

CHEMICALS



INTEROFFICE / LAKE CHARLES

TO G.K. Jordan

DATE December 1, 1982

FROM J.C. Lafleur *JL*

SUBJECT Hazardous Material Audit, Oct. 1982

1. The Bill of Lading was initialed rather than signed. The normal procedure on pre-loads is for the Tankerman to pick up the Bill of Lading, sign it and leave at the guard gate when loading is complete. On occasion, the Bill of Lading is not at the guard gate more than a day or two prior to the shipping date. When this happens, the Bill is normally signed by a Shipping Department employee or supervisor when shipped. In the future, we will have the pre-loaded trailer inspected for leaks that may have developed after loading and make sure the Bill of Lading is properly signed on all pre-load shipments.
2. Regardless of the product shipped, a new shipping tag will be put on the dome each trip and any old tag will be removed.
3. This stenciling requirement is part of the pre-loading check procedure, but missed on this car. Stencil was applied.
4. Product name was restenciled and pressure sensitive vinyl placards applied.
5. The empty EC car was in our plant at the time and had returned from the customer that way or damaged in transit. Holder was repaired.
6. ACFX 89399 is a car leased to "Detrex". The placard was replaced. The tank and SRV were tested by ACF Milton, PA. The only new stenciling was "1982", which is OK, except it is only 1/2" lettering. Separate dates for tank and SRV test are not required if they are done and retested at the same time. The year due retest needs to be added. We will notify Detrex to change the stenciling or ACFX do it.
7. PPGX 3225 has been restenciled. No such car number as 7358. We will have to catch it when loading. PPGX 3567 is the highest number in our fleet.

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8. CSCC 200 was spotted to receive EDC being off loaded from a ship to storage if shore tank capacities were exceeded.

Caustic Barges 223 and 244 were loaded and in the slip for storage. Information cards are checked and put on when barges are shipped. Placard holders were to be removed when barges were in ship yard for inspection or maintenance. Not all were removed. We will remove them as the barges are loaded.

The warning signs are being repainted, as they go to the ship yard for repairs. The Chlorine Barge is scheduled in early 1983.

cc: W. Caillouet/Thibodeaux
C. Arnett
G. Oxley
H. Dupree
D. Pinkston
Shift Foremen
File

SL 089819