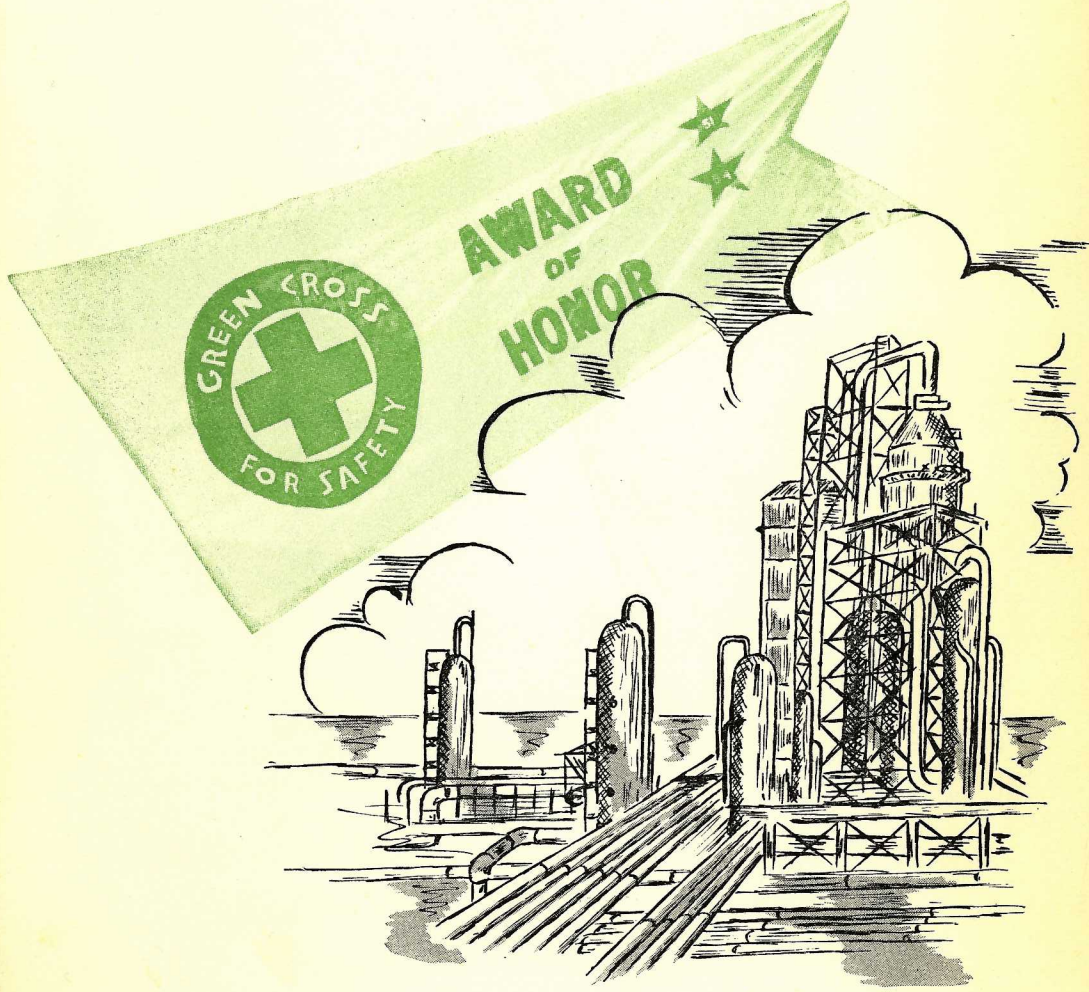


Going Home Safe and Sound



Each employee can be proud of his part in making Lago one of the safest refineries in the world.

....at Lago



in 1954....

We had 1054 injuries

Included were 1040 minor injuries

14 disabling injuries

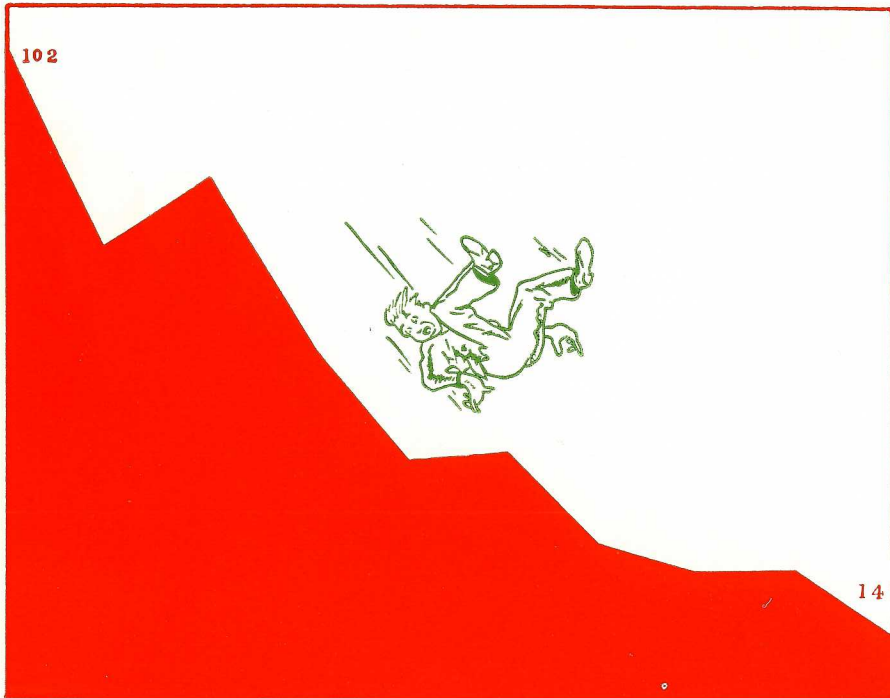
and no fatalities

Employees who had disabling injuries
lost 815 working days



"Working as a team to prevent accidents we had fewer disabling injuries....."

