

CHLORINATED METHANE PRODUCTS COMMUNIQUE'

DOW CONFIDENTIAL

DATE: 4/29/1992

FROM: LONDON

SUBJECT: PROCEDURE FOR INITIALING LINE OPENINGS

THIS FORM IS USED TO INSURE THE ATTACHED INFORMATION IS COMMUNICATED TO ALL PLANT PERSONNEL. IF YOUR INITIALS ARE BY YOUR NAME THE FOLLOWING COMMUNIQUE' HAS BEEN REVIEWED.

<u>MA</u> ARMAND	<u>LO</u> DOUCET	<u>EL</u> MILES	---BURRIS
<u>SB</u> BEIELER	<u>RED</u> DUGAS	<u>AM</u> MILLENDER	---BOURNE
<u>CG</u> BICKHAM	<u>JK</u> EKEY	<u>IN</u> NOAH	---YOUNG
<u>RB</u> BLANCHARD	<u>JA</u> ELLIS	---PATTERSON	---SAULS
---BOCK	<u>en</u> GRANT	---PIERCE	---WITTMANN
---BORDELON	<u>DS</u> GRAVOUILLA	---RIZZO	---SCHLATRE
<u>AB</u> BOURG	---HANEY	<u>YN</u> SACKS	---HILLMAN
<u>AB</u> BOURGEOIS	<u>DD</u> HARRISON	---SIMONSON	<u>VE</u> EUNICE
<u>CA</u> CAVALIER	<u>OS</u> JACK	---TRICE	---BOURG
<u>FC</u> COOK F.	<u>BJ</u> JACKSON	---WEIGLE	---ASHE
<u>JRC</u> COOK J.	---JOHNSON	<u>DLW</u> WOLFE	---BROWNFIELD
---CRAWFORD	<u>KLK</u> KELLEY K.	---	---COOK C.
<u>S</u> DAVIS	<u>K</u> LEDOUX	---	---
---DONATTO	---LONDON	---	---
	<u>DM</u> METREJEAN		
	---MICHEL		

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JRP02/92

DO A 033560
CONFIDENTIAL

CHLORINATED METHANES
CRITICAL OPERATING PROCEDURE

Department: CMP

Job Title: Line Opening Initialing Procedure

Scope: To "ENSURE" that the job has been "INITIALED" for "OPENING" on the "DAY" and time the "PERMIT" is "WRITTEN".

1. "ALL LINE OPENINGS" should have "WHITE STICKERS" with the "INITIALS" of the "CRAFT FOREMAN" and "PERMIT ISSUER". The sticker should also include the "DATE" and "TIME" the permit "EXPIRES".
2. If the "JOB" is "DELAYED" and the permit "TIME" has "RESIGNED", the "PERSON EXTENDING" the "TIME" must "REINSTALL" opening with "THEIR INITIALS" and the "NEW" time. A new permit is not required.
3. "AFTER" the job has been "COMPLETED", the "FOREMAN" of the job should "PULL" the "STICKER" and "RETURN" in to the "CONTROL ROOM" when signing out the red tag master.
4. If the sticker is "REMOVED" for any reason, "BOTH PARTIES" must "ADD" a "NEW STICKER" to the "LINE" with an "ON SITE INSPECTION".
5. This is a "BLOCK PROCEDURE" and all guidelines of the "S&LP #301" are "STILL" to be the "MAJOR GUIDELINES".

NOTE: THIS WILL INCLUDE BREAKING INTO P.S.V'S / PUMPS / ANY FLANGES OR EQUIPMENT THAT IS TIED INTO THE PROCESS.

REVISED 4/92 by GR/LL

LINEOPEN.CRI

"THIS IS A 'BLOCK PROCEDURE'"

CHLORINATED METHANE PRODUCTS COMMUNIQUE'

DOW CONFIDENTIAL

DATE: 4 / 23 / 1992

FROM: Kevin K. / Donnie D.
SUBJECT: Caustic Filter Problems

THIS FORM IS USED TO INSURE THE ATTACHED INFORMATION IS
COMMUNICATED TO ALL PLANT PERSONNEL. IF YOUR INITIALS ARE
BY YOUR NAME THE FOLLOWING COMMUNIQUE' HAS BEEN REVIEWED.

ARMAND	DOUCET	MILES	BURRIS
BEEIELER	DUGAS	MILLENDER	BOURNE
BICKHAM	KEY	NOAH	YOUNG
BLANCHARD	ELLIS	PATTERSON	SAULS
BOCK	GRANT	PIERCE	WITTMANN
BORDELON	GRAVOUILLA	RIZZO	SCHLATRE
BOURG	HANEY	SACKS	HILLMAN
BOURGEOIS	HARRISON	SIMONSON	EUNICE
CAVALIER	JACK	TRICE	BOURG
COOK F.	JACKSON	WEIGLE	ASHE
COOK J.	JOHNSON	WOLFE	BROWNFIELD
CRAWFORD	KELLEY K.	()	COOK C.
DAVIS	LEDoux	()	()
DONATTO	LONDON	()	()
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	MICHEL		

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JRP02/92

M1 CAUSTIC FILTER PROBLEMS

APRIL 22, 1992

TO: ALL SHIFTS
JAMES COOK
BRUCE MILES

DONNIE DUGAS
TERRY VAVASSEUR

As we all know, the M1 filters are rearing their ugly heads once again. Thursday morning, Donnie, Terry, Bruce and I sat down to start solving the problem. Here's a list of the things we came up with that we need to track:

1. Filter throughput (total M1 per recharge)
2. Water Machine
3. Water Addition
4. Performance (V800's as opposed to V802's)
5. Possibility of higher phosgene
6. C-850 vent flow
7. C-850 reflux analysis
8. Caustic Quality

We plan to handle these items in the following way:

1. Collect flow rate data to track the M1 filter through put per recharge.- Kevin
2. Blank out water machine and shoot a sample three times here. Record the results. Take the same sample to Vinyl II and analyze it three times using their water methods and compare results. We need to determine if there is definitely a problem with the water machine in the lab.- Terry
3. Start tracking the water added to the filters. There is a new sheet in the lab for tracking water, acid, filter on line, and water added.-Shifts
4. Monitor all the data to see if one set is performing better (it doesn't appear so).- Kevin
5. Try to run phosgene analysis on M1 to see if there are unusually high amounts of phosgene present. Terry will work with R&D.
6. The vent flow on C-850 needs to be kept the same so the composition of C-850 reflux won't be varied.- Board Men
7. Analysis of C-850 reflux. Terry will check water and acid one per day for the next few days. If the composition is constant, we may change the C-850 vent to see if there is any effect.
8. Check with the vendor who supplies caustic to see if they have changed anything. Also see about obtaining QA/QC data from them.-Kevin

DO A 033563
CONFIDENTIAL

We know there is a problem somewhere. There are a lot of variables that affect the performance of the filters. Hopefully we can track the problem down before people start murdering engineers and supervisors. If you have any other ideas, I'll be more than happy to listen. Your help is appreciated.

