

Shellegram

Deer Park Manufacturing Complex

88:6

Olefins hoists Quality Slogan flag; Stages Open House and Family Day

On Friday, June 3, DPMC Olefins employees raised high the Quality flag and the next day further emphasized their commitment to Quality with a big Open House and Family Day at the Complex.

TOBY MENDOZA, BD/HT/IP hourly foreman, created the Olefins Quality slogan, "Establishing a Commitment", featuring two hands in a handshake. His slogan was emblazoned on a special flag that was raised above the

Olefins operations building in special morning ceremonies June 3. Also participating in the flag-raising was **JOHN GRIFFITHS**, Olefins superintendent

About 700 employees -- including retirees -- and family members attended the June 4 open house, which was held in and around the South Shop and South Cafeteria. According to **PHIL ABOWD**, operations foreman for BD/HI/IP, it was a fun, but also meaningful, day for all.

"We had a pretty heavy rain shower about noon," says Abowd, "and it may have had some effect on the number of people who came out; nevertheless, 700 people was an outstanding attendance."

Visitors went on tours of the OP-2 and OP-3 control rooms and other selected sites in the Olefins area, and viewed special exhibits dealing with the kinds of work that go on at Olefins. Door

CONTINUED ON PAGE 2



TOBY MENDOZA (r) hourly foreman, winner of the Olefins Quality Process Slogan Contest, proudly holds the flag that bears his winning slogan: 'Establishing a Commitment'. At left are **JAN GARTMAN**, clerk, and **BILLY DOBBS**, boilermaker.

New legislation calls for additional Data on chemicals made at DPMC

You may have seen a news media story recently about certain reports that chemical plants and refineries must file concerning chemical emissions.

The stories may lack detailed information, especially since the reports are still being processed. However, according to DPMC Plant Manager **HANK BETTENCOURT**, Shell wants both employees and their families to be informed about what is happening.

It concerns the Superfunds Amendments and Reauthorization Act

(SARA) of 1986. A part of that act, Title III, deals with emergency planning and the community's right to know.

Under SARA, which builds upon the Environmental Protection Agency's (EPA) Chemical Emergency Preparedness Program (CEPP), more than one million U.S. companies are involved in the reporting procedure.

And DPMC is no exception.

According to **JERRY GOLDEN**, facilities support superintendent, the law made some changes in the way the

chemical industry reports on its handling of chemicals.

"Actually, DPMC and other Houston Ship Channel chemical companies have always advised that some of the chemicals they handle are hazardous," says Golden. "We have made a great effort to keep the community, as well as various regulatory bodies, aware of the existence of such materials and the degree of safety with which we handle and store those substances."

CONTINUED ON PAGE 2

Olefins holds open house and family day

CONTINUED FROM PAGE 1

prizes, grab bags and a catered dinner featuring barbeque, hot dogs and a huge Quality sheet cakewere only a few of the highlights of the seven-hour festivities.

With Quality the theme of the day, employees received family packs of various gifts and each got to sign his or her own Quality T-Shirt before leaving the grounds.

"The Open House and Family Day

was an excellent way to point out the many things already being done correctly as part of the Quality Process," says Abowd. "But it also was held to signal the completion of SIQT in the Olefins area at the end of June, and to recognize the commitment to doing even better by using the ideas learned in Quality School."

More than 70 volunteers helped to keep the various functions on time and organized, says Abowd.

"They deserve a lot of appreciation for their efforts," he observes. "Ushering and entertaining that many people is a tough job, even for people who do it for a living. Our volunteers should be very proud."

Open House Scrapbook



A giant Quality Process sheet cake was among the delights available to visitors to the open house.



BRAD GLASER, Pyro 3, shows daughter Chris and son Mark an exhibit at the open house. Daughter Brooke watches the photographer.



Families of Olefins employees watched demonstrations of the different welding techniques used at DPMC.

SARA Title III calls for more data from DPMC

CONTINUED FROM PAGE 1

In addition to formalizing the way companies report on the handling of chemicals, says the law also required companies to provide information about any such hazardous materials to special Local Emergency Planning Committees (LEPCs) to aid industry and local governments in developing emergency response plans for their communities.

Golden notes that this information, which was handed over prior to

March 1, 1988, supplemented earlier data already shared with local communities through Community Awareness and Emergency Response (CAER) teams, which were established in 1985 to effectively prepare for accidents.

