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HOUSTON REFINERY
HEALTH & SAFETY COMMITTEE MEETING
NOVEMBER 29, 1973

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PLAINTIFF'S EXHIBIT

SH-1578

MEMBERS

F. M. Dishaw *
 H. J. Krebs *
 R. D. Madsen *
 T. A. Skeahan *
 E. G. Suhr *
 R. L. Bryan *

ALTERNATES

J. W. Burks
 Dorothy Curlee
 L. E. Jackson
 R. L. Wege
 J. B. Floyd

*Present at Meeting

The Committee met for a total of seven hours.

OLD BUSINESS

The status report and comments regarding the main shop inspection will be reported at the December meeting.

The following summarizes matters covered in previous meetings:

1. The cause of the CFH fire was due to a mechanical failure of the feed charge pump hydraulic turbine coupling and/or clutch.
2. The fork lifts used in the main shop have been provided with special mufflers for precluding air contamination. ?
3. The minutes of the meetings will be mailed in envelopes to each Committee Member as requested.
4. As requested, the unit inspections will be conducted prior to the business meeting.

NEW BUSINESS

October 1973 safety statistics: 295 reported first aid cases, 13 doctor cases, and no disabling injuries.

The following summarizes the various subjects discussed:

ABS-027922

LAM 029995

1. The attached addenda were submitted by the Union for additions to the minutes of the July and August Health and Safety Committee Meetings.
2. A request was made to have the results of routine monitoring reported to Process Managers for informing operating personnel.
3. A personal continuous sampler was shown to the Committee and the analytical methods were discussed. *which?*
4. The utility stations for welding gases in the main shop should be capped off when not in use.
5. Covers should be placed on the dirty shop towel drums in the main shop with a sign designating "Dirty Towels Only."
6. The hearing conservation program which began in January 1970 was discussed, and the on-going methods used for noise abatement were pointed out. The audiometric testing of employees was also discussed.
7. A lengthy discussion involved the respiratory protective equipment used throughout the refinery. A request was made that positive pressure be used in the face pieces. It was pointed out that this practice was not a safe procedure due to the rapid depletion of the available volume of air in the Scott air packs used for emergencies in the plant. In all cases the face pieces must be tested for a positive seal before using on any job. For maintenance work where 220 foot³ breathing air bottles are used with a standby man, the face piece could be pressured.
8. A question was raised concerning the measurements of vibration and possible stresses at the CCU.
9. The cause of the foreign ship fire and injuries was requested.
10. The type of fire training for the dockmen was discussed and the question was raised as to what the dockmen should do in the event of a fire aboard a ship.
11. The qualifications of some of the dock personnel reported to the U. S. C. G. was questioned.
12. A request was made to have the top manway insulated on the CFH, primary reactor, in order to service the thermocouple during operations.
13. A request was made to provide a better means for taking samples for oxygen determination on the HDU-1 heaters.
14. The accumulator drain lines on the xylene and hexane columns at the BTX should be repaired due to corrosion.

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ABS-027923

- ✓ 15. The possibility of dermatitis due to contact with hydrocarbons or chemicals was discussed. It was pointed out that the minimum protection is rubber gloves and chemical goggles when working with these materials. The long-standing safety rule is to wash affected areas immediately at the job site and report to the plant hospital for showering with soap and water and be provided with clean clothing. The question regarding the protective creams available will be investigated by the Safety Department.
16. The polyurethane insulation used in the refinery should be fire retardent.
17. The work permits issued by operations should specify what protective equipment is required for a given job.
18. The electric wiring in the tool room should be completed with all of the wiring in conduit.
19. Riding the ball on a crane is not an accepted practice. Personnel baskets must be used.
20. The newly hired welders should be instructed in our rules concerning daily hose inspection and the rule to follow after a fire extinguisher is used.
21. A request was made to have the railroads surveyed for any necessary repairs. Southern Pacific should also be requested to have their diesel switch engines shut off when the crew leaves.
22. It was reported that the new welding trucks do not have the compressed gas cylinders properly installed.
23. All personnel who have assigned vehicles should again be instructed to take any defective equipment to the garage for repairs.
- ✓ 24. A request was made to have the water rerouted that is presently going to the drum north of the main oil separator. The odor was reported as being bad.
- ✓ 25. It was reported that benzene vapors are present in the north trench of the BTX east pump shed. This area was later checked with detector tubes and no benzene was detectable.
26. An explanation of the necessity of the tube blasting at the CCU-CO heater was requested.
27. The pressure relief valve testing procedures followed in the refinery were discussed.
28. A request was made for a barrier on the east side of the truck loading rack safety shower.
- ✓ 29. The exhaust stack height for the removal of benzene vapors from truck loading operations will be checked to determine if the height of the stack is adequate.