Kevin K.
4/23/92

DO A 033564
CONFIDENTIAL

CHLORINATED METHANE PRODUCTS COMMUNIQUE'

DOW CONFIDENTIAL

DATE: 4/1/22/199

FROM: M. Bourne

SUBJECT: New TDC HIC valve

THIS FORM IS USED TO INSURE THE ATTACHED INFORMATION IS COMMUNICATED TO ALL PLANT PERSONNEL. IF YOUR INITIALS ARE BY YOUR NAME THE FOLLOWING COMMUNIQUE' HAS BEEN REVIEWED.

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<u>BLANCHARD</u>	<u>ELLIS</u>	PATTERSON	SAULS
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<u>DAVIS</u>	<u>LEDoux</u>	()	()
DONATTO	LONDON	()	()
	<u>METREJEAN</u>		
	MICHEL		

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DO A 033565
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Attention: A n w valve has been added to th TDC which will help vent tank cars to the throx. The valve is a HIC valve and is found in Group 70, Slot 1. Please familiarize yourself with the location of the valve both in the field and in the control room. The valve is located on the north side of D1813.

Th loaders cannot depad cars without this valve.

DO A 033566
CONFIDENTIAL
HL

CHLORINATED METHANES PRODUCTS COMMUNIQUE'

DOW CONFIDENTIAL

DATE: 4 / 26 / 1992

FROM: JOHN SACK

SUBJECT: 1250 STEAM INTENTION

THIS FORM IS USED TO INSURE THE ATTACHED INFORMATION IS COMMUNICATED TO ALL PLANT PERSONNEL. IF YOUR INITIALS ARE BY YOUR NAME THE FOLLOWING COMMUNIQUE' HAS BEEN REVIEWED.

~~ARMAND~~

~~BEIELER~~

~~BICKHAM~~

~~BLANCHARD~~

~~BOCK~~

~~BORDEON~~

~~BOURG~~

~~BOURGEOIS~~

~~CAV. CAVALIER~~

~~COOK F.~~

~~COOK J.~~

~~CRAWFORD~~

~~DAVIS~~

~~DONATTO~~

~~DORSEY~~

~~DOUCET~~

~~DUGAS~~

~~EKEY~~

~~ELLIS~~

~~GRANT~~

~~GRAVOUILLA~~

~~HANEY~~

~~HARRISON~~

~~JACK~~

~~JACKSON~~

~~JOHNSON D.~~

~~JOHNSON J.~~

~~KIRSH~~

~~LEDoux~~

~~LONDON~~

~~METREJEAN~~

~~MICHEL~~

~~MILLENDER~~

~~NOAH~~

~~PATTERSON~~

~~PIERCE~~

~~RIZZO~~

~~SACKS~~

~~SIMONSON~~

~~TOUCHET~~

~~TRICE~~

~~WILLIAMS~~

~~WHEELER~~

~~HARLOW~~

~~BOURNE~~

~~YOUNG~~

~~SAULS~~

~~WITTMANN~~

~~SCHLAIRE~~

~~HILLMAN~~

~~SHANKLIN~~

DCW (WOLFE)

ESM (MILLER)

YK (LITTLE)

PH (GURICH)

(-----)

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DO A 033567
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OVERVIEW OF 235 PSIG STEAM INJECTION TO R250'S

235 PSIG STEAM WILL BE INJECTED INTO THE METHANOL FEED TO HYDROCHLORINATION JUST UPSTREAM OF MEOH SUPERHEATER (E-245 A/B). STADE AND TEXAS CLAIM THAT STEAM INJECTION INCREASES THE LIFE OF THE CATALYST BY SLOWING DOWN THE RATE THAT REACTOR PRESSURE DROP INCREASES (SEE GRAPH). IT WILL BE INJECTED AFTER THE REACTOR IS RUNNING AND STABLE. THE FLOW CONTROL VALVES ARE ON TDC IN GROUPS 5 AND 6 (SLOT 6). STEAM INJECTION IS A FAIL SAFE SYSTEM. THE TRIP SYSTEM IS CONTROLLED BY THE MODICON JUST LIKE THE REST OF THE HYDROCHLORINATOR TRIP SYSTEM. THE EBV AND CONTROL VALVE FAIL SHUT WHEN THE SYSTEM TRIPS (SEE DRAWING). ALSO, THERE IS A CHECK VALVE IN THE LINE FOR ADDED PROTECTION AND A STEAM TRAP THAT WILL PREVENT CONDENSATE FROM ENTER THE MEOH SUPERHEATER. THERE IS A RUN/TRIP SWITCH IN THE CONTROL ROOM FOR EACH REACTOR. EACH SWITCH IS A TWO POSITION MAINTAINED WITH A PUSH BUTTON. THE START-UP PROCEDURE, GRAPH, AND DRAWING ARE ATTACHED.

IF YOU HAVE ANY QUESTIONS, JUST ASK !!



