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STRICTLY CONFIDENTIALASBESTOS HAZARDS

We refer to the meeting we had with Mr. J. Waddell and Mr. D.B. Lodge in the Airport last week and on which occasion we mentioned that we had discovered that Mr. Homann Pedersen had issued another report in continuation of the first report dated 7.11.1967.

We are very pleased to inform you that we have succeeded in obtaining a copy of this new report, dated 28.2.1968, and which has been sent to the Association of Shipbuilders in Denmark in an even more restricted number and even more confidentially than was the case with the first report.

We think this memorandum calls for a few comments. With the readers it must leave the impression, we feel, that all that was said in the first report is unchanged, and it is once more mentioned that the World Health Organization has taken a part in providing facts for this report although we got the very firm impression that W.H.O. officially had nothing to do with it. It also repeats that Dr. Grut has expressed as his opinion that asbestos products and products containing asbestos should be avoided on board ships whenever possible. We cannot deny that Dr. Grut has said so, but we cannot help doubting it either, because Mr. Grut was not just as radical when we met him together with Dr. Holmes.

It must be admitted though that in the Addendum Mr. Homann Pedersen does mention that he has discussed the matter with Dr. Holmes from the Asbestos Research Council, but he very carefully explains that "the Asbestos Research Council is being financed by British asbestos industry", and when quoting "Codes of Practice" mentioned by Dr. Holmes he quotes a remark like "according to the English bill, overalls may not be taken out from the factory unless they have been dropped into containers marked "DANGER" - containing asbestos contaminated clothings". There is no doubt which effect such a detached remark can have on the readers.

He also says that Dr. Holmes took a considerable interest in the special framing system which he had introduced, but he does not explain that this interest was before Dr. Holmes realized that the system was already generally known in England.

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As a matter of fact, this report seems quite unaffected by the information and the views given by Dr. Holmes when he visited Mr. Homann Pedersen in January of this year. In our opinion it must leave the readers with the impression that asbestos is dangerous and must be avoided whenever possible.

We have given much thought to what our next step could be if we want to carry on the discussion any further. It might then be an idea to contact the Association of Shipbuilders suggesting to them that Dr. Holmes read a paper to their members and answered questions about the problems which have come up lately concerning possible risks by handling asbestos, and precautions to be taken. If such a suggestion could be accepted, it will mean that your views will reach the members who have now received Mr. Homann Pedersen's views so far.

In such a meeting we may include The Danish Asbestos/Cement Factory, and the three big insulating contractors Persolit A/S, Aug. Olsens Eftf. and Ika A/S, just as an invitation should be considered sent to the ship's inspection and Dr. Grut. Before putting forward the official suggestion we shall have to find out unofficially whether it will be accepted by the Association. Will you kindly let us have your comments on this possibility.

Concerning the Association of Shipbuilders we have tried to find out who they are. Until now we only know the name of Mr. Homann Pedersen and cannot find any reference to the Association in any directory. We shall continue our investigations and shall let you know as soon as we have the facts.

Finally we are also pleased to tell you that we think we shall be able to obtain a copy of the draft for pipe insulation which we understand the Standardizing Committee has prepared. Immediately we succeed, a copy will be sent to you.

LEINAR JUEL & CO. A/S

*W. J. Juel*