The following recommendations were made by various members of the Committee:

1. Anyone who desires to enter process units or tank farm firewalls should follow the policy of obtaining permission from the operating personnel in charge.
2. The grease barrel in the tool room should be moved to the cleaning building or another location. Grease is dropped on the floor when grease guns are filled.
3. Job orders should be issued to remove scaffolding left in place following maintenance.
4. Instruct all operating departments to have the vehicle driver back their truck into parking spaces at the main gate at shift change time. This will reduce the possibility of a collision when the truck leaves to return to the units.
5. Install an automatic shutoff nozzle on the north pump at the garage.
6. The trucks without defrosters should be provided with same.
7. Closed pressure relief headers should be installed on columns that can vent liquid hydrocarbon to the atmosphere.
8. A deodorizer, such as Alamask, should be stocked in the tool room for the use of those who blind or otherwise work on equipment in "sour" service.
9. The problem associated with the hydraulic valve packing leaks on the mol sieve unit should be checked to determine what could be changed to preclude the escape of hot vapors and/or liquid.

Prior to the business meeting, the Committee inspected the alkylation plant and the C.P. stabilizer area. The following items were noted:

SAFETY EQUIPMENT

1. Steam lance on ground by V-466.
2. The turret nozzle is hard to rotate at the C.P. stabilizer.
3. Fire extinguishers need an inspection. (Note: The annual inspections are being performed at present and the safety equipment check by operations is being conducted.)
4. The hood in the safety equipment box at the north end of the alkylation plant needs to be cleaned or replaced.
5. An eye wash fountain should be nearer the fresh acid pumps and the acid tanks. The safety shower signs should be mounted so as to be visible from more than one direction.

ABS-027925

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6. The sprinklers above V-569 need to be braced and the sprinkler clearance checked.
7. Sprinklers and closed pressure relief header should be considered for the L tanks north of the compressor building.
8. The turret nozzle valve wrench is missing at the C.P. stabilizer.
9. The column platform safety chains should be checked in the alkylation plant and the C.P. stabilizer area.
10. The holding bracket is loose on the safety shower by V-1070.
11. The gas mask box on the east wall of the alkylation control room should be repaired.
12. The cannister face masks at alkylation are dirty and do not have covers.
13. The OSHA requirements for fixed ladders will be discussed at the December meeting.
14. The safety shower north of V-1065 should have the drain hole redirected.

ELECTRICAL

1. The conduit on the York unit should be inspected.
2. The light fixture reflector on No. 4 reactor is badly rusted.
3. The light fixture is loose on the walkway at V-1067.
4. The supporting structure ground wire bracket south of the York unit instrument shed is corroded out.
5. The conduit and fence at the sub station north of C-099 should be inspected.
6. The light switches on the south side of the C.P. stabilizer area need identification signs.
7. The ground wires on the C.P. stabilizer area pumps should be checked.
8. The wiring is taped to the pipe in the walkway above and west of D-618.

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9. The electric wiring is out of the conduit above P-611.
10. The wiring to the lights on the rack south of the C.P. stabilizer appears to be bad.
11. The wiring and batteries should be checked on compressor X-1058 and the area should be cleaned.
12. The conduit and wiring along the road north of E-199 should be inspected and/or repaired.