JOHN SACKS
4/9/92

DO A 033568
CONFIDENTIAL

235 PSIG STEAM INJECTION TO R250'S

1. ENSURE THAT MANUAL VALVES ARE LINED UP.
2. CRACK BLEED UPSTREAM OF CONTROL VALVE TO BLEED ANY CONDENSATE FROM LINE.
3. ENSURE STEAM TRAP IS LINED UP TO HEADER. (INITIALLY, WE WILL SLAB THE CONDENSATE.)
4. ENSURE THE STEAM CONTROL VALVE IS AT -6.9 ON TDC AND THE FLOW IS LESS THAN THE MINIMUM VALUE (PRESENTLY SET AT 150 LB/HR).
5. PLACE R-250 STEAM INJECTION SWITCH IN CONTROL ROOM TO THE RUN POSITION. THE RED TRIP LIGHT WILL REMAIN LIT.
6. PRESS THE RESET BUTTON.
7. THE STEAM EBV WILL OPEN, THE STEAM CONTROL VALVE I/P WILL BECOME ENABLED AND THE GREEN RUN LIGHT WILL ILLUMINATE.
8. OPEN THE STEAM FLOW CONTROL VALVE UNTIL THE FLOW IS GREATER THAN THE MINIMUM VALUE (150 LB/HR). IF THE MINIMUM FLOW IS NOT REACHED IN 45 SECONDS THEN THE EBV WILL CLOSE, THE CONTROL VALVE WILL BECOME DISABLED AND THE RED LIGHT WILL COME ON. TROUBLESHOOT THE CAUSE, CLOSE THE CONTROL VALVE AND TRY TO START AGAIN.
9. PUT THE STEAM CONTROL VALVE IN AUTOMATIC AT THE FLOW SET POINT SPECIFIED BY THE AREA ENGINEER.

NOTE: ONCE THE FLOW IS ABOVE MINIMUM, THE CONTROL VALVE HAS TO BE CLOSED AND THE FLOW HAS TO DROP BELOW MINIMUM TO TRIP STEAM INJECTION.

STEAM INJECTION WILL ALSO TRIP IF

- 1) THE CONTROL ROOM SWITCH IS PLACED IN THE TRIP POSITION
- 2) THE REACTOR IN WHICH STEAM IS BEING INJECTED TRIPS (LOSS OF MEOH)

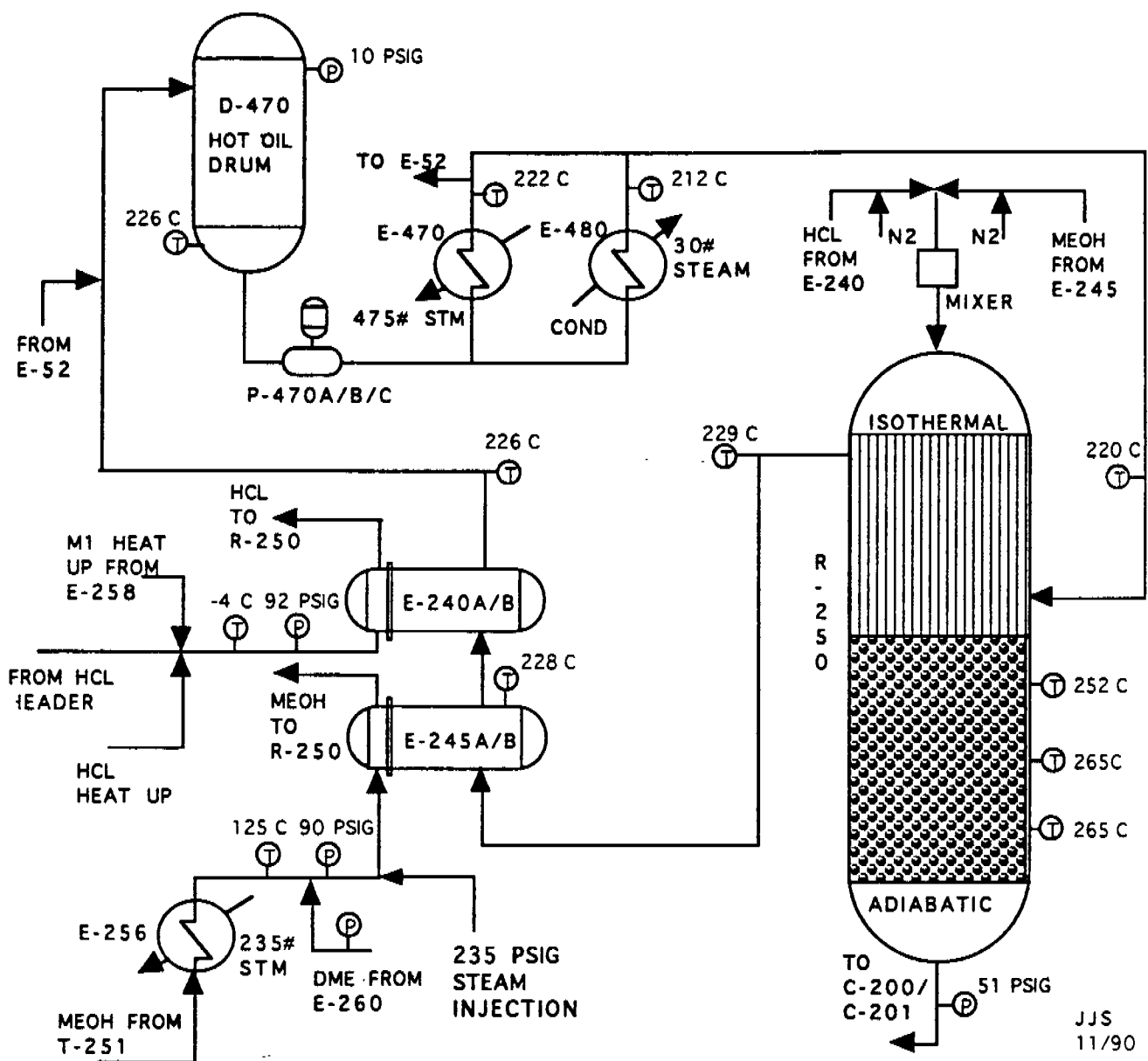
235 PSIG STEAM INJECTION TO R250'S EMERGENCY PROCEDURE

IF THERE IS A LEAK ON THE STEAM PIPING OR ANY OTHER EMERGENCY CONDITION AND STEAM INJECTION NEEDS TO BE TAKEN OFF THE REACTOR, THE STEAM FLOW CAN BE AUTOMATICALLY STOPPED BY:

- 1) PLACING THE CONTROL ROOM SWITCH IN THE TRIP POSITION
- 2) TRIPPING THE REACTOR IN WHICH STEAM IS BEING INJECTED
(LOSS OF MEOH)
- 3) CLOSING THE CONTROL VALVE AS LONG AS THE FLOW DROPS BELOW MINIMUM
(150 LB/HR)

THE FLOW CAN BE MANUALLY STOPPED IN THE FIELD BY CLOSING ONE OF THE MANUAL BLOCK VALVES OR TAKING THE AIR SUPPLY OFF EITHER THE CONTROL VALVE OR EBV.