1945

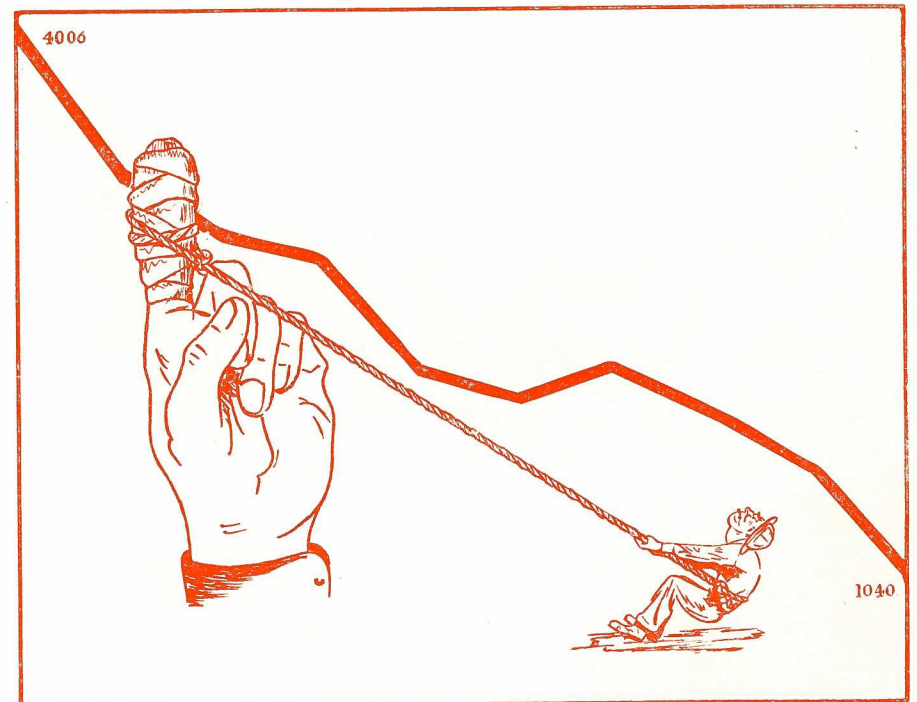


1954

"Disabling injuries have declined steadily year by year."

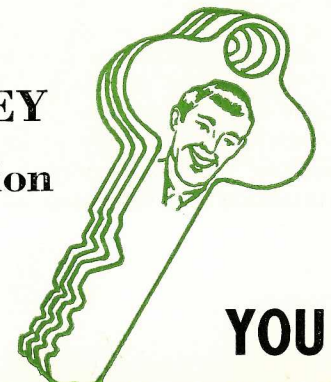
".....and fewer minor injuries than any other year."

1945



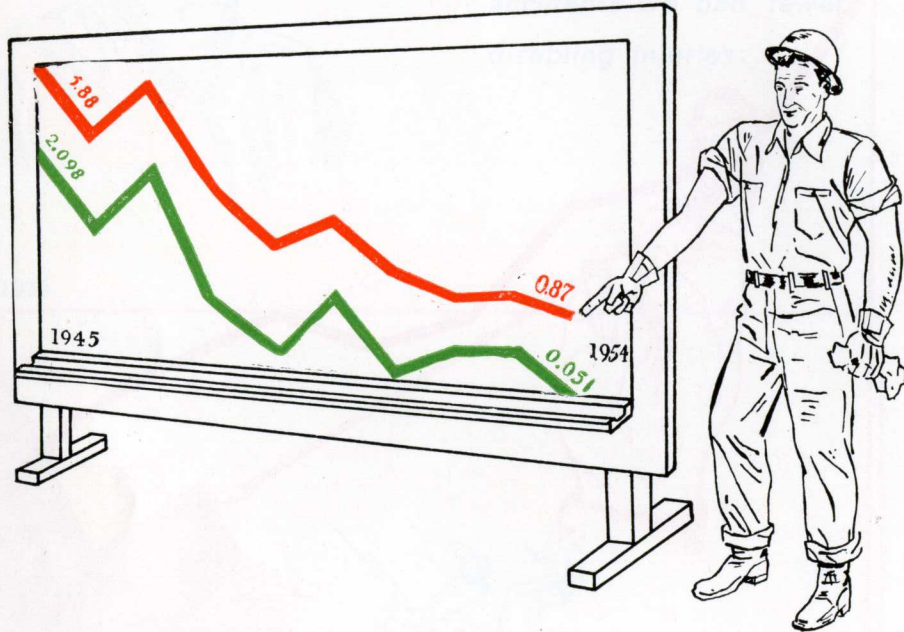
1954

**the KEY
to accident prevention**



YOU

Accident Rates - 1954



An Accident Rate

What's That?

Accident rates are used to measure accident experience. By the use of these rates, we are able to compare our performance from year to year. We can also see how well we are doing in comparison with other companies. The types of accidents, the number of employees and the number of hours worked by each employee are all considered in evaluating our efforts in accident prevention.

Frequency Rate

$$\text{Frequency Rate} = \frac{\text{no. of disabling injuries} \times 1,000,000}{\text{manhours worked}}$$

The frequency rate is the number of disabling injuries per million hours worked.

