H. H. WALKER PRESENTED 30-YEAR SERVICE AWARD

On December 26, 1958, H. H. Walker, Supervisor of Operations and Planning—Safety Administration, reached a score and ten years of service with Tapline, affiliated and parent companies. In recognition of his notable record of service, Mr. Walker was honored at a reception given in Mr. Walker’s honor at the Tapline Sporting Club, Beirut, on December 26th. (Photo by Nasr)

FIRST SAUDI TAPLINERS GET TEN YEAR PINS

By the end of 1958, for the first time in Tapline history, five Saudi Arab employees chalked up, together, more than half a century of company service. The distinction of being the first Arabian Tapliners to complete ten years of continuous service went to Driver-All Automotive Rashid Ibrahim, Traffic Supervisor; General Craftman Hazza Almarzouqi, Mechanic; General Craftman Hazzam bin Sleiman, of the Motor Transport division in Turail, who received his ten-year pin November 11, 1958, from Mr. H. Grimes, Superintendent Traffic

NELSON AND AYASH GET NEW YEAR PROMOTIONS

Beirut—Members of the Beirut Employees’ Association met December 13 at the Tapline Sporting Club to elect officers and executive committee members for the year 1959. Of a total membership of 167, only 114 cast ballots in the election.

UNCONTENDED FOR THE OFFICES OF

of Accounting; Nazih M. Sheikh (Engineering); Michel K. Brummana (Procurations); and Emile H. Boustany, of Engineering, and

EMPLOYEES’ ASSOCIATION ELECTS NEW OFFICERS

Beirut—Members of the Beirut Employees’ Association met December 13 at the Tapline Sporting Club to elect officers and executive committee members for the year 1959. Of a total membership of 167, only 114 cast ballots in the election.

Selected as executive committee member were: Miss Henriette Nahas (Law); Najel N. Abd and Maurice J. Kerbage (of Accounting); Nazih M. Sheikh (Engineering); Michel K. Brummana (Procuration); and Emile H. Boustany (of Engineering, and Mo.

NEW YEAR PROMOTIONS

B eru—Promotions of Nelson A. C. Nelson and E. Y. Ayash to the respective positions of Superintendent of Operations and Chief Oil Dispatcher was announced here in a general notice, circulated December 30, 1958.

While Mr. Ayash assumed the duties, responsibilities and signature authority of Chief Oil Dispatcher on New Year’s Day, Mr. Nelson is slated to assume his duties upon return from vacation in February. Both will report to Manager of Operations, D. T. Pinckney.

ELECTIONS FOR OFFICERS IN THE BEIRUT EMPLOYEES’ ASSOCIATION WERE HELD DECEMBER 13 AT THE TAPLINE SPORTING CLUB. WINNING MEMBERSHIP IN THE ASSOCIATION’S EXECUTIVE CABINET WERE (BACK ROW, LEFT TO RIGHT) George E. Saba, of Purchasing & Traffic; Emile H. Boustany, of Engineering, and N...
30-YEAR AWARD
(New Year promotions)
(Continued from page 1)

With the company since July 1941, Mr. Walker served as En¬
His HS degree in Business Administration and MBA degree in Finance
from George Washington University. A native of central Illinois,
Mr. Walker attended Eastern Illinois University and Northern Illinois
University. He has also attended extension courses at the University of
Chicago and the University of Illinois.

A native of Bassano, Mr. Walker attended Eastern Illinois University
and Northwestern University. He has also attended extension courses
at the University of Chicago and the University of Illinois.

In 1941, after attending class at the "Collège des Frères Maristes" and the Italian
Commercial School in Damascus, Mr. Walker joined the French army in Lebanon as a
sergeant in charge of the transport division of the "Office des Céréales du Painble".
Discharged at the end of the war, Greg's first contact with Tapline came in February 1947. Released
in July 1948, due to the temporary curtailment of the company's activities, Greg was re¬
sumed on December 12, 1948, as a driver in Beirut's Transportation Division.

Attending night courses in English under the supervision of Chief Oil Dispatcher E. Y. Ayash, Mr.
Walker improved his English. He was then promoted to the position of transportation clerk, senior clerk, special clerk and mail clerk.
In June 1953, he became Assistant Supervisor – Travel and Air
Transportation.

