

Mini Barge Terminal

MISSISSIPPI FACILITY INTENDED TO ACCESS LOUISIANA GRAIN



Louis Dreyfus Commodities
Wilton, CT • 203-761-2000

Founded: 1851
Annual sales: \$64.7 billion
Annual volume: 80 million tons
Asset network: 270+ processing and logistic assets globally
Number of employees: 22,000
Platforms: Oilseeds, grains, rice, feed, freight, finance, coffee, cotton, sugar, juice, dairy, fertilizers and inputs, metals

Key personnel at Natchez:

- Scott Stanford, commercial manager
- Jay White, merchandiser

Supplier List

- Bearing sensors**..... CMC Industrial Electronics
- Bucket elevators**.....InterSystems
- Catwalks**.....Warrior Mfg. LLC
- Contractor**..... Younglove Construction, LLC
- Control system**.....Beta Raven
- Conveyors (belt)**.....InterSystems
- Conveyors (drag)**.....InterSystems
- Dust collection system**..... Aircon Corp.
- Elevator buckets**.....Maxi-Lift Inc.
- Leg belting**.....Goodyear
- Loadout spout**...Premier Fabrication
- Millwright**..... Younglove Construction, LLC
- Motion sensors**..... CMC Industrial Electronics
- Motors**.....WEG
- Portable auger**..Compton Enterprises
- Speed reducers**.....Dodge
- Steel storage**.....GSI
- Steel tank erection**.....Wieber Steel Construction
- Tower support system**...Warrior Mfg. LLC
- Truck probe**.....InterSystems



Steel storage and truck receiving pit at Louis Dreyfus Commodities' new 120,000-bushel barge terminal on the Mississippi River in Natchez, MS. Photos by Ed Zdrojewski.

Louis Dreyfus Commodities placed its most recently operational Mississippi River barge terminal beneath the bluffs at the Port of Natchez, MS (601-442-2561). The 120,000-bushel terminal elevator has been receiving grain, primarily soybeans and sorghum, since August 2015.

However, most of that grain comes from across the river in Louisiana, where the soils and terrain are more conducive to intensive crop production, primarily in Concordia, Catahoula, and Tensas parishes.

“We saw an opportunity to originate grain from a large production area and thought the Port of Natchez would be a good fit for an export barge facility,” says Scott Stanford, commercial manager for both the Natchez terminal and Louis Dreyfus’ huge shiploading terminal at Port Allen, LA. “It allows us to control the quality of the grain and timing of shipments.

Stanford, who came to Dreyfus from Bunge North America in 2013, says the Mississippi bank offers the advantage of deeper water than the Louisiana side. “There are no low-water



Jay White (left), Louis Dreyfus Commodities' on-site liaison with the Port of Natchez, and Commercial Manager Scott Stanford.

draft restrictions on the Mississippi side, and we have the same advantage during high water.”

Day-to-day operations at the mini-terminal are handled by Port of Natchez personnel, while Stanford heads up grain originations and merchandising from Port Allen.

To build the facility, Dreyfus selected Younglove Construction LLC, Sioux City, IA (712-277-3906), as contractor and



InterSystems enclosed belt conveyor supported by a 8-foot-x-8-foot Warrior catwalk carries grain at an incline at 40,000 bph out to a dockside Premier Fabrication loading spout.

millwright. Dreyfus has been a fan of Younglove's work since the contractor headed up Phase II of the huge expansion of the Port Allen terminal in 2014. (Younglove also is the contractor on a new Louis Dreyfus barge terminal nearing completion in West Memphis, AR.)

Construction at Natchez began late in 2014 for an undisclosed cost.

Facility Specifications

Storage at the barge terminal consists of three GSI 40,000-bushel corrugated steel hopper tanks. These stand 36 feet in diameter, 58 feet tall at the eaves, and 68 feet tall at the peaks, with 45-degree steel hopper bottoms. The structure is supported at either end by Warrior towers, with a switchback staircase on the east tower.

Because grain moves very quickly through the facility, the tanks are not equipped with either grain temperature monitoring or aeration.

Incoming trucks deposit grain into a single enclosed mechanical receiving pit holding about 300 bushels. The pit feeds a 20,000-bph InterSystems leg equipped with two rows of Maxi-Lift CC-Max 12x8 buckets mounted on a 27-inch Goodyear belt.

The leg, in turn, deposits grain onto an InterSystems 20,000-bph overhead drag conveyor running out to storage.

The tank hoppers empty onto a 40,000-bph InterSystems enclosed belt conveyor running approximately 600-feet on a roughly 5-degree incline out to the docks.

The Natchez terminal can handle two barges at a time, one at a 400-foot

dock being loaded and a second waiting at a 200-foot staging dock to the north. Barges are loaded using a Premier Fabrication spout that can swivel 180 degrees side to side and additional up and down motion to compensate for high- and low-water conditions.

"We shoot for 2 hours 20 minutes loading time on a barge carrying 70,000 bushels," says Stanford.

Ed Zdrojewski, editor