Severity Rate

$$\text{Severity Rate} = \frac{\text{total time charges} \times 1,000}{\text{manhours worked}}$$

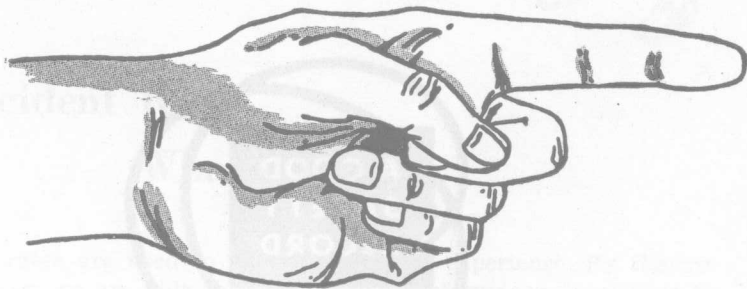
A uniform system for measuring the seriousness of disabling injuries was developed by the American Standards Association. It includes the actual number of days lost from the job, fixed time charges in days ranging from 15 days for the loss of a toe to 6000 days for the loss of a life, the number of employees and the number of hours worked by each employee. The severity rate is, therefore, a measure of the seriousness of disabling injuries experienced by employees during any given period.



Mr. Horigan

sent us

this letter



LAGO OIL & TRANSPORT COMPANY, LTD.

ARUBA, NETHERLANDS WEST INDIES

CABLE ADDRESSES
MANUFACTURING DEPARTMENT
"ESSOLAGO"
MARINE DEPARTMENT
"STANSHIP"

February 28, 1955

To All Employees:

Nineteen fifty-four was a remarkably safe year for Lago. Not only was it the safest in a quarter century of operation, but it was a year in which Lago was one of the safest refineries in the world.

We who worked here in 1954 had fewer injuries, minor and disabling, than in any previous year. We received awards from the National Safety Council for twice working more than three million consecutive man-hours without a disabling injury. We ended the year in first place in an international safety contest sponsored by the Council among major refineries.

These are gratifying accomplishments, but numbers and awards were not the leading characters in Lago's 1954 safety story. That role was played by people - men and women who put safety first.

Your team-work showed that, despite a yearly decrease in the accident record during the previous decade, the number and severity of mishaps could still be reduced in 1955.

Admittedly, it will be difficult to make 1955 safer than 1954. But it was difficult to make 1949 safer than 1948, or 1946 safer than 1945. The men and women who worked for Lago did it. Through cooperation, concentration and care, it can be done again.

If we do, what will it mean? It will mean full pay envelopes earned by employees who were on the job - not idled by injury.

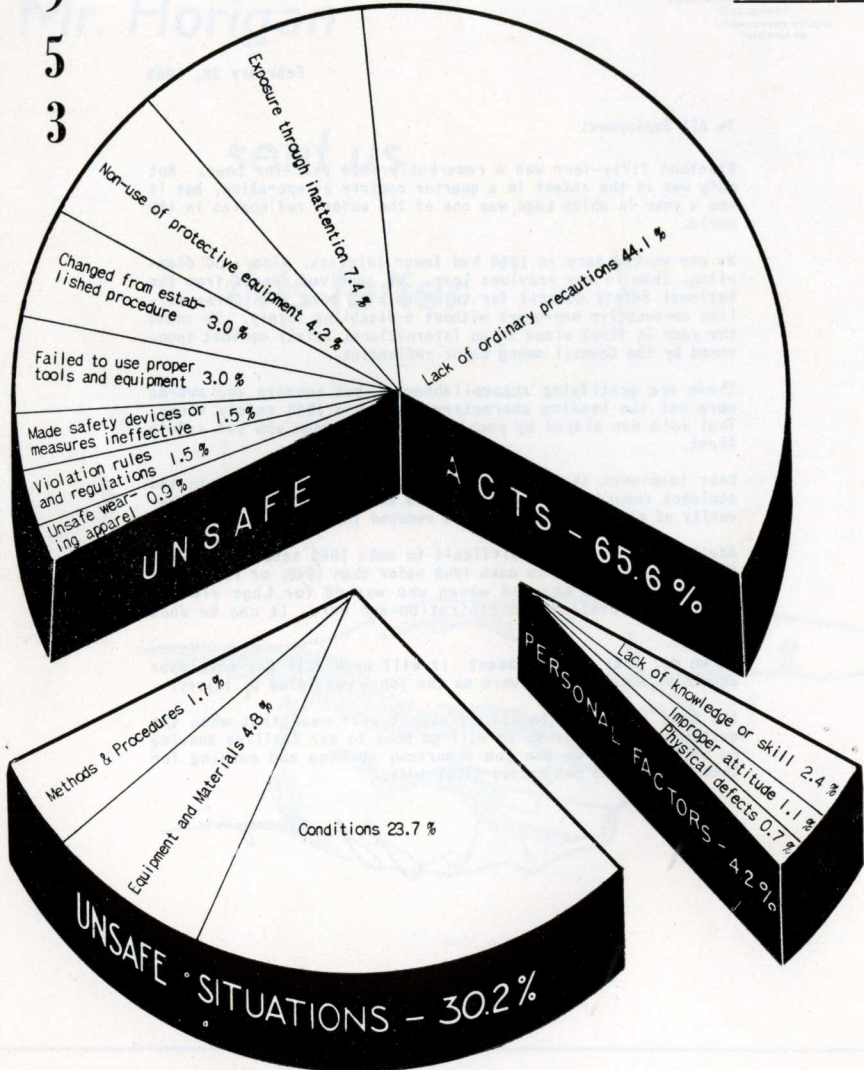
And most important to all of us, it will mean that when the quitting whistle blows, we will go home to our families knowing we will be back on the job tomorrow, working and earning for them, because we put safety first today.

