

Interoffice Communication

To John Friend, Lake Charles VCM Plant
 From John F. Pinkman, Supply and Distribution, Houston
 Date May 17, 1977
 Subject Requirements for EDC Ships

FU
 6/16/77
 JAL
 JF Respond or get?

I received a copy of your letter to Bob McPherson and was happy to have a clarification on what your requirements are for ships chartered for EDC transport. I would like to offer the following comments.

1. The only other company that I know of requiring nitrogen purging is Dow Chemical, and Dow, I understand, is the largest shipper of EDC. For what it's worth, my understanding is that when a ship comes in to Dow's dock, they do the following:
 - a) Blow the lines with compressed air. In addition, if the tank has coils, the coils are blown with compressed air and then blinded.
 - b) After the tank has been inspected, they sweep it with nitrogen, using 95 pound pressure with a 2-inch hose, after which they proceed with the loading of EDC.
 - c) There is, I am told, no requirement for blinding off any of the lines other than the steam coils.
2. In item 5, you indicated that the use of the ship's inert gas generator is not acceptable. For my own information, I would like to know why you are ruling out inert gas purging. Most of the gas ships carry inert gas generators, but I don't believe very many of the chemical parcel tankers are equipped with inert gas generators. However, for discussion with the shipping companies, I would like to know what your objection is.

*Incomplete combustion
 & rust in the
 seen in one VCM
 ship since 1974*

3. In item no. 7, on ships arriving with other cargo aboard (EDC or otherwise), we would blind off all lines, vapor or liquid, that connect loaded tanks to the tanks to be inspected. Most of the new chemical parcel tankers (and by that I mean ships built within the last three, perhaps four, years) are now being built with totally independent systems; that is, each tank has its own pump loading and discharge lines that are not common to the rest of the ship. I assume that wherever this is the case, there would be no requirement for blinding.

*If no common
 connection to
 tanks inspected
 blinding not
 required*

On older ships that have the conditions you refer to, we will attempt to insert this requirement, as you requested. I think all should be aware, however, that we could run into trouble with this. Depending on the piping lay-out of the ship, the ship owner may a) refuse to do this for the parcel we have, and to a large degree his refusal will be

*Option is big
 ship in for our
 cargo first or
 not inspect
 th have ship owner accept responsibility*

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based on the size of the cargo. For 1,000 tons or less, this may be a difficult thing to obtain. b) The ship owner may agree, but there may be a substantial economic penalty which would have to be reviewed in light of the net-back required for the particular shipment.

I realize that these requirements are being set forth in the interest of maintaining the highest personal safety and protecting product quality - and these certainly have to be our main considerations; but for those who have the responsibility of accepting EDC shipments, these increased requirements will require longer lead times in order for us to find suitable vessels capable of meeting these requirements. Therefore, it will be very important that we have as much flexibility as possible in establishing shipping dates.

Original
John F. Pinkman

John F. Pinkman

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CC:✓

JAD:WVH:TJG:TSR:WRH:KC:CB:CL:CK:RDG:RHC:RWM

VVC 000019399