APPENDIX 9
U.S. COAST GUARD MANUAL
FOR
HAWK INLET FACILITY

GREENS CREEK MINING COMPANY

Updated: September 10, 1997
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Bulk Fuel Transfer Trained Personnel

1 DESCRIPTION OF FACILITY

1.1 Geographic Location of the Facility

Hawk Inlet Marine Terminal: located on Admiralty Island, Alaska, in Hawk Inlet (58^{o} 07' North latitude, 134^{o} 45' West longitude).

1.2 Physical Description of the Facility Including a Plan of the Facility Showing Mooring Areas, Transfer Locations, Control Stations, and Locations of Safety Equipment

The Greens Creek Mine Project is a joint venture between two partners. Kennecott Greens Creek Mining Company (KGCMC) is the operating partner, and Hecla Mining Company is the project's junior partner.

Kennecott Greens Creek Mining Company (907) 789-8170
P.O. Box 32199
Juneau, AK 99803-2199

Hecla Mining Company (208) 769- 4100
6500 Mineral Drive
Coeur d' Alene, ID 83814-8788

KGCMC has constructed a permanent fuel storage facility consisting of a single 200,000 gallon fuel tank. This fuel tank will be the bulk receiving tank and fuel trucks will distribute fuel oil to the various mine locations. Also, during the winter, a 10,000-gallon fuel tank will hold a supply of winter grade fuel for the purpose of mixing during the colder months.

The KGCMC facilities Marine Transfer Area consists of the fuel transfer system between Dolphin #4, the point of ship mooring, and the shutoff valve where the fuel transfer line enters the 200,000 gallon storage tank at Hawk Inlet. This area is shown on the Figure attached to this plan, denoted as "Fuel Transfer Line". A 4" steel pipeline has been continuously welded from the 200,000-gallon tank to the permanent barge connection at Dolphin #4. The pipeline has valves at the temporary barge hose connection point on Dolphin #4 (the Header Valve), at the shore-side end of the walkway to Dolphin #4 (the Mid-Valve), and at the inlet to the 200,000 gallon tank (the Tank Valve). The tank inlet is on the bottom of the tank and a pressure relief valve exists at the tank on the inlet pipe to protect the pipeline. A containment berm of HDPE lined earth capable of holding a minimum of 110% of the tank volume surrounds this tank. Safety and oil absorbent equipment are located at the marine terminal.

A dispersal station for vehicles and fuel trucks will be used for distributing the fuel. All tank valves will be closed and locked when not in use.

At the mill site, a 60,000-gallon fuel tank and two 34,000 gallon tanks have been constructed and will be supplied by truck transport from the storage tank at the marine terminal. The mill site fuel tank supplies the mill powerhouse by direct pipeline and also has a dispensing station for smaller vehicles and mine equipment refueling.

A concrete containment berm with HDPE liner surrounds the mill site fuel tank and additional safety and fuel absorbing equipment is kept near the vehicle fuel dispensing station, and at the mine's warehouse, near the mill site location.

The attached drawing shows the Hawk Inlet KGCMC Marine Transfer Area facilities; tank locations, piping, valving, and other needed details.

1.3 Hours Of Operation Of The Facility

The fuel facilities will be used as a transferring, holding, and tankage base only; and trucking of fuel from the cannery to mine site will take place with a frequency that will vary seasonally, and by the types of mining operations being conducted. Barges will deliver fuel approximately every two (2) weeks, with off-loading through the KGCMC Marine Transfer Area facilities.

2 VESSELS

2.1 Sizes, Types, and Number of Vessels That the Facility Can Transfer Oil to or From Simultaneously

Petroleum products are received from a barge of approximately 40' x 240', which is the only vessel at the dock during this transfer operation. Small fishing vessels may tie up at the KGCMC dock, but will not be sold any fuel. Except in the case of emergency, no fuel will be available for private or commercial craft.

3 PRODUCTS TRANSFERRED

3.1 Diesel Fuel

Diesel fuel is darker than gasoline, and has an oily aroma. The cargo is flammable, and the vapors are explosive when confined. Material Safety Data Sheets (MSDS) are readily available for all products received at this facility. Fuel product MSDS are included in the KGCMC Facility Response Plan document.

All products handled at the KGCMC Marine Transfer Area facilities are compatible with oil.