J. J. Horigan

These Are the Leading Causes of Accidents Year after Year

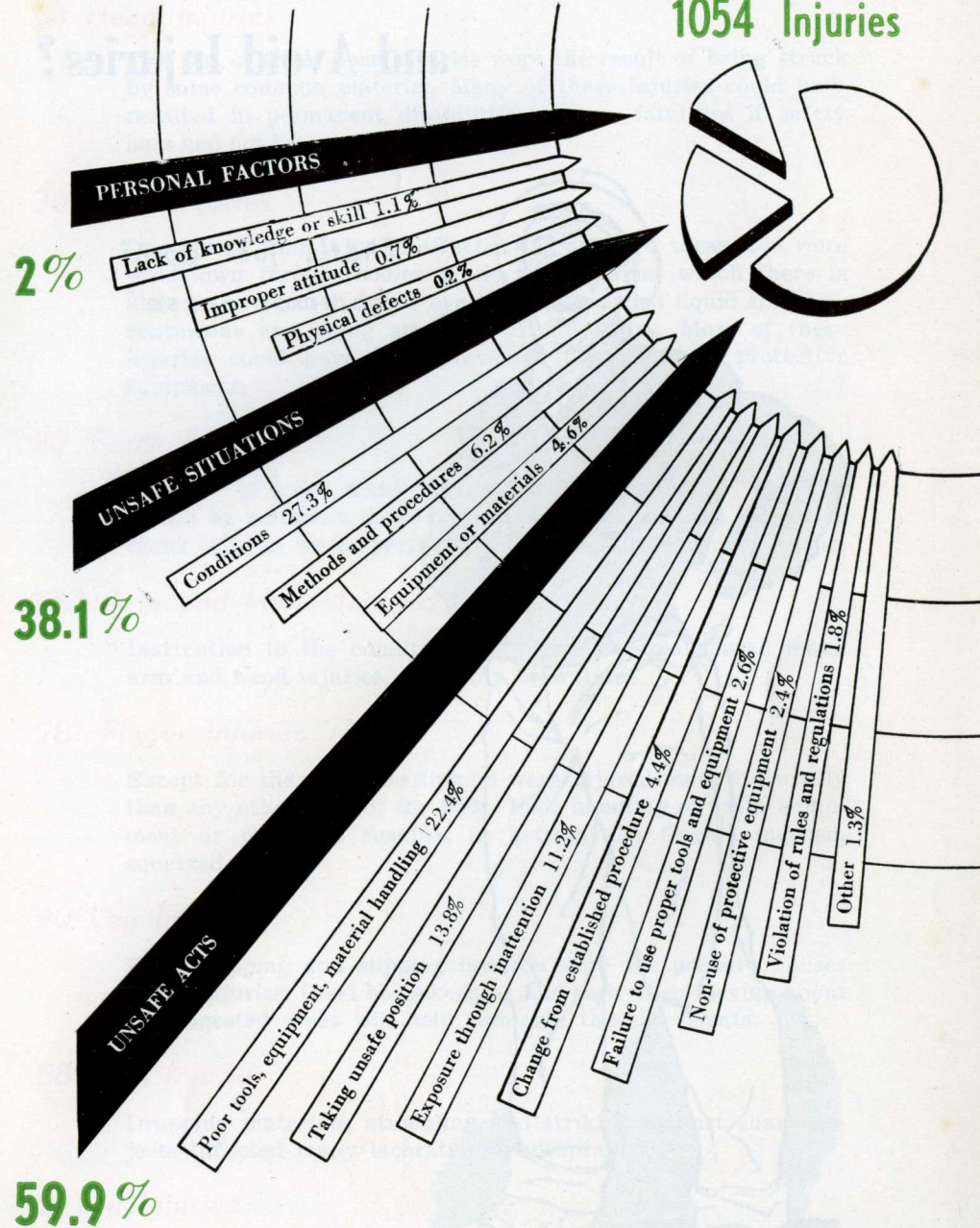
1
9
5
3

1954



1375 Injuries

1054 Injuries



Why Prevent Accidents and Avoid Injuries?



*"That's just good
common sense."*

Look What Accidents Did in 1954!

64 Head Injuries

Two out of three head injuries were the result of being struck by some common material. Many of these injuries could have resulted in permanent disabilities or even fatalities if safety hats had not been worn.

304 Eye Injuries

One out of four injuries affected the eyes. Of these, 248 were windblown foreign bodies in the eye, against which there is little or no control. Other eye injuries included liquid splashes, contusions and being struck by flying chips. Most of these injuries could have been prevented by using eye protective equipment.

82 Trunk Injuries

Two out of three trunk injuries could be attributed to being struck by materials, tools or chemicals. Many of the remaining trunk injuries were sprained backs caused by improper lifting.

173 Arm and Hand Injuries

Inattention to the conditions of the work area caused many arm and hand injuries, primarily lacerations.

281 Finger Injuries

Except for the eyes, the fingers were injured more frequently than any other part of the body. Poor handling of tools, equipment or materials resulted in getting the fingers mashed, squeezed and cut.

90 Leg Injuries

Falls, tripping and slipping hazards were the primary causes of leg injuries. Good housekeeping and care when moving about in congested areas will help eliminate these accidents.

58 Foot Injuries

Dropping materials, stumbling and striking against sharp objects inflicted many lacerations and sprains.

2 Toe Injuries

Out of 1054 accidents, only two affected the toes. Here is proof that the wearing of safety shoes can prevent injury to the toes.

Accident Prevention....

Safety is not a matter of statistics. It is very nice to be able to say that we have broken an old record or set a new one — but, have you ever stopped to consider why our company has a good safety record?

There are many things which are done to make this refinery a safe place to work. Modern engineering methods have eliminated many physical hazards associated with machines and equipment. Supervisors are continually reviewing work procedures with their men to make sure that each job is performed in the safest possible manner. How well all this has worked out is illustrated in the previous pages. Only four out of 10 accidents could be traced to equipment failure or unsafe conditions.