Always ready to lend a helping hand to anyone who
needed help, he asserts that:"My best friend is my accuracy.
"Having twelve brothers and sisters, he is the father of a seven-year-old son, Edmond.

During international travel as his head of the French, Greek, Italian, English and Arabic
around the world, Greg has toured the Middle East.

During that time, he took advantage of various opportunities to visit friends who have acquired
during his tour of duty in Arabia and Lebanon. They also included numerous visits to foreign
former Tapline, Miss Wilma Ayash and Mr. Ralph Ritter of the House and constructed of local—
had started some twelve months earlier.

The loading high of 1958, however, had already been bettered
as four other bedrooms, each

Although the potential throughput of the pipeline for the month
of December was between 400,000 and 480,000 barrels at full
thrust, the average of barrels per day received at Sidon declined
doubtedly during the month to stand at about 3,000 barrels below
the November figure.

Due to low lifting forecasts at the marine terminal, the auxiliary
pumping units were on stream for not more than nine days
during the December month. Declines in other operation figures
were minor.

Tapline had one of its best years of operation during 1958. All
previous operation records were literally shattered as new peaks
were established during the year. The average barrels per ship handled at Sidon during 1958 was 156,637
Overall, the barrels per ship averaged 134,537.

The largest ship loaded in 1958, the S/S Agrigintum, took on
306,104 barrels of crude oil at the oil terminal.
The S/S Agrigintum, which on the other hand, handled
with less than 14,000 barrels, was the smallest tanker call¬
ing at Sidon terminal in 1958.

An operating record was set on May 11 when 491,387 barrels of crude oil were received at the terminal. Another all-time monthly
high was established during the month of September when 437,317 barrels of crude oil were received.

On April 12th, the company received 1,150,538 barrels of oil, the largest amount of crude lifted from Sidon in one day during 1958.

The loading high of 1958, however, had already been bettered
by the first week of January. On January 5th, in fact, the S/S Bar¬
mah loaded 241,369 barrels of oil in 3 hours, 45 minutes— an
average loading rate of 54,716 barrels per hour. The best
loading rate recorded in 1958 was 38,900 barrels per hour.

The loading high of 1958, however, had already been bettered by the first week of January. On January 5th, in fact, the S/S Bar¬
mah loaded 241,369 barrels of oil in 3 hours, 45 minutes— an
average loading rate of 54,716 barrels per hour. The best
loading rate recorded in 1958 was 38,900 barrels per hour.

On January 1, 1959, all records were shattered as the S/S Atria loaded 241,369 barrels of oil in 3 hours, 45 minutes. The best loading
rate recorded in 1958 was 38,900 barrels per hour.

The loading high of 1958, however, had already been bettered
by the first week of January. On January 5th, in fact, the S/S Bar¬
mah loaded 241,369 barrels of oil in 3 hours, 45 minutes— an
average loading rate of 54,716 barrels per hour. The best
loading rate recorded in 1958 was 38,900 barrels per hour.

On January 1, 1959, all records were shattered as the S/S Atria loaded 241,369 barrels of oil in 3 hours, 45 minutes. The best loading
rate recorded in 1958 was 38,900 barrels per hour.
Rain or It's Always

There's no day in winter when the winds are so strong and the waves so angry that a ship couldn't possibly be moored and loaded at Sidon.

There are many other days when the weather is bad enough that no landlubber in his right mind would think of leaving the shore, but ships are moored and loaded, nonetheless.

It's a job that couldn't be done without the skill and daring of a select circle of men who carry the proud title of 'Mooring Master'.

Fourteen of them serve Tapline at Sidon, and every one has been, also, a Ship's Master. The terminal superintendent, Capt. A. B. Brickhouse, insists, there's no finer team anywhere in the world.

They are the ones who board the tanker ships, as they near port—in all kinds of weather, day and night—and to guide them to their berths with pinpoint precision, see that they are properly moored despite wind and current, supervise their loading, and send them on their way again without waste of time, money or manpower.

It's a job calling for split-second judgment and abundant resourcefulness—a point well-expressed by the assistant superintendent for marine operations, Capt. A. L. Hendrix.
"In one second, a master may justify his pay for a whole year."

