

*Exhibit*

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Memorandum on Baton Rouge Plant

*Aug 1939*

- (1) There was noticeable odor about many of the open still man-heads, particularly on still B-15. Several of these man-heads were warm to touch and two possibilities are suggested. First, that the water jets were not functioning properly; or secondly, what is more likely, they are not permitted to run for sufficient length of time to cool the manheads prior to opening.
- (2) Certain of the still operators have the practice of entering the still enclosures while distillation is going on (Temperature 100°), and releasing four bolts on the manhead so that the still may be opened more quickly and the contents dumped at the completion of the run. Fisher was advised of this practice and its discontinuance urged. The tendency to hasten the opening of these stills probably contributes to the odor about the open manhead covers.
- (3) Sight-glasses remain something of a problem. There were leaks with considerable odor around sight-glasses on blenders No. 3 and 7. No entirely satisfactory type of sealing compound has been found for this purpose.
- (4) As repeatedly noted before, samples of Fluid are left standing on the floor of the buildings prior to collection. At the time of this visit several were found on the floor of the blending building.
- (5) Considerable odor was noticeable in the bulk storage pump house. There were no noticeable leaks about any of the lowest pumps, nor was any single source of contamination

located, but there was considerable tetraethyl lead vapor in the air.

- (6) There was marked odor in the tank car cleaning house, some of which emanated from the drumming booth, but the greater bulk of which apparently came from the one sewer opening in the building. The arrangement at Baton Rouge is to have the contents of the tank cars pass through a separate sewerage line into the nearest sludge pit where it is handled with the remainder of the sludge. Monahan did not know whether the sewerage line from the tank car cleaning house was connected with the outside lines into which the tank car sludge was drained.
- (7) The stand-pipe kept outside the tank car cleaning house and used for cleaning of tank cars was a source of considerable odor as is the case with the stand-pipe at Wilmington. Monahan will discuss this with Schaefer at his next visit and will make arrangements for handling this stand-pipe in kerosene as is proposed for Wilmington.
- (8) Sanford will enlarge the group of men under study for excretion. C building has been in operation since July 1 and a group comparable to those in the other buildings will be drawn up for C building.
- (9) At our request, at least one tank car washman will be added to the group. This strikes us as being the most hazardous occupation in the plant.
- (10) It is planned to see John Schaefer relative to drum shipments from the Baton Rouge plant. Two shipments have gone out

by rail and truck to the Baton Rouge refinery where they are transshipped by barge to their plant at Memphis.

As there are no adequate drumming facilities at Baton Rouge and no facilities at all for the proper cleansing of drums, it is our feeling that this practice should be discontinued. At the present time clean drums are being shipped from Wilmington and are stored in the blender building. The most recent shipment arrived improperly cleaned and had to be rebunged and shipped back to Wilmington to be exchanged for fresh drums. This leads to further unnecessary nuisance and hazard.

- (11) As Sanford has no explanation for the high results which have occurred, our own feeling is that they may be correlated with some of the practices and observations listed above and also to the fact that now that the operating crew is well trained and established in their positions, more attention be paid to time.

August 10, 1939

Dr. Willard Machle