What about all the other accidents? Almost two-thirds of all accidents were the result of unsafe acts which we, as employees, are responsible for. Poor handling of tools, equipment or materials, as well as inattention on the job, still account for the largest percentage of accidents. Until we individually do our best to work safely, these unsafe acts can never be eliminated.

Our accident prevention program is designed to make us continuously conscious of safety. At first, awareness comes from signs, instructions and safety meetings. In time, those become mere reminders — safety consciousness has become a part of us. It is evidenced in our attitudes towards our fellow workers and every job.

Here are some of the main features of this accident prevention program.

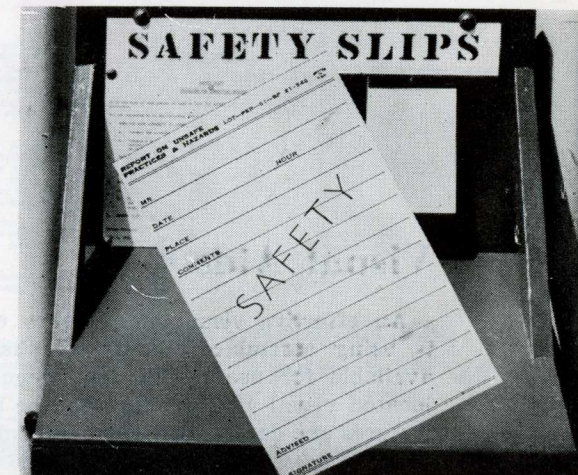
Know Your Accident Prevention Program

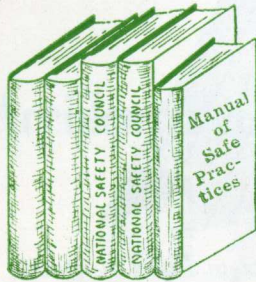
Safety Program Study Group



This group was appointed by Management in February of 1954 to act in an advisory capacity on accident prevention activities. The committee was composed of supervisors and employees representing all major departments. During their study of Lago's accident prevention program, they reviewed current safety promotional activities and evaluated their effectiveness.

- Jumbo posters
- Indoctrination for new employees
- Safety training
- Accident scoreboard
- Investigation of minor injuries





The Safetyman's Library

MANUAL OF SAFE PRACTICES — A supplement of the Manual of Safe Practices containing rules and suggestions for safe handling and storage of hazardous chemicals was distributed. Specific craft accident prevention supplements are under development.

The library contains many publications for use throughout the plant.

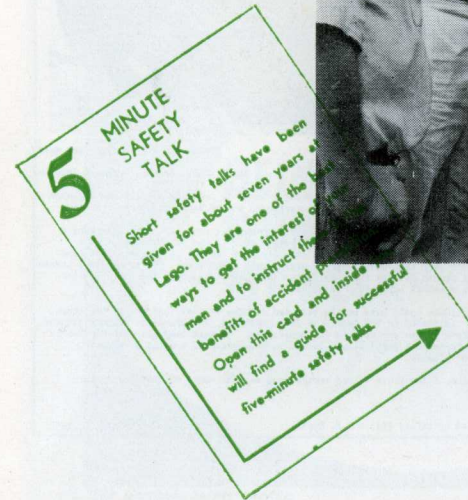


Visual Aids

An effective visual aids library comprised of locally-made material is being assembled. Safety graphs, slides, pictures and movies are available for use by all departments. In the near future a centrally located visual aids building will be available for presenting visual aids, lectures and demonstrations to all employees.



Meetings



SAFETY NEWS LETTER



FIRE IS A GOOD SERVANT BUT A POOR MASTER

Eighty-three years ago this month, in 1871, three very disastrous fires occurred in the United States. One was the Great Chicago Fire that claimed 250 lives. The second was a forest fire that resulted in 1,152 fatalities—the largest death toll from any fire disaster. The third, which followed within a few weeks killed 283 persons.

These are grim reminders from the past of the terrible destruction of life and property that can result from fire.

That is why, every year, one week during the month of October is set aside and is known as FIRE PREVENTION WEEK. The purpose of Fire Prevention Week is to arouse public interest in fire prevention. During this week, the cities of the United States and Canada sponsor various activities designed to make the people aware of the seriousness of fire and to create individual interest in the prevention of fires.

MARINE DEPARTMENT EMPLOYEE HIT WITH CAR WHILE CROSSING ROAD BY MARINE OFFICE

On October 7th an employee of the Marine Department was struck by a car while he was crossing the refinery road in front of the Marine Office Annex.

Due to rainy conditions he did not see the approaching car and the driver failed to see him in time to avoid the accident.

Hip and head injuries necessitated this employee being hospitalized.

COLOR CODE PAINTING OF REFINERY PIPELINES

It has been decided to change the color code painting of acid lines and their board covers from red to brown throughout the refinery. All such lines are to be marked "Acid", stencilled in red letters. This will apply to all weak and strong acid lines which require protective measures against acid.

This change in color coding was brought about by the installation of extensive fire sprinkler systems in some areas. These sprinkler systems will be painted red as are some of the fire lines at the present time in the Process Department.

The color will be applied as the lines need repainting, and also on issuance of J.R.O.'s, so as to complete the project within a one-year period.

Examples of other color coding that are in general use throughout the refinery, are as follows:

Buff	Gaustic
Brown	Acid
Yellow	Foam System
Blue	Foam System
Red	Fire Equipment
Orange	Heavy Ironsides
Green	Safety Showers
White w/Black Bands	Inert Gas

Don't risk an accident over poor memory. When there is any doubt - INQUIRE!