So, why not go along with one of them—say Capt. M. K. Nesheim—on a tour of duty.

Nesheim has been assigned to pilot the supertanker S/S Kentucky on this particular morning, and, right now, with his two shortwave radio sets, he's aboard the sturdy Tapline launch, the M/S Horne, that will take him to the ship and work there with him until the job is finished.

On the way out, he's making mental note that he's lucky the mooring: fairly calm sea and sunny weather, and a fine ship and crew to work with—isn't always the case!

But beyond the sidewalk 'sea wall', about two miles offshore, Tug Boat Captain M. Arafat edges his craft deftly alongside the Kentucky. Nesheim swings easily onto the rose ladder, and up he goes.

On deck, he examines the ballast water, and the mooring lines, and now he is ready to go to the bridge to join Capt. Poggi, an old friend, who has berthed at Sidon before.

Let's listen in, as Nesheim takes the ship in, talking alternately with the captain, and with the helmsman or the mate, giving his orders in English to its Italian crew.

"If you are going to berth No. 4, Captain. Here's the advice letter—will you please sign the carbon copy for me?"

Half ahead, port easy—You made good time. Let's call the notice-of-readiness 1045 if you are agreeable. Wheel amidships.

"As you see, the weather is fine, so, as far as I can see, the ship can start discharging the ballast. Steady as you go..."

Soon, Nesheim is moving toward position for mooring. He is lining up his forward direction with two shore targets, a process he repeats continuously. Sometimes, you'll get all secured to cope with components of wind and current from one direction—and all of a sudden the wind will shift to the opposite direction.

"So, the mooring master has to watch the lines all the time, to keep them adjusted for shifting conditions. He must watch the anchor chains, too, to see that they don't slip."

In heavy weather, it's a constant struggle to get the lines set and secured, because the ship is moving about continuously. Sometimes, you'll get all secured to cope with components of wind and current from one direction—and all of a sudden the wind will shift to the opposite direction.

"So, the mooring master has to watch the lines all the time, to keep them adjusted for shifting conditions. He must watch the anchor chains, too, to see that they don't slip."

Once, the ship had been storms that had torn ships from their moorings and broken the building lines; and one time an entire hose was yanked from the underwater pipeline. More than one anchor chain has been broken, and we've had to use the launches to push against the side of the ship, and keep it in position.

Even in calm weather, ships can develop trouble with their engines, anchor chains, rudders, or steering gear. In bad weather, when one or all of these things happen, it's a job that the mooring master has to watch out for, and take care of."

And, back down the rope ladder goes Mooring Master Nesheim. He has lived for two weeks at the terminal, and now he is ready to go home. His tour of duty is over, and he is on his way back to his own port of call.

Nesheim knows he must be moving very slowly from berth No. 4, Captain. Here's the advice letter."

The critical time is beginning now. The anchors must be gotten down just right, to get the ship in position where it can be reached, without strain, by the loading hoses from the underwater pipeline.

"Stand by for port anchor... About one minute for that... Full astern... Slow astern... Let go port anchor!"

Nesheim's orders are coming rapidly now. Anchor chains in motion. Soon, by heaving-in chain on the starboard, and slack-out the port side, and meanwhile, swinging around the ship's stern, he has maneuvered so that the anchor chains are spread out like a fan.

Now he's ready to get out the lines to the five mooring buoys: two on each side and one astern. This morning, it's no problem; good weather, and good crews on both ship and launch. In only 85 minutes from the time Nesheim boarded the Kentucky, the ship has been secured, and is all ready for the hose connections.

The hoses are connected, the crude loading begins, and the actual crude loading begins when deballasting, which has taken about three hours, is completed. Eight hours and forty-two minutes afterward, the Kentucky has been loaded with 200,644 barrels of crude oil. It's then that the hoses are removed, the mooring lines brought in, and the anchors heaved. It's 0245."

Two anchors are let go, and Nesheim is ready to go to the bridge to join Capt. Poggi, and he's aboard the sturdy Tapline launch, the M/S Horne, that will take him to the ship, and back to his own port of call.

Good luck to you, Captain Nesheim, and many thanks."

