

CHLORINATED METHANES PRODUCTS COMMUNIQUE'

DOW CONFIDENTIAL

DATE: 11/21/1991

FROM: J. Bourc

SUBJECT: Spec SHEET For pumping D1813 To T261

THIS FORM IS USED TO INSURE THE ATTACHED INFORMATION IS COMMUNICATED TO ALL PLANT PERSONNEL. IF YOUR INTIALS ARE BY YOUR NAME THE FOLLOWING COMMUNIQUE' HAS BEEN REVIEWED.

MR. ARMAND	_____ DORSEY	DM METREJEAN	_____ BARLOW
BEIELER	LEO DOUCET	MICHEL	_____ BOURNE
BICKHAM	DUGAS	B MILLENDER	_____ YOUNG
BLANCHARD	KEY	T. NOAH	_____ SAULS
BOCK	ELLIS	_____ PATTERSON	_____ WITTMANN
BORDELON	GRANT	_____ PIERCE	_____ SCHLAFRE
BOURG	GRAVOUILLA	_____ RIZZO	_____ HILLMAN
BOURGEOIS	HANEY	SACKS	_____ SHANKLIN
CAV. CAVALIER	HARRISON	SIMONSON	_____ (Kelly)
COOK F.	JACK	_____	_____ (Milly)
COOK J.	JACKSON	TRICE	_____ (TV)
CRAWFORD	JOHNSON D.	WILLIAMS	_____ (MBB)
DAVIS	JOHNSON J.	WEIGLE	_____
DONATTO	KIRSH		
	LEDOUX		
	LONDON		

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WE HAVE INVENTED A SPEC SHEET
FOR PUMPING DIBIS TO T-261.

THE SPEC'S ARE AS FOLLOWS.

PO < 10 ppm

MZ < 100 ppm

H₂O < 200 ppm

FIBON - 0

VINYL < 100 ppm

DME - 50-62%

BILLY P WILL PUT THIS LIST ON THE PICS.

TERRY V WILL PUT THIS ON THE LAB COMPUTER.

THANK YOU
SPASON

DON'T PUMP D-1813 TO T-261 UNLESS THESE
SPEC'S ARE MET.

OK

CHLORINATED METHANES PRODUCTS COMMUNIQUE'

DOW CONFIDENTIAL

DATE: 11-1-88/1991

FROM: DUGAS/COOK

SUBJECT: NEW GROUPS ON TDC (ON BACK)

THIS FORM IS USED TO INSURE THE ATTACHED INFORMATION IS COMMUNICATED TO ALL PLANT PERSONNEL. IF YOUR INITIALS ARE BY YOUR NAME THE FOLLOWING COMMUNIQUE' HAS BEEN REVIEWED.

NEA ARMAND	---DORSEY	DM METREJEAN	---BARLOW
BEIELER	19 DOUCET	MICHEL	---BOURNE
BICKHAM	DUGAS	MILLENDER	---YOUNG
RB BLANCHARD	EKEY	IN NOAH	---SAULS
---BOCK	ELLIS	PATTERSON	---WITTMANN
---BORDELON	GRANT	PIERCE	---SCHLATRE
BOURG	GRAVOUILLA	RIZZO	---HILLMAN
---BOURGEOIS	HANEY	SACKS	---SHANKLIN
CANCAVALIER	HARRISON	SIMONSON	(Kelly)
EC COOK F.	JACK	POWELL	(Mills)
JPC COOK J.	JACKSON	TRICE	(-----)
CRAWFORD	JOHNSON D.	WILLIAMS	(-----)
DAVIS	JOHNSON J.	WEIGLE	(-----)
---DONATTO	KIRSH		
	LEDoux		
	LONDON		

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ON OP. STATION #1

GROUP 36 AND ASSOCIATED GROUPS HAVE BEEN ADDED AS SHUTDOWN GROUPS. HOPEFULLY THIS WILL HELP US TO GET TO THE MOST IMPORTANT VALVES AS QUICKLY AS POSSIBLE IN CASE THE PLANT GOES DOWN. PLEASE LOOK OVER THESE GROUPS AND GIVE US ANY INPUT ON ANYTHING ELSE THAT MAY NEED TO BE ADDED. ONCE WE GET EVERYTHING THAT WE NEED IN THE GROUPS, WE'LL PUT THEM ON ALL OF THE OP STATIONS.

GROUP 15 AND ASSOCIATED GROUPS HAVE ALSO BEEN ADDED FOR THE CRUDE TANKS. LET US KNOW IF ANYTHING NEEDS TO BE ADDED HERE.