JOHN SACKS
4/92

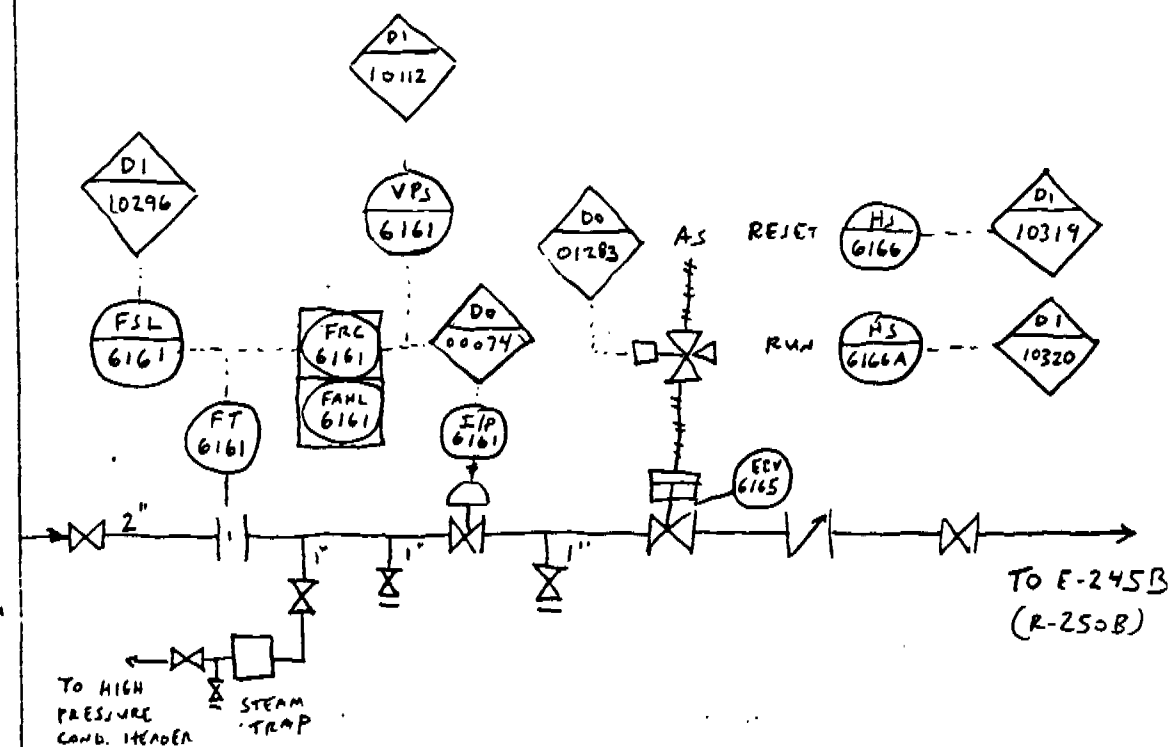
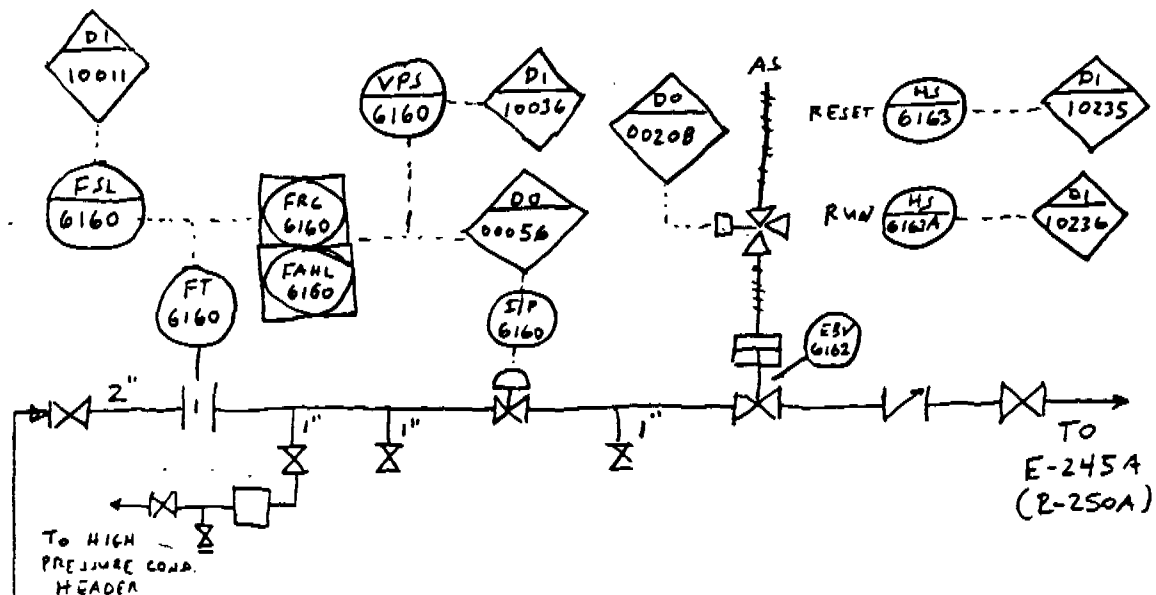


HOT OIL/HYDROCHLORINATION AFTER STEAM INJECTION

DO A 033571
CONFIDENTIAL

JOHN SACKS 4/9/92

235 PSIG STEAM INJECTION TO R-250'S



3" VALVE
OFF 235#
STM HEADER

FLOW XTMR = 0 - 1000 lb/hr
STEAM = 235 PSIG, 278°C
DOWN STM PRESSURE = 60-80 PSIG

DO A 033572
CONFIDENTIAL

CHLORINATED METHANE PRODUCTS COMMUNIQUE'

DOW CONFIDENTIAL

DATE: 4/21/1992

FROM: Cook/Dugan

SUBJECT: 1st Plant Pet

THIS FORM IS USED TO INSURE THE ATTACHED INFORMATION IS COMMUNICATED TO ALL PLANT PERSONNEL. IF YOUR INITIALS ARE BY YOUR NAME THE FOLLOWING COMMUNIQUE' HAS BEEN REVIEWED.