HOUSEKEEPING

1. The alkylation unit laboratory is dirty.
2. The northwest area of V-1066 is oily.
3. Remove the insulation on the walkway south of V-409.
4. Remove the extraneous material on the York unit platforms.

LEAKS AND SPILLS

1. The seal is leaking on P-938.
2. There is a steam leak at P-4009.
3. The condensate sump pump is leaking.
4. The steam tracing is leaking at V-145 and condensate is dripping to grade just west of V-560.
5. The steam valve by V-1130 is leaking.
6. Steam leak on T-773.
7. The drain on V-311 should be moved to go into the sewer.

MISCELLANEOUS

1. The steel structure including the stairways and railings at the York unit should be inspected. Several of the structural members are corroded.
2. The grating south of the P-833 needs to be replaced.
3. The walkway east of V-324 is a tripping hazard.
4. The drainage on the north plot edge of the alkylation plant is not adequate.

5. The repainted circuit breakers and/or starters north of the Stratco reactor should be reidentified.
6. The stairways on tanks U-306 and U-307 should be inspected.
7. The control room doors are rusted out at the bottom. Vapors could enter.
8. Pumps P-611, P-938, P-4002, P-4017, and P-4022 at alkylation are leaking and odors are evident at the sewers.
9. There is a hydrocarbon smell at T-1934 and T-382 at the compressor area.
10. The piping from P-1334 to the motor valve is vibrating and the steam tracing is exhausting steam at the valve.
11. The Tretolite drums are leaking around the pumps north of V-233. Precautions to follow when working on the system should be emphasized.
12. The supports for V-310 platforms should be inspected.
13. The pipes from No. 2 reactor are vibrating excessively.
14. The hydrogen sulfide and/or sour water odor is strong around the compressors.
15. The operators reported that the unit electric lighting is not adequate at night.
16. The stairs and ladders on No. 4 reactor should be inspected.
17. The 3-inch line on the No. 4 reactor, first landing, is supported by rusted wire.
18. The hand rail on the east side door of the C.P. stabilizer control room is loose.
19. The cans and other extraneous material should be removed from the east door area of the C.P. stabilizer control room.
20. The grass and pipe near the inlet valve on tank U-307 should be removed.
21. The top step is missing on the 8-foot ladder by the alkylation control room.
22. The water sewer system around C-109 was reported to be inadequate.
23. The vapors from the water wash and the caustic neutralizer vessels should be checked. The unit oil sewers should also be checked for vapors.

24. The warning signs have been painted over at alkylation. These should be corrected.
25. The gauge glasses at alkylation have corroded cap screws or plugs.
26. It was reported that much of the piping at alkylation is corroded and should be inspected.
27. The control room laboratory should be provided with a hood.
28. A wooden ladder should be considered for electrical work on the units.
29. The pump base and circuit breakers by the U-306 firewall are covered with asphalt. The grating should also be inspected.
30. Ventilators should be provided on the alkylation pumpshed.
31. The grating and piping near the C.P. stabilizer bottoms to storage header should be inspected.
32. The C.P. stabilizer control room should be pressurized.
33. Rest rooms should be considered for the control rooms at alkylation and the C.P. stabilizer.
34. An H_2S monitoring system was recommended for the C.P. stabilizer compressor shed.
35. It was expressed that the compressor exhaust pipes should be raised higher above the mufflers.
36. The small piping on V-311 at alkylation should be inspected.
37. The sample tap on V-310 is too high off the ground.
38. The GLC helium cylinder regulator gauges are rusted.
39. The acid and caustic tanks venting systems should be modified and vent headers provided.
40. The reported clamped lines at the York unit have been inspected. Repairs and/or replacement will be completed on the maintenance shutdown.
41. The piping around V-993 should be inspected.
42. The odor at the V-1078 M.V. drain should be checked.
43. The steam vent line from the drain on the west side of E-1066 should be elevated.

