

To: Aberdeen Plant Employees

From: A. H. Sather
Date: March 18, 1985

VISTA

Interoffice
Communication

Subject: PLANT ALARM SYSTEM

Effective 3/19/85 the plant will change from the Siren to the Gaitronics Alarm System. The Siren will be retained as a back-up, near term.

Emergency conditions are still to be reported to the vinyl control room via telephone extension 2200, radio or Gaitronics. Control room personnel will sound the alarm and then repeat the nature of the conditions and its location three times over the public address and Gaitronics systems.

The plant will also initiate a weekly test of the new alarm system. The test will be conducted on the same days as the fire system tests (Wednesday or Thursday) at 11:30 a.m. by Vinyl department personnel. The test will be conducted in the following sequence after the test is announced over the P.A. system.

Fire
Vapor Release
Evacuation
Severe Weather
All Clear

In each case, the test will be concluded by an announcement over the P.A. system.



A. H. Sather

bls

c: JF, JWW, DEPARTMENT HEADS, SUPERVISORS, BULLETIN BOARDS

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ANS

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To: Distribution

From: J. W. Ware
Date: February 20, 1985

Subject: RAILCAR AND TRUCK LOADING

VISTA

Interoffice
Communication

Per plant safe work procedures, two people must be present during hopper car and truck loading. The requirement for a second person during these activities has been established for the following reasons:

- 1) To provide a "spotter" when railcars are moved over road crossings.
- 2) To provide a trackmobile/truck driver such that movement by the Yard Operator from the top of the railcar or truck to grade can be minimized.
- 3) To provide backup personnel to assist the Yard Operator should safety problems develop.

There will be occasions when personnel are unavailable within the Yard Department and assistance must be provided by other plant departments to ensure safe loading operations. This situation will occur more frequently on back shifts, weekends and holidays when only one Yard Operator is on duty.

The following guidelines are to be followed when Yard personnel require assistance for railcar or truck loading from other departments:

- 1) The Shift Supervisor over the unit where product is to be loaded is responsible for providing/obtaining assistance for the Yard Operator.
- 2) The additional personnel can be obtained from an operating department or the laboratory.
- 3) The Yard Operator will load the truck or railcar and sample and seal all compartments from the top immediately following completion of the loading.
- 4) The employee operating the truck or trackmobile will take the bottom samples, close all bottom valves, and install seals and tags on all bottom outlets.
- 5) The samples will be collected and placed in the sample box with the drop order. The laboratory should be notified such that personnel can pick up the samples and log in the truck or railcar. If the additional personnel were provided from the laboratory, such personnel should return to the lab with the samples and drop order(s).

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Distribution

2/20/85

Railcar and Truck Loading

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- 6) When the loading is complete, the Yard Operator will inspect the bottom of the railcar or truck to ensure that all valves are closed and proper seals and tags are installed. It is the Yard Operator's responsibility to ensure that the railcar or truck is properly secured, top and bottom.

If you have any questions, please see your supervisor or me.

JWWare

J. W. Ware

rah

Distribution: JF, JWW, DWH, CWT, PJK, JRW, LDH, RGG, BPS
ALL OPERATING SUPERVISORS
ALL LABORATORY LEAD TECHNICIANS

Interoffice Communication

To : Distribution

From : Dave Mahler

Date : June 19, 1984

Subject : REMOVAL OF ASBESTOS INSULATION

JEH
AHS

In the past year a substantial amount of asbestos insulation has been discovered in the P-1 building and the front warehouse, therefore it is essential for plant personnel to be aware that asbestos removal is regulated under the asbestos NESHAP (National Emission Standard for Hazardous Air Pollutant). These regulations require us to notify the State at least 20 days prior to the removal of certain amounts of asbestos material, and to develop procedures which will insure that zero emissions of asbestos will occur when the asbestos is removed. This specifically covers:

- 1) Removal of more than 260 linear feet of asbestos from pipe(s);
- 2) Removal of more than 160 square feet of asbestos from tanks, reactors, etc.

If a job is being planned in which asbestos will be removed in amounts greater than the above limits, do NOT remove the asbestos until process engineering has satisfied the appropriate regulatory requirements. Process engineering does not need to be contacted before asbestos is removed in amounts less than the above limits.

Any removed asbestos, in any quantity, must be immediately sealed into plastic bags and then placed in open top 55 gallon drums. The drums are to be appropriately labeled and placed at the hazardous waste drum storage area. This requirement does not apply to asbestos gaskets.

If there are any questions, please advise.

Dave Mahler

Dave Mahler
Environmental Engineer

bls

Distribution: JF, DWH, PJK, CRS, JLH, REP, GAM, AHS, RAF



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Interoffice Communication

To : Vinyl Personnel
From : A. H. Sather
Date : April 27, 1984
Subject : FAILURE MODE ALARM - FIREPUMP HOUSES

Due to a lack of communication on my part, I would briefly like to clear up what the failure mode alarms for the fire pumphouses mean.