And back down the rope ladder goes Mooring Master Nesheim. Life has been gentle—today.

Far different when weather, or engine problems, or crew foul-ups, or any of one of a multitude of things can make a mooring master wish he'd decided to be a billiard player, or an aeronaut. As Capt. Hendris had mentioned earlier.

"In heavy weather, it's a constant struggle to get the lines set and secured, because the ship is moving about continuously. Sometimes, you'll get all secured to cope with components of wind and current from one direction—and all of a sudden the wind will shift to the opposite direction.

"So, the mooring master has to watch the lines all the time, to keep them adjusted for shifting conditions. He must watch the anchor chains, too, to see that they don't slip."

In heavy weather, storms can develop trouble with their engines, anchor chains, rudders, or steering gear. In bad weather, when one or all of these things happen, it's a job that the mooring master has to watch out for, and take care of."

And, back down the rope ladder goes Mooring Master Nesheim. He has lived for two weeks at the terminal, and now he is ready to go home. His tour of duty is over, and he is on his way back to his own port of call.

Nesheim knows he must be moving very slowly from berth No. 4, Captain. Here's the advice letter."

The critical time is beginning now. The anchors must be gotten down just right, to get the ship in position where it can be reached, without strain, by the loading hoses from the underwater pipeline.

"Stand by for port anchor... About one minute for that... Full astern... Slow astern... Let go port anchor!"

Nesheim's orders are coming rapidly now. Anchor chains in motion. Soon, by heaving-in chain on the starboard, and slack-out the port side, and meanwhile, swinging around the ship's stern, he has maneuvered so that the anchor chains are spread out like a fan.

Now he's ready to get out the lines to the five mooring buoys: two on each side and one astern. This morning, it's no problem; good weather, and good crews on both ship and launch. In only 85 minutes from the time Nesheim boarded the Kentucky, the ship has been secured, and is all ready for the hose connections.

The hoses are connected, the crude loading begins, and the actual crude loading begins when deballasting, which has taken about three hours, is completed. Eight hours and forty-two minutes afterward, the Kentucky has been loaded with 200,644 barrels of crude oil. It's then that the hoses are removed, the mooring lines brought in, and the anchors heaved. It's 0245."

"Good-bye, Captain Poggi—bon voyage to you, and see you again in.
HOLIDAY HIGHLIGHTS

The joyful laughter of happy children, the crinkle of discarded gift wrapping paper, and the inspiring surge of youthful choruses were just some of the activities that filled the season with cheer and warmth.

Spectacular evergreen trees, gaily decorated with colored lights and brilliant ornaments; piles of gifts waiting to be opened; the arrival of Santa Claus with his bounty; and the glitter of twinkling lights at pump station recreation centers, the terminal's auditorium and the Tailspin Sports Club, were among the sights to be seen at Yuletime from Qaisumah to Sidon.

Qaisumah

With a replica of that Jolly Old Fellow displayed on the roof of the Qaisumah Community Center, there was an air of jubilation about the camp. A light-hearted spirit of anticipation had prevailed the station weeks before the Holiday Season when Mesdames W. B. Hunter, R. H. Massey, P. C. Graham and E. C. Olsen returned from shopping in Beirut.

A Yuletime party for Qaisumah's youngsters was held at the Student Staff School with American Representative Jack Evers portraying Santa Claus. He arrived there at 4:30 p.m. on December 24 to distribute a huge bag filled with gifts for Greg Graham, Detb—be Olsen, Elizabeth Hunter and the ladies of the station. Coffee, cookies and other buffet delicacies were served. That evening, Superintendent and Mrs. H. C. Davis entertained the bachelors at a reception in their honor.

To see off the old year and welcome in 1959, the female complement hosted a party for Qaisumah residents at the W. K. Departmentals.

Rafha

In Rafha, community members put aside hours of arduous, rewarding work in decorating the station. The festive season got off to a flying start with the children's party held December 24 in the theater where Papa Noel (strongly resembling Paul Caesens) put in his customary appearance. After refreshments were served, the audience joined Dr. John Malak in singing "Silent Night." In the evening, the E. I. White Star Company presented "A Night in the Desert."

New Year's Eve was celebrated at a dinner dance with Superintendent and Mrs. D. F. Hanus as hosts.

