

ETHYL GASOLINE CORPORATION
MANUFACTURING DEPARTMENT

MANUFACTURING DEPARTMENT

Copy: Mr. A. E. Wittmacht
Dr. R. A. Kehoe
Mr. L. W. Armstrong
Mr. K. L. Armstrong
Mr. A. P. Stover

J. H. SCHAEFER
MANAGER

MAIL ADDRESS: BOX 668, WILMINGTON, DEL.
FREIGHT ADDRESS: CARNEY'S POINT, N.J.
TELEPHONE: PENNSGROVE, N.J. 280, EXTENSION 213

JANUARY 25, 1938

Clyde-Kallick Lines
1114 Lincoln-Liberty Building
Philadelphia, Pa.
Attention: Mr. S. A. Konfacht
Commercial Agent
Gentlemen:

Reference is made to shipment of four drums of Motor Fuel Anti-Knock Compound consigned to the Texas Company at Ft. Charleston, S. C., via the SS/QUINCY from New York on January 1st.

I quote herewith excerpt from the inspection report submitted by our Mr. L. W. Armstrong, who contacted your Mr. Manuel and Mr. Hartner at your New York pier.

"Storage Remarks - This shipment was loaded when I arrived at the pier and upon making inspection of drums and their position of stowage, I found three three-decks, with crates of apples, mush-rooms, lemons and parsnips loaded on top of the drums and all around same. This situation was taken up with pier Superintendent Manuel, and he called all of the supervisors together and explained once again the full procedure of handling and storing drums of Motor Fuel Anti-Knock Compound. I criticized them very severely for the carelessness in which they were handling this particular shipment and warned them that they would have to forgo any business in the future if they did not follow our requests for handling. Mr. Manuel had the shipment moved to a safe place away from foodstuffs and other materials and assured me that he would personally see to it, in the future, that our shipments were accorded correct handling. He did remark that probably the reason he had not been notified of these drums being there was due to the fact that the shipment only consisted of four small drums. On the larger shipments he is always given information of handling".

While Mr. Armstrong and Mr. Manuel have undoubtedly made arrangements for satisfactory handling in the future, nevertheless, I believe this case merits our writing you at this time. I cannot possibly see how anyone intelligently handling these drums could have stored them along with foodstuffs. I am attaching hereto the regulation Interstate Commerce Commission poison label and also a sample of the large decalcomania transfer which are applied to each of our drums. In both cases, the following is shown in large red letters:

"WARNING - Keep away from feed or food products"
"POISON"

N 5617

Clyde-Mallery Lines
Philadelphia, Pa.

-2-

January 25, 1935

I am sure that you can see the far reaching potential consequences of the mistake your pier people made. If by any chance there had been a leak of this fluid and as a result the food had been contaminated and the leak undetected there would probably have been many people fatally poisoned and I, therefore, cannot emphasize too strongly the seriousness of this situation.

Shipments of Motor Fuel Anti-Knock Compound should be stored on-deck whenever possible away from anything that is subject to contamination. We do, however, give a few of the water carriers, including yourself, a certain amount of leeway because there are times when we recognize that on-deck storage is not always practical, particularly in the event of larger shipments because facilities for lashing down the drums to ride well in bad weather are not always available. Therefore, we have permitted on occasions "tween-deck storage, but same should only be done when the shipments can be stored in a locker away from other products and which locker is suitably ventilated. Moreover, such a compartment should have adequate suffer or other independent drainage over to the side of the boat, so that in the event of a leak the material can be satisfactorily flushed from the floor over the side without getting through to any other compartment.

We have been shipping our product via Clyde-Mallery Lines for many years and I hope that we can continue to do so, but in view of the above situation before we make another shipment we would like to have you undertake a full investigation of all phases for handling this material, in order that we can be assured in the future that each and every one of your personnel who handles this material is fully aware of all the necessary information. Upon receipt of your letter that this has been fully carried out, and upon our further investigation for confirmation, we will then ship again via Clyde-Mallery Lines.

I am sorry that it is necessary to take this strong stand, but I think you can fully appreciate our position in the matter.

Very truly yours,

RENTAL CAROLINE CORPORATION

J. H. Schneider

JHS:S

KE 0000849