

Temporary Officers are: D. E. Parsons of the National Bureau of Standards, Chairman; Theodore I. Coe, Vice Chairman; Donald Tulloch, Jr., Secretary. H. W. Greider, D. T. Colton and C. R. Hutchcroft were recommended as additional members of the Advisory Subcommittee.

The subcommittee organization for the present will be limited to the formation of one group to cover methods of test.

ASBESTOS SUITS FOR PIPELINE SALVAGERS

The gasoline pipeline under the English Channel to France (named "Pluto") which supplied the Allies in their drive across Western Europe, is being salvaged for the British housing drive. The first stage of salvaging the estimated 10,000 tons of material—lead piping to be converted into lead sheets for house construction, and steel wire to be used in building steel reinforced concrete roads, was recently completed, with the docking of the cable ship "Empire Taw" at Southampton with a full cargo.

During operations "Pluto" was found to be still holding pockets of gasoline, and when the pipe was lifted above sea level to the bow of the vessel, the gasoline dreamed out for two hours, covering the sea around the ship.

Because of the risk of fire, men engaged in cutting work as the pipe was gradually hauled up, wore special asbestos suits, and cut with a hand hacksaw to avoid sparks that would likely be emitted if electrical apparatus were used.

The "Empire Taw" will collect a length of 16 miles and then leave a buoy to mark the end dropped in mid-channel; the "Empire Ridley" which can take aboard 60 miles of pipeline, will then take up the salvage work.

Each mile contains about 23 tons of lead and 23 tons of steel. The asbestos suits will have to be worn throughout the entire salvaging operation.

Building activity will be the key to the nation's economy—Journal of Commerce, Sept. 12, 1946.

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"ASBESTOS"—October 1946



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