Donnie

CHLORINATED METHANES PRODUCTS COMMUNIQUE'

DOW CONFIDENTIAL

DATE: 11/15/1991

FROM: Mike Bourne

SUBJECT: Mod 5/Tank car Loading

THIS FORM IS USED TO INSURE THE ATTACHED INFORMATION IS COMMUNICATED TO ALL PLANT PERSONNEL. IF YOUR INITIALS ARE BY YOUR NAME THE FOLLOWING COMMUNIQUE' HAS BEEN REVIEWED.

--- ARMAND	--- DORSEY	DM METREJEAN	--- BARLOW
HB BEIELER	ED DOUCET	--- MICHEL	--- BOURNE
CB BICKHAM	ED DUGAS	RM MILLENDER	--- YOUNG
PD BLANCHARD	ME EKEY	IN NOAH	--- SAULS
--- BOCK	EL ELLIS	--- PATTERSON	--- WITTMANN
--- BORDELON	GR GRANT	PI PIERCE	--- SCHLATRE
BO BOURG	GRA GRAVOUILLA	RZ RIZZO	--- HILLMAN
HB BOURGEOIS	HAN HANEY	SA SACKS	SH SHANKLIN
CA CAVALIER	DE HARRISON	SI SIMONSON	(Kelly)
FC COOK F.	JACK	TO	(Mills)
JR COOK J.	JA JACKSON	TR TRICE	(-----)
--- CRAWFORD	JO JOHNSON D.	WI WILLIAMS	(-----)
DA DAVIS	JO JOHNSON J.	WE WEIGLE	(-----)
--- DONATTO	KI KIRSH		
	LE LEDOUX		
	LO LONDON		

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CHLORINATED METHANES
SAFE JOB PROCEDURE

Department: CMP

Job Title: Procedure For Offloading M1 Tank Cars

Scope: To Provide The Operator With The Necessary Information Needed To Remove All Liquid M1 From T/C To T-261, T-814, T-104's, Or To Another T/C.

Major Hazard(s): Chemical Exposure

Safety Equipment Required: Standard Block Safety Equipment & Monogoggles.

I. Preparing T/C to offload

1. Turn on blue lights and set up blue flags and derailers.
2. Chock t/c and connect bottom ground.
3. Fill out tank car offload check sheet.
4. Connect top ground, making sure you have a good connection.
5. Place temporary guard rail in place.
6. Place load nipple on load valve and vent nipple on vent valve, then hook-up load and vent hoses accordingly.
7. With vent AOV valve on load rack blocked in, open the vent hand valve on the loading arm and the vent valve from the tankcar and determine pressure on T/C.
8. Hook-up nitrogen hose to the vent line and begin pressuring T/C up to the desired pressure.

NOTE: The desired pressure for off-loading will vary depending upon where T/C is to be offloaded to.

Continued:

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V. Offloading to another T/C

1. Block in T-814 to T/C load rack at T-814 leaving T-814 on recirculation and isolate block 43.
2. Leave the hand valves for the M1 loading arm block in.
3. Have the board operator set a vent flow to the throx from D-1813 using AK(211) setpoint.
4. Have the board operator place the appropriate M1 load control valves in the manual position and open to 100% output. (both tank cars)
5. Have the board operator place the appropriate vent AOV in manual and open to D-1813. (tank car you are transferring into)
6. Open M1 valve on load rack to T/C to be offloaded and and T/C to be loaded into and begin the transfer. (Open slowly as to not cause the check valve to set)
7. While T/C is offloading, quickly open and close bleed on the offload line to check for liquid M1 or vapors.

NOTE: Do this every so often until vapors come out.
Also loader needs to stay with T/C so that
too much N2 does not go into other T/C.

8. When vapors begin to come out, block in T/C load valve, vent valve, nitrogen, and offload valve on rack. Bleed down load and vent hoses.
9. Contact the board operator and have him place the AO(xxx) in and vent AOV in "AUTO" closed.
10. Disconnect T/C if nothing else is to be done.

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M1TOM1.PRO

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CHLORINATED METHANES
SAFE JOB PROCEDURE

Department: CMP

Job Title: Topping Off Tankcars (Scales Incorrect)

Scope: To Properly Assist The Board Operator And Loading Operator With Necessary Information Needed To Properly And Safely Top Off a Tank Car

Major Hazard(s): Over loading a tankcar.

Safety Equipment Required: Minimum Block Standards.

