UC 149-2

PLAINTIFF'S EXHIBIT

UC-3577

UNION CARBIDE

INTERNAL CORRESPONDENCE

METALS DIVISION • P.O. BOX 579 - 4625 ROYAL AVE., NIAGARA FALLS, NEW YORK 14302

To (Name) Mr. E. W. Shortridge
Division UCC - Metals Division
Location Box K
King City, CA 93930

Date February 9, 1977

Originating Dept. "Calidria" Asbestos

Answering letter date

Subject SG-100/UCAL

Copy to Ms. M. Cesare
Messrs. R. E. Byrne, Jr.
R. L. Schult
W. C. Thurber
File

J-2 Privilege

Please note the enclosed copies of Ashley Barnes letter to me and my teletype reply.

I have confirmed that 40-foot containers are available for service from Oakland to Australia, but there are some travel limitations for 40-footers in Australia.

Per our telecon on February 4, please advise if the cost of 100-lb. bags on shrink-filmed pallets would be about equivalent to what we are doing now. Do you have the 100-lb. bags and necessary shrink-film, and what is the maximum net weight capacity of 40-foot container?

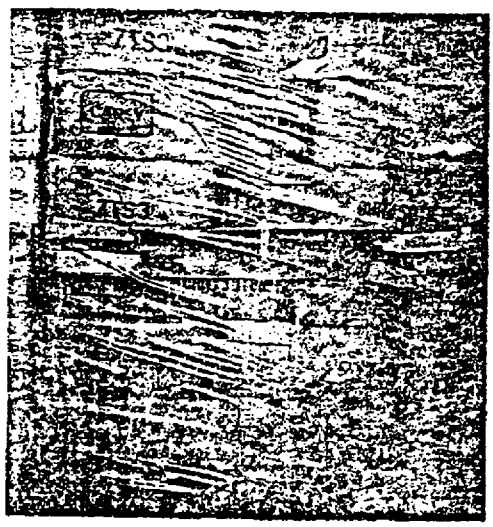
Please note the enclosed information form for Australia's quarantine department. George sent this to me a few weeks ago but we weren't then considering the use of wooden pallets. This should be checked out to determine our responsibilities.

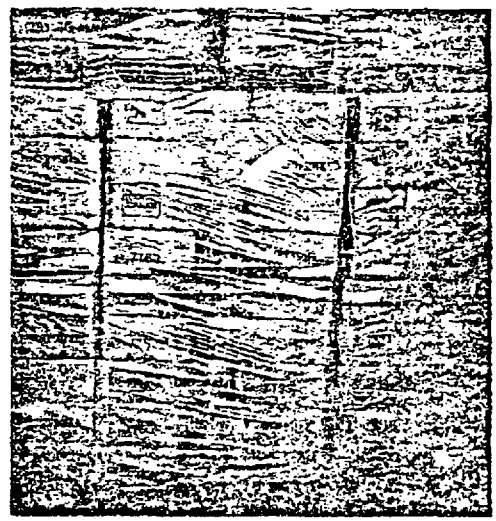
John L. Myers/dal
John L. Myers

JLM:dal
Enclosures

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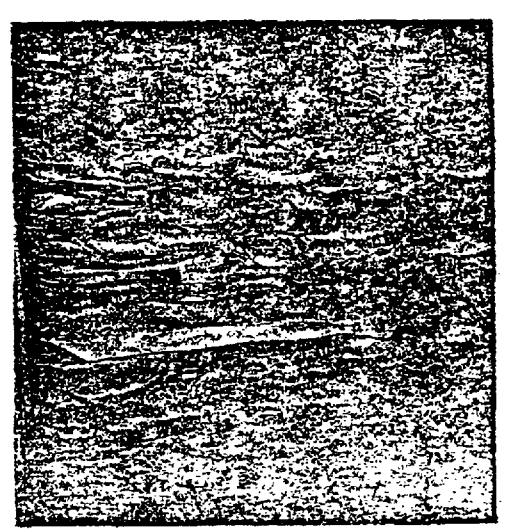
AUSTRALIA CONTAINER SHIPPING





CAREY LOADING





SG-100 LOADING

1/77

UCC 008067

INFORMATION FOR PLANT QUARANTINE DEPARTMENT OF HEALTH, AUSTRALIA

For each container shippers are required to supply the following information for transmission to Australia.

Circle applicable lines:

1. Wooden crates, cases, pallets:
   a. not used
   b. treated
   c. not treated

2. Wooden dunnage:
   a. not used
   b. treated
   c. not treated

3. Straw packing and/or rice hulls and/or similar plant packing material:
   a. not used
   b. used

CERTIFICATE OF CLEANLINESS

THIS IS TO CERTIFY THAT THIS CONTAINER HAS BEEN THOROUGHLY CLEANED BEFORE PACKING AND ALL EVIDENCE OF PREVIOUS CONTENTS HAS BEEN REMOVED.

VESSEL: M/S _____ VOYAGE _____

DESTINED FOR: _____
(Port of Discharge)

CONTAINER NO.: _____

_____
Authorized Signature

_____
Shipper

_____
Date

UCC 008068

UNION CARBIDE AUSTRALIA LIMITED

UNION CARBIDE BUILDING, 157-167 LIVERPOOL STREET, SYDNEY, N.S.W. 2000, AUSTRALIA

G.P.O. BOX 5322, SYDNEY, N.S.W. 2001 • TELEGRAMS: "UNICARBIDE," SYDNEY • TELEPHONE: 2-0656 • TELEX: 20566

25th January, 1977

Mr. J.L. Myers,
UNION CARBIDE CORP.,
MINING & METALS DIVISION,
P.O. Box 579,
NIAGARA FALLS. N.Y. U.S.A. 14302

RECEIVED
FEB 4 1977
UCC-CALIDRIA

Dear John,

Further to my letter of 20th January, 1977. I visited C.S.R. Building Materials to view the unloading of the Calidria Asbestos SG100 which was shipped in container loads on slip sheets. Firstly I must express our appreciation of your prompt shipment of our order, C.S.R. were most impressed. The fact that we ship out of Oakland is a distinct advantage over the Canadians.

Unfortunately the operation was not at all successful but I am sure the problems can be overcome and will not affect our future business. Our problems were caused by C.S.R. not telling me exactly what they wanted or I did not understand and therefore did not correctly relay to you their requirements.

I have enclosed two photographs showing the Calidria Asbestos SG100 as received in the container. The problem that arose was that the bags were loose packed on the plastic slipsheets and during the voyage had moved slightly so that when the forklift with the special grab attachment (first time I have ever seen one) tried to unload the container the load would not slide onto the forks with the slipsheets but remained jammed in the container and the slipsheet by itself came out from between the pallet loads. C.S.R. were not amused as the containers had to be unloaded by manual labour which took 1½ hours/container compared to 20 minutes which it takes to unload a container of Carey Asbestos.

C.S.R. then showed us how the Carey Asbestos is packed and I have included two photographs for your information. The Carey Material is packed, palletised, shrink wrapped and loaded into containers as follows: -

(1) Corrugated Cardboard slipsheets are used (but presumably plastic slipsheets would be just as good, it would depend on price) and the bags are loaded onto the slipsheets and are glued to the slipsheet and to each other with an adhesive strong enough to stop them from moving but they can be removed from each other without the bags tearing. The bags are not individually shrink wrapped.

(2) Another slipsheet is then glued to the top of the pallet load.

cont.....

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(3) A second pallet load is then placed on top of the first and the two pallet loads are shrink wrapped together. The photographs show their method of packing fairly clearly.

(4) The unitised loads are then loaded into a container, the floor of which has been lined with corrugated cardfoard which facilitates the unloading.

(5) In addition to the corrugated cardboard placed on the floor of the container corrugated cardboard is also placed between the two rows of bags in the container, this ensures that even if the cargo moves during shipping it still can be unloaded using a forklift with the special slipsheet attachment.

C.S.R. have requested that we ship future material packed and loaded into the container the same as the Carey material. I don't think this is unreasonable and you probably could have packed this shipment in the manner required if the correct information had been relayed to you. I think that whatever extra cost is involved would be offset by the fact that individual shrinkwrapping of the bags is not necessary. Whether you choose to shrinkwrap two pallet loads together as Carey have done or to shrinkwrap each pallet load individually is left to your discretion.

Please confirm your ability and agreement to packing the materials as required as soon as possible as C.S.R. are looking to placing a further order within the next month.

Best regards,
UNION CARBIDE AUSTRALIA LIMITED
Chemicals Division

ALB:lms

A.L. BARNES
Product Manager

P.S. -
John,
In reading my letter I note that I have refered to pallet loads quite often, of course no pallet is involved. I don't know what the correct phrase is maybe unitised load is a better expression.

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cc: M. Cesare
REB
EWS
RLS
WCT

2/8/77

PLEASE RELAY TO A. BARNES UCAL SYDNEY

I HAVE RECEIVED YOUR LETTER DATED 1/25/77 BUT NOT THE ONE DATED 1/20/77 WHICH YOU REFERENCED IN THE FIRST LINE.

I HAVE DISCUSSED CSR'S PACKAGING REQUIREMENTS WITH OUT PLANT MANAGER AND HE ADVISES THAT WE ARE NOT CAPABLE OF USING THE PLASTIC SLIP SHEETS AS PALLETS IN OUR SHRINK-FILM TUNNEL, AND HE IS SURE OUR LABOR AND MATERIAL COSTS WOULD BE INCREASED EVEN IF WE COULD FOLLOW CAREY'S SYSTEM.

I SUGGEST THAT WE USE 100-LB PAPER BAGS ON REGULAR PALLETS, SHRINK-FILMED, AND SHIP IN 40-FOOT CONTAINERS. PLEASE ADVISE IF 100-LB BAGS AND 40-FOOT CONTAINERS ARE ACCEPTABLE. THIS SHOULD KEEP OUR COSTS ABOUT THE SAME AND SATISFY CSR'S REQUIREMENTS FOR EASE OF UNLOADING.

BECAUSE OF USING WOODEN PALLETS WE WOULD HAVE TO FUMIGATE THE CONTAINERS BUT I THINK THE COSTS WOULD BE MINIMAL.

REGARDS,

JOHN L. MYERS CALIDRIA ASBESTOS

DID YOU RECEIVE OK?

YES

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