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CRAWFORD	KELLEY K.	()	COOK C.
DAVIS	LEDoux	()	()
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DO A 033573
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LIQUID WASTE POT
OPERATING PROCEDURE

NOTE: This procedure will instruct you on the correct way to operate the waste pot in a safe and environmentally correct manner.

SAFETY:

THERMAL: NONE

CHEMICAL: Remember you are working with chemicals that may cause skin and eye irritation. As of now Scott-O-Vista must be worn until it is proven that there is no exposure to the product when operating this equipment.

MECHANICAL: Use caution when working with glass.

EQUIPMENT:

- 1) Liquid waste pot located outside lab.
- 2) Scott-O-Vista respirator
- 3) Rubber Gloves

PROCEDURE:

***** TO INSURE THE VESSEL IS EMPTY BEFORE STARTING *****
***** DO STEPS 6 THROUGH 8 *****

- 1) Make sure all valves are closed when you first approach the vessel.
- 2) Insure the vessel pressure is at zero by opening the bottom valve to relieve any pressure to the THROX. The pressure gage should read zero.
- 3) With the pressure at zero close the bottom valve, and open the 3/4" vapor vent valve, to relieve any excess pressure remaining in the vessel.
- 4) Now open the inlet valve and pour the liquid waste into the pot.
- 5) Once the waste has been poured into the pot close the 3/4" vent valve and the waste inlet valve.
- 6) Now with all valves blocked, open the NITROGEN supply and allow the vessel to pressure up to 40#, at which time you should open the bottom valve and allow the liquid to flow to the THROX.
***** (rupture disc relieves at 100#) *****
- 7) After all liquid has flowed from the vessel the pressure in the vessel will start to drop. When this happens block in the nitrogen and allow the pressure to fall of completely before blocking in the bottom valve.
- 8) When you are finished all valves should be in the closed position.

CHLORINATED METHANE PRODUCTS COMMUNIQUE'

DOW CONFIDENTIAL

DATE: 4/21/1992

FROM: K. Kelley

SUBJECT: Forward to Personnel File

THIS FORM IS USED TO INSURE THE ATTACHED INFORMATION IS COMMUNICATED TO ALL PLANT PERSONNEL. IF YOUR INITIALS ARE BY YOUR NAME THE FOLLOWING COMMUNIQUE' HAS BEEN REVIEWED.

ARMAND	DOUCET	MILES	BURRIS
BEIELER	DUGAS	MILLENDER	BOURNE
BICKHAM	EREY	NOAH	YOUNG
BLANCHARD	ELLIS	PATTERSON	SAULS
BOCK	GRANT	PIERCE	WITTMANN
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JRP02/92

M1 FORWARD TRIP ON HIGH PRESSURE

K. KELLEY

4/21/92

As a response to an incident in which the PSV's on the M1 filters blew, there were several follow up actions. One of those actions was to install Modicon logic that will trip the flow forward to the filters if there is a high pressure. Everything but final loop checking has been done, so expect this trip to be active by the end of this week. Here's how it works: *- The trip is in place, 4/22/92 - KKK*

There is a high pressure switch that will be set at 200 PSIG. If the pressure "at the stairs" (PI-668) reaches this set point, the M1 forward valve (FRC-637) will be disabled and it will fail closed.

When this happens, a scam alarm will ring (Annunciator 4). When the pressure drops back below the pressure switch set point AND the M1 forward valve is at or less than 0%, the alarm will clear and the valve will become re-enabled.

Please contact me with any questions.

Kevin



DO A 033576
CONFIDENTIAL

CHLORINATED METHANE PRODUCTS COMMUNIQUE'

DOW CONFIDENTIAL

DATE: 4 / 20 / 1992

FROM: COOK / DUGAS

SUBJECT: PUMPING DOWN TURTLE POND / DYSS DIKE

THIS FORM IS USED TO INSURE THE ATTACHED INFORMATION IS
COMMUNICATED TO ALL PLANT PERSONNEL. IF YOUR INITIALS ARE
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<u>ARMAND</u>	<u>DOUCET</u>	<u>MILES</u>	---BURRIS
<u>B. BEIELER</u>	<u>DUGAS</u>	<u>MILLENDER</u>	---BOURNE
<u>BICKHAM</u>	<u>EEKEY</u>	<u>NOAH</u>	---YOUNG
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	<u>METREJEAN</u>		
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DO A 033577
CONFIDENTIAL

Up until now, we have had no way of knowing whether or not the turtle pond (outfall 1551) or D-455 diked area (outfall 2921) have been sampled and can be pumped if Rodney wasn't around. From now on, there will be a sheet kept on the Environmental Board in the lunch room in the upper left hand corner. This sheet will give us the proper information about when the last sample was run on these outfalls and when they expire. This should help us keep the level in these areas as low as possible during periods of high rainfall.