NOTE: SINCE OUR LOAD RACK IS STILL IN THE START UP STAGE, WE ARE STILL HAVING SOME DIFFICULTY WITH THE SCALES. OUR WEIGHTS HAVE BEEN COMING UP SHY AS COMPARED TO THE ACTUAL OUTAGE CALCULATIONS. THEREFORE; WE ARE FORCED TO PLACE THE LOAD CONTROL AND VENT VALVES IN THE MANUAL POSITION TO FINISH LOADING OUR CARS.

LOADING WILL START OFF AS NORMAL AND RUN THROUGH THE ENTIRE CYCLE UNTIL THE TANK CAR IS LOADED AND AUTOMATICALLY MOVED BACK TO THE PROCESS WAIT STEP. (IT WILL BE UNDERLOADED AT THIS POINT AND NEED TO BE TOPPED OFF)

1. Place the M1 vent AOV in manual and open or if loading a M2/M3 car, place the vent control valve in manual and open while still trying to control the cars pressure. (adjust the vent valve accordingly to control pressure)
2. Place the load control valve in the manual position and open the valve to 50% output and leave.
3. The loader can then open the hand valve and begin loading.
4. When the loader has finished topping off the tankcar he will close the hand valve and notify the control room.
5. Place the load control valve and appropriate vent valve back into the automatic position. Check the limit switches to confirm the valve position as being closed.

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LODPOF.PRO

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CHLORINATED METHANES
SAFE JOB PROCEDURE

Department: CMP

Job Title: LOADING A LARGE TANKCAR ON SPOT 7

Scope: To Properly Assist The Loader And Board Operator With Loading A Large Tank Car On Spot 7

Major Hazard(s): Over loading Tank Car. Manual Operation

Safety Equipment Required: Minimum Block Safety Requirements

NOTE: SPOT 7 SCALES WERE DESIGNED TO LOAD SMALL M1 TANK CARS AND NOT LARGE ONES. SINCE WE PRESENTLY HAVE ONLY 3 SPOTS TO USE IT HAS BECOME NECESSARY TO USE SPOT 7 TO LOAD LARGE M1 TANK CARS. (THIS IS A TOTAL MANUAL OPERATION , MOD SWITCHES WELL NOT BE USED TO START LOADING AND OUTAGES WILL HAVE TO BE HAND CALCULATED)

DUE TO THIS BEING A MANUAL LOADING PROCESS AND NOT MOD/VAX, A LOAD REPORT WILL NOT BE GENERATED. WE WILL HAVE TO FILL OUT A BLANK LOAD REPORT SHEET.

1. When the loader is ready to begin loading he will contact the control room.
2. The loader will open the hand valves.
3. If this is the only M1 car we are loading it will be necessary to start a vent flow to the throx from D-1813 using AK(211). You will be flow controlling the vent flow to the throx at this point.

If other M1 tank cars are assigned in the vax and AK(212) has been set, we will not have to set AK(211)
4. The board operator will place the M1 vent AOV in the manual position and open.
5. The board operator can then place the M1 load control valve in manual and open to 50% output.
6. Loader will check out the system and if everything looks ok, contact the control room and ask them to open the load control valve to 100% output.
7. The board operator will have to adjust the vent flow from D-1813 to the throx. We need to take as much vent to the throx as the throx can handle.
8. When the car is finished loading and the hand valves have been closed, place the M1 load control valve and vent AOV in the automatic position.
9. If using AK(211) Setpoint give it a value of (0) once the pressure on the drum is approx. 35#.

CHLORINATED METHANES PLANT COMMUNIQUE'

DATE: 11 / 15 / 1991

FROM: STEVE LEDoux

SUBJECT: NEW RAINWATER COLLECTION SYSTEM

THIS FORM IS USED TO INSURE THE ATTACHED INFORMATION IS COMMUNICATED TO ALL PLANT PERSONNEL. IF YOUR INITIALS ARE BY YOUR NAME THE FOLLOWING COMMUNIQUE' HAS BEEN REVIEWED

MB ARMAND BB BEIELER CB BICKHAM BB BLANCHARD
BOCK BORDELON BB BOURG BOURGEOIS
CLEBERT FC COOK F. ORC COOK J. HC CRAWFORD
CD DAVIS DONATTO LD DOUCET DRD DUGAS ME EKEY
JB ELLIS or GRANT JB GRAVOUILLA HANEY
DBH HARRISON OS JACK O. JACK R. JB JACKSON
JOHNSON S KIRSH LONDON MICHEL
RM MILLENDER MONTGOMERY IN NOAH PATTERSON
QV PIERCE RIZZO fr SACKS FE SIMONSON
L TOUCHET TRICE E WILLIAMS WIEGLE
KAL (KELEF) (MILES)
Dm (metrejeun)

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NEW RAINWATER COLLECTION SYSTEM

THE RAINWATER COLLECTION SYSTEM AT CMP IS DESIGNED TO COLLECT, HOLD, AND PROCESS RAINFALL OVER THE EXISTING PROCESS AREA AND EVENTUALLY THE NEW PROCESS AREA. ONCE THE NEW PLANT IS TIED IN, THERE WILL BE THREE ZONES (RUNOFF SUMPS) FOR RAINWATER TO COLLECT.

