

DEFENSE PLANT CORPORATION

WASHINGTON, D. C.

October 31, 1942

Lieut. Colonel J. T. Whitney
Army Navy Munitions Board
55th Floor
Empire State Building
New York, New York

Dear Colonel:

Confidential

Pursuant to our conversation relative to the construction of concrete tanks for gasoline storage, I am enclosing herewith data which was the basis for D.P.C. building such tanks at primary civil contract flying schools.

After a thorough inspection of slab installations in the Washington area where Trip-L-Seal had been used to prevent travel of capillary water through the slabs due to hydrostatic pressure, we adopted its use in barrack slab floors to eliminate moist, cold floors and to also obtain acid and alkali resistance and obviate stains. This extended the use to kitchen and dining room floors as well. This proved sufficiently successful, and when steel reinforcing fabric became critical, we eliminated all reinforcement without increasing the thickness of the poured slab.

Upon assurances from the Trip-L-Seal Company, supported by laboratory tests, we built a 10,000 gallon concrete tank for fuel oil storage at Dos Palos, California (photo attached). Then the forms were removed, aviation gasoline was first placed in the tank for test under the direction of D.P.C. and Standard Oil Company Engineers. When all present were satisfied that the test was perfect, the gasoline was removed and diesel oil put in the tank and the test continued. Concrete tanks for the storage of aviation gasoline have been installed at Blythe, California; and at Wickenburg, Arizona, the capacity at each place being 20,000 gallons.

It should be noted that these concrete tanks with Trip-L-Seal admix received no interior wall treatment and no liners of any kind were installed. In line with the development of the concrete tank for gasoline storage, I am enclosing a photostatic copy of the



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latest designed unit type of tank. These tanks are centrifugally cast and have no reinforcement or subsequent treatment. These tanks may be transported on flat cars, barges, et cetera, and have the further advantage of saving one handling of gasoline at air fields by pumping therefrom directly to the planes and returning empty to the supply dump. Two such tanks are being tested at Bolling Field at this time. These tanks could be "nested" at any location to accommodate any desired storage capacity and can be manufactured quickly and in large quantities.

The following concrete Trip-L-Seal admix tanks have been built or are under construction:

1. 250,000 gallon water reservoir at Bath, New York - Veterans Administration.
2. Raw wells at Marine Base, Quantico, Virginia.
3. Fuel oil storage - Capital Transit - Washington, D. C.
4. Three 100,000 gallon gasoline storage tanks - Marine Base, Quantico, Virginia.

Note: One tank has been completed, one will be completed next week, and the third will be completed in two weeks. The Engineers in charge have been ordered to install liners in these tanks which they do not wish to do and which they are firmly convinced they do not need.

5. Septic tanks and water reservoirs at several of our civil contract flying schools.
6. Water tanks, sewage disposal tanks, and reservoir - Farragut Naval Base, Athol, Idaho.
7. Water tanks - Naval Supply Depot, Spokane, Washington.



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Trusting this gives you the information desired, but should you desire more, I should be glad to request the Trip-L-Seal representative to supply such additional information as you might wish.

Very truly yours,

M. H. KNOWLES
DPC Supervising Engineer
Flying School Program

Enclosure

MHK/frg

