PLAINTIFF'S EXHIBIT

MON-2167

IN-10
MCC 950920

Monsanto

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

DATE June 8, 1983

cc: PMSB
SHAC
Mark Riddle

SUBJECT Minutes of Hourly Safety Committee Meeting of May 31, 1983

REFERENCE

TO :

Manuel Perez	-51D	W. A. Lowery	-SS-10
Duffy O'Briant	-SS-9	J. W. Hughes	-SS-13
Allen Tovrea	-33D	Lee Derrick	-AB-1
Pervis Cotton	-LD	Albert Solis	-2PD

One member was absent (vacation).

The first order of business was a presentation by George Danner, Chairman of SAC. George explained the SAC charter, its organization and major projects undertaken by the committee thus far in 1983.

Chairman Manuel Perez then introduced the SHAC chairman, Harry Conrad, who gave a status report on the various HSC concerns that had not beem completely resolved in previous meetings. The unfinished business follows:

Cooling Tower Fan Hazard

When the fan drive motors are shut down the fan continues to turn due to wind drafts through the tower. Attempting to stop the fan for repairs is hazardous.

Action

The design of a braking system is complete and currently being evaluated by maintenance. If accepted by maintenance, the PMSB will have to review and approve.

Removing Bolts from 51D4 Manway Prior to Decontamination

A committee member reported that during the last AN shutdown, all but four bolts were removed from each manway prior to blinding the column.

Action

There were two factors to consider when addressing this concern. One was the actual removing of bolts without decontamination. The second was the practice of opening vessels for inspection only (no entrance) without blinding, but after proper precautions were taken. Both of these matters were discussed by George Danner. SAC recommended, and the PMSB approved, that if vessels were blocked, locked, depressured, decontaminated, tested for contaminants and sufficient oxygen, special permit issued and vessel attended while open, vessels may be opened for inspection. SAC also recommended, and the PMSB approved, that bolts would not be removed from manways

if the vessel did not meet the conditions required for opening.

Holeman Responsibilities

A question was raised as to what are the responsibilities of a holeman.

Action

Harry Conrad presented a draft copy of "Responsibilities of Attendant (Holeman) for Personnel Entering Confined Space". Members of the HSC were asked to review and comment. The proposed responsibilities will be presented to the PMSB for their approval.

Samples Being Carried Up the Stairs to the Control Lab

A member of the HSC questioned the safety of carrying samples up the stairs to the Control Lab.

Action

Although it was recommended at the previous HSC meeting that this concern be discussed with the appropriate Unit/Craft Safety Committee, Conrad reported that the Control Lab was converting a research lab on the first floor of the research building to a HCN lab. This would preclude the carrying of HCN samples to the second floor.

NEW BUSINESS

Manlifts

A question was asked, are there periodic inspections of manlifts.

Action

Mark Riddle answered that the manlifts were inspected monthly by two separate groups, Tommy Glover and MMTS.

NSI

A member of the HSC reported that rules seem to fluctuate with respect to protective clothing required when working around NSI. He asked for clarification of the rules.

Action

Harry Conrad will discuss with the appropriate Manufacturing Superintendent. (This has been done.)

New Permit Procedure

A question was raised as to why Craft Leadman have to sign Fire and Entry permits.

Action

The new procedure says that the Maintenance Leadman/Craftsman or contractor equivalent is responsible for checking the job site, ensuring proper execution of the permit provisions and reporting any unusual conditions apparently unrecognized at the time the permit is issued. He signs to signify that he has checked, understands and agrees with the work conditions specified and will assure compliance of those people working for or with him. The fact that there may still be some misunderstanding about the new permit procedure will be communicated to LP&S.

Harry Conrad

/jp

Monsanto

SHAC ALERT

REMOVING MANWAYS FROM EQUIPMENT FOR INSPECTION

The following policy has been approved by the PMSB.

The opening of manways, inspection ports, etc., on equipment, without first installing blinds, is permitted under these conditions:

- The equipment is blocked, locked, and depressured.
- The equipment is decontaminated (assured by vapor test for contaminants and adequate oxygen for breathing).
- Special Permit is required.
- Manways are attended while open.
- After inspection is completed manways will be replaced and equipment inerted.

NOTE: If person inserts his head inside the manway, it is considered vessel entry and entry procedures (Procedure Bulletin P-0117) must be followed.

R. T. Hammann for SHAC

SC 001694

DCK

Post: 5/23/83
Remove: 6/06/83

LAM002896

DRAFT

RESPONSIBILITIES OF ATTENDANT (HOLEMAN) FOR
PERSONNEL ENTERING CONFINED SPACE

One person shall be stationed outside of the confined space when internal work is being performed. The attendant (holeman) will:

- Make certain proper permits have been issued.
- Make certain specified safety equipment is available and used.
- Maintain continual communication with the individual(s) in the enclosure. (In some cases, visual contact may not be possible. In such cases audio contact must be frequent.)
- Maintain appropriate communication system to summon emergency assistance.
- Know how to use rescue equipment specified for the job.
- Be alert for changing conditions.
- Take emergency actions short of entering the confined space until emergency assistance arrives. (Under no circumstances will the attendant enter the vessel until emergency assistance arrives.)

DRAFT