



THE TRAVELERS

**PLAINTIFF'S
EXHIBIT**

RMC-337

Mr. Philip Piccioli, V.P. of
Manufacturing
Reynolds Aluminium Bldg Products Co.
347 Longbrook Avenue
Stratford, CT 06497

Address all correspondence to
THE TRAVELERS INSURANCE COMPANIES
Engineering Division
1952 Whitney Ave., Hamden, CT 06517

LOCATION OF PREMISES Code 02-00-01 Same as above	DATE OF SURVEY 10/9/80	DATE OF CONFIRMATION 10/27/80
PERSON WITH WHOM RESULTS OF SURVEY WERE DISCUSSED Mr. Ed Radzvilowicz, Plant Eng. and Mr. James E. Barron, President	PRODUCER Johnson and Higgins of VA	
SURVEY RELATED TO COVERAGES INDICATED: Workers' Compensation		

Gentlemen:

This letter confirms the loss prevention survey which was made on the date indicated above. Accompanying me on this survey was Engineering Manager Arthur Fleischmann, from our Hamden Office. Our tour of the plant was made in the company of Mr. Ed Radzvilowicz, Plant Engineer and Safety Director.

We left with Mr. Radzvilowicz copies of the Travelers "Fork Lift Driver Training Program". This two-tray slide cassett program is to be used in the training of fork lift drivers. We had an opportunity to sit in on one of these training sessions, which have just been initiated. Approximately eight drivers were in attendance. At the present time, there is no permanently assigned driver to each fork lift in the plant. Because of this and other old policies which allow essentially any employee to operate a fork lift truck, the maintenance costs have been quite high. Mr. Radzvilowicz informed us that the objectives of his training program will be to provide permanently assigned drivers to each lift truck after the driver has successfully completed the training program which will include both written and actual driving tests. Once the drivers have been trained and assigned a certain fork lift, it will be easier to monitor maintenance costs and determine which drivers are abusing their equipment. It should also serve to reduce the amount of physical damage done to the property from careless driving techniques.

Under separate cover, we are sending additional training material for use in this program.

This report is based upon conditions and practices observed and information supplied by management personnel at the time of this visit. It does not purport to list all hazards nor to indicate that other hazards do not exist. Inspections and recommendations made by The Travelers are advisory and designed to assist insureds in the establishment and maintenance of their own safety activities. The Travelers assumes no responsibility for management and control of these activities nor for the correction of the conditions pointed out herein.

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Reynolds Aluminum Bldg Products Co.

- 2 -

10/27/80

Since our last survey in July, we noticed a dramatic improvement in house-keeping throughout the facility. A great deal of progress in this regard has been made since our "mock" OSHA survey in March. Mr. Charles Young, Plant Superintendent, is to be given credit for many of these improvements. Progress on the recommendations made in July and those made as a result of our "mock" OSHA survey, is continuing. All material hoist have been inventoried and identified with inspections and documentations of these inspections to begin shortly. Additional storage racks have been provided in the Aluminum Products Warehouse to alleviate overcrowding of the aisles and to facilitate improved housekeeping conditions. A new brake has been installed on the aluminum scrap compactor in the Aluminum Products Warehouse so that the ram for the compactor will stop immediately rather than coasting. Gangways have been provided palletized shingle storage warehouse for storing of aluminum and wooden ladders. All fire extinguishers have been assigned a number, inventoried and identified by suitable signs. Regular inspections of these fire extinguishers are also to begin shortly.

We left with him a copy of a Travelers "Chemical Reaction" publication and the proposed NIOSH criteria document on fibrous glass in response to his request concerning the increased frequency of employee complaints regarding rashes from the fibers in the work atmosphere. We understand that he has requested air sampling surveys from the corporate Industrial Hygiene Department. Noise concerns over the new blower system were also discussed and will be studied by the corporate Industrial Hygiene Department.