Also, we have forgotten several times to shut the turtle pond pump down when the pond goes empty. Make sure we put a note in the log book when we turn this pump on so we don't forget to shut it off when finished.

rc/drd

DO A 033578
CONFIDENTIAL

CHLORINATED METHANE PRODUCTS COMMUNIQUE'

DOW CONFIDENTIAL

DATE: 4/16/1992

FROM: Bruce Miles
SUBJECT: Electrical and IRE projects

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JRP02/92

Electrical Permits - CMP

Several concerns about the writing of Safe Work Permits at CMP were discussed Thursday, April 9 by I&E and Operations Personnel. Those concerns include the following:

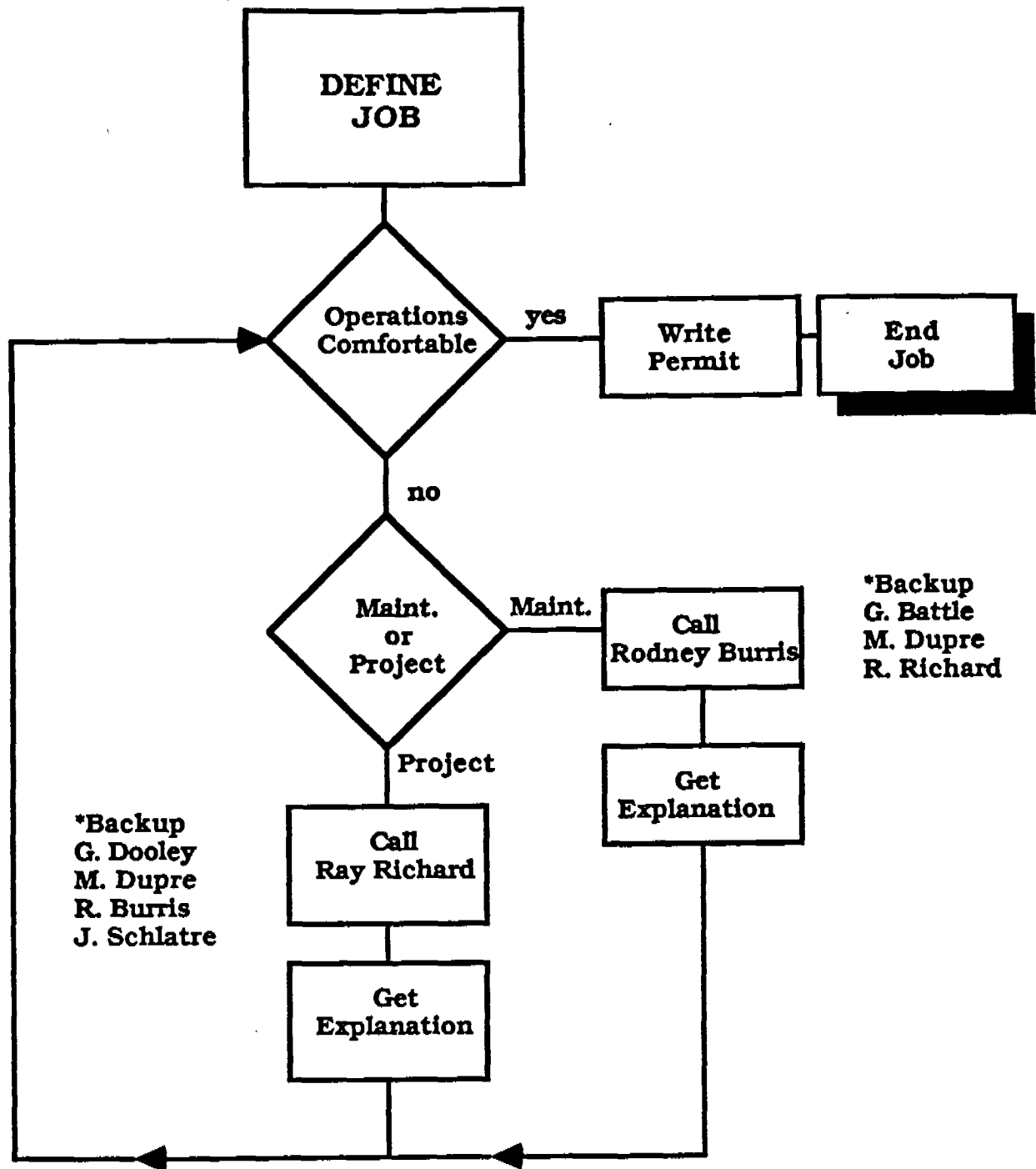
1. Personnel writing the permits feel extremely vulnerable due to lack of training.
2. Permit writers depend heavily on the Dow or Craft electrical personnel to tell them when the system is safe or properly tagged.
3. If Dow or craft Electrical personnel do not give enough specific detail, the permit writers are unaware of hot work or other potential hazards.
ie... Termination work done in the motor control center.
In this case, Ray-chem terminations were being installed with a propane torch.
4. Inadequate explanations of demolition work and/or procedures.

NEW ELECTRICAL PERMIT PROCEDURE FOR CMP

Safe Work Permits will be issued at CMP using the following guidelines:

1. On those jobs which permit writers feel they need more explanation, the job details will be provided by Rodney Burris or Ray Richard. Ray or Rodney will co-sign the permit before it will be issued.
2. CMP permit writers will ensure that the operational hazards and specific permit requirements are well understood by the I&E personnel co-signing the permits.
3. Only Dow personnel will co-sign Safe Work Permits. In the absence of Rodney or Ray, Glenn Battle radio 0703, Mike Dupre radio 8738, or George Dooley radio 6373 may be contacted for assistance.
4. Operations will make every effort to anticipate those jobs requiring detailed explanation and an I&E person to co-sign the permits at the weekly scheduling/planning meetings.

Mike Dupre / Bruce Miles



SAFE WORK PERMITS - CMP
April 16, 1992

CHLORINATED METHANE PRODUCTS COMMUNIQUE'

DOW CONFIDENTIAL

DATE: 4-1-16-199

FROM: Mike Bourne

SUBJECT: 'Methyl Chloride' truck

THIS FORM IS USED TO INSURE THE ATTACHED INFORMATION IS COMMUNICATED TO ALL PLANT PERSONNEL. IF YOUR INITIALS ARE BY YOUR NAME THE FOLLOWING COMMUNIQUE' HAS BEEN REVIEWED.