If a spill occurs, personnel will take immediate measures to cut off flow of fuel, direct spilled materials away from any potential source of ignition, contain the fuel, and notify the responsible agencies. The KGCMC Facility Response Plan, and Spill Prevention, Control, and Countermeasure plan detail response procedures, trained personnel, and response equipment.

4 PERSONNEL

4.1 Minimum Number of Personnel on Duty During Transfer Operations and Their Duties

KGCMC will have two facility personnel on duty when receiving product from a petroleum barge. One person, generally the Person In Charge, at dock headers, with the Hose Watch working tank and pipeline watch. The Surface Operations Standard Operating Procedure 100007 – Bulk Fuel Offloading defines and addresses elements to the task of off-loading bulk fuel from vendor barges.

The person in charge will be on duty when receiving product and will compile and initial the pumping procedure and schedule along with barge representative; the hose watch will witness conference. The person in charge will inspect all lines, marine, block and bleeder valves to assure all are closed. He will inspect facility to see all fire extinguishers, barricades, warning signs, sparking devices, drip pans are at site and in place. He will be the authority to start and stop pumping operation, except in an emergency when he is not immediately at headers. He will schedule taking product samples and have lines checked during pumping operations. He is responsible for all shore side operations, gauging tanks, scheduling line transfers, topping tanks. During transfer operations he will generally remain present at the dock header location.

The hose watch will be in attendance at the dock header when barge's hoses are coupled to the marine header. He will witness the pre-pumping meeting between the operator in charge and the barge's representative and will assist the operator in charge in inspection of dock facilities including fire fighting equipment, barricades, warning signs, conditions of pipelines, closing of all dock headers, bleeder and block valves, and securing of service lines that take off of cargo lines. The person at the dock header will monitor cargo hoses in use during product transfer and will adjust same for changes in tide and movement of barge and assure no strain is on hoses from hoist and ship's lines.

4.2 Qualified Individuals

Tom Zimmer - Surface Operations Manager

Work: Greens Creek Mine	Home: KGCMC Camp
Admiralty Island	Admiralty Island
907-790-8460 Cell 907-723-8976	907-790-8460

Greg Majeran - Health & Safety Manager

Work: Greens Creek Mine,	Home: 8924 Birch Lane,
Admiralty Island	Juneau, AK 99801
907-789-8192 Cell 907-723-8987	907-789-5898

Bill Oelklaus - Environmental Manager

Work: Greens Creek Mine,	Home: 8576 Duran Street,
Admiralty Island	Juneau, AK 99801
907-789-8170 Cell 907-723-4111	907-790-2873

Al Morrison - Senior Safety Trainer

Work: Greens Creek Mine
Admiralty Island
907-789-8191

Home: 8554 Forest Lane,
Juneau, AK 99801
907-789-7074

4.3 Names and Telephone Numbers of Facility, Coast Guard and Other Personnel Who May Be Called by the Employees of the Facility in an Emergency

Coast Guard National Response Center - 24 Hour	**1-800-424-8802**
Facility - Hawk Inlet Marine Terminal	**790-8418 or 8419**
(after hours) Marine Radio, Amanda B, Marine Operator,	**WRR 5580**
17th U.S. Coast Guard District Rescue Coordinator Center	**586-7340**
U.S.C.G. Captain of the Port, Southeast Alaska	
Working Hours, Monday - Friday	**463-2465**
After Hours and Weekends	**463-2000**
Alaska Department of Environmental Conservation	
Southeast Regional Office	**465-5340**
24 Hour	**1-800-478-9300**

4.4 Duties and Responsibilities of Watchmen Required by Sec. 155.810 of This Chapter and 46 CFR 35.05-15, When Unmanned Vessel is Moored to Facility

Vessel must provide watchman per Paragraph 155.810 of Department of Transportation Regulation and 46 CFR 35.05-15 when unmanned vessel is moored to facility. This applies to all tank vessels whether gas free or with product.

4.5 Description of Each Communication System Required by This Part

Communications between hose watchman, person in charge and barge tanker man is by voice, arm signal, and intrinsically safe two-way radio.

4.6 Location and Facilities of Each Personnel Shelter, If Any

Dock house serves as personnel shelter on dock. Fire extinguishers are located adjacent to tanks and shoreside of the dock facilities.