THE FIRST, ZONE 1, WILL BE LOCATED NORTH OF C-610 AREA. THIS SUMP WILL COLLECT WATER FROM THE NEW PROCESS AREA.

THE SECOND, ZONE 2, WILL BE LOCATED NORTH OF THE SHOT POND. THIS SUMP WILL COLLECT WATER FROM THE LOADING RACKS AND CHECK TANK AREAS.

THE THIRD, ZONE 3, WILL BE LOCATED NORTH OF THE SHOT POND. THIS SUMP WILL COLLECT WATER FROM THE EXISTING PROCESS AREA.

THE PUMPS IN EACH SUMP WILL BE MOD 5 CONTROLLED. UNDER NORMAL OPERATION THE SUMPS FROM ZONE 2&3 WILL OVERFLOW TO THE SHOT POND. THE SHOT POND PUMP P-541 WILL LEVEL CONTROL THE SHOT POND UNDER THESE NORMAL LOW FLOW CONDITIONS TO THE OUTFALL OR T-510. P-541 WILL NOT BE DESIGNED TO PUMP TO THE AIR STRIPPER. ZONE 1 SUMP WILL BE PUMPED VIA P-531 TO THE OUTFALL UNDER NORMAL LOW FLOW CONDITIONS.

IF ORGANICS ARE DETECTED IN THE SUMP FOR ZONE 2 OR 3, ONE PUMP WILL BE STARTED AND THE SUMP WILL BE LEVEL CONTROLLED TO THE RAINWATER TANK. IF ORGANICS ARE DETECTED IN ZONE 1, THE PUMP DISCHARGE WILL ALSO BE LEVEL CONTROLLED TO THE RAINWATER TANK. IN THE EVENT THAT ONE PUMP CAN NOT MAINTAIN THE SUMP LEVEL THEN THE SECOND SUMP PUMP WILL BE STARTED. EACH SUMP WILL OVERFLOW INTO THE SHOT POND IN THE EVENT THE SUMP PUMPS CAN NOT HANDLE THE HYDRAULIC LOAD. THE SHOT POND PUMPS WILL PUMP TO THE OUTFALL, THE RAINWATER TANK OR THE AIR STRIPPER DEPENDING ON THE ORGANICS PRESENT.

WATER TO THE OUTFALL FROM THE THREE SUMPS, THE RAINWATER TANK OVERFLOW, AND THE SHOT POND WILL FLOW THROUGH A COMMON LINE AND BE METERED AS ONE STREAM UPSTREAM OF THE FRP OUTFALL BOX. BOTTOMS FROM THE THROX SCRUBBERS AND THE RAINWATER STRIPPER WILL ALL FLOW INTO THE EXISTING 24" UNDERGROUND FRP PIPE AT THE WEST END OF THE SHOT POND WHICH ALSO DUMPS INTO THE SAME FRP BOX AT THE OUTFALL. THE DIKE UNDER THE RAINWATER TANK PUMPS WILL ALSO DRAIN STRAIGHT TO THE FRP OUTFALL BOX.

DUE TO THE FACT THAT THE AIR USED ON THE NEW AIR STRIPPER (C-520) WILL BE FEEDING THE EXISTING THROX AND THEREFORE BECOME PART OF THAT BURNER MANAGEMENT SYSTEM, THE NEW STRIPPER WILL BE RUN ON TDC. WATER FEED TO THE COLUMN, WHICH CAN COME FROM THE RAINWATER STORAGE TANK OR THE SHOT POND WILL ALSO BE FLOW CONTROLLED.

Where ya'll From?