Safety Topics Prepared by Safety Division

News

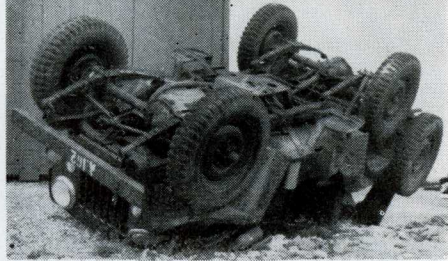
SAFETY NEWSLETTER
— A weekly Safety Newsletter on timely topics is distributed to all supervisors.

News

ACCIDENT BULLETIN

— The publication of this bulletin was started in 1953 to inform all supervisors of circumstances surrounding disabling accidents or near misses. Information contained in the Safety Newsletter and the Accident Bulletin serves as material for 5-minute safety talks.

ACCIDENT BULLETIN



DATE: February 24, 1954 PLACE: Snow Pile Tank Farm Road
 TIME: 11:55 p.m. DEPARTMENT: Process - Rec. & Shipping

DESCRIPTION: An employee of Receiving & Shipping received a fractured leg when he was thrown out of a jeep which overturned on the Snow Pile Tank Farm Road.

The injured, together with two fellow workers, was going from the Receiving & Shipping office to the Tractor Fuel Pumphouse. He was sitting next to the driver while the third man sat in the rear. In the act of making a left hand turn, the jeep skidded and turned over on its right side. The injured was thrown out and pinned between the body of the jeep and the ground; the other two employees received only minor injuries.

This accident could have easily resulted in more serious injuries to the occupants. As stated in the Manual of Safe Practices, the driver is responsible for the safety of the vehicle and its passengers. He must obey all Company traffic rules, Government regulations, and be in possession of a valid Government drivers' license.

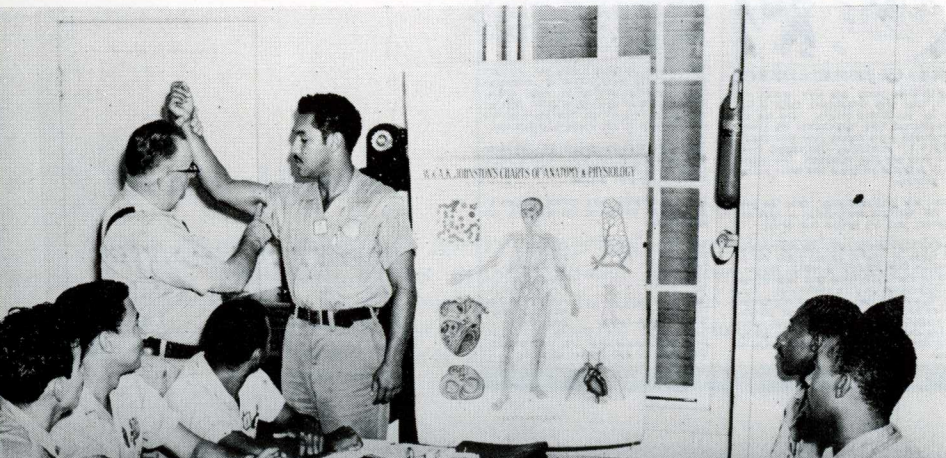
Violation of the above stated regulations was the cause of this accident.

Prepared by Safety Div. - I.R. Dept.

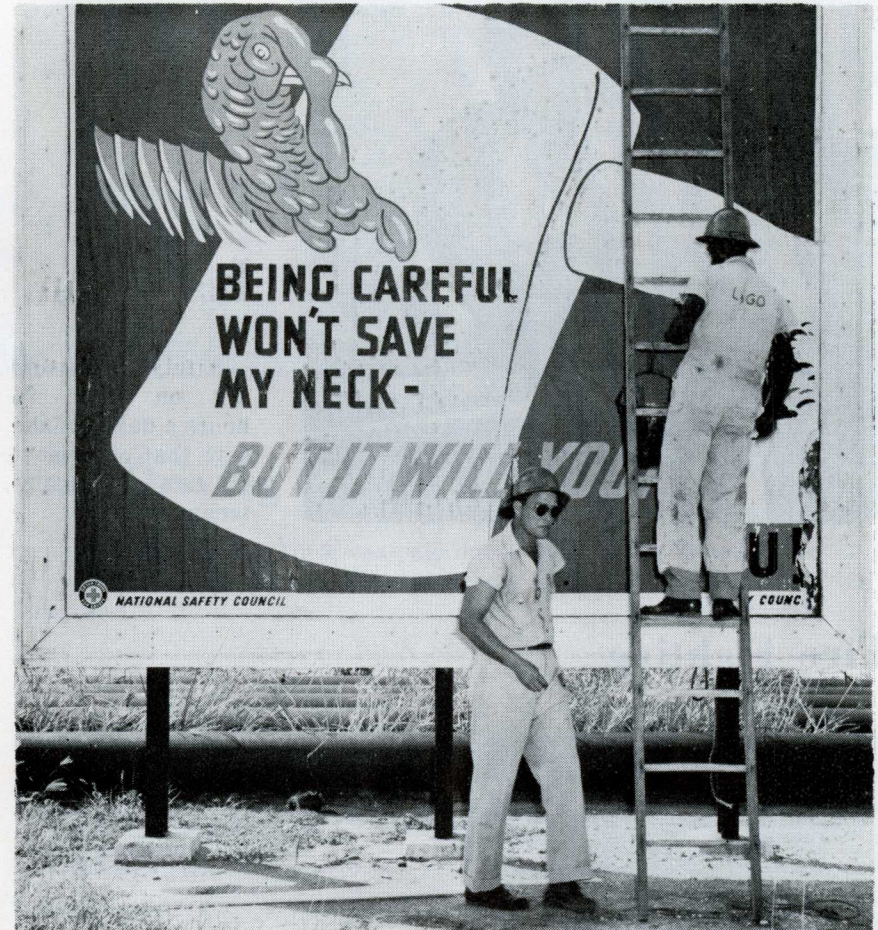
Date: February 26, 1954

First Aid

A basic first aid course was given to some employees in the Process, Mechanical and Lago Police Departments. In addition, approximately 50 men were trained as first aid instructors.