"The information provided under the new law is really the same type of information we've been sharing with the community since CAER was introduced," says Golden.

However, Title III made it a re-

quirement that companies who make and use certain chemicals were to have estimated and made public by July 1, 1988 how much of each of a specific list of chemicals or substances are released annually into the air, land and water. Golden notes. Thereafter, this same report must be made on a yearly basis. Its purpose is to establish a national inventory of certain chemicals to assist the EPA and state and local govern-

CONTINUED ON PAGE 3

EPA to establish a chemical inventory

CONTINUED FROM PAGE 2

ment agencies in research efforts, and in development of regulations, guidelines and standards.

EPA must establish and maintain a national chemical inventory on the submitted data, explains Golden, and this information will be made into a national database accessible by computer.

"Many kinds of businesses, not just refiners and chemical companies, are subject to all or part of the law," he points out.

Shell refining and chemical facilities have long addressed the issues of emissions and exposure through various company and governmental permitting programs, Golden observes.

"For example, Shell manufacturing locations routinely clean up air and water emissions," he says, "and they incinerate or treat solid waste, or move it to approved disposal sites. And in many cases, vapor emissions are captured for reuse, or as fuel."

However, in the unlikely event of an accidental release of a chemical, DPMC, like other manufacturing plants in the area, will immediately notify local and state officials, including the Deer Park LEPC Team.

To help explain SARA Title III, Shell has produced a video tape and a brochure for use both at the Complex and by various community groups, says Golden. And DPMC is participating with other companies in a community outreach program.

"If reported with no explanation, the annual numbers could raise some concerns and questions among the community," Golden points out. "We want our employees, their families and the rest of the community to know what these figures mean and to be informed about the steps Shell and other area companies are taking to assure that our emissions do not pose significant health risk, either in the workplace or in the community."

He adds that as a member of the East Harris County Manufacturers'

Association (EHCMA), Shell is participating in a program that includes a speakers' bureau, which will help carry the message of how EHCMA members are complying with the new law.

"We all benefit from the teamwork that takes place through these efforts," says Golden. "Having a safe, healthy and-prepared community is a common goal for all of us."

SCORA sets one-time offer For AstroWorld discounts

SCORA is sponsoring a special, one-time AstroWorld discount ticket offer for all DPMC employees.

According to **RUSSELL ADAMS**, president of SCORA, tickets that usually cost \$16.95 each will be available to DPMC employees for \$8.95 -- a savings of \$8.

The offer is limited to between June 25 and July 4, says Adams.

"We hope to show non-SCORA members that our organization has a lot

of good deals for its members," says Adams. "We make discounts like these available to members throughout the year."

To order tickets, contact:

| | |
|-----------------------|-----------|
| BETTY BARTON | Ext. 6424 |
| DONNA ELLIS | Ext. 7029 |
| OVIDIA LINDSEY | Ext. 3043 |
| PAM WASHINGTON | Ext. 6451 |
| ELLE MAE YOUNG | Ext. 6434 |
| LISA GONZALES | Ext. 6260 |
| BILLIE DANIEL | Ext. 6684 |

Classifieds/In Memoriam

FOR SALE: Student desk, 18-in. by 44-in. top, four drawers, chair. \$100. 474-4974.

FOR SALE: Eight (8) cemetery plots, Rosewood Park Cemetary, U.S. 59/ Rankin Rd. \$3,400. (409) 588-2030 or (409) 586-5163.

FOR SALE: Catalina air conditioner, 14,000-Btu/220-V. \$150. Sears air conditioner, 12,000-Btu/110-V, nearly new. \$250. 479-2406.

FOR SALE: 1972 Sportcoach motor home, 25-ft., fully self-contained. Plenty of storage space, sleeps six. \$6,950. 472-5984.

FOR RENT: Two weeks' timeshare space in 2-bedroom condominium available at selected worldwide resorts. \$350-\$750 per week. 466-7365.

* * *

CARSON HEYING, (Machine Shop North), died May 11.

Quality Commitments:

Logistics

Using the Quality Process comes natural to the employees in Customer Services and at the Docks, since their overall job involves improving both the environmental safety and operational efficiency of the Complex' marine and truck feedstock and product transportation operations, among other duties.

