them now?

“The refinery is 40-years-old,” says Project Manager Dan Abbey, “and we’d simply run out of space in the old Storehouse and Shops.”

In fact, the new 29,000-square-foot Storehouse is about 45 percent larger while the MSC, which includes the Machine, Instrumentation and Electrical (I&E) and General shops, is 91,000 square feet, some 70 percent larger than the old Shops complex.

With the larger space, the Storehouse is able to accommodate two new vertical lift modules, which enables the storage of more items in less floor space. One big advantage of the new Storehouse location is the absence of any large delivery trucks entering our site. Delivery trucks now stop at Gate 1 (Blaine and Grandview entrance) rather than entering the site through the Main Gate, now called Gate 2.

As for Shops, the MSC allowed a doubling of crane capacity and now houses two 10-ton cranes and two 20-ton cranes compared to one of each in the old complex. Additionally, gases for use in the MSC are “hard-piped” into the building from bottles and tanks located outside the building, providing even safer working conditions. And a dedicated instrument and utility air system has been installed.

Those and other features – like the MSC’s drive-thru bay and indoor cleaning facility – were included in a project that came in 12 percent under budget.

“The project delivered two buildings for what was early-on thought to be the cost of one,” Abbey says.

As impressive as the cost control was the safety record racked up during construction. That record included: almost 319,000 project hours with no safety incidents, including 230,000 construction hours; zero OSHA recordables; zero first aid cases; zero major incident announcements; and only eight “near miss” incidents. As for environmental metrics, there were zero reportables and five “non-reportable” incidents.

Construction was completed without any major problems or complications. Abbey says the hardest part was the planning, when the “Shops and Storehouse decided how to configure where every piece of equipment and part would be located.”

The five acres occupied by the MSC and Storehouse are part of a 27-acre tract that was developed. Infrastructure has been laid throughout the site and the remaining land is available for future buildings.

The project triggered construction of a roundabout at Grandview and Blaine Roads. The relocation of the Maintenance facility is expected to significantly increase traffic beyond the 4,000 vehicles the intersection was accommodating daily. The roundabout is designed to improve safety and reduce congestion at the shift changes. Constructed over a 10-week period at a cost of about \$2M, the roundabout was paid for by Cherry Point, which managed the project with oversight from the Washington State Department of Transportation.