There are two types of signals sent from the firepump houses to the vinyl control room. Each pump has a run light in the control room. Also, each pumphouse has a failure mode alarm (#1 pumphouse is the north, #2 is the south). This alarm provides an indication that one of the pumps in that pumphouse has a problem condition that may be serious and needs immediate attention. The types of problems that may be indicated by this alarm are:

- High Engine Temperature
- Low Oil Pressure
- Overspeed (20% greater than rated speed - #1 pumphouse rated speed is 1760 RPM, #2 is 2112 RPM).
- Overcrank (The engine would not start after six attempts by the controller).
- Battery Failure (Each unit has two battery starting systems. If one has an overcurrent condition, the breaker will trip and the controller will provide alarm).

Operators will have to go to the pumphouse indicated by the alarm to determine which pump is experiencing the alarm condition. This will be indicated by a red alarm light and bell at the unit under alarm.

It is very important to respond promptly to these alarm conditions. They may indicate when serious problems are occurring that can take a firepump out of service for a significant amount of time and cost several thousand dollars to repair. In all cases, safety personnel should be notified when a failure mode alarm occurs.

A. H. Sather

A. H. Sather

rah

cc: JF, CRM, CRS, CED, JLH, JVU, JGR



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Interoffice Communication

To : Distribution
From : A. H. Sather
Date : November 1, 1983
Subject : COMPRESSED GASES - CYLINDER COLOR CODES

The current approved cylinder color codes for compressed gas cylinders are changed to add ammonia and remove balanced air. The update list is as follows:

<u>GAS</u>	<u>CYLINDER COLOR CODE</u>
Nitric Oxide	Silver
Oxygen	Orange
Acetylene	Black
Nitrogen (Water Pumped)	Silver Top, Orange Bottom
Breathing Air (For Scott Air Pack Recharging)	Silver With 30" Green Center Band
Zero Air	Silver with 30" Blue Center Band
Hydrogen	Black with 30" White Center Band
VCM Standard Gas	Blue or Silver with Pink Neck
Helium	Brown
Argon	Orange With 30" Green Center Band
Chlorine	Silver With 30" Brown Center Band
Freon 12	White
Freon 22	White With 30" Green Center Band
USP Oxygen	Green With 30" White Center Band
Ammonia	Orange With 30" Silver Center Band

The change is effective immediately.

A. H. Sather

A. H. Sather

rah

Distribution: JF, CRM, DEPT. HEADS, ALL SUPERVISORS, BMO, JGR



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Interoffice Communication

To : Distribution
From : J. B. Autrey
Date : 8/9/83
Subject : LENAPE MANWAYS

J. B. Autrey
JGR
AHS

To provide easier access to the vinyl chemwash tanks in the old and new units, Lenape manways were installed to replace the old bolt down lids.

To open the manways, the orange knob on the upper left of the latching assembly must be pulled up while pulling the latch lever.

To close the manway, pull the lever on the upper right of the latching assembly to release the safety ratchet, then return latch lever to its original position. Be sure that the orange knob reseats properly to ensure complete closure.

J. B. Autrey
J. B. Autrey
Summer Mechanical Engineer

bls

Distribution: CRM, PEM, DJM, MLN, AHS, Vinyl Shift Supervisors



Interoffice Communication

To : Department Heads, Second Level Supervisors
From : A. H. Sather
Date : May 9, 1983
Subject : AIR HOSE FITTINGS

Recently an air hose became uncoupled while under pressure and struck an employee's knee. The coupling met the plant air hose standard. During the investigation of the injury, two primary cases were identified:

- (1) The thor fittings being used were worn. This made it easier for the fittings to come apart or not lock together adequately.
- (2) Of the thor fittings being used, only the fitting on the air hose had a locking ring. This means that only one ring had to fail before the hose separated from the tool. Working in the confined space of the trench, the locking ring could easily have been disengaged.

The injury occurred while a contractor employee was chipping concrete at the end of a trench in a confined area. The tool in use at the time was a chipping hammer that could be used in this limited work area.

You should plan to examine all utility air fittings in your area by May 18, 1983. Any non-locking air fittings should be removed and discarded. The fittings should be replaced by air fittings with the locking rings.

A handwritten signature in cursive script, appearing to read "A. H. Sather".

A. H. Sather

rah

cc: JF, CRM, JGR, JUV

Interoffice Communication

To : Distribution

From : C. R. Snowden

Date : January 7, 1983

Subject : WELDING ON VESSELS IN HYDROCARBON SERVICE

There continues to be confusion as to what preparatory steps are required to weld on vessels in hydrocarbon service safely. This memo is written to clarify minimum standards for Aberdeen and are in effect now.

I. Welding - No Penetration of Shell

- A) The affected vessel will be blinded from the process after proper clearing procedures are complete.
- B) The vessel will be filled with water to a point above the weld region to provide an adequate "heat sink".
- C) If practical, existing mechanical agitation will be used to provide even dissipation of heat.
- D) No welding may take place until steps A and B have been completed.

II. Welding - Penetration of Shell

- A) The affected vessel will be blinded from the process after proper clearing procedures are complete.
- B) The vessel will be purged and decontaminated.
- C) Vessel atmospheres will be confirmed by:
 - a) No reading on an explosimeter (non VCM service)
 - b) A reading of less than 1 ppm (VCM service)

If compliance with all aspects of this procedure is not possible, the Safety Director must be contacted by the affected department head. A waiver procedure will be written and approval granted by the Plant Manager.


C. R. Snowden

rah

Dist.: JLH, MAINT. SUPV., JAD, GAM, PJK, JF, SA, DAM, RP, JW, PEM, AHS, CRM