According to **BOB FARRAR**, operations superintendent, the Quality Process has been put into play by the people in this business area, as well as all others in Logistics. This article will deal with Customer Service and the Docks. Next month's issue will deal with Utilities, where significant Quality improvements also have been made.

Several supervisors have chosen a representative list of instances in which the Quality Process has resulted in measured success.

STEVE RUFF, distribution analyst, says the Quality Process has contributed much to improvements made by the Distribution/Customer Service department in helping assure high performance from outside contractors.

One such recent improvement, he said, is being made by working with contract carriers to develop leak-free transportation equipment.

"Recognizing the potential hazards of ECH, we recently fitted valves on four dedicated ECH tank trucks with gaskets made of Kalrez, a new substance which is considered 'state-of-the-art'," says Ruff. "The new gaskets create a type of 'childproof cap' that will protect the driver, loader, unloader and the environment from contamination."

In accordance with the Quality Process, he notes, the performance of the gaskets is being monitored.

"Each month for three months the valves on all trailers will be vacuum-tested to ensure continued performance," he says. After six months, he adds, the gaskets on one trailer will be removed for extensive testing.

"The requirement is for leak-free, environmentally safe transportation of product," says Ruff. "The ECH/Kalrez program will help us to meet that requirement."

Ruff mentions that the goals of the Quality Process are being passed on to

other contractors serving Distribution/Customer Service.

"For example, since 1984, we have been monitoring the performance of the carriers who transport Shell products," says Ruff. "Though not a Shell employee, a contract driver represents Shell when he delivers to one of our customers. Accordingly, very strict requirements have been set for the carriers servicing DPMC."

According to Ruff, each load is monitored to ensure that the proper equipment is provided for loading and unloading, that the load is picked up and delivered on time and that there is no negative customer response. Each month, carriers receive a score that reflects any nonconformance. Quarterly meetings also are held with carriers to assess their performance. This process is working.

"Our carriers have become in-

involved in the Quality Process through this program," says Ruff. "Recently, in fact, they began to monitor their own performance. The scores obtained by the carriers will be compared with Shell's calculated scores. Eventually, the program will be administered totally by the carriers."

Since the carriers have chosen to join the Quality bandwagon, Ruff adds, Shell can count on receiving excellent service.

Other examples of Quality Process-influenced projects at Distribution/Customer Service include monitoring of contract cargo inspectors, who help DPMC gauge, inspect and account for the roughly 80 million barrels of product flow across the docks each year, involving 3,500 different vessels.

"We monitor this inspection process to ensure our requirements for loss-

CONTINUED ON PAGE 5



Dockman **BUZ MARTINEZ** operates one of the 19 heavy-lift cranes used at the Docks to support hoses during liquids transfer between DPMC and vessels in the Houston Ship Channel. As part of the Quality Process, 13 of the cranes are being slowly retrofitted with new components, making the older ones 'good as new'.

Quality Commitments:

Logistics

CONTINUED FROM PAGE 4

control and vessel cleanliness are being met," says Ruff. "Each month, the inspection contractors receive a 'report card' reflecting the level of service they provide. Those companies who afford superior service are considered when increased business is anticipated."

Finally, Ruff says Distribution/Customer Service also monitors the various shipping lines who provide containers which are used to export various BPA and Resins products throughout the world.

"When an order is placed, a specific container line is designated to provide all the containers -- often as many as 20 at a time -- for that order," he points out. "Not only must the containers meet DPMC's strict loading standards, but they must also be released at a rate that will allow the order to be filled before the ship sails."

To help guarantee container

availability, a monthly summary report is prepared, listing each container order and any associated comments, says Ruff.

"From the reports, we identify positive and negative trends that we discuss during future negotiations with the container lines," he adds. "The Quality Process is helping us not only to identify nonconformance, but also to recognize excellent performance."

ED MULLERY, area engineer for Log/Env/Util, says the Quality Process is working in several projects mounted by Environmental Operations.

"Maintenance on our Serpentix conveyor, which is used to lift microorganisms that grow in effluents to the top of the Multiple Hearth Incinerator, had risen to the point that some changes were in order," says Mullery. "We either had to overhaul the conveyor completely or, based on what they did at Norco, re-

place it with a solids pump and piping system, whose maintenance costs would be much less than that of the Serpentix."

After extensive consideration, says Mullery, including economic, operational and mechanical analysis, it was decided to replace the Serpentix with a pump.

