

Monsanto

FROM (NAME & LOCATION)

J. E. Jennings

PLAINTIFF'S EXHIBIT

MON-2847

DATE November 8, 1984 cc: E.P. Bailey - 22
R.T. Hammann - 022
SUBJECT HCN Complex Unit/Craft Safety Meeting J.D. Kemmerling - 22
R. Matejka - 1D
REFERENCE L.B. Sweatt - 22
M.J. Sweeny - 19D
TO : A. H. Conrad Safety File

The November, 1984 HCN Complex Unit/Craft Safety Meeting was held on November 7 in the HCN Complex Conference Room at 08:30 hours.

Present were the following: L. G. Averill
W. B. Mitchell
D. O'Neal
R. L. Lynch
J. E. Jennings

Absent: M. Standley

The August, 1984 safety meeting minutes were reviewed.

- 1) The handrail on top of 29T502-2 was repaired. Mr. Averill will see if all safety concerns are now satisfied.
- 2) The concern about failure to pressure some flanges prior to return to service has been resolved. Operators were informed of the importance of pressure testing when possible at their lost crew meetings by G. Bryan.
- 3) and
- 4) Concerns about traffic on Main Street due south of 19T10's, has not been resolved at this time. The Chairman will discuss these concerns with the plant safety engineer and report results at the next regular meeting.
- 5) The HCN complex emergency alarm system continues to cause some concern. A project is initiated to identify the present system and make improvements as necessary. We will check to see why the delay.
- 6) The LN process problems of salting seems to be resolved. Future testing should prove if more study is needed.

New Concerns:

- 1) Safety gate, north-east conner, first deck, TBA needs repair.

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A MWO was turned in and this was done.

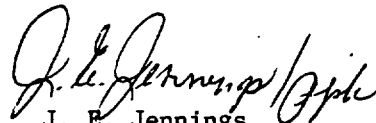
- 2) When a south wind is blowing, wires brush the water line, south east conner of the flare structure.

The telephone company was called and these wires were moved to prevent the problem.

- 3) Lack of proper identification on equipment and piping.

The Chairman will request that the Instrument and Electrical Departments provide a MWO to properly identify and label their equipment. Manufacturing will have Sline painter pumps as necessary.

The feasibility of labling critical piping will be considered by a future task force.


J. E. Jennings

/pjh

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