Monsanto

FROM (NAME & LOCATION): James Roder - B2S J

DATE: October 18, 1971

SUBJECT: TRIP REPORTS

REFERENCE:

TO : C. Paton
B2S H

cc: H.R. Ford - 1070
J.G. Frederiksen - 1460
T.L. Gossage - B2S L
N.T. Johnson - B2S J
D.E. Roush - B2S H
D.W. Stegen - 1460

Shell Oil Company
New Orleans, Louisiana

Date of Call: October 11, 1971

Personnel Contacted: Ken Arnold - Engineering
Dan Murphy - Engineering
D.W. Magnus - Safety

Shell is quite concerned over the unavailability of Therminol FR for their new platforms in design. The loss of FR may cause them to take a whole new look at the method of heating on the new platforms but for now they must use a fluid as Murphy's project is ready to be awarded. Companies bidding on the project include PSI, Crest Engr. and Hutchinson Hayes.

Therminol will be heated in an exhaust heat recovery unit with gases supplied at about 900-950°F. from a gas turbine. They are fearful of using Therminol 66 because they have gas temperatures over the AIT of Therminol 66 and even commented that Dowtherm G with its + 1100 °F. AIT might be the answer.

We did review the possible methods of fire protection with them and their safety engineer Magnus. He appeared to be a very conservative person but I believe we do have Arnold and Murphy convinced that Therminol 66 can be used safely provided precautions are taken at the exhaust heat recovery unit.

1. Exhaust stack temperature switch which could detect fire in the tube section and release a snuffing material.

2. Differential pressure switch across the tube section which would signal a tube failure and activate a two way control valve to bypass flow away from a ruptured tube.

A decision on the fluid must be made within the next two to three weeks. The only information they need from us at this point is any data we have on the explosiveness of Therminol 66 such as that prepared for the hospital applications.

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A visit here was prompted by our attempts to locate a company who could offer a method to supply fluid in either drums or skid tanks to offshore platforms. After talking to Treleaven it appears that we may have been hoodwinked by Coastal into believing they really offered a service. According to him, Coastal did not supply a boat but merely delivered the drums or skid tanks to a dock where the customer picked up the fluid in their own boat for delivery.

Coastal did loan or rent the skid tanks, however, and possibly advised or loaned a man to supervise filling.

Pedco has some potential for us in that they have the largest network of warehousing and dock facilities in the Gulf Coast area. They could provide the same day service that customers now have to wait two days for in getting a shipment from Houston. They could also provide skid tanks if the potential warrants.

No further action is required on our part but Treleaven will provide an estimate of storage and handling costs for Therminol products based on a minimum 30 drums and a maximum 60 drums should we need this type of service.

Pedco is presently our distributor for Pydraul AC.

Chevron Oil
Lafayette, Louisiana

Date of Call: October 12, 1971

Present for Chevron: Leo Gray, District Engineer
Joe LaBlanc, District Prod. Mgr.

Gray confirmed that they had definitely purchased and received a charge of Safeheat 600 chlorinated biphenyl for their new offshore platform. They did purchase the fluid from Coastal Chemical and told us that a Houston chemical company had made the product. He did not have a sample of the fluid. We offered our services in the testing of any samples made available by Coastal.

The major reason they were so concerned about this platform is that the living quarters are on the same platform as the Eclipse heater and this could not be changed. Future platforms will not be designed this way and our interpretation was that they would never again use a PCB material. This does not rule out other methods of heating such as steam, direct fire or Dow G.

Gray estimated about four new platforms for them in the next year.

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