SOMETIME AFTER THANKSGIVING, T-510 WILL BE PUT IN SERVICE. I WOULD LIKE FOR YA'LL TO FAMILIARIZE YOURSELVES WITH THE SYSTEM. OF COURSE ZONE 1, ZONE 2, AND ZONE 3 WILL NOT BE IN SERVICE FOR SOME TIME, SO I WOULD LIKE FOR YA'LL TO CONCENTRATE ON LINING UP THE FOLLOWING SYSTEMS:

1. SP-500 TO T-510
2. SP-500 TO OUTFALL
3. SP-500 TO STRIPPER VIA NEW PUMPS
4. T-510 TO STRIPPER
5. T-510 TO OUTFALL

AS SOON AS I BECOME MORE FAMILIAR WITH WHICH CONTROLS WILL BE ON MOD AND WHICH WILL BE ON TDC, I WILL WRITE DETAILED EXPLANATIONS OF THE CONTROL PHILOSOPHY. UNTIL THEN PLEASE FAMILIARIZE YOURSELVES WITH LOCATIONS OF CONTROL VALVES, BLOCK VALVES AND PIPING.

THANKS

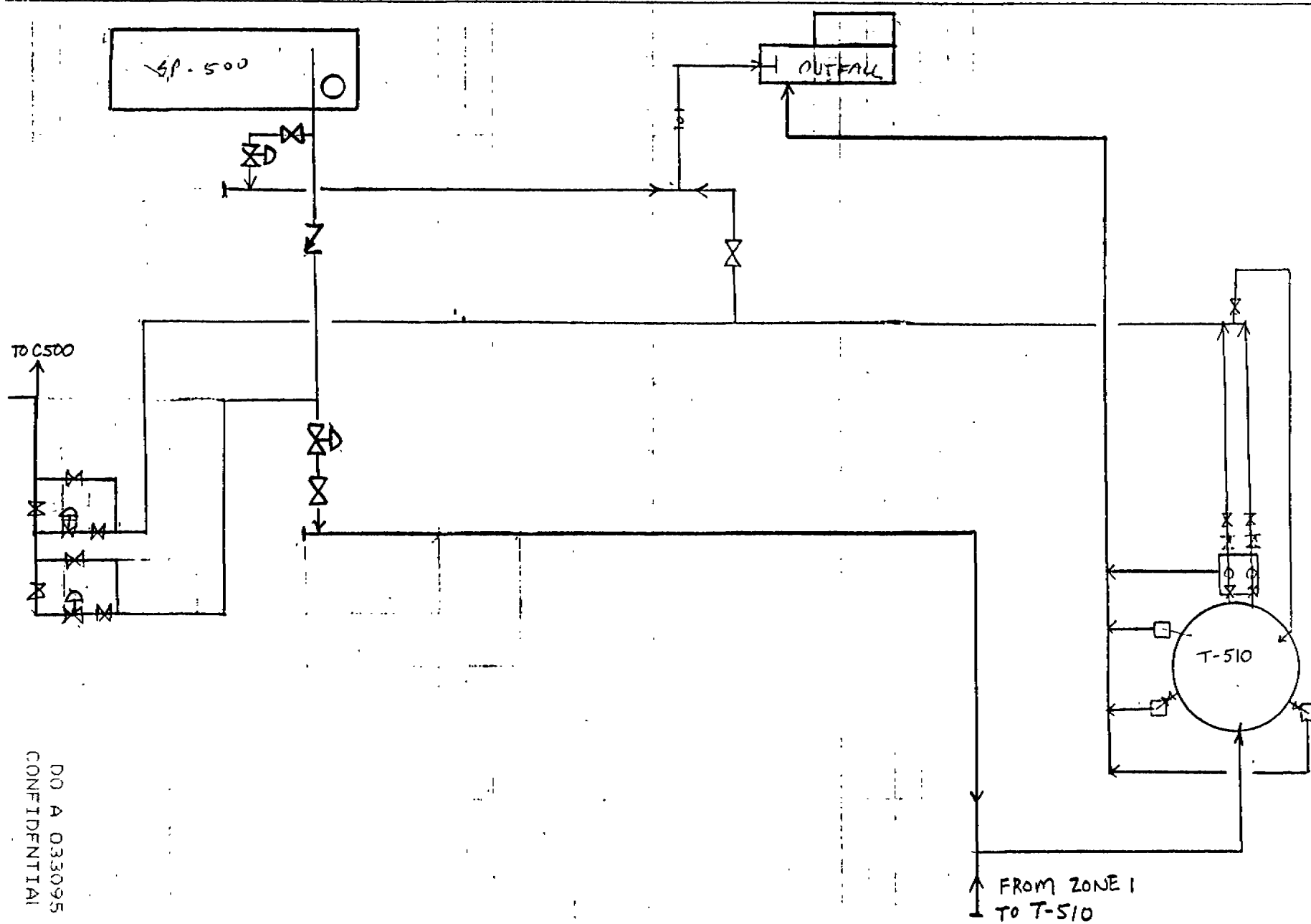
STEPHEN LEDOUX

DO A 033094
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42-281 50 SHEETS 1 SQUARE
42-282 100 SHEETS 1 SQUARE
42-283 100 SHEETS 1 SQUARE
MADE IN U.S.A.

