

MOBILE EQUIPMENT

September 5, 1940

Memorandum on Barges

As a consequence of the activities of a safety representative of the Ethyl Gasoline Corporation in Jacksonville, Florida, the United States Department of Commerce, Bureau of Steamboat Inspection and Navigation, became concerned about the possible hazard to barge inspectors and addressed the American Petroleum Institute for advice. A meeting was held in the offices of the American Petroleum Institute for discussion of this question, and the attached sheet lists the names of the people present.

We expressed the opinion that no hazard was to be expected from the cleaning of barges, that precautions need not be taken, and that all the information that has been obtained to date was in support of this point of view. It was decided that the American Petroleum Institute would advise the Director of the Bureau of Marine Inspection and Navigation, that there had been no change in the situation and that they should act in accordance with the former advice and take no special precautions when inspecting barges.

Mr. Moss of the Atlantic Refining Company has had a small group of tanker inspectors and repairmen examined periodically for some time. These men have remained entirely well. In 1934 the Atlantic Refining Company had a number of samples of sludge and scale analyzed for their Research Department. No lead was found.

It appeared that practices in cleaning tankers varied. In one company the maintenance men did the cleaning and worked 6 to 8 hours a week in removing sludge, after the bargemen had left,

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then carrying out any repairs that were indicated. In the Atlantic Refining Company, the relief men did the cleaning and worked about twice a week and have been doing this over a period of 4 or 5 years, in which time they have been examined weekly.

It was the consensus of opinion that for every cargo of leaded gasoline loaded, several other heavier cargoes are usually carried in the same hold and that frequent change-over is the rule.

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