

MONSANTO CHEMICAL COMPANY
Texas City, Texas

October 28, 1958

cc: W. T. Anderson
H. K. Eckert
A. G. Erdman-Spgfld.
E. M. Jones
P. A. Trost
J. V. Waggoner

TO: Those Present

D. M. Brown
H. M. Keating
J. G. McQuarrie

J. S. Putnam
A. E. Withrow
W. F. Zimmermann

Phenol-Free VCM

These are the minutes of a meeting held in Mr. Putnam's office on October 27, 1958 at 1 p.m. The purpose of the meeting was to discuss the quality problems on the phenol-free VCM which has been shipped to General.

Background

On September 29, 1958, a car of phenol-free VCM was shipped to General. Upon arrival, General found no phenol in this car. And on the basis of this performance, they ordered 10 more cars to be shipped in October. These ten cars have been shipped, and on the basis of the analysis at the time of shipment were phenol-free.

On the first two of these cars, General found 2 to 3 ppm of phenol in one, and about 1/2 ppm in the other. General accepted these cars and used the VCM. However, since they feel that any amount of phenol is bad, even in trace quantities, they operated their caustic scrubbing system to use the VCM. While they have not asked for an adjustment on this VCM, it is felt that we most likely will have to give them a credit of $\frac{1}{4}\phi$ to $\frac{1}{2}\phi$ per pound on the material.

1/4/20 for 1/2 ppm or >

Actions To Be Taken

Since General now is our major customer for VCM, it is imperative that the VCM shipped to them be absolutely phenol-free. To do this, these things will be done.

- Done &
Spfld will
take phenol-free
for 1 month
1. Harry Keating is to call Springfield and ask them if we can start shipping them phenol-free VCM on a temporary basis. If Springfield agrees, this will enable us to work all the phenol out of the VCM system. Verification that the system is phenol-free would be made by analyzing each car until all cars show no phenol.

CBY 1111682

RSV0031157

Handwritten notes:
 1. *Planned*
 2. *Day to take samples himself*
 3. *Give me on*
 4. *Answer - suggest*
 5. *Log of trucks*
 6. *view of material*

Sales is to inform field salesmen that we will have phenol-free material for shipment after November 10, 1958. This gives us two weeks to establish a procedure for guaranteeing that the material shipped is absolutely phenol-free.

3. On all cars shipped to General in the future, three samples will be taken. Each of these samples will be analyzed for phenol, and all must show zero before the car is shipped. If any one of the samples show phenol, another car will be loaded and analyzed for shipment.
4. We now have two cars of phenol-free VCM that were set aside to meet future orders. Three samples will be obtained from each car each day and analyzed to assure that the car is phenol-free and to allow the Control Lab to set up the procedures for handling the three samples per car.
5. Materials Handling will request Design Engineering to estimate the cost of moving the phenol additional facilities from the location in the unit to a location at the loading rack. This would enable us to put phenol in the cars as the VCM is loaded and would keep phenol out of the VCM piping and storage system. If Springfield will agree to receive phenol-free material permanently, it will be necessary to provide for phenol addition at only one loading spot since present sales of phenol inhibited VCM amount to only 3-5 cars per month.
6. If the movement of the phenol facilities appears to be too costly or impractical, a good look will be taken at running a temporary line from the rundown tanks to one or two loading spots. Materials Handling
7. Phenol-free material will be loaded only in cars which have been shop-cleaned or cars that have been in phenol-free service. Materials Handling
8. Production has been investigating the reinstallation of filters to filter out VCM polymer as the VCM is loaded into tank cars. Harry Keating reports that a spare filter is available from polyethylene. Perhaps this can be tested by making a temporary installation at the tank car loading rack. Bill Zimmermann reported that the major troubles with polymer occur when it is necessary to water wash the VCM. To keep water out of the system, off-spec VCM will be re-run instead of water washed. This will help eliminate this problem.

*One of the cars
 1. used 1, 1, 1 = 1/2
 2. will be in spec
 3. other cars 1, 1, 1, 1*

*Since Spfld
 Agreed to try
 phenol-free filter
 plant Eng. is being
 requested to locate
 filter on car of
 spillage pumps*

CBY 1111683

Please Note & Let's comply

General 9. Don Brown will follow with the field salesmen to inform
will probably General of the trouble we have had and the efforts we are
will observe the going to to be sure that only phenol-free material will be
shipped in the future.

Shipment prior to 11/17.

rd

J. G. McQuarrie
J. G. McQuarrie

CBY 1111684

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