Badanah

The junior members of Badanah's community entertained at the Community Center on December 24 with a performance of the "Yuletide pageant." Afterwards, St. Nick arrived with gifts for one and all. That evening, Badanah presented a show and danced until the wee hours in the theater.

For New Year's Eve, the female nurses gave a party for the station's bachelors which featured the singing of Abu Zuluf and Majmai, as well as dancing of the Dabke.

Tarafal

With made-to-order weather on New Year's Day, the bachelors sponsored a picnic in the desert for the station's doctors and their wives, with the girls and a number of other guests. Mahamad Ali Naphali, Abraham Samuel and August Achkar prepared two fat sheep for delicious Sheesh Kebab. (At least one of these dishes was rendered by the ladies.) A variety of salads and hamsus were also prepared by Abdul Razzak Mahairy. Group singing and dancing added to the hilarious event.

New Year's Eve was celebrated at a dinner dance with Superintendant and Mrs. H. C. Davis entertaining the bachelors at a reception in their honor.

Tarafal

The two main functions of the Holiday Seasons held at Tarafal—the children's party and the New Year's Eve ball—were organized and conducted by the Women's Group, who deserve great praise for their efforts. The youngsters presented the annual and impressive Nativity Pageant. Also on the program were eleven kindergarten kids who made a tremendous hit with the audience in their lusty rendition of "Jingle Bells" and poems of the Holiday Season.

A group of older children explained Yule customs of other lands. Young and old joined in the caroling. Santa (admirably played by Jim Chaplin) arrived amid cheers from the youngsters and clustered about him for his gifts and stockings filled with candy, nuts and fruit.

There were Ols and Als and sounds of delight from Badanah's native girls at Tarafal. The annual "Yuletide in Other Lands" by eleven kindergarten girls at Tarafal brought down the house.

Performing the popular Lebanese Dabke was a given in the dance floor by Badanah bachelors on New Year's Day were Abraham Samuel (left) and Malak Mansour. (Photo by Dr. A. Ghannam)

A capacity crowd at Badanah enjoyed dancing in the station's theater on December 24th until the wee hours. (Photo by Dr. A. Ghannam)

Youngsters in Beirut's community center made a tremendous hit in their rendition of "Jingle Bells" and poems of the Holiday Season. (Photo by Dr. A. Ghannam)

The Nativity pageant was performed at Tarafal by (left to right) Mike Kelker, John Prusinski, Steve Pantani, Paul Booth, Pamela Pantani, Bobby Maslanka, Irvine Saydy, Rebecca Ritter, Lynne Hurst and Mary Ann Ritter. (Photo by E. Cross)

The performance of "Yuletide in Other Lands" by eleven kindergarten girls at Tarafal brought down the house. Left to right are Lucy Catallo, Betty Maslanka, Louis Farakker, Bobby Nelsen, Ray Fawley, John Sobotel, Mary Louise Kelker, Steve Saydy, Justin Barger, Lyn Pantani and Anne Prusinski. (Photo by E. Cross)

There were Ols and Als and sounds of delight from Badanah's native girls at Tarafal. The annual "Yuletide in Other Lands" by eleven kindergarten girls at Tarafal brought down the house.

Christmas trees, gaily decorated with colored lights and brilliant ornaments; piles of gifts waiting to be opened; the arrival of Santa Claus with his bounty; and the glitter of twinkling lights at pump station recreation centers, the terminal's auditorium and the Tailspin Sports Club, were among the sights to be seen at Yuletime from Qaisumah to Sidon.
HOLIDAY HIGHLIGHTS

(Cont'd from Page 6)

the party sponsored by the Women's Group. The revelry went on until early morning on New Year's Day. A special note of thanks goes to the Women's Group for the festive decorations as well as a memorable evening.

Salon

With President John Noble, Executive Vice President W. R. Chandler, Vice President (Operations) W. F. Locher, Manager of Operations D. T. Pickney and Terminal Superintendent A. A. Brickhouse officiating as hosts, Salon employees and their families were guests at a reception in the terminal auditorium, December 24. Refreshments of sandwiches, sweets and soft drinks were served to a capacity crowd that thoroughly enjoyed the occasion.