Know Your Signs





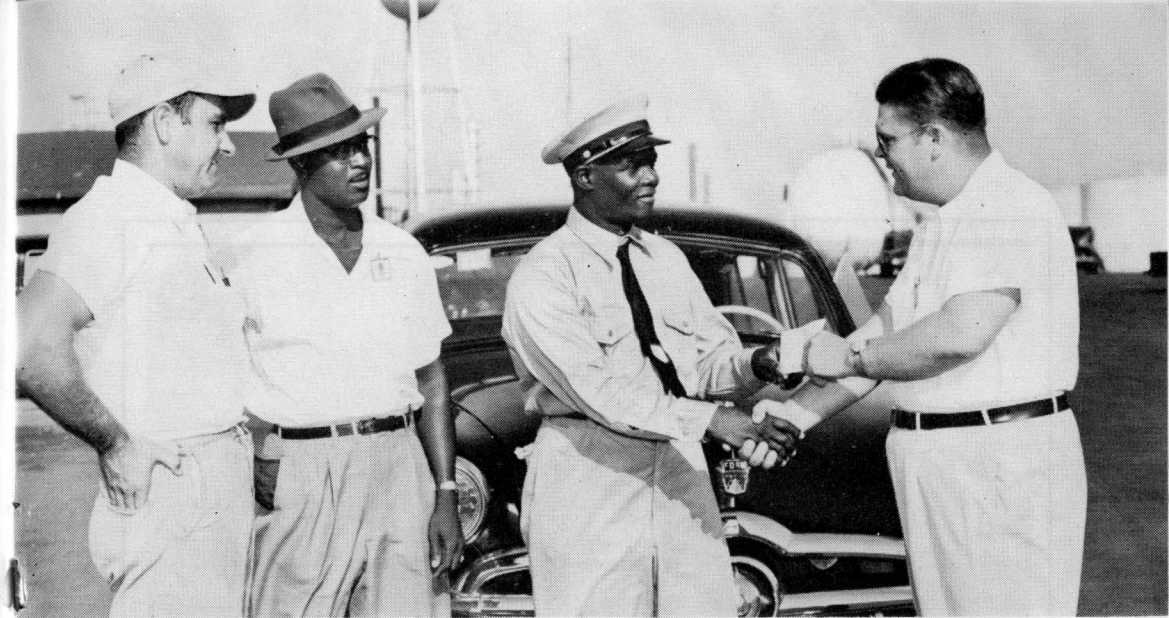
Inspection

Safety Inspectors are on duty 24 hours a day to make sure that equipment is safe for maintenance work.

Fire Fighting



Employees are given training in the use of fire-fighting equipment.