We briefly reviewed the employee accidents which have occurred since our last survey. On September 30th, 1980, there was a serious accident in the plant involving one of the plant electricians. This accident did serve to illustrate the potential for a serious or fatal accident existing on a day to day basis. This exists because of a number of factors including lack of proper understanding of equipment and processes by many employees, lack of proper supervision by supervisors to follow common sense safety procedures, and lack of knowledge about what to do in the event of a serious accident. The injured party was a nineteen year old electrician who had been employed by the plant for approximately one and one-half years. The man's age and length of service, in itself, brings questions as to the individual's qualifications to be paid and termed as an "electrician". The injured and his supervisor were troubleshooting a control panel for the new Archalt Still Superheater. The troubleshooting was being done while the 440 volt electrical panel was energized and uncovered. During this troubleshooting process, the injured was attempting to install some conduit in the panel enclosure. In attempting to put a threaded connector on the conduit to secure it to the panel, he dropped the nut and in reaching for it placed his chest on an energized 440 volt power source. The man received severe burns to two of his fingers and went into shock. Not realizing that the man was in shock, the supervisor walked the man to a water fountain to get him to drink some water and then walked him across the plant to the shop to get him to sit down while the ambulance was called. When the ambulance arrived, they treated the man for shock and he was transferred to the intensive care ward at the local hospital. Fortunately the man did not lose the two fingers but skin grafting will be required and the man was still hospitalized at the time of our survey. It is



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Reynolds Aluminum Bldg Products Co.

- 3 -

10/27/80

apparent from this accident that the supervisor, himself, did not have an adequate knowledge of electrical safety. Reportedly the injured had been doing other work operations on the panel while it was energized throughout the day. As we discussed with Mr. Barron, serious injuries often occur after an unsafe act or unsafe condition has been allowed to go uncorrected for a long period of time. This is why it is vitally important that supervisors, especially, be trained to recognize work conditions and unsafe employee work habits as a part of their daily activity. This injury could have very easily have been a fatality which would have initiated an OSHA inspection of the plant.

While there have been improvements made in the plant equipment and housekeeping such work has to be done in regard to plant safety training. We have available our Safety Leadership Program which we would be happy to put on for your plant supervisors. For these training programs to be truly effective, the supervisors must be held accountable for preventing accidents in their area. This demand for accountability has to come from top management.

As a result of our survey, we are submitting the following recommendations. Mr. Radvilovics is in the process of putting together regarding the status of the forty-five recommendations made as a result of the mock OSHA survey. Recommendations submitted as a result of our July inspection have been responded to by Mr. Radvilovics and although not all have been complied with, a time table for completion has been established. At Mr. Radvilovics request, we will be increasing our survey frequency to every two months.

RECOMMENDATIONS

- 80-53 A guardrail should be installed at the end of the finish loop on the sheet line. This elevated catwalk is presently unguarded on the side towards the fiberglass sheet conveyor. A man standing on the catwalk could accidentally onto the moving fiberglass sheet.
- 80-54 There are many areas of the plant where the installation of convex mirrors at the intersection of aiseways would be beneficial to work lift drivers. The plant should be surveyed for these lined intersections and, where necessary, mirrors installed.
- 80-55 Many of the steel I beam columns supporting the loading dock roof have been badly bent and damaged by forklifts operating in the area. Many of these columns are twisted. To insure that the structural integrity of these columns has not been severely altered and to lessen the possibility of roof collapse under heavy snow load, additional strengthening members should be welded to the base of the columns and if necessary the lower portion of the column encased in concrete as a bumper.
- The exposed chain drive for the granular transfer drive and limestone feed screw noted in July in Recommendation 80-52 is still unguarded. This condition was not addressed in Mr. Radvilovics' follow-up letter.

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Distribution: Page 4

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Very truly yours,
William E. McKeel
William E. McKeel, CSO
Engineering Account Manager

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THE TRAVELERS

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Manufacturing
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