44. The chain hoist above E-1203 and the compressor shed should be inspected.
45. The steam line above and south of E-987 should be blind flanged.
46. The use of reciprocating pumps for acid service was questioned.
47. The number of exits from the control rooms are sufficient; however, the exits must not be obstructed.
48. A section of ladder in use at the C.P. stabilizer area is not tied off.
- 49. It was suggested that the noise levels be rechecked in the department.
- 50. It was reported that H_2S is emitted from the Dubbs 9 sump stack.
51. The ear guards on the units should be placed in the control rooms.
52. The hose from the compressor shed to L-304 should be removed.
53. Should the bleeder on P-1334 go to the atmosphere?
- 54. There is an H_2S smell around V-569.
55. The pipe hangers for the steam line from the pipe rack to the truscons should be inspected.
56. The drums on the north side of the compressor building should be removed or a rack provided.
57. The open piping and/or valves over the L tank should be blind flanged.
58. The zone shop has a broken window in the door.
59. A breathing air bottle in the zone shop is not secured.
60. The top section of an extension ladder should be removed on the west side of the zone shack and the loose piping should be removed or stacked.

61. There is an acid smell around P-4162 and an ammonia smell at P-618.
62. The reported broken regulator glass cover on the respiratory equipment in the zone shop was replaced following the inspection.

PLAN FOR SAFETY,


R. L. Bryan

Attachments

cc: Head Office

- Manufacturing Engineering
- Department of Safety & Health Manager

LAM 030004

ABS-027931

UNION COMMITTEEMEN'S ADDITIONS TO THE MINUTES OF THE
HEALTH AND SAFETY COMMITTEE MEETINGS OF AUGUST 23, 27 AND 29, 1973

Page 1, Old Business

The Union Committeemen feel that this section should be identified as the Company's answer to recommendations rather than as items discussed since the present language at the beginning of this portion of the minutes at least implies that the Committeemen are in agreement with the answer received.

Page 3 after Item 13

Additional matters which were discussed by the Committee are as follows:

14. The handling and disposal of fluorescent light bulbs.
15. Gasoline standing in the water draws of gasoline storage tanks due to water being drained from those tanks without adequate means of being sure that no gasoline is drained.
16. Leaks at the lead building were to be investigated by the Safety Department.
17. Problems encountered in reporting health and safety hazards in the Laboratory were discussed.
18. There was a discussion concerning welders working alone and the possibility of dangerous conditions arising without their knowledge since their hoods keep them from seeing anything around them while they are welding.
19. The fact that some guy wires were rubbing against other wires was discussed and an inspection of such wires was suggested.
20. Use of the shop fork lift was discussed and the Committee was advised that a marked route for the shop lift was being studied.
21. The advisability of having proper warning signals around cranes whose booms were being changed on Refinery road was discussed.
22. #1 Cooling Tower and substation were pointed out as potential hazards and the Committee was advised that the Utilities Department was responsible for upkeep of this area.
23. The Committee discussed the need for more ladders in the Refinery pipe racks so that workers would not have to walk pipelines and beams for long distances. The Committee was advised that each Department should survey and evaluate its needs.

LAM 030005

ABS-027932

UNION COMMITTEEMEN'S ADDITIONS TO THE MINUTES OF THE
HEALTH AND SAFETY COMMITTEE MEETING OF JULY 20, 1973

Page 2 - 1st Paragraph: The Union Committeemen pointed out that in the past it had been very difficult for employees to get coveralls except for leaded gasoline service.

There was also a great deal of discussion concerning the necessity for more complete training and knowledge as to the various health hazards to which the employees are exposed. The Union Committeemen felt that even the Material Data Safety Sheets, where they are provided, give only minimal information and should be further amplified.

Page 2 - 2nd Paragraph: In the discussion of work permits (Safety Permits), it was emphasized that many times permits were issued in a wholesale manner without proper investigation and with the permits either incorrectly or incompletely written.

Page 3 - Suggestion 6: The carpenter shop dust was not confined to the carpenter shop but was also present in the rest of the shop area.

Page 4 - Final Item: The inspection tour was terminated before some of the Committee members had entered the DU-3 area, so that portion of the inspection was incomplete.

LAM 030006

ABS-027933