<u>PL</u> ARMAND	<u>16</u> DOUCET	<u>FF</u> MILES	BURRIS
<u>BB</u> BEIELER	<u>Del</u> DUGAS	<u>DA</u> MILLENDER	BOURNE
<u>CG</u> BICKHAM	<u>JK</u> EKEY	<u>IN</u> NOAH	YOUNG
<u>RB</u> BLANCHARD	<u>cr</u> ELLIS	PATTERSON	SAULS
....BOCK	<u>cr</u> GRANT	PIERCE	WITTMANN
....BORDELON	<u>B</u> GRAVOUILLA	RIZZO	SCHLATRE
<u>AB</u> BOURG	HANAY	<u>W</u> SACKS	HILLMAN
....BOURGEOIS	<u>DM</u> HARRISON	SIMONSON	<u>AB</u> EUNICE
<u>2</u> CAVALIER	<u>CB</u> JACK	TRICE	BOURG
<u>FL</u> COOK F.	<u>CB</u> JACKSON	WEIGLE	ASHE
<u>LR</u> COOK J.	JOHNSON	<u>Doc</u> WOLFE	BROWNFIELD
....CRAWFORD	<u>KL</u> KELLEY K.	COOK C.	COOK C.
<u>CD</u> DAVIS	LEDoux	(.....)	(.....)
....DONATTO	LONDON	(.....)	(.....)
<u>Dm</u> METREJEAN	MICHEL		

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JRP02/92

DO A 033582
CONFIDENTIAL

To: Methane's Operations
From: Mike Bourne

cc: Doyle Haney
Bruce Miles

This memo addresses the temporary placement of the 'Methyl Chloride' truck located at the check tank area of the plant. Presently, the truck contains cyclohexane used to inhibit methylene chloride prior to the introduction of check tank product. In reference to the subparts of S & L P Standard S - 308, applications of this nature fall in a "grey" area and must be scrutinized thoroughly to ensure the safety of both the plant and personnel involved. While this particular truck meets the pressure requirements, plus a considerable safety factor, and temporary grounding, regulations born from the D.O.T. do not govern simply because this truck is not for distribution or commerce purposes in its present duty.

If you have any questions concerning this topic, please feel free to ask.

Mike Bourne
4/92

DO A 033583
CONFIDENTIAL

CHLORINATED METHANE PRODUCTS COMMUNIQUE'

DOW CONFIDENTIAL

DATE: 4/15/1992

FROM: ORD/JRC

SUBJECT: Clearing the tracks

THIS FORM IS USED TO INSURE THE ATTACHED INFORMATION IS COMMUNICATED TO ALL PLANT PERSONNEL. IF YOUR INITIALS ARE BY YOUR NAME THE FOLLOWING COMMUNIQUE' HAS BEEN REVIEWED.

ARMAND	DOUCET	MILES	BURRIS
BEIELER	DUGAS	MILLENDER	BOURNE
BICKHAM	EKEY	NOAH	YOUNG
BLANCHARD	ELLIS	PATTERSON	SAULS
BOCK	GRANT	PIERCE	WITTMANN
BORDELON	GRAVOUILA	RIZZO	SCHLATRE
BOURG	HANEY	SACKS	HILLMAN
BOURGEOIS	HARRISON	SIMONSON	EUNICE
CAVALIER	JACK	TRICE	BOURG
COOK F.	JACKSON	WEIGLE	ASHE
COOK J.	JOHNSON	WOLFE	BROWNFIELD
CRAWFORD	KELLEY K.	()	COOK C.
DAVIS	LEDoux	()	()
DONATTO	LONDON	()	()
	METREJEAN		
	MICHEL		

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DO A 033584
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CLEARING THE TRACKS

For the time being, Metrolines operations will be required to clear the tracks upon notification from the Railroad Department. This is an attempt to clear up the rash of incidents that have recently occurred concerning Blue Flag violations. There is a lot of construction going on at this time and it will remain like this for several more weeks. Follow these guidelines when clearing the track:

1. Railroad will call approximately 15 minutes before coming to the block. It is important that we respond promptly to their call.
2. Start at the south end of the rack near the 1 and 2 spot and walk out the entire load rack, (new and old) checking for hoses not tied off, ramps down, chocks on cars and anything that is on or too close to the tracks. There is a yellow chain and sign located near the deluge gun northeast of the T-100 dike. Put the chain up across the roadway leading back to the T-100 as you pass by. Continue inspecting the tracks northward and put up the chain that blocks the roadway behind the T-100's.
3. If everything is clear for the train to come in, you can take down the blue flags and parallels and notify railroad that the tracks are clear. There can be several flags on the track at any given time. Only 2 of them are for loading or operations. Our two flags are located by the newly erected blue lights. The blue lights are fully operational at this time and will have to be turned off to clear the tracks.
4. This is very important: UNDER NO CIRCUMSTANCES ARE YOU TO REMOVE THE CONSTRUCTION FLAG. IF IT IS STILL UP WHEN THE RAILROAD REQUESTS TO COME IN, THE TRACK IS NOT BE CLEARED.
The construction flag sits inside of our flags and only the construction person can remove it. If the construction crew has left for the day and forgotten the flag on the track, permission to remove the flag can be given only by Doyle Harey or Dave Miles. If you are unfamiliar with the difference between our flags and theirs, do not attempt to clear the track. It is suggested that you get back in that area during the day and become familiar with the flagging arrangement.
5. If our loading people are working late and the construction crew has gone for the day, they will take care of clearing the track and notifying Railroad of such. They will do this only if the construction flag has been removed.
6. On days where double spotting is taking place, loading personnel will contact the shift supervisor on duty before the tracks are cleared for the second spot. The construction supervisor will then be notified of the second spot and both supervisors will be present when the track is cleared. This is a requirement anytime there is a second spot for the same day. Weekends will be an exception only if there is no construction being done.

gmc:mcg

DO A 033585
CONFIDENTIAL

CHLORINATED METHANE PRODUCTS COMMUNIQUE'

DOW CONFIDENTIAL

DATE: 4-1-12-1992

FROM: DRD/JRC

SUBJECT: Waste Generation

THIS FORM IS USED TO INSURE THE ATTACHED INFORMATION IS COMMUNICATED TO ALL PLANT PERSONNEL. IF YOUR INITIALS ARE BY YOUR NAME THE FOLLOWING COMMUNIQUE' HAS BEEN REVIEWED.