5 DRIP AND DISCHARGE COLLECTION, VESSEL SLOP RECEPTION

5.1 Description and Instruction For Use

A portable container of approximately 20 gallons is placed under the hose connection on Dolphin #4 beneath the vessel hose and the fixed 4" fuel transfer pipe prior to its coupling and uncoupling. Additionally, the dolphin top serves as a containment structure when its valve is closed (e.g. during fuel transfer operations). Unless residual material is being emptied from the container, it is kept in position under this coupling during the entire transfer period to capture every minor drip. If spilled fuel accumulates in the portable container during fuel transfer operations, following the hose connection uncoupling the spilled material is emptied into the Hawk Inlet used oil accumulation container within one hour of the transfer completion.

There is no vessel slop facility at this location. The small discharge containment has a minimum capacity of three barrels.

6 EMERGENCY SHUTDOWN SYSTEMS

6.1 Description and the Locations of Each Emergency Shutdown System

The product transfer line has a block valve at the marine header as well as a gate valve and a block valve on shore permitting closing of line if an emergency occurs during receipt of product. When fueling boats there is a valve on each hose reel and a spring-loaded nozzle on hoses. These are all part of the emergency system.

6.2 Quantity, Types, Locations and Instructions for use of Shutdown Monitoring Equipment if Required by 33 CFR 154.525

Not required.

6.3 List Of Containment Equipment

Sorbent material and impounding boom is in inventory at the plant. These First Response materials are immediately available to the fuel off-loading process, located as noted below. Additional backup supplies are located in the KGCMC Warehouses.

a. Minimum response and sorbent material on hand is as follows:
   - 1000 feet of containment boom 8" x 12' with ASTM end plates, located on the float on the south side of the Miss Rene barge, the deployment “SEAPRO” skiff is moored at the float on the north side of the Miss Rene barge which is secured to Dolphin #1;
   - 400 feet of Sorb-Boom sorbent boom (10-foot long boom sections);
   - 4 sweeps (22" x 100') 3M Brand, Type 126;
   - 8 bales of pads, 3M Type 156.
   - All of this sorbent material is stored in the C-Vans marked “SEAPRO” setting on the beach adjacent to the head of the ramp leading onto the Miss Rene barge.

b. Proper use of containment and sorbent material includes:
   - extraction of containment boom from the float with the KGCMC "SEAPRO" skiff;
   - containment boom is secured either with anchors, to fixed facilities in the water, or to shore to prevent the spread of spilled petroleum products on the water surface;
   - Sorbent materials are used to remove petroleum-based liquids from water or solid surfaces. They adsorb such "oily" material by being placed in direct contact. Spent sorbent materials are placed in the provided containers for subsequent disposal.

As a member of the Southeast Alaska Petroleum Resource Organization (SEAPRO) KGCMC has access to 18,000 feet of containment boom, and numerous additional pieces of response equipment and personnel in the Juneau area. For a complete listing of response capabilities, see the SEAPRO, Unified Response Plan for Southeast Alaska.

Other supplies for safety and personal protection include:

a. Fire Extinguishers [33 CFR 154.735(d)]
   - 2 - 25 lb. multi-purpose dry chemical extinguishers on Dolphin #4 adjacent to the Dolphin Valve and hose header connection; and
   - 1 - 150 lb. multi-purpose dry chemical extinguisher, nitrogen-propellant near stairway to/from the tank farm secondary containment.

b. Proper use of extinguisher includes:
   - standing back from fire adequately, at an average distance of 8-10 feet, with nozzle 12 inches from the ground;
   - strike fire at the base or at the bottom of flame;
   - fan the nozzle to get full coverage;
   - move closer as extinguisher pressure decreases when almost expelled; and
   - work downwind, whenever possible.

7 RELIEF VALVE SETTINGS

7.1 Maximum Setting (Or Maximum System Pressure When Relief Valves Are Not Provided) For Each Oil Transfer System

Maximum relief valve setting on barge pumps is 125 psi. Pressure relief valves on lines for by-passing thermal pressure build-up in pipeline is 125 psi. All line vapor and pressure build-up is by-passed into tanks. The Maximum Allowable Working Pressure of the KGCMC fuel transfer system is 150 psi. The transfer pipe system is pressure tested by certified testers at least annually.

8 FUEL TRANSFER PROCEDURES

8.1 Loading Arm Procedures, If Any

There are no loading arms at the transfer facility.

8.2 Procedures For [Oil Transfer]:

(i) No loading arm is used at the KGCMC Fuel Transfer Facility.

(ii) The transfer is considered to begin at the date and time when the Persons-In-Charge of the KGCMC facility and the vessel first meet to begin completing the Declaration Of Inspection.

