

Interoffice Communication

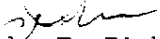
To J. DiBernardi, Lake Charles VCM Plant

From John F. Pinkman, Supply and Distribution, Houston

Date March 7, 1977

Subject "NESTEGAS"

I spoke to you on the phone concerning the attached letter, and was under the mistaken impression that I had mailed it to you. Since I cannot find any letter of transmittal, I assume that I have not sent you a copy, and am therefore attaching a copy to this note. Obviously, as in many of these cases, the captain can do no wrong, and I would appreciate your comments as to how factual their statements are.


John F. Pinkman

mn
✓ Enclosure

*Comment letter out
3/22/77*

*I am right
If there ^{that}
include vapor
loss, there
are incredibly
huge ~~to~~ VCM
emissions.*



GAZOCOCEAN

21, AVENUE GEORGE V - 75008 PARIS

MEU/15021/77 - MN

Paris, January 25th, 1977

CONOCO CHEMICAL COMPANY

P.O.Box 2197

HOUSTON, TEXAS 77001

RECEIVED

FEB - 1977

Attention : Mr John PINKMAN.

JOHN F. PINKMAN

Dear Sirs,

- g/t "NESTEGAS" Lake Charles, Oct. 02nd, 76, voy 45 -

Referring to your interoffice communication letter dated October 11th, 1976, please find herewith a copy of the detailed self explanatory report we have received from Master through the Owners of the vessel M^{re} NESTE OY.

Wishing you a good receipt of same, we remain, dear Sirs,

Yours faithfully,

G. YANG.

Encl.

G. Yang

VVC 000019407



To: Mestre Oy, Marine Department
From: Master, LPG/c MESTEOAS
Subject: Loading VCM at Lake Charles on October 2 to 3, 1976
Date: 21st December, 1976

Before loading was commenced it was agreed between representatives of the Shipper and the Ship that appr. 25 metric tons will be loaded into tanks Nos. 2, 4 and 6. In Houston the ship had taken a part-cargo of isobutylene, which had been loaded so that tank No. 3 was full and tank No. 5 had a 5.77 metre sounding, i.e. the free liquid level was very high.

Contrary to what was agreed beforehand about loading 25 metric tons per tank into Nos. 2, 4 and 6, the Shipper asked that, before taking samples, 120 - 130 metric tons be loaded into each of the mentioned tanks. As the tanks already held appr. 30 metric tons VCM-liquid, loading caused the ship to tilt sideways to the right against the dock. Loading was discontinued at a list of 6-7 degrees.

Samples were taken from the VCM-tanks, and at the same time attempts were made to correct the ship's position with No. 4 SB bottom tank. Because of the large free liquid levels the ship then tilted sideways to the left, which, of course, caused the ropes to tighten, but under no circumstances did the ropes prevent the ship from turning over, as stated in Mr. Friend's note.

According to Safety Rules at every Port the loading hoses must be connected loosely enough without danger of the hoses breaking due to movements of the ship or the tide.

Attempts to correct the ship's position were again made when samples were being taken, and as a result the ship tilted again, 6-7 degrees to the right in which position she was left.

After this the ship was loaded a tank at a time and she straightened herself, without changing the ballast, when the draught increased and the free liquid levels decreased. This proves that the list was not caused by changing the ballast but by the free liquid levels which became too large when the Shipper, contrary to what had been agreed in advance, wanted to load larger quantities before taking samples. Had the agreed procedure been followed no list would have taken place.

It is also somewhat surprising that no comments were made to the Master about what had happened, not when it happened, nor during the whole time the ship was in port.

VVC 000019408

W. J. Friend

Master of M/V MESTEOAS