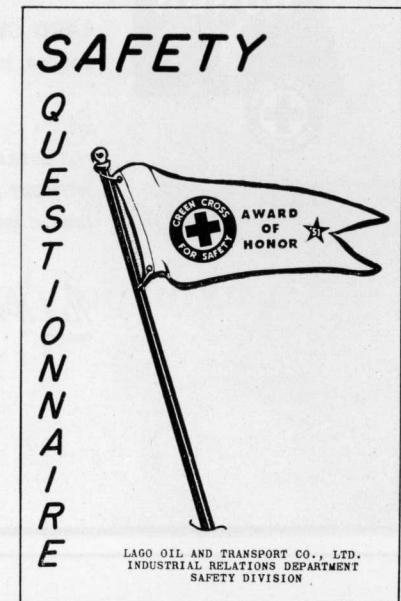


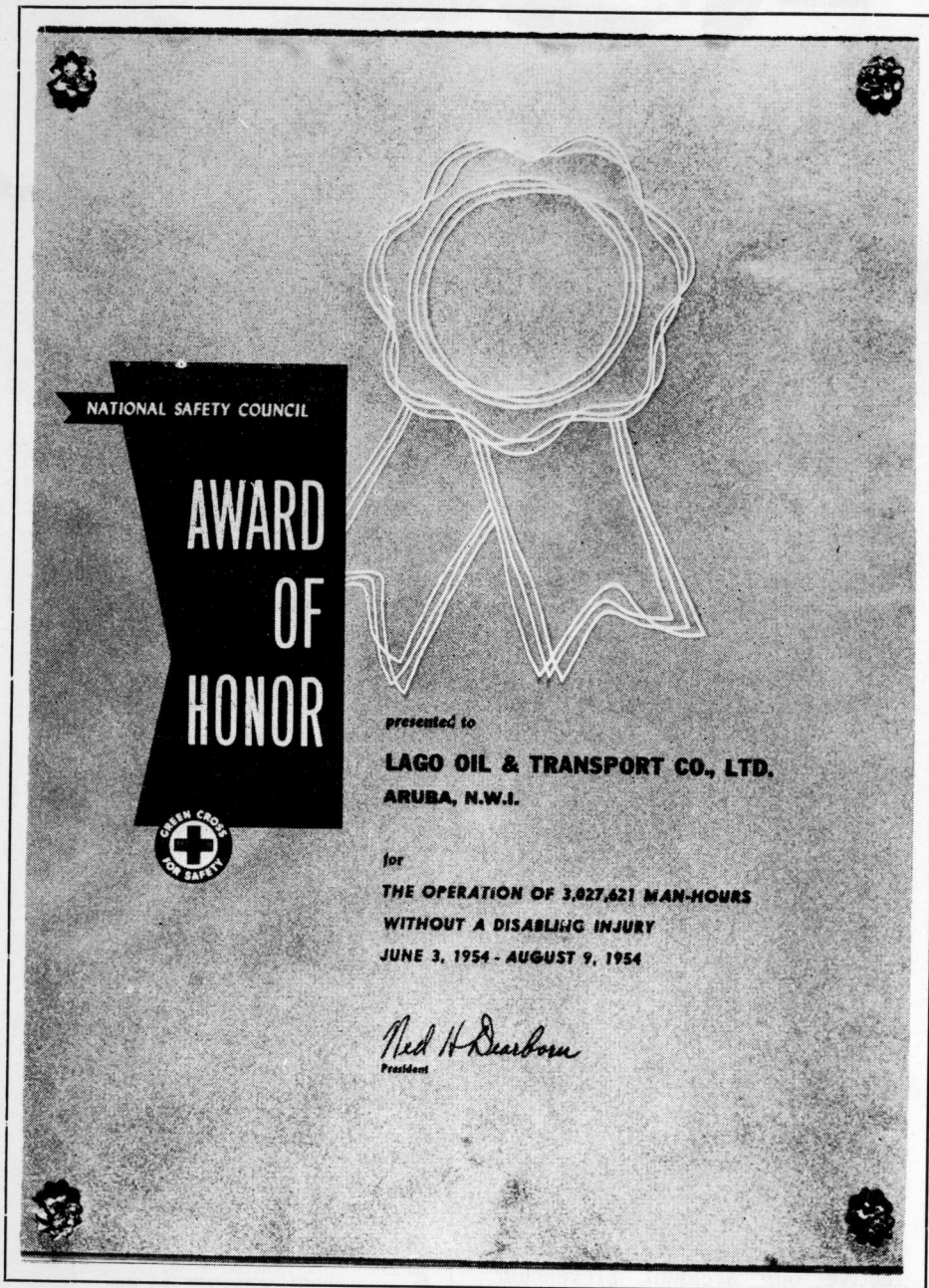
Safe Driving

Approximately Fls. 7000 was paid out in 1954 in the form of quarterly awards to an average of 176 contestants in the Safe Driving Incentive Program.

Ever Alert

How well are we doing? This questionnaire is being submitted to supervisors at various locations in the plant to determine how effective our accident prevention program is and what can be done to improve it.





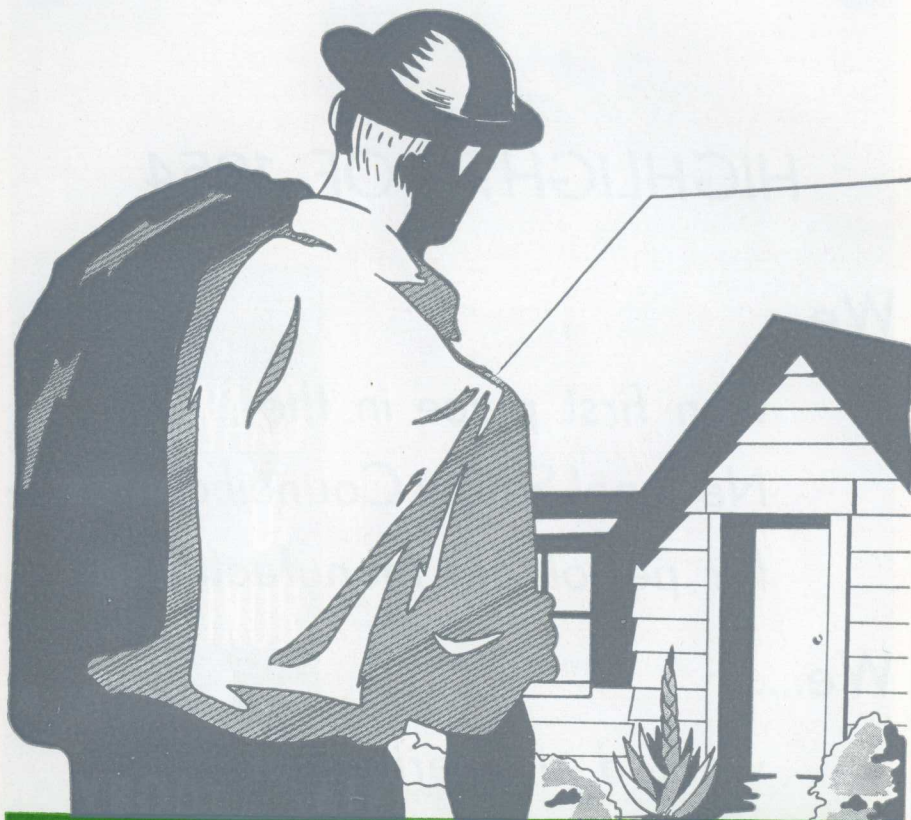
HIGHLIGHTS OF 1954

We....

won first place in the
National Safety Council contest
for petroleum manufacturing

We....

worked six periods of
over 1,000,000 manhours
without a disabling injury



This is **NO TIME TO
FORGET SAFETY**

Safety in the Home....

Your welfare is of prime importance to Lago — whether you are at work or at home. Strangely enough, far more accidents occur at home than at work. Your house can be as safe as your job. So, won't you do your part?

Don't

- Smoke in bed
- Take shortcuts when making repairs
- Forget to disconnect electrical appliances after use
- Let gas accumulate around your stove
- Store oily rags, rubbish, paint, etc., in your house
- Drive after drinking
- Install make-shift electrical connections
- Go swimming in rough water or immediately after eating

Drive safely and live longer. Speed will get you to the hospital or grave in the shortest possible time.

We're interested in

EVERYBODY'S SAFETY

especially
YOURS!

Thanks for your cooperation and support of
the accident prevention program.