

Mr. J V. Waggoner

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September 15, 1958

This problem is not exactly new as we have had some previous customer complaints about particles in our VCM, although they were claimed to be rust and possibly dirt rather than polymer. Our Springfield plant also recently complained that five cars shipped between the dates of August 6 and August 12 had a sludge in them which could possibly lead to processing trouble if it continued. The solution to this problem would seem to be that filters should be installed in our plant loading lines and possibly that cars suspected or found to contain particles at present should be cleaned.


D. M. Brown

DMB:rf

CBY 1111877

RSV0031137

cc: W. E. Alexander/Chamberlin
R. D. Dunlop - St. Louis
H. K. Eckert
A. G. Erdman - Springfield
J. S. Putnam/Neville
R. J. Schatz/Hunter/Research
File

R. H. Schlattman
H. M. Walker
N. F. Wood/Romeril/Earnheart/
Duhon/Maint. Central Files
A. E. Withrow
J. C. Wroblewski
W. F. Zimmermann
VCM PRES Board

MONSANTO CHEMICAL COMPANY

Texas City, Texas

MINUTES OF VCM COORDINATING COMMITTEE MEETING

Number 83

August 21, 1958

Present:

Members

B. H. Hartzog
G. T. Ryan
T. E. Shirley
W. F. Yates

Visitors

L. B. Bullock
H. M. Keating
J. W. Kongable
G. L. Wofford

Yellow VCM

A decrease in the severity of the VCM color problem was noted during July. Inspection by the Springfield control laboratory showed water-white VCM in 23 of the 24 tank cars received over a 10-day period. The other car contained "very slightly yellow" material. This improvement is attributed to Production efforts in controlling HCl in the VCM purification system. Research studies had shown that anhydrous HCl increases the solubility of iron salts in VCM with yellow coloration resulting.

The Committee feels that no money should be spent on additional VCM cleanup until it is demonstrated that HCl cannot be controlled in the existing equipment. The plans are to continue careful attention to HCl control in the production unit with periodic

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inspection of tank cars arriving at Springfield. If the problem becomes worse, it may be necessary to revise the caustic scrubbing system and clean equipment used in storage and shipment. One VCM sphere will be inspected early in September.

Up-Pressure Testing

The absorber, stripper, and crackers are operating at increased pressures with specification VCM being produced. Control samples have indicated greater difficulty with keeping HCl to very low levels. It is too early to tell whether the HCl stripping can be done successfully and to detect any other troubles with the higher pressure such as yield and cracker operation. Testing of the unit at the higher pressures will continue.

Tar Production

Research studies have shown that tar make is very closely related to the amount of chlorine used in cracking. It is believed that a higher level of cracking inhibitor concentration has developed, forcing the use of more chlorine with the result being more tars. The process has been too upset thus far in August for any data to be obtained. Production and Technical Service will study day-to-day tar makes. Research will work on analytical procedures for known inhibitors in order to assess the amount of cracking inhibition.

EDC Sales

A sizeable market for dichloroethane has appeared and should increase in the future. Engineering work is in progress to evaluate additional capital required for neutralizing and storing the product and for future debottlenecking of equipment as sales increase.

Chlorinated Hydrocarbon Sales

Engineering reported that progress is being made on preliminary design of EDC and TCE recovery from tars for Dixie Chemical Company.

Oxidative Chlorination Pilot Plant

Production reported that the unit is undergoing tests of feed streams and circulation of caustic preparatory to starting up. Filtration of reactor effluent gas is indicated to be a major problem. Engineering and Production are working together to define the causes.

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22D9 Reboiler Fouling

High maintenance costs and increased tar make are resulting from severe fouling of the 22D9 column reboiler. Three changes have been made since the last start-up and another is scheduled for the latter part of this week. The fouling is in the form of a thin, hard coating, like varnish, on the tube sheet and tubes. Previous experience had been with coke deposits which plugged the tubes after several months' service. Research suggested a trial of tributylamine as a fouling preventer.

Uninhibited VCM

Production reported that Great American is no longer asking for VCM shipments without phenol. This will be dropped pending further customer interest.

T. E. Shirley
T. E. Shirley

djc

8-28-58

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