

## El-Zoghbi Muhamed

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**From:** Canfield, Doug <[REDACTED]@tpcgrp.com>  
**Sent:** Friday, March 13, 2015 5:50 PM  
**To:** El-Zoghbi Muhamed  
**Cc:** Hurt, Patrick A.; Moore Basso, Marilyn; Heuser, Shelly; Saldana, Margarite; Wisenbaker, Tony; Berry, Haskell; Austin, Katie  
**Subject:** RE: NTSB Information Request for Investigation Number DCA15MM017  
**Attachments:** MTBE\_-\_US.pdf; Carla Maersk Letters of Protest 9MAR2015.pdf

Mr. El-Zoghbi,

Per your request below:

- 1) I have attached a copy of the TPC Group MTBE MSDS
- 2) TPC Group does not have a copy of any Bills of Lading for the shipment. Our customer, Lukoil Pan Americas LLC, is the exporter of record and has those documents. We have asked our contact at Lukoil for a copy of the documents and he stated that he believed they had already been sent to the NTSB and he was currently trying to verify this. Our contact at Lukoil is:

Anthony Giacobbe  
Lukoil Pan Americas, LLC  
1095 Avenue of the Americas New York, NY 10036  
Desk: +1 (646) [REDACTED]  
Mobile: +1 (646) [REDACTED]  
Yahoo: [REDACTED]  
[REDACTED]@lucoil-us.com

- 3) I have attached the eleven Letters of Protest filed by the Captain of the Carla Maersk along with a memo at the front of the package that was submitted at the time of sailing by the TPC Dockman, Carl Paxton. Mr. Paxton did sign nine of the Letters, documenting his receipt of them, but not the last two in the package. I discussed the matter with Mr. Paxton approximately 30 minutes ago and he stated that he did not sign those two Letters because it did not make sense for him to sign documents stating he did not sign documents, since he signed the other documents. Mr. Paxton believes that the Captain may have been annoyed that he took longer than expected to board the ship for the post transfer conference. He believes that the Captain was preparing to sail without any of the Letters signed by the terminal and the Captain was going to submit the final two Letters to document that. Mr. Paxton stated that the Captain was at the post transfer conference so it made no sense to him why the Captain wanted to file the last two Letters.

Please let me know if you require any additional information.

Sincerely,

**Doug Canfield**  
Director, Logistics and Transportation  
TPC Group | [www.tpcgrp.com](http://www.tpcgrp.com)  
[REDACTED] | Cell: [REDACTED]  
8600 Park Place | Houston, TX 77017

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**From:** El-Zoghbi Muhamed [REDACTED]@[ntsb.gov](mailto:[REDACTED]@ntsb.gov)  
**Sent:** Friday, March 13, 2015 2:59 PM  
**To:** Canfield, Doug  
**Cc:** Stolzenberg Eric  
**Subject:** NTSB Information Request for Investigation Number DCA15MM017  
**Importance:** High

Mr. Canfield:

As I mentioned on the phone, the National Transportation Safety Board (NTSB) is investigating the accident that occurred on March 9, 2015, involving the Carla Maersk and the Condi Peridot that resulted in a chemical release in the Houston Ship Channel. I am specifically investigating the hazardous materials release and the subsequent emergency response actions.

For my investigation, I will need the following records:

- 1) an MSDS (SDS) for Methyl Tert-Butyl Ether (MTBE) that was loaded on to the ship;
- 2) copies of the bills of lading for the two loading operations of the Carla Maersk; and
- 3) any records documenting concerns or disagreements regarding the load volumes.

If you have any questions, please feel free to call me at 202-[REDACTED] or email me at [REDACTED]  
[REDACTED]@[ntsb.gov](mailto:[REDACTED]@ntsb.gov). Thank you for your assistance and cooperation.

Sincerely,

Muhamed A. El-Zoghbi  
Safety Engineer/HAZMAT Accident Investigator  
Office of Railroad, Pipeline and Hazardous Materials Investigations  
National Transportation Safety Board (NTSB)  
Tel.: (202) [REDACTED]  
Mobile: (202) [REDACTED]

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