

Monsanto

PLAINTIFF'S EXHIBIT

MON-2746

FROM (NAME & LOCATION) A. H. Conrad - Texas City

DATE January 27, 1983 cc Mark Riddle
SUBJECT Minutes of Hourly Safety Committee PMSB
Meeting - January 25, 1983 SHAC
REFERENCE

TO : Hourly Safety Committee

Present:	Pervis Cotton	-33D	Absent:	W. A. Lowrey	-SS-10
	Gene Crain	-SS8			
	Lee Derrick	-AB-1			
	Waldo Hughes	-SS-13			
	Walt Middleton	-SS-13			
	James Nideffer	-SS-10			
	Duffy O'Briant	-SS-9			
	Manuel Perez	-51D			
	Albert Solis	-2PD			
	Allen Tovrea for George Williamson	-33D			
	Mike Westmoreland	-AB-1			

This meeting included the four outgoing members, the four new members, and the four members on their second six-month term.

The committee chairman, Gene Crain, opened the meeting by reviewing the agenda for the meeting.

The first order of business was an introduction by Dennis Kos of the new HSC members and the new SHAC chairman to the other members of the committee.

Mark Riddle briefed the group on the need for and purpose of the Hourly Safety Committee. Mark followed the briefing with a review of the revised Fire and Spill Alarm Procedure. The review generated several questions from committee members and a discussion followed. The discussion brought to light an inconsistency in the plant; i.e. when the fire/spill alarm originates in the east plant, all non-operating personnel in that area are required to report to their instruction point. Personnel working in the west plant commented that they report to the instruction point only when the Emergency Procedure Plan is activated. SHAC will review the existing procedures and recommend a consistent procedure to the PMSB.

Dennis Kos reviewed the recent boilermaker burn incident in Department 13/14 shop.

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Dennis Kos addressed the new HSC members stressing the importance of the committee. He reviewed their role and emphasized that concerns brought to the committee should be those beyond the scope of the unit/craft safety committee, should be real and related to safety. Gene Crain, the outgoing chairman, supported Dennis's comments.

Gene Tromblee presented a "Summary of Safety Highlights for 1982". He reviewed the five year trend line and stated that the 1983 goal is to have no more than 13 recordable injuries in the year. He stated that we have gone almost three months without a recordable. He discussed the STOP program that was initiated last year for supervisors and foremen, and plans to kick off the program for chiefs and leadmen on February 8.

STOP cards that had been completed by supervisors during the past two months were distributed and reviewed by the committee.

ELECTION OF NEW CHAIRMAN

Manuel-Perez was unanimously elected chairman of the 1983 First Term Committee.

UNFINISHED BUSINESS

Dock 2 Phenol Hose Deinventory Problems

- Over the last year there have been several incidents in which the Dock 2 phenol hose has accumulated phenol which could not be removed due to dip or low point. This has been addressed in the safety log book and unit/craft meetings but the action taken (use of a crane to take out the belly) does not always prevent recurrence.
- On January 26, Gene Crain, 1982 HSC chairman, and Dennis Kos observed the procedure for hose draining with the phenol barge spotted at Dock 2. The barge was located properly and the hose was rigged for support both from the middle of the hose and nearer to the barge connection. Even at high tide, the elevation of the empty barge will not create phenol accumulation in the hose if the barge is spotted correctly and the outrigger is used to sling and lift the hose nearer to the barge connection. Both hose riggings could be operated with an unobstructed view. This should resolve the concern.

NEW BUSINESS

Cooling Tower Fan Hazard

- The carpenter representative to the committee stated that a safety hazard existed on all but one of the cooling towers. Even though the fan drive motors are locked out prior to entering the fan area, the fans turn naturally because of the wind drafts created in the tower. Attempting to stop the heavy fan blades which sometimes turn at a high speed, is hazardous. Cooling tower No. 8 has brakes on the shaft which can be applied and although this doesn't give a hundred percent protection, it does give considerably more protection than having nothing.

This problem will be discussed with maintenance supervision, and reported next month as old business. *McClanahan/Hammond to pursue*

Safety Log Books

- Several members of the committee commented that in general, the log books are good and serve a useful purpose. They were critical, however, that frequently a hazard is identified and written up in the safety log and the supervisor replies "MRO written". Six months later the hazard still exists because the MRO is backlogged with other job orders.
- SHAC will call to the attention of supervisors across the plant that MRO's identified as required for safety will not be back logged.

Removing Bolts from 51D4 Manway Covers Prior to Decontamination

- A committee member reported that during the last AN shutdown, all but four bolts were removed from each manway cover prior to blinding the column.
- An investigation of the incident revealed that this was in fact done, but with cause, and only after a number of precautions were taken. At the time the conscious decision was made to remove the bolts, the breathing air system was out of service. It was felt that installing the blinds without the service of breathing protection was unsafe. In consultation with maintenance, and safety personnel, it was determined that all but four bolts could be removed without breaking the seal on the manways. In addition, the column was steamed and tested for both AN and HCN with Draeger tubes. A special permit was issued and the job safely completed. *• SHAC to canvass*

The next meeting is scheduled for February 22. *• SAC for policy*


Harry Conrad

/jP

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