OUTFALL 1521



DO A 033095
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CHLORINATED METHANES PRODUCTS COMMUNIQUE'

DOW CONFIDENTIAL

DATE: 11 / 14 / 1991

FROM: Diana Johnson

SUBJECT: M243 Loading Vests

THIS FORM IS USED TO INSURE THE ATTACHED INFORMATION IS COMMUNICATED TO ALL PLANT PERSONNEL. IF YOUR INTIALS ARE BY YOUR NAME THE FOLLOWING COMMUNIQUE' HAS BEEN REVIEWED.

<u>MA</u> ARMAND	DORSEY	<u>Dm</u> METREJEAN	BARLOW
<u>BP</u> BEIELER	<u>ED</u> DOUCET	MICHEL	BOURNE
<u>Q</u> BICKHAM	<u>ED</u> DUGAS	<u>AM</u> MILLENDER	YOUNG
<u>RB</u> BLANCHARD	<u>KE</u> EKEY	<u>TH</u> NOAH	SAULS
....BOCK	<u>EL</u> ELLIS	PATTERSON	WITTMANN
....BORDELON	<u>GR</u> GRANT	<u>PI</u> PIERCE	SCHLATRE
<u>B</u> BOURG	<u>GV</u> GRAVOUILLA	RIZZO	HILLMAN
<u>AB</u> BOURGEOIS	HANAY	<u>S</u> SACKS	SHANKLIN
<u>CCV</u> CAVALIER	<u>OH</u> HARRISON	<u>2</u> SIMONSON	<u>KK</u> (Kelly)
<u>EC</u> COOK F.	<u>JS</u> JACK	TO	(Mills)
<u>JK</u> COOK J.	<u>RJ</u> JACKSON	TRICE	(-----)
....CRAWFORD	JOHNSON D.	WILLIAMS	(-----)
<u>CD</u> DAVIS	JOHNSON J.	WEIGLE	(-----)
....DONATTO	KIRSH		
	LEDoux		
	LONDON		

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M2/M3 VENT FROM D-1817 TO THROX

The solvents vents from loading go to D-1817, a collection drum. The vent off this drum goes to the THROX through the combustion air. The vent EBVs are controlled by the modicon. When the loaders tell the Mod they will be loading a solvents car, the Mod will get the alarm requesting a solvents vent pressure setpoint. The board operator should enter the vent pressure setpoint (AK213). Then he should call up flowsheet 157 on the pics display to check all permissives : 1)the EBVs are closed, 2)the vent valve is open, and 3)the THROX burn r temperature is above 900 degrees C. If these permissives are met, he should go to the switch that activates the M2/M3 load vent EBVs (located above op station 4). The red and blue squares should be lit up. Turn the arrow to the green square and the EBVs should open and the vent valve should close. When loading is done for the day, turn the arrow back to the red square to put all valves in their fail safe position.

If the THROX is down before loading starts, let the loaders know so they can valve the solvents vents to PSA-1770. If the THROX goes down while they are loading, let them know immediately so they can go line up their vents to the PSA.

The vents from D1817 should not be lined up to both the combustion air hdr and PSA-1770... only one.

CHLORINATED METHANES PRODUCTS COMMUNIQUE'

DOW CONFIDENTIAL

DATE: 11 / 11 / 1991

FROM: JRC/ORD

SUBJECT: Clearing the track for R/R

THIS FORM IS USED TO INSURE THE ATTACHED INFORMATION IS COMMUNICATED TO ALL PLANT PERSONNEL. IF YOUR INTIALS ARE BY YOUR NAME THE FOLLOWING COMMUNIQUE' HAS BEEN REVIEWED.

