

ETHYL INTERNATIONAL
DIVISION OF ETHYL CORPORATION

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U. S. A.

August 28, 1968

Dr. Robert A. Kehoe
Kettering Laboratory
Eden & Bethesda Avenues
Cincinnati, Ohio 45219

Dear Dr. Kehoe:

I have read your committee report with great interest. I was surprised to find in some cases we evidently did not give you complete information. I will attempt to give the missing information in this letter in case you wish to revise your report.

On page 7 in the discussion of the spill from the M/V EID at our Dordrecht terminal, the wording in the parentheses (unfortunately, nothing has been done, it seems, to prevent the recurrence) concerns me greatly because it is my direct responsibility to see that corrective action is taken. I can assure you that a lot of things were done.

1. The owners of our chartered vessels have had difficulty in finding reliable British officers. I was dissatisfied with the master's action when the spill occurred and during the investigation afterwards. A direct result was a replacement of the master with a new master. We have also been working with the owners to get better officers under the master and have made some progress.
2. We adopted the double checking procedure. This requires one officer to set the valves and another officer to check the valves. A written report is prepared during checking. The second spill should not have occurred with this procedure except that one of the officers failed to do his duty. He was fired immediately by the master.
3. We also adopted the procedure that an Ethyl representative would be on board the ship when the ship made deliveries. The reason for the

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minimum spill on the second occasion was that Mr. Korosmezey, from our Brussels office, was filling this assignment and acted quickly when the incident occurred.

4. We have investigated various methods of piping and valving and instrumentation to prevent a reoccurrence. The best correction we have developed is an instrumentation system whereby the unloading pumps will not operate if any one of the eight cargo tanks is over filled. There will probably be maintenance problems with this system but we plan to install this arrangement on our third vessel which is being built at present. If we are successful with this arrangement, we will install it on the M/V EID.

On page 8 the last paragraph deals with making long deliveries by tank truck from our Dordrecht terminal to Spain. You are correct that the installation of the terminal at Cadiz, Spain eliminates this long trip. However, no mention is made of trucking fluid from the Dordrecht terminal to Italy as we are presently doing.

On page 12 you mentioned that the housekeeping was poor in the lead recovery area of the Greek plant. I was surprised at this comment because on my several trips to Greece, the lead recovery area has been an outstanding example of good housekeeping.

On page 18 the next to last paragraph refers to the contamination of hoppers with vapors from the stills. I believe this was intended to be vapors from the autoclaves.

On page 28 the statement is made that our vessels for bulk shipment of fluid are owned by the Ethyl Corporation. These vessels are chartered by the Ethyl Corporation but are owned by others.

I did not intend to make this so lengthy, but I thought you might be interested in the additional information.

Sincerely yours,

F. A. McCoy
F. A. McCoy

FAM:ns

cc: Mr. D. E. Park
Mr. K. C. Jost
Mr. Morris Shonfield

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