

April 5, 1939

Mr. J. H. Schaefer
Ethyl Gasoline Corporation
Chrysler Building
New York City
New York

Dear Mr. Schaefer:-

I am returning to you herewith Mr. Gresslin's memorandum of March 24th which you sent me for examination. I have no comments to make in addition to those which you have already taken into account. I think, however, we should take immediate steps to determine just how far the regulations in question apply. If they do not apply to such ships as those of the Texas Company, and to situations such as those involved in the transportation of Fluid on tank ships from one plant to another within the same industrial organization, then we can afford to allow the situation to rest as it is. If, however, these regulations do apply to such vessels and to such situations, then I am disposed to believe that we should go very slow in any attempt to obtain exceptions to the general rule. I should hate to see Ethyl Fluid being generally transported by methods similar to those the Texas Company is now using. Therefore anything which might involve an extension of this practice should be examined thoroughly in detail. We can not afford to suggest or to condone the use of practices which can be made reasonably safe only through the application of extensive and persistent supervision on our part.

Very truly yours,

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Robert A. Kehoe, M.D.

KE 0000925

CC Dr. R. A. Kehoe

March 28, 1939

Memorandum to:

Mr. E. J. Gresslin

Thank you very much for your letter of March 24 regarding proposed rules and regulations now being drafted by the U. S. Department of Commerce, Bureau of Marine Inspection and Navigation, concerning handling of explosives and other dangerous articles on board vessels.

I see nothing particularly objectionable to the proposed regulations to which Motor Fuel Anti-Knock Compound may be subjected. I do agree, however, with you that we should make some attempt to restrict the general provisions for the inspection of package goods.

I am not quite clear from the information you have given me whether the regulations will apply to all vessels, including those privately owned. I have in mind particularly the situation which occurred with the Texas Company concerning the handling of fluid both coastwise to Port Arthur and from Port Arthur to Belgium. As you know the stowage was made under deck in cargo hatches but it was approved by us because of the particular conditions of the case. You might discuss this matter further with Mr. Wasserman if you are not entirely familiar with all phases of the discussion we have had with Texas. If there is some question concerning the application of the proposed regulations to such vessels and if you know the entire story, you might bring this to the attention of Mr. Oldis of the Texas Company. Otherwise let me know and I will be glad to forward him your advice.

J. H. Schaefer

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Dr. Kehoe: Please note the attached and return to me with your comments.

J.H.S.

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