The previous day, youngsters at the terminal's school performed in the supervision of A. A. Brickhouse and Misses Santa Tlibiraz and Nahda Khsyari. Beaming and bright-eyed, the children recited Yuletide poems, stories and sang carols. The program was concluded with a visit from a rosy-cheeked Santa Claus who distributed gifts and candy.

Members of the Zahra Country Club celebrated New Year's Eve at the terminal auditorium where the midnight toasting lasted all the wee small hours.

Bridge

The annual Holiday party for Beirut personnel was held at the Tapline Sporting Club, December 24. With President and Mrs. John Noble as hosts, the little folks had their annual party, too, at TSC on December 20th. Dr. N. W. Houston portrayed the whistled gait in the red flannel suit. Gifts were distributed and refreshments served.

The new year was warmly welcomed in by 56 couples at the TSC ball Maras, provided by a top-notch orchestra, kept the dance floor crowded, and everyone was in high spirits. Yahalsa prizes were distributed in music of yesteryears.

That Jolly Old Fella had a tremendous load of gifts for the oil springs of Beirut Tapliners on his visit to the Tapline Sporting Club, December 20th. (Photo by Nunez)

Students at Salon Terminal's senior staff school greet the Holiday Season in song on December 28th. (Photo by P. M. Bored)

A capacity crowd of Salon Terminal employees and families attended the company's reception held in the terminal's auditorium, December 24th. (Photo by Nunez)

The distinction of being the first Saudi Tapliner to complete ten years of company service goes to Fahd ibn Dushli bin Sleiman, Divisional Superintendent Motor Transport J. H. Crimes. Fahd, who received his two-star insignia, November 24, 1958, from Superintendent Motor Transport J. H. Crimes, Qanunsh, congratulating him is Superintendent H. C. Davis, who made the two-star pin presentation in the presence of Fahd's parents, Turaif, December 20th. Fahd, first joined the company as a car porter. He was then promoted to the position of Car Porter, Lead Carpenter, General Carpenter and, in December, General Carpenter. (Photo by Nunez)

During the civil unrest in Lebanon which occurred at a critical moment along the 'Line, he was one of the few drivers who made the 2,200-mile round trip to Safatina and back to Turaif in four days — hauling some 7,000 gallons of fuel in his tanker truck. "Changing flat tires is the most disagreeable part of driving" avers Dushli. No wonder since one of his trips to Rafha is chanted as many as ten tires. (Photo by Nunez)

Among the five Saudi Tapliners awarded ten year service pins in 1958 was Driver-All Automotive Rashid Bashir, (right), who calls Brindisi, Italy, home. Now based at Turaif station, Rashid was one of the first Saudi Tapeiners awarded a ten year service pin in 1952. Another Saudi Tapliner to exchange ten year pins during 1958 was Driver-All Automotive Khalid Abd al-Karim (right) of the Motor Transport division, Turaif. Born in Jeddah, Khalid joined Tapline at Ras el Mikhah in December 17, 1940, as a diver. He earned his present pin classification in June 1953 and was transferred to Turaif, from Jeddah, in July 1954. The presentation was made by Superintendent-Motor Transport J. H. Crimes. (Photo by H. E. Cross)

On November 24, 1958, Rafha's Water Well Mechanic Abdulla Sulman became the second Saudi Arab Tapliner to hold a two-star service emblem. He was presented his ten year pin by Mr. R. Roncalle, Foreman Water Well, in the presence of Superintendent D. F. Burton and a group of Tapline friends. Calling at Qua'un home, Abdulla was first hired as a diver at Ras el Mikhah. He transferred to the Water Well division at Rafha in August '56, and was made a Water Well Mechanic, a month later. The proud moment for Abdulla was his immediate wish to send the elder, named Khalid, to school in Riyadh. (Photo by L. Barkouche)

Another Saudi employee to reach the ten year goal in late 1958 was Driver-All Automotive Khalid Abd al-Karim (right) of the Motor Transport division, Turaif. Born in Jeddah, Khalid joined Tapline at Ras el Mikhah in December 17, 1940, as a diver. He earned his present job classification in June 1953 and was transferred to Turaif, from Rafha, in July 1954. The presentation was made by Superintendent-Motor Transport J. H. Crimes. (Photo by H. E. Cross)
Qaisumah
by W. S. Bader
Among Qaisumah vacationers
heading to Beirut during... Accounting, Government Relations, Garage and Water Well Drilling and Main—nance personal, (Photo by L. Barkouche). "

Turfai
by S. M. Siddique
Welcome to two newcomers to Turfai station. Construction Engineers, Haris Jabbour and Faddal Stewayy, of Lebanon, ar

Badanah
by Doris Saber
A 1957 civil engineering gradu

Rafia
by M. Jaouni
The wedding date is set for Relations Representative R. W. Bowes and wife, Gabriela, and Lead Diesel Mechanic W. K.

Sidon
by Dr. G. M. Stephan
Congratulations to Mr. and Mrs. L.

Beirut
by Rose Swenson
Tapliners' Chief Engineer A. O. Gaffney, who was in Lebanon for a one—month assignment in the New York office.

The holidays were especially cheerful in the two weeks leading up to the New Year. People were looking forward to returning to work and resuming their normal routines.
TAPLINE DONATES SLAUGHTERING AREA

Badanah—a slaughtering area, to be used by the 'Arar Municipality, was turned over by the company November 12 to H.H. Amir 'Abd Allah ibn 'Abd al Officer in charge of the Base Engineer Bob Pursel and his assistant, John Terry, paid his respects to the Amir at the Municipality headquarters to present the group with the award. While outgoing Superintendent D. P. Harbin showed a high sense of loyalty and responsibility, for which I wish to express my personal appreciation.

On the 22nd of December, while Marine and Operational personnel at Sidon terminal celebrated their outstanding safety record, of less than one disabling accident per 100,000 man-hours, an incident took place in the Auditorium. Mr. W. R. Hellmann (right) observed his 50th birthday on the 17th of December. Fifty percent of Mr. Hellmann with an "untraditional banana birthday cake" adorned with birthday candles. During the incident, a woman personnel was injured, but the incident was not an accident.

The safety contest will continue during 1959 with revised grouping and slight changes in rules. It is sincerely hoped that the contest will be a success during the year, and we look forward to seeing the group with the lowest accident rate.

During the second half of 1958, safety contests were held between groups in each of Tapline's four pump stations in Arabia and Saudi Arabia were awarded the following winning teams:

- Turf: Administration and Marine
- Sidon: Industrial Relations
- Qaisumah: Operations and Repairs
- Kabul: Operations and Repairs

Individual members of the winning groups were given silver money clips bearing the Tapline safety symbol. Judging of the safety contest was on a frequency rate calculated on the number of injuries (days lost) and the total man-hours. Fifty percent of them were kept separate. Henceforth, all winning groups were also given the highest award of silver money clips bearing the Tapline safety symbol.

In recognition of enviable records of no lost time industrial accidents, Tapline's Sidon employees were entertained at two luncheons held December 18 and 19 in the Auditorium for all personnel. The 159 employees of the two disciplines attended without a lost time injury. Seated at the table of honor in the Auditorium were left to rights Safety Engineer Bob Pursel, Terminal Superintendent A. A. Brickhouse, Dr. G. M. Stephan, Mary V. McEvoy, Assistant Superintendent—Hot Operations, W. R. Hellmann, and Florence Chavies, Foreman Maintenance. (Photo by A. L. Hendrix)

The safety contest will continue during 1959 with revised grouping and slight changes in rules. It is sincerely hoped that the contest will be a success during the year, and we look forward to seeing the group with the lowest accident rate.

During the second half of 1958, safety contests were held between groups in each of Tapline's four pump stations in Arabia and Saudi Arabia were awarded the following winning teams:

- Turf: Administration and Marine
- Sidon: Industrial Relations
- Qaisumah: Operations and Repairs
- Kabul: Operations and Repairs

Individual members of the winning groups were given silver money clips bearing the Tapline safety symbol. Judging of the safety contest was on a frequency rate calculated on the number of injuries (days lost) and the total man-hours. Fifty percent of them were kept separate. Henceforth, all winning groups were also given the highest award of silver money clips bearing the Tapline safety symbol.