(iii) Actual transfer operations from the tanker (barge) to the shore side tank are not to start until Persons-In-Charge of shore side facility and the Person-In-Charge of the vessel have first discussed the transfer pressure to ensure it will not exceed the MAWP, and have received and signed an approved Declaration of Inspection.

Oil transfer operators are not permitted unless all requirements are met.

The Person-in-Charge of the terminal facility is not to start fuel transfer operations if the vessel is not properly moored.

(iv)When completing transfer operations, avoid excessive pressures by closing shore valves first when loading to a vessel; when transferring from a vessel the vessel's valves are closed first.

The Persons-In-Charge should personally supervise topping off operations.

When transfer operations are completed, drain the transfer piping system and hoses into the vessel tanks and secure all the piping to prevent spilling. Valves must be checked to assure proper closure.

(v) The transfer is considered to be complete when all the connections for the transfer have been uncoupled and secured with blanks or other closure devices and both of the Persons-In-Charge have completed the Declaration Of Inspection, including the date and time the transfer was completed.

(vi) Personnel will be provided instructions on duties in case of an emergency. In the event of fuel spill, fire, etc., secure pumping immediately, close tank and line valves, and report to appropriate local, federal, and company personnel as appropriate. See Facility Response Plan for more specific instructions.

8.3 Procedures to be Followed at the Completion of Pumping

At the Termination of a fuel transfer, the person-in-charge will personally monitor any topping off procedures. The barge quits pumping fuel and its valves are closed first to help eliminate the possibility of building excessive pressure in the shore side line, and causing a rupture. After the shore side valves are closed, the fueling lines are carefully drained and then disconnected at the

header and fuel is allowed to drain back to the barge. The main fuel transfer line is then capped and returned to the barge and the KGCMC fuel transmission line is capped and locked.

8.4 Procedures to be Followed in Case of Emergency

A list of all agencies to be contacted in an emergency is posted at the Security Office located in the north bunkhouse, and in the Cannery Caretakers quarters. All personnel involved with fuel transfers have read, understood, and have initialed an outline of our established emergency procedures. In the event of a product spill, fire, etc., procedures require personnel to secure pumping immediately, close tank and line valves and make an immediate report to the appropriate local, federal, and company personnel. KGCMC emergency procedures are discussed with the barge tanker man prior to signing of the Declaration of Inspection.

8.5 Procedures for Reporting and Initial Containment of Oil Discharges

Oil discharge detection at the Hawk Inlet Marine Terminal is usually by direct observation. The marine terminal and the millsite fuel tanks have mechanical level gauges, but no electronic or mechanical monitoring systems for leaks. The storage tanks and associated fuel lines are visually inspected weekly. Once a spill has been detected, immediate action will be taken to determine the exact source of the spill and to confirm its magnitude. Contact will be made by radio to the trained response team members who will conduct cleanup and notify the appropriate agencies. If the spill can easily be stopped at the source, and the discharge quickly contained or picked up, an immediate response will be made. KGCMC has a large stock of containment and absorbent boom which can be quickly placed by employees to contain any spills on land or water.

9 SECURITY

9.1 Security

Because of the remote nature of the mine, it is primarily only Kennecott Greens Creek Mining Company personnel that are in a position to access the storage facility. All personnel are aware of the need to minimize the environmental impacts and the consequences of a major oil spill. Therefore, no fencing is provided for the bulk storage areas.

All flow valves and/or drains on tanks and pipelines will be kept locked at all times of non-use. Controls to oil pumps, such as at the off-loading facilities will also be locked during periods of non-operation or non-standby status. All pipelines not in service or on extended standby will be capped and marked as to their status and origin. The 4 inch diameter pipe used to transfer diesel from the fuel barges to the 200,000 gallon storage tank is drained at the end of each transfer and capped at the hose header connection point. Both Dolphin and Tank Valves are closed and locked. The pipeline is kept empty until filled by the next fuel transfer action.

Operation of the facility will be conducted 24 hours per day. For this reason, lighting systems have been installed in all critical areas to allow early discovery of spills or leaks and to allow sufficient visibility during darkness for security checks.

9.2 Welding, Hot Work

No welding or hot work operations will be conducted on or at the KGCMC dock and fuel storage facilities during fuel transfer operations**.** All welding or hot work within these areas will conform to the requirements of NFPA 51B as well as 33 CFR 154.735(l)(1-8) prior to the initiation of such activity.

9.3 Smoking Restrictions

Smoking shall be prohibited at the KGCMC Fuel Transfer Facility during all fuel transfer activities. Warning signs conforming to 46 CFR 151.45-2(e)(1) or 46 CFR 153.955 shall be displayed at each shoreside entry to the KGCMC Fuel Transfer Facility at all times.

10 OIL POLLUTION LAWS AND REGULATIONS

10.1 Brief Summary of Applicable Federal, State, and Local Oil Pollution Laws and Regulations

10.1.1 Federal Law:

Requires the immediate reporting of all spills of oil and hazardous substances. The Federal Water Pollution Control Act Amendments of 1972 made it unlawful to discharge oil "into or upon the navigable waters of the United States, adjoining shorelines, or into or upon waters of the contiguous zone." 33 USC 1321(b)(3). Immediate reporting of such discharges is required by both the USCG and EPA. The responsibility is established in the National Oil and Hazardous Substances Contingency Plan, 40 CFR 15410.36(b)(1) and (2). Spills on inland waters are the responsibility of the EPA, while the Coast Guard has jurisdiction for coastal waters, ports and harbors.

10.1.2 Alaska Law:

Requires that the Alaska Department of Environmental Conservation (ADEC) be notified of any discharge of oil or hazardous substance in the following manner: (1) "For any discharge of oil to the water of the state, notification must be made as soon as the person in charge of the facility has knowledge of the discharge." 18 AAC 86.070(2). (2) "For any discharge of oil solely to the land of the state in excess of 55 gallons, notification must be made as soon as the person in charge of the facility has knowledge of the discharge." 18 AAC 75.080(4). Land spills of less than 55 gallons, but greater than 10 gallons, require notification within 48 hours, and less than 10 gallons monthly written notification is required. ADEC will contact all other state agencies requiring notification. ADEC regulations contained in 18 AAC 75.100 and 110 stipulate that the final report must include:

1. Date and time of discharge.
2. Location of the discharge.
3. Person or persons causing or responsible for the discharge.
4. Type(s) and amount(s) of hazardous substance(s) discharged.

5. Causes(s) of the discharge.
6. Environmental damage caused by the discharge.
7. Cleanup actions undertaken.
8. Location, date and method of disposal of hazardous substance and contaminated cleanup articles.
9. Actions being taken to prevent recurrence of the discharge.
10. Other information ADEC requires to assess cause and impact of spill.

In addition, 18 AAC 85.090 indicates that ADEC may require interim reports during cleanup.

11 PORTABLE LIGHTING

11.1 Procedures for Shielding Portable Lighting Authorized by the COTP under 33 CFR 154.570(c)

Should darkness occur during fuel transfer operations, illumination is provided by intrinsically safe lighting located on the fuel barge and by a pole-mounted light located 100 feet south of the fuel tanks.

12 PERSONS IN CHARGE

12.1 Description of the Training and Qualification Program for Persons in Charge

To be trained as a Person-In-Charge (PIC) a person must have completed a training program conducted by an experienced PIC. This comprehensive program provides the prospective PIC with the knowledge and training necessary to properly operate the transfer equipment at KGCMC, perform the duties of the KGCMC PIC (see attached Transfer Checklist form), follow the procedures and fulfill the duties of a PIC during an emergency. Prior to final certification as a PIC the person will have observed and participated with an authorized Person- In-Charge of two oil transfers, and must be completely familiar with the operations manual and the specific duties of a PIC and the assistant, Hose Watchman. Records certifying successful completion of PIC training and participation in the two initial transfers will be kept by KGCMC on site.

To be trained as a Hose Watchman, a person must observe and actively participate with an approved or authorized hose person for two oil transfers and must be completely familiar with the operation manual and his specific duties.

13 FORMS

TRANSFER CHECKLIST

Person In-Charge

PRE-FUEL

Date_____ Time_____ Transfer Started (First Meet with Barge Operator)

Items to Be Checked:

Status

1. Ask for and receive approved declaration of inspection from barge operator,
2. Check to assure the barge is properly moored,
3. Conference with barge operator to:
   a. Compile and initial pumping procedures
   b. Hose watchman participated
   c. Confirm maximum transfer pressure will not exceed 150 psi.
4. Inspect lines, marine, block and bleeder valves to assure all are closed,
5. Inspect fire extinguishers 2-20 lb 1 -150 lb. are in place and in operating condition,
6. Check to assure warning signs are in place,
7. Check to assure drip pans are in place,
8. Contact hose person to assure his transfer checks are completed.

When all the above are checked, the person in charge may start pumping operation.

POST FUEL

Status

1. Personally monitor topping off,
2. Barge valves closed first,
3. Shore side valves closed,
4. Lines disconnected and drained back to barge,
5. Main fuel line capped and returned to barge

Date_____ Time_____ Transfer Complete (All Hoses Uncoupled, Caps in Place and Facilities Secured)

Person in Charge_____

REVIEW OF TRAINING
PERSON IN CHARGE

	Trainer	**Trainee**
1. Manual Review	_____	_____
2. MSDS Review	_____	_____
3. Pre-transfer Checklist Reviewed	_____	_____
4. Specific Duties Reviewed	_____	_____
5. Communications Procedures Reviewed	_____	_____
6. Emergency Procedures Reviewed	_____	_____
7. Post Pumping Procedures Reviewed	_____	_____
8. Spill Procedures Reviewed	_____	_____
9. Summary of laws reviewed	_____	_____
10. Lighting Procedures Reviewed	_____	_____
11. Dates of Training Participation	_____	_____

1. _____
2. _____

Date Training Completed_____

Both trainer and trainee must initial each training requirement when given.

PRE-FUEL TRANSFER CHECKLIST

HOSE WATCHMAN

Items To Be Checked

Status

1. Attended conference with barge operator and "Person-In-Charge",
2. Barge hoses are coupled properly,
3. Assist person in charge of facility check,
4. Assures transfer hose can be adjusted for tide requirements,
5. Acknowledge person in charge that all items are checked prior to transfer.

Date: _____

Hose Watchman: _____

REVIEW OF TRAINING

HOSE WATCHMAN

	Trainer	**Trainee**
1. Manual Review	_____	_____
2. MSDS Review	_____	_____
3. Pre-transfer Checklist Reviewed	_____	_____
4. Specific Duties Reviewed	_____	_____
5. Communications Procedures Reviewed	_____	_____
6. Emergency Procedures Reviewed	_____	_____
7. Post Pumping Procedures Reviewed	_____	_____
8. Spill Procedures Reviewed	_____	_____
9. Summary of Laws Reviewed	_____	_____
10. Lighting Procedures Reviewed	_____	_____
11. Dates of Training Participation	_____	_____

1. _____
2. _____

Date Training Completed_____

Both trainer and trainee must initial each training requirement when given.

ATTACHMENT A
FIGURE

Hawk Inlet Marine Terminal

ATTACHMENT B

Kennecott Greens Creek Mining Company

Bulk Fuel Transfer Trained Personnel

Bulk Fuel Transfer Trained Personnel

Surface Ops

NAME	EMP #	PIC	Hose Watch	Trainer
Gilbert,Ed	30483	X	X	X
Hay Jesse	36275	X	X	
Hildre,Kris	27572	X	X	X
Hillman Ernest	36318	X	X	
Jeffreys,Jesse	36271	X	X	
Kesner, Rick	36015	X	X	
Koppenberg,Dale	36311	X	X	

Olsen, Gordon	
	36273
	X
Reddekopp,Nate	
	36006
	X
	X
	X
Rideout,Jeff	
	36117
	X
	X
	X
Searles,Gary	
	36357
	X
	X
Sivertsen Rick	
	26448
	X
	X
Smith Gregg	
	27151
	X
	X
Somers,Dave	
	26478
	X
Stocks Michael	
	36304
	X
	X
Stubbs Ken	
	36396
	X
	X
Swanson, Jeff	
	26579
	X

X
X

Tatlow,Brian

36194
X
X

Tatlow, Mark

36395
X
X
X

Willis Raymond Jr.

36260
X
X

Water Ops

NAME

EMP #
PIC
Hose Watch
Trainer

Ahrens,Dave

26907
X
X

Finochio,Dale

26647
X
X

Umstead,Cliff

26468
X
X

Walsh, Mike

27067
X
X

Building Maintance

NAME	EMP #	PIC	Hose Watch	Trainer
Hicks, Bob	26903	X	X	

Warehouse

NAME	EMP #	PIC	Hose Watch	Trainer
Stewart, Jeff	36129		X	

Surface Shop

NAME	EMP #	PIC	Hose Watch	Trainer
BudBill, Dave	36131		X	

Underground

NAME	EMP #	PIC	Hose Watch	Trainer
Daris, Jim	36047	X		

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