"A study team visited Norco to learn about what they had done," he recalls, "and we applied that design at DPMC. We now have the approval to proceed with the replacement of the Serpentix with a Moyno progressive cavity pump. AFE approval is expected sometime this summer, with construction slated for later in the year."

Mullery says another project influenced by the Quality Process was creation of an automated drain for utility tanks used to store vacuum truck holdings for slow release into the treater system.

"These utility tanks were manually drained into the treater system periodically," says Mullery. "This often led to uncontrolled flow rates to the treaters, which sometimes shocked the system. This made us gun-shy and led to very slow draining rates.

"Using the Quality Process, operators came up with an idea at a Field Team meeting which involved installation of an automatically timed drain system on the tanks. With the new system, the drain rate and frequency of draining could be 'dialed in' by Operations."

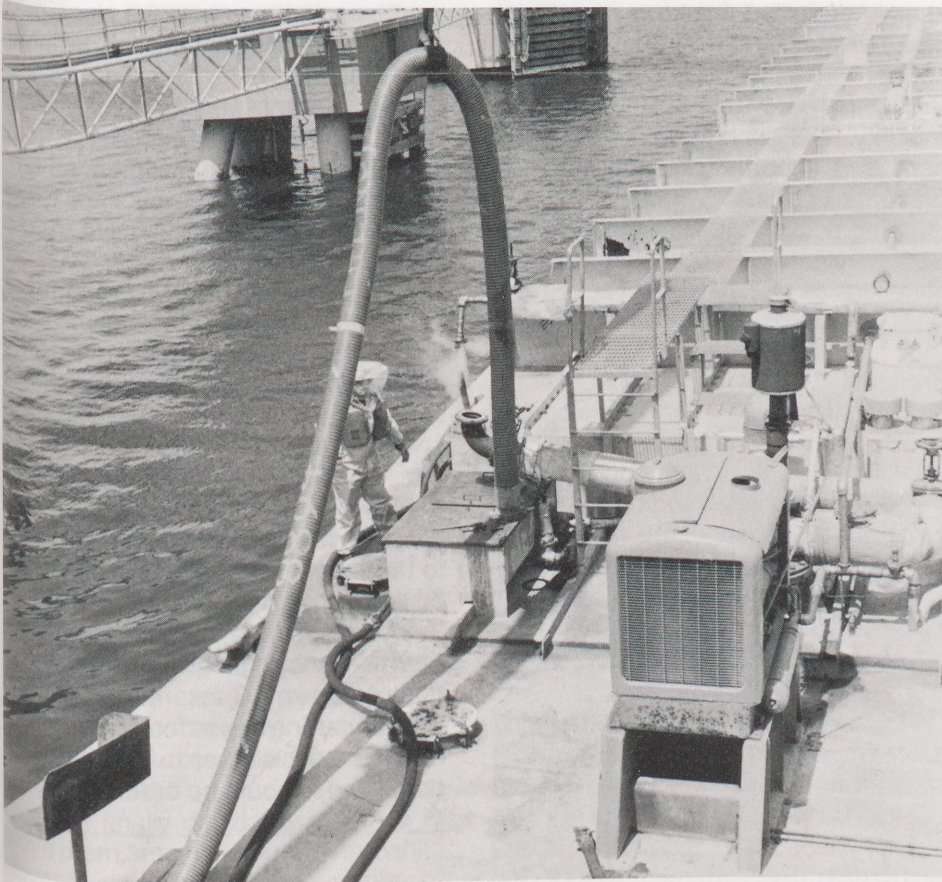
According to Mullery, the automatic system was installed on two refinery tanks and three utility tanks at the South Treaters, and has worked flawlessly.

At the docks, the Quality Process has taken a firm hold both in terms of safety for personnel and in safeguarding the environment.

CURTIS COOK, dispatching docks manager, says the potential for injury to dock personnel has been lessened considerably through the work of Corrective Action Teams (CAT).

"In the personnel safety area, probably the two most significant

CONTINUED ON PAGE 6



In order to make connections between barges and DPMC intake pumps, dockmen must wear protective gear. Today, instead of heavy, bulky and uncomfortably hot protective gear, they wear a lightweight, disposable suit that makes their work easier and less fatiguing. The new suits were the discovery of a special CAT team.