MA ARMAND	___ DORSEY	DM METREJEAN	___ BARLOW
BB BEIELER	ED DOUCET	___ MICHEL	___ BOURNE
CB BICKHAM	geo DUGAS	RM MILLENDER	___ YOUNG
RB BLANCHARD	WKEEY	IN NOAH	___ SAULS
___ BOCK	ELLIS	___ PATTERSON	___ WITTMANN
___ BORDELON	er GRANT	PIERCE	___ SCHLATRE
BOURG	OG GRAVOUILLA	___ RIZZO	___ HILLMAN
BOURGEOIS	HANEY	JS SACKS	___ SHANKLIN
CA CAVALIER	QTH HARRISON	___ SIMONSON	___ (Kelly)
EC COOK F.	JACK	___ TOUCHER	___ (Mills)
JRC COOK J.	BJ JACKSON	___ TRICE	___ (-----)
___ CRAWFORD	JOHNSON D.	___ WILLIAMS	___ (-----)
DAVIS	___ JOHNSON J.	___ WEIGLE	___ (-----)
DD DONATTO	___ KIRSH		
	___ LEDOUX		
	___ LONDON		

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CLEARING THE TRACKS

For the time being, Methanes operations will be required to clear the tracks upon notification from the Railroad Department. This is an attempt to clear up the rash of incidents that have recently occurred concerning Blue Flag violations. There is a lot of construction going on at this time and it will remain like this for several more weeks. Follow these guidelines when clearing the track.

1. Railroad will call approximately 15 minutes before coming to the block. It is important that we respond promptly to their call.
2. Start at the south end of the rack near the 1 and 2 spot and walk out the entire load rack, (new and old) checking for hoses not tied off, ramps down, chocks on cars and anything that is on or too close to the tracks. There is a yellow chain and sign located near the deluge gun southeast of the T-100 dike. Put the chain up across the roadway leading back to the T-104's as you pass by. Continue inspecting the tracks northward and put up the chain that blocks the roadway behind the T-104's.
3. If everything is clear for the train to come in, you can take down the blue flags and deraillers and notify railroad that the tracks are clear. There are 3 blue flags on the tracks. Two of them are ours and One is the construction flag. Our two flags are located by the newly erected blue lights. The blue light on the east side is operational and will have to be turned off also.
4. This is very important: UNDER NO CIRCUMSTANCE ARE YOU TO REMOVE THE CONSTRUCTION FLAG. IF IT IS STILL UP WHEN THE RAILROAD REQUESTS TO COME IN, THE TRACK CANNOT BE CLEARED.
The construction flag sits inside of our flags and only the construction foreman can remove it. If the construction crew has left for the day and forgotten the flag on the track, ~~permission to remove the flag can be given only by Doyle Haney or Bruce Miles.~~ If you are unfamiliar with the difference between our flags and theirs, do not attempt to clear the track. It is suggested that you get back in that area during the day and become familiar with the flagging arrangement.
5. If our loading people are working late and the construction crew has gone for the day, they will take care of clearing the track and notifying Railroad of such. They will do this only if the construction flag has been removed.

Jrc/drd

CHLORINATED METHANES PRODUCTS COMMUNIQUE'

DOW CONFIDENTIAL

DATE: 11-105-1991

FROM: RJBordelon

SUBJECT: NPDES SAMPLE TAGS

THIS FORM IS USED TO INSURE THE ATTACHED INFORMATION IS COMMUNICATED TO ALL PLANT PERSONNEL. IF YOUR INTIALS ARE BY YOUR NAME THE FOLLOWING COMMUNIQUE' HAS BEEN REVIEWED.

<u>MA</u> ARMAND	DORSEY	<u>DM</u> METREJEAN	BARLOW
<u>LE</u> BEIELER	<u>LD</u> DOUCET	MICHEL	BOURNE
<u>BJ</u> BICKHAM	<u>LD</u> DUGAS	<u>RM</u> MILLENDER	YOUNG
<u>RB</u> BLANCHARD	<u>LE</u> EKEY	<u>TM</u> NOAH	SAULS
....BOCK	ELLIS	PATTERSON	WITTMANN
....BORDELON	<u>LE</u> GRANT	<u>JP</u> PIERCE	SCHLATRE
<u>JB</u> BOURG	<u>LD</u> GRAVOUILLA	RIZZO	HILLMAN
....BOURGEOIS	HANEY	<u>JS</u> SACKS	SHANKLIN
<u>CA</u> CAVALIER	<u>DM</u> HARRISON	<u>JS</u> SIMONSON	<u>JP</u> (Kelly)
<u>AL</u> COOK F.	<u>OS</u> JACK	 TRICE	(Mills)
<u>JRC</u> COOK J.	<u>LE</u> JACKSON	TRICE	(.....)
....CRAWFORD	<u>JD</u> JOHNSON D.	WILLIAMS	(.....)
<u>CD</u> DAVIS	JOHNSON J.	WEIGLE	(.....)
....DONATTO	KIRSH		
	LEDoux		
	LONDON		

