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CABLE FROM LONDON - WESTERN UNION 7-29-43 3:20 p.m.

DR. ROBERT A. KEHOE

SUBJECT OF CLEANING OCEAN TANKERS USED FOR TRANSPORTATION LEADED FUEL HAS NOW ASSUMED SOME IMPORTANCE. WOULD REFER RISSO-GILL'S LETTER TO YOU ON NOVEMBER 4 LAST. WE DID NOT RECEIVE COPY YOUR REPLY WHICH UNDERSTAND WAS DATED DECEMBER 15 AND WOULD THEREFORE APPRECIATE YOUR CABLING BRIEFLY YOUR COMMENTS ON POINTS RAISED GILL'S LETTER. EARLY REPLY MUCH APPRECIATED.

ASSOCIATED ETHYL

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*See reply 7/30/43
under Brown.*

is quite awkward, since in attempting to do this, one is likely to run afoul of other types of regulations. Because of this fact, we introduced our regulations for tank cleaning in a very simple form so as not to conflict with regulations which had to do with prevention of fires and the avoidance of other hazards with which we were not primarily concerned. The result was that finally the instructions for tank cleaning issued by the A. P. I. were completely rewritten to include the additional precautions required to avoid danger from lead. The ideal procedure would be to do the same thing with reference to the cleaning operations on tank ships. I wonder, therefore, if it would not be possible to find out what regulations or instructions are in effect on board ships of various distributing companies. With such information at hand, we could fit our requirements into those already existing. To do the thing otherwise would probably mean that our instructions would either be ignored or would be resented as unduly burdensome.

This is not a new idea in connection with tank ships, but the fact is that we have had considerable difficulty in finding out just how cleaning is handled by various fleets. Some of the

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