Quality Commitments:

Logistics

CONTINUED FROM PAGE 5

changes we've made due to application of the Quality Process involved the purchase of a hose-testing hoist and adoption of a lightweight, disposable personal protective suit," says Cook.

When new 6-in. and 8-in. O.D. hoses are purchased, says Cook, U.S. Coast Guard regulations require that they must first be tested at 2-1/2 times their working pressure. To do this, the hoses, which weight some 600 lbs., must be stretched out to their full length.

"The hoses have heavy, bulky flanges at each end," says Cook, "and out on the grounds beyond the dock area, we had no suitable lifting equipment. One dockman strained his back while lifting a hose during testing, so we formed a CAT to see if there was a small hoist on the market that would fit the bill."

The CAT, made up of **BILLY HAMM**, area maintenance foreman, **TOM SZEPELAK**, ETSO for the docks, and dockman **BUZ MARTINEZ**, looked at various hoisting equipment and finally decided on a wheel-mounted, portable hoist that will lift the hose ends during hookup for testing.

"It works great," says Cook, "and since we have to test these hoses when they're new and once each year after that, we think it has helped avoid a lot of back injuries."

The new protective suits worn on the docks are the result of a CAT made up of **AL SCHMIT**, staff industrial hygienist, and dockmen **BOB LEEZER** and Martinez.

"When working with several products, the dockmen are required to wear protective suits," Cook notes. "The ones we have used in the past are heavy, bulky and cumbersome, and in the summer months, they're really hot."

The team first determined that for light spills or hose sprays and leaks, the heavier suit was not necessary. They would be used, however, for more severe spills.

"They found a lightweight suit that affords protection from sprays and light spills, and the dockmen wear them unless the heavier suits are called for," says Cook. "The dockmen have made

a point of thanking the team, because while the heavy suits offer protection, their weight and heat-producing effects can cause problems for the men in the summer heat, and they tend to slow the men down. The lightweight suits offer all the protection required, and are much more comfortable. Once used, they can be discarded. Each time they work with a toxic chemical, the dockmen can put on a new one. What's more, it's cheaper to use the disposable suits instead of the heavy ones, which are very expensive, require constant cleaning and take up a lot of storage room."

For protecting the environment, says Cook, and despite a 50 percent reduction in spills during the past four years, the docks has adopted a "Zero Spills" policy that has teeth.

"We interviewed dockmen and pumper/gaugers to find out the major causes of spills," Cook recalls. "Findings indicated that while Shell dock personnel were responsible for some spills, tankermen are responsible for the majority. The dockmen have a significant and important responsibility to prevent oil spills."

The docks has instituted an Oil Spill Elimination Policy Statement for suppliers, as well, he adds. Tankermen are given a copy of the policy before they start loading or unloading, and a pre-loading meeting is held between tankermen and dockmen before operations begin.

"Our dockmen state our requirement that spills of oil and/or chemicals into the Ship Channel are not acceptable, and that tankermen are equally responsible for preventing such spills," says Cook. "Only tankermen who accept this responsibility will be allowed to work at our docks."

Cook also relates that a retrofitting program is underway on all of the 13 veteran heavy-lift, fixed cranes at the docks. This retrofitting was the result of a CAT made up of Szepelak, **DOUG FINN**, operations foreman, **BOB KONDAS**, foreman, Automotive, and **ANDY CAVENDER**, rigger.

"We have a total of 19 cranes at the docks," says Cook, "and 13 of them

are old ones that are really bigger than we need today. Also, since they are old, they're really difficult to repair because parts are hard to find. The CAT determined that we could retrofit the old cranes with new components and step them down in capacity without any problem in capability."

He said a major tenet of the Quality Process is to use Shell resources in solving problems. Craftsmen in the Automotive and Rigging shops, he adds, are experienced in working on portable cranes, so they were asked to help solve the fixed crane problem.

"We have very sharp, intelligent employees at DPMC," says Cook. "The decision to enlist riggers and automotive people was a good one, because they gave us a lot of input based on their 40 or so portables that could be used with our cranes."

The retrofitting will take place over a long-term period, as each requires major maintenance, says Cook. In the end, all will have new components.

"It's like taking a Studebaker body and putting a brand-new General Motors engine in it," he says. "They might look worn on the outside, but inside, they're racehorses."

