PIPELINE PERISCOPE
TRANS-ARABIAN PIPE LINE CO. BEIRUT, LEBANON VOL. 7 NO. 10 YEAR-END, 1959

FROM BEIRUT PORT AREA

NEW TAPLINE TANK TRAILER, TURAIFF-SOUND FROM BEIRUT PORT AREA

SEASON'S GREETINGS 1960
TO ALL EMPLOYEES:

The year 1959 is about to pass into history and we find ourselves again taking stock of the past year’s accomplishments, while at the same time endeavoring to read the crystal ball of the future.

A year ago, having successfully weathered the political storms of 1958 and having completed the capacity increase facilities, Tapline could look forward to the establishment of new operating records both in throughput and in efficiency. That we did not achieve these records in 1959 was due in large part to economic factors over which the Company had no control. A world surplus of tankers, resulting from the Korean war and post-Suez crisis building programs, coincided with an overall world-wide surplus of crude oil production. The resulting reduction in tanker rates in the Persian Gulf and the Eastern Mediterranean has put Tapline at a serious competitive disadvantage as compared with tankers plying the Suez Canal route.

This competitive disadvantage has been increased by reason of other factors, more political than economic, which have had a further depressing effect upon the Company’s level of operations. In spite of long and patient negotiations with the Governments of each of the countries in which the Company operates, the Company’s “tariff-tax plan” offer, to subject the pipeline profitsto 50 per cent taxation, has not been accepted by the Governments. Instead, they have insisted upon greatly increased payments which, if agreed to by the Company, would render the Company’s operations uneconomic under today’s conditions. The existence of these claims has discouraged the users of the pipeline from utilizing it to its maximum capacity.

You are, I am sure, all familiar with the efforts that have been made and are being made to reduce costs and improve the efficiency of the Company’s operations. These efforts coupled with corrective economic forces will, I am confident, ultimately enable the Company to realize its full maximum potentialities. I am equally confident that a better understanding of the crisis building programs, coincided with an overall worldwide surplus of conditions.

As we approach the new year, I wish to assure you all of the confidence and faith that your Management has in the future of the Company, and of the economic position of Tapline will ultimately prevail in the Governments’ interests. Instead, they have insisted upon greatly increased payments which, if agreed to by the Company, would render the Company’s operations uneconomic under today’s conditions. The existence of these claims has discouraged the users of the pipeline from utilizing it to its maximum capacity.

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Among the forty-eight Saudi Arab supervisors from the various Tapline pump stations who attended the first half of the company's employee development conferences in Turaif were Badanak's Lead Foreman M. B. Thabet, Motor Transport Mechanic Muhammad Muatik (left) and Shift Superintendent D. P. Harbin and Representatives R. W. Bore and R. E. Parr; government relations. The talks will stress the importance of public relations to the company's public relations position and how he can contribute to its realization.

The four Tapline men who successfully completed the first Executive Development Program held in Lebanon. They are Saudi Chameh, Assistant Chief Engineer; G. M. Hajjar, Accountant; George Hajjar, Co-Ordinator, Cargo and Traffic; and K. N. Saliba, Supervisor, Analysis and Bookkeeping section.

Four Tapliners complete first executive program

Four Tapline employees have successfully completed the first Executive Development Program held in Lebanon. They are Saudi Chameh, Assistant Chief Engineer; G. M. Hajjar, Accountant; George Hajjar, Co-Ordinator, Cargo and Traffic; and K. N. Saliba, Supervisor, Analysis and Bookkeeping section.

AMIR KHALED VISITS BADANAH

BADANAH — His Royal Highness Amir 'Abd Allah ibn 'Abd Al-Malik, Amir of the Northern Province, on November 11, the anniversary of his father's accession to the throne. But beneath the calm and the usual late sleepers were Muhammad ibn Fayez, the Qasim, Amir 'Abd Allah ibn Musa'id, Amir of the Northern Frontiers, and bedouins alike. This year some 14 inches of rain had filled the valley, and the Qa' of the thanksgiving, the Amir, head of the Saudi Arab National Guard contingents in the Northern Province, entertained at numerous social events.

The Beirut—Turaif system has been in operation for the past several months. The VHF oil transmission circuit from Beirut to Qaisumah is expected to be in service by the end of 1980. The new system will assure more efficient and more reliable throughput in periods of heavy traffic.

2-WAY VHF LINK NEARS COMPLETION

Two-way VHF telephone connections between Tapline headquarters in Beirut and Turaif pump station, part of the new VHF system being installed, will be in operation for the first time on January 11, the morning of November 11. The people of Rafha were engaging a quiet holiday in celebration of His Maj. King Saud's accession to the throne. But beneath the calm was an undercurrent of unusual activity. The station's avid golfers were not lined up at the tees, and the usual late sleepers were up and about.

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TAPLINE TO STAGE EXHIBIT AT A.U.B.

Tapline will be among the companies participating in the oil industry exhibition to be held January 11—15 at West Hall, American University of Beirut, under the sponsorship of the A.U.B. Commerce Students' Society.

The annual exhibit, which features a different industry each year, is part of a program to give greater understanding to the public regarding business in the Middle East. Funds raised are used for commerce school scholarships.

Participating with Tapline will be Amanco, the Mediterranean Refining Company (Morden); Kuwait Oil Company and Iraq Petroleum Company. Tapline's exhibit will consist of photo panels, charts and models, and will stress economic aspects of the company's operations, including the competitive relationship with tankers, employee training programs and purchasing in the Middle East. The company also will show its films, "Kilometer 1213; The Story of Tapline," during a series of film presentations and demonstrations by Tapline's representatives in connection with the exhibit.

The exhibition is tentatively scheduled to be open daily from 9 a.m. to 3 p.m., and from 4 p.m. to 7 p.m. The general public is invited to attend.

ALL OF RAFHA TURNS OUT TO GREET AMIR IBN MUSTA'ID

RAFHA — On the morning of November 11, the people of Rafha were engaging a quiet holiday in celebration of His Maj. King Saud's accession to the throne. But beneath the calm was an undercurrent of unusual activity. The station's avid golfers were not lined up at the tees, and the usual late sleepers were up and about.

Tapline employees came to the rescue in this fracas accident at "Beira (Beirut—Safa)" on the Saudi Arabian flag tanker. The tanker is one of a group built in the ninth century by Queen Zubaidah, whose father was the first ruler of the Ma'mari dynasty, and who was responsible for the construction of several castles, including the castle of Beirut.

The Amir then made his way through the crowd and handed a presentation to the American bar, which had been specifically created for the opening ceremony. The station was planned and designed by the American bar, and it was erected by the station's staff. The Amir then made his way through the crowd and handed a presentation to the American bar, which had been specifically created for the opening ceremony. The station was planned and designed by the American bar, and it was erected by the station's staff. The Amir then made his way through the crowd and handed a presentation to the American bar, which had been specifically created for the opening ceremony. The station was planned and designed by the American bar, and it was erected by the station's staff.
ZAHRAHNI C.C.

A Bit of Grass

Few of the world's clubs can boast a storied range of nine- hole golf and tennis courts. The Zahrani Country Club, just west of Sidon, was founded in 1957 and is one of the most scenic in the world. The club's nine-hole course is on the Mediterranean Sea, with views from the fifth green.

The course, like its players, has its ups and downs. Group on No. 6 tee is playing to sloping green below. Steep stairway to and from north-west the blue—green Mediterranean Sea. View here is eastward at Sidon terminal has not only been successfully launched; its nine—hole golf course with all—grass greens and partