

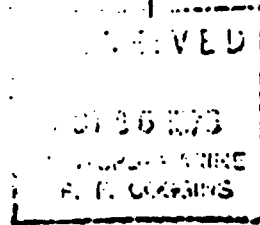


U.S. DEPARTMENT OF COMMERCE
Maritime Administration
Washington, D.C. 20235

Marinite Product file

October 23, 1973

Johns Manville Sales Corporation
Attention: Mr. P. F. Coggins
Area Sales Manager
270 Madison Avenue
New York, New York 10016



Subject: Request for Performance Evaluation of J.M.
"Marinite" Joiner Bulkhead Panels Aboard
S.S. SEA WITCH as Result of Collision and
Fire on June 2, 1973 with S.S. ESSO BRUSSELS

Reference: (a) Meeting at MarAd, October 18, 1973 attended
by:

Mr. P. F. Coggins - Johns Manville Co.
Mr. L. D. Pollard - MarAd
Mr. B. Tower - MarAd

Gentlemen:

This is to acknowledge our conversation during the occasion of Reference (a) meeting. Your request for our evaluation of the subject material based upon our survey of S.S. SEA WITCH after the fire may best be answered by quoting, in part, from my own report to the Maritime Administration.

- 5 - "Joiner Bulkheads, linings and ceilings As specified in MarAd Material Specification 32-MA-5b are of asbestos fiber, hydrous calcium silicate and an inorganic binder. In every case the 'marinite' material preserved the integrity of the space it was designed to protect. Only in way of the reefer explosion where the paneling was blown down did fire break through and consume the contents of the space. In contrast, the flammable material in ESSO BRUSSEL'S joiner work was largely responsible for the complete destruction of the accommodation spaces and the attendant loss of life aboard that ship."

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12 - "Hundreds of American seamen owe their lives to the use of asbestos based calcium silicate bulkhead material.

The elimination of asbestos based materials is under serious consideration in view of health hazards apparent in manufacture and field cutting. It has been shown that asbestos dust has been responsible for a form of lung cancer known as mesothelioma.

Correspondence with manufactures in this country reveals that significant steps are under way to eliminate the hazard. If we are to effectively continue to safeguard American ships from fire hazards we should approach with caution the elimination of asbestos which has no substitute known to us, with equal fire resisting integrity."

We hope that this fulfills your request and may we take this opportunity to thank you for the cooperation you have displayed in past years without which our specifications would certainly have been incomplete and infinitely more difficult to maintain.

Sincerely,



LEON D. POLLAND
Division of Ship Design
Office of Ship Construction