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TO: OPERATIONS PERSONNEL HANDLING NPDES SAMPLES

SUBJECT: PROPER LABELING OF SAMPLES

ACCORDING TO SUPERVISION AT ENVIRONMENTAL SERVICES LAB, SOME OF THE TAGS ATTACHED TO SAMPLES FROM OUR PERMITTED OUTFALLS HAD INCORRECT INFORMATION OR HAD INFORMATION LEFT OFF THE TAGS. THESE TAGS ARE COLLECTED AND FILED BY ENVIRONMENTAL SERVICES, AND SUBJECT TO AUDITS BY EPA AND/OR DEQ JUST AS THE SAMPLE DATA IS. ATTACHED YOU WILL FIND EXAMPLES OF HOW THE TAGS ARE TO BE FILLED OUT FOR EACH OF OUR PERMITTED OUTFALLS. THESE EXAMPLE TAGS CAN ALSO BE FOUND IN THE LAB SO YOU CAN REFER TO THEM AS YOU FILL OUT YOUR TAGS. WE PROBABLY WERE NOT THE ONLY PLANT FROM WHICH IMPROPERLY FILLED TAGS WERE GENERATED, SO PLEASE ACCEPT THIS AS MERELY A REMINDER THAT WE CAN IMPROVE UPON EVEN SOME MENIAL TASKS WE PERFORM.

PLEASE TAKE THE FEW EXTRA SECONDS IT MAY TAKE TO DO THIS CORRECTLY AND IT SHOULD KEEP THE REGULATORY WATCHFUL EYE OFF OF US.

THANKS,
RJ BORDELON
11/05/91

RJB

DO A 033101
CONFIDENTIAL

EXAMPLES OF PROPERLY FILLED TAGS

Sample Site 1521 Sample Type COMPOSITE

Date Sample Represents 11/05/91 From Date / Time 11/05,0001 To Date / Time 11/05,2359

Collected by RJBordelon Analysis TPH

Sample Site 1521 Sample Type COMPOSITE

Date Sample Represents 11/05/91 From Date / Time 11/05,0001 To Date / Time 11/05,235

Collected by RJBordelon Analysis TOC

Sample Site 1521 Sample Type GRAB

Date Sample Represents 11/05/91 From Date / Time 11/05,0200 To Date / Time - / -

Collected by RJBordelon Analysis TPH + TOC

Sample Site 1511 Sample Type GRAB

Date Sample Represents 11/05/91 From Date / Time - / 0800 To Date / Time - / -

Collected by RJBordelon Analysis TPH

EXAMPLES OF PROPERLY FILLED TAGS

Sample Site		Sample Type	
<u>1531</u>		<u>GRAB</u>	
Date Sample Represents	From Date / Time	To Date / Time	
<u>11/05/91</u>	<u>11/05, 0015</u>	<u>- -</u>	
Collected by <u>RJBordelon</u>		Analysis <u>TPH</u>	

Sample Site		Sample Type	
<u>1531</u>		<u>COMPOSITE</u>	
Date Sample Represents	From Date / Time	To Date / Time	
<u>11/05/91</u>	<u>11/05, 0001</u>	<u>11/05, 235</u>	
Collected by <u>RJBordelon</u>		Analysis <u>TPH</u>	

Sample Site		Sample Type	
<u>1551</u>		<u>GRAB</u>	
Date Sample Represents	From Date / Time	To Date / Time	
<u>11/05/91</u>	<u>- , 0800</u>	<u>- -</u>	
Collected by <u>RJBordelon</u>		Analysis <u>O+G</u>	

Sample Site		Sample Type	
<u>1551</u>		<u>GRAB</u>	
Date Sample Represents	From Date / Time	To Date / Time	
<u>11/05/91</u>	<u>- , 0800</u>	<u>- -</u>	
Collected by <u>RJBordelon</u>		Analysis <u>TOC</u>	

Sample Site		Sample Type	
<u>2921</u>		<u>GRAB</u>	
Date Sample Represents	From Date / Time	To Date / Time	
<u>11/05/91</u>	<u>- , 0800</u>	<u>- -</u>	
Collected by <u>RJBordelon</u>		Analysis <u>O+G</u>	

Sample Site		Sample Type	
<u>2921</u>		<u>GRAB</u>	
Date Sample Represents	From Date / Time	To Date / Time	
<u>11/05/91</u>	<u>- , 0800</u>	<u>- -</u>	
Collected by <u>RJBordelon</u>		Analysis <u>TOC</u>	