Finally, Cook mentioned that because of the wear and tear involved in mooring barges at the docks, it was determined that conventional gangways cannot stand up to the rough handling involved. A CAT team, made up of Szepelak, Finn, and dockman **DUB EDWARDS** scoured the market for a telescoping gangway that would stand up to the rough use between barges and docks.

"We have ordered the fabrication of one telescopic gangway from a local manufacturer," Cook recounts, "and after reviewing its use for a time, we will make the decision as to whether additional ones should be ordered."

Next Month: *Quality Commitments made in Environmental and Utilities.*

250 feet away

Storage tank 'flies' to new site

If, one day in April, you thought you saw a huge storage tank "float" across the horizon west of OP-3, don't worry. Your eyes didn't deceive you. It did.

Wednesday, April 6 was "The Day The Crude Tank Flew."

That's right. The 196-ft. diameter, 2.1-million-lb. tank was airborne for a total distance of 250 feet. That's a bit longer flight, for instance, than the one made by the Wright Bros.' airplane at Kittyhawk back in 1909.

And the DPMC tank -- at 2.1 million pounds -- also was a bit heavier than the Wrights' wood-and-fabric aircraft.

But fly it did, thanks to the forward thinking of DPMC Project Engineering and the air-cushion technology employed by the contractor, Hover Systems, Inc. of Eddystone, PA.

DAVID KROUSE, project engineer in charge of moving the 56-ft-high tank, said Hover Systems installed special "skirts" around the outside of the tank, which "trapped" a column of air forced beneath the tank by four heavy-duty diesel-powered fans. This air cushion easily lifted the heavy tank into the air so dozers could tow it to its new location.

"This tank, along with its twin, was installed in 1975," says Krouse. "Both were built in an area where soil conditions caused the foundations to settle unevenly during this period of time."

The sinking foundations caused the tanks to take on an egg shape, which made the floating tops of both tanks catch, thereby preventing their being filled to capacity. For several years, the tanks could be only half-filled (150,000 bbls).

"We finally decided we'd have to move them," recalls Krouse. "And while Hover Systems had moved a number of smaller tanks at DPMC some years ago, I wasn't able to contact them. It turned out they had been bought out in the interim, and I didn't know where they were."

Krouse considered moving the tank by filling the firewall around the tank with water, then floating it to the new foundation. It would have been a time-consuming, expensive, messy job.

As luck would have it, however, Hover Systems heard about the move, and phoned Krouse. He asked for a bid, and a short while later, awarded them the contract.

"Hover Systems already had moved a 200-foot storage tank with air-cushioned transport," says Krouse. "We felt they could move this one similarly."

It took the contractor about 15 days to ready the tank, but only 45 minutes to make the actual move.

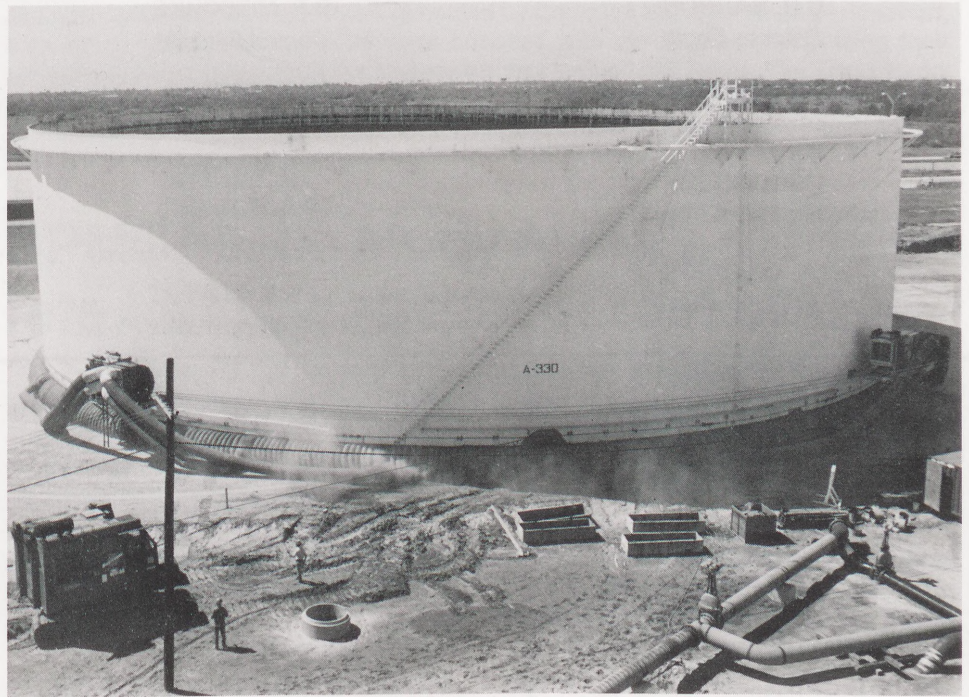
"Now that it's been placed on its new foundation, we will have to hydro-test and remove some stiffeners from the bottom," Krouse reckons. "I'd say

we will be able to start pumping crude into it in about three months."

