

For example, you gave two illustrations of drum failures, both due to violations of relatively simple principles in handling drums of fluid. One drum failed when pierced by a rail which had slipped out of the sling. The drums had been loaded between decks before the steel was loaded into the hold. We believe that the steel should have been loaded first, in which event the accident would not have occurred. Of course I realize that in wartime we cannot be one hundred per cent successful in making the proper arrangements for loading drums of fluid.

The second case was when a drum got away when released from the rope sling. It might appear that with the ship down by the stern, perhaps the dewatering should have handled each drum, just to prevent such an occurrence.

Thus, here are two relatively simple arrangements for drum handling. The complications of handling in loaded tanks would be much more involved, and I would be inclined to think that even one isolated case of temporary or equipment failure in that event would lead to much more disastrous results than in the case of drum handling.

Yours very truly,

W
C. Hassenstein
Resident Manager

6:47

RE 0015758

N19644

CC: Mr. T. B. A. Brown
Dr. R. A. Kohoe
Mr. O. B. Leeds
Mr. J. H. Schneider

May 1, 1945

Mr. H. Roscoe
The Associated Ship Company Limited
Artillery House, Artillery Row
London, England

Dear Mr. sb:

I have received copies of your letter of March 13 to Mr. Leeds and of his reply of April 24. Among other things this deals with your suggestion of developing a transportation system to substitute for the handling of drums in large quantity. I don't think it is necessary for me to add to Mr. Leeds' general rejection on the basis of effort and expense, except to point out that in my opinion, there would be serious hazards in attempting to transport loaded tanks of fluid. In general, I believe the hazards would be greater than those attached to drum handling.