ARMAND	DOUCET	MILES	BURRIS
BEIELER	DUGAS	MILLENDER	BOURNE
BICKHAM	KEY	NOAH	YOUNG
BLANCHARD	ELLIS	PATTERSON	SAULS
BOCK	GRANT	PIERCE	WITTMANN
BORDELON	GRAVOUILA	RIZZO	SCHLATRE
BOURG	HANEY	SACKS	HILLMAN
BOURGEOIS	HARRISON	SIMONSON	EUNICE
CAVALIER	JACK	TRICE	BOURG
COOK F.	JACKSON	WEIGLE	ASHE
COOK J.	JOHNSON	WOLFE	BROWNFIELD
CRAWFORD	KELLEY K.	()	COOK C.
DAVIS	LEDoux	()	()
DONATTO	LONDON	()	()
	METREJEAN		
	MICHEL		

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JRP02/92

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We are still generating drums of waste and trash without properly labeling them or getting them to the storage area. This has got to stop!! The job is not complete until this has been done. It is very hard to identify a drum correctly when no one knows where it came from or what's in it. The proper procedure is to immediately label the drum as soon as we put something in it. This includes oil pads and trash. Your cooperation in this area will be greatly appreciated as we are falling way short of what is required here.

CHLORINATED METHANE PRODUCTS COMMUNIQUE'

DOW CONFIDENTIAL

DATE: 4-1-15-1992

FROM: DRD/JRC

SUBJECT: Interventions

THIS FORM IS USED TO INSURE THE ATTACHED INFORMATION IS COMMUNICATED TO ALL PLANT PERSONNEL. IF YOUR INITIALS ARE BY YOUR NAME THE FOLLOWING COMMUNIQUE' HAS BEEN REVIEWED.

ARMAND	DOUCET	MILES	BURRIS
BEIELER	DUGAS	MILLENDER	BOURNE
BICKHAM	EREY	NOAH	YOUNG
BLANCHARD	ELLIS	PATTERSON	SAULS
BOCK	GRANT	PIERCE	WITTMANN
BORDELON	GRAVOUILLA	RIZZO	SCHLATRE
BOURG	HANEY	SACKS	HILLMAN
BOURGEOIS	HARRISON	SIMONSON	EUNICE
CAVALIER	JACK	TRICE	BOURG
COOK F.	JACKSON	WEIGLE	ASHE
COOK J.	JOHNSON	WOLFE	BROWNFIELD
CRAWFORD	KELLEY K.	()	COOK C.
DAVIS	LEDoux	()	()
DONATTO	LONDON	()	()
	METREJEAN		
	MICHEL		

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JRP02/92

INTERVENTION

A recent intervention in the M1 filter area has brought to our attention that short cuts and flagrant violations of plant procedures are still happening. Be advised that these willful violations will not be tolerated and will be dealt with severely. It is hard to understand how or why this is still occurring in this plant. We feel that if a person doesn't consider his own personal safety, then he will have a hard time worrying about the safety of his coworkers. It is the shared responsibility of all of us to ensure that this sort of practice stops immediately.

Remember, when a willful violation of safety procedure occurs, not only is that person risking injury, but no mercy will be shown when disciplinary action is taken.

jc/ldc

04/09/92

K-50 Portable Chiller Installation

Scope: The scope of this job is to install a portable chiller on K-50 in the event the compressor should shutdown either by accident or by choice of operations.

(Safety) Line openings require monogoggles, safety glasses otherwise.

K-50 should be shutdown. Tag it out for repair. Use pipe stands to support the inlet and outlet pipes from E-52 once they have been removed. Shutdown P-51B. Disconnect the inlet and outlet lines to E-52, leaving the block valves attached to the lines. Install screwed flanges with connect fittings on the inlet and outlet lines at the block valves. Have these fittings made up before shutting down P-51B. Have a 90 between the flange and the fitting. Connect the inlet hose to the inlet line to E-52 and the outlet hose to the outlet line of E-52. Start the chiller generator. Start P-51B. Check for leaks. Set outlet temperature for whatever temperature keeps the methanol temperature at or below 30 degrees F (-1.1 degrees C). Make sure a fuel truck comes by every 8 hours to re-fuel the generator with diesel. Make rounds on the generator/chiller once per shift.

Extra materials needed:
several 2" Grafoil gaskets
black fiber pack (50 gal size)
two or three 5 gallon buckets
tools

MRB

DO A 033590
CONFIDENTIAL

CHLORINATED METHANE PRODUCTS COMMUNIQUE'

DOW CONFIDENTIAL

DATE: 1/13/1992

SUBJECT: ??

FROM: Bruce P. Lee

THIS FORM IS USED TO INSURE THE ATTACHED INFORMATION IS COMMUNICATED TO ALL PLANT PERSONNEL. IF YOUR INITIALS ARE BY YOUR NAME THE FOLLOWING COMMUNIQUE' HAS BEEN REVIEWED.

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BLANCHARD	ELLIS	PATTERSON	SAULS
BOCK	GRANT	PIERCE	WITTMANN
BORDELON	GRAVOUILLA	RIZZO	SCHLATRE
BOURG	HANEY	SACKS	HILLMAN
BOURGEOIS	HARRISON	SIMONSON	EUNICE
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DONATTO	LONDON	()	()
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DO A 033591
CONFIDENTIAL

April 3, 1992

to: ALL METHANES PERSONNEL

re: Tampering With The Crane And Other Equipment In The Expansion Area

There has been several incidents recently where it has been found that some individual has been tampering with the large crane in the Expansion Area. This is a criminally prosecutable offence. There are some very explicit regulations governing the operation and maintenance of this type of equipment. Tampering with the crane compromises the safety of the individuals actually using the equipment.

We suspect that the individuals tampering with the crane are from outside the block. We need your help in policing the area and in identifying unauthorized individuals in the Expansion Area after hours and on weekends. If you find someone in the area that is not a block hand or part of the maintenance crew, please try and get their badge number and report the incident to either Doyle, Rick or myself.

Thanks for your help on this matter.

Bruce Miles

DO A 033592
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