Krouse adds that the sister tank will be moved sometime early in 1989.

"As far as I know," he observes, "this is the largest tank Shell has ever moved with air-cushion technology. I'm told that the air-cushion contractor tried to move a 295-ft. diameter tank at the St. James Terminal in Louisiana a few years ago, but that the attempt failed. That means there is a limit to what this technology will do today."

He said he will require five 90,000-cfm blowers for the second tank, instead of the four used this time. "The tank was moved easily, but it was heavier at the point where intake piping, stairs and other attached equipment are attached. Next time, another blower at that point will assure that the load is balanced."



Dust swirls from beneath a storage tank near OP-3 as it 'flew' via air-cushion technology from its old location to a new one some 250 feet away. The 2.1-million-lb. tank was lifted atop a cushion of air forced underneath a skirt by a giant diesel-powered fans.

CONTINUED ON PAGE 7

Milestones

Service Anniversaries

40 YEARS

A.R. GANDY

Maintenance Planning

35 YEARS

R.F. BARNES

Economics & Scheduling

W.E. CARRINGTON

East Oprns-East Mtce

J.T. FLYNT

Health & Safety

H.W. JESSKER

DPC-Lube Operations

N.A. LINKE

Engr Svcs

R. SANDALL

Economics & Scheduling

G.D. STEPP

East Oprns-East Mtce

25 YEARS

C.J. COOK

Logistics-Disp Docks

20 YEARS

C.H. BARRON

Process Engrg

J.E. DOUGLAS

Shipping Storage & Wax Finish.

O.N. EGGERS

Chem Oprns-Mtce R

T.E. GILLESPIE

HS&E Admin

J.W. HURLEY

P&AS-Procurement

D.D. KOEPKE

Financial Admin

G.S. LANCASTER

Engrg Svcs

G.W. MALTSBERGER, JR.

Economics & Scheduling

R.L. MURRAY

Financial Admin

R.M. ROBINSON

Process Ctrl/Process Engrg

A. SMITH

Emp Rels-MTCE/ENG/Cont Syst

J.W. TALLEY

DPC-P&AS-Chem Oprns

15 YEARS

C.S. ANDERSON

DPC-P&AS-Fuels/LOGEOUT

W.S. DAVIS

Engrg-Project Engrg

G.S. MARYMAN

Chem Oprns-I&S

B.P. MITSCHKE

Control Systems

N.K. PETTER

Log/Eng/Util-Log Svcs

10 YEARS

S.R. BOLGER

Proc Engrg

K.L. CLAY

Shipping Storage & Wax Finish.

W.J. DANIELS

West Oprns-BD/HT/IP

J.H. GARRISON, JR.

Emp Rels-Ind Rels Services

B.L. MACKEBON

East Maintenance

T.A. NGU

Engrg-Control Systems

DPMC Welcomes

T.J. KEMPF

Engineering-Utilities

T.C. SHELNUTT

PE-Computer Oprns

M.B. MUJICA

Engineering-LPA

Retirements

G.W. ANDERWALD

Logistics Maintenance
34 Yrs.

B. BITNER

Fuels Administration
34 Yrs.

R.C. GENTRY

BD/HT/IP
43 Yrs.

D.W. HAWES

Logistics-Docks
39 Yrs.

B.E. PARNELL

Industrial Relations Svcs
41 Yrs.

Shellegram

Deer Park Manufacturing Complex

Published monthly by Shell's Deer Park Manufacturing Complex for its employees and pensioners. All inquiries should be addressed to SHELLEGRAM, Shell Oil Company, P.O. Box 100, Deer Park, Texas 77536.

F. Jay Schempf
Editor

BULK RATE
U.S. POSTAGE
PAID
PERMIT 1
HOUSTON, TEXAS