

Establishment Number	Establishment Name	Inspection Date	NR Description
P7264+V7264	Sanderson Farms, Inc.	27-Jun-22	<p>As P7264 was returning from lunch on 27 June 2022, there was a weld on a guide bar entering the scalders that failed. This was before 19:08, probably around 18:55. This caused the live hang line to jam.</p> <p>When this occurred some birds were already in the pickers. I found out about this and went back at 19:28. Maintenance was working on the broken rod. There were conscious birds both before the stunner, and after, before the cutting blades.</p> <p>The birds in the stunner were dead, with their heads totally submerged in water. I asked why the stunner had not been lowered so the birds would not die by other than slaughter. Both REDACTED REDACTED and REDACTED REDACTED said this was not possible at P7264.</p> <p>REDACTED REDACTED said the stunner could be drained in 5-10 minutes, which he rapidly revised to about a minute.</p> <p>While awaiting repairs, I had REDACTED REDACTED remove such conscious birds as he could safely remove from the line. I also asked that the start up be slow, to give the back up killer a chance to keep up. Repairs were completed at about 19:49.</p> <p>At about 20:45, in company with REDACTED REDACTED and REDACTED, and REDACTED REDACTED, REDACTED REDACTED went to do a closer examination of the live hang area. There does appear to be a hydraulic control to lower the stunner. REDACTED REDACTED said it had never been tried. I recommended that it be tested at end of shift tonight.</p> <p>Given that breakdowns are not an uncommon occurrence in a chicken plant, FSIS would like to ask P7264 what their plan is to avoid having birds die other than by slaughter in the event of a breakdown.</p>
P7264+V7264	Sanderson Farms, Inc.	7-Jun-22	<p>At approximately 12:15, a truckload of chickens overturned between the live haul shed and the dumpsters at the back of the property of P7264.</p> <p>The time is approximate because USDA was not informed until about 13:35, and they said it had been going on "about an hour". Further questioning of the plant established the time at 12:15, not at 12:35 as we were initially informed.</p> <p>Upon arriving at the location, there was a trailer laying on it's passenger side. The cages were still mostly in their usual position. Most of the birds were dead already, being under</p>

			<p>other birds. Plus it was 90 deg with a heat index of 97.</p> <p>The actual cause is difficult to determine with certainty. The is because the driver is actually an employee of Sanderson's McComb Production Division, with no chain of command through here at Sanderson's Hammond Processing facility.</p> <p>The physical evidence suggests a couple of possibilities.</p> <p>The right side of the landing gear on the trailer was bent backwards. The first possibility is that the trailer either became unhooked through operator error or mechanical fault, then suffered a second mechanical failure of the landing gear. The other possibility is that the driver failed to raised the landing gear enough, and the right side of it dragged the ground as he was making the left hand turn. This caused the gear to bend backwards, and the friction of this caused the trailer to unhook. Occam's Razor suggests the second scenario to more likely to match the facts.</p> <p>A wrecker was brought in to right the trailer, and it was righted at 14:12. The establishment has 3 people, including the REDACTED, going through each cage as a forklift turned them to be accessible. They were placing the dead birds in a vat to be rendered, and placing the few live birds into an undamaged cage for later slaughter. Only 20 birds were salvaged, with about 3000 dead.</p> <p>When I personally left the scene at 14:45, this process was ongoing. REDACTED REDACTED remained on scene to monitor the establishment's procedures.</p> <p>REDACTED REDACTED remained on scene until clean up was completed at 16:20.</p> <p>I have already informed REDACTED REDACTED that the hour delay between the incident and informing USDA was unacceptable.</p> <p>Immediately after the accident, the driver was brought into the Hammond Processing facility, and tested for drugs and alcohol at the nurse's station here. Those tests were negative. The driver was then immediately terminated.</p>
P7264+V7264	Sanderson Farms, Inc.	22-Apr-22	<p>On 4/22/2022, while performing a Good Commercial Practice task, REDACTED REDACTED notice the following: 2 birds, 1 at 15:07 and one at 15:08 who were conscious entering the scalders. The first bird did not appear to have it's neck cut, the second bird did. Both birds had their necks flexed, eyes open, and were looking at their surroundings. This is a violation of 9 CFR 381.65(b). REDACTED REDACTED was notified at approximately 15:12.</p>

			Corrective action: Plant made adjustments to the saw at 16:00 and added a second humane attendant for the rest of the shift. FSIS rechecked the scalders at 21:00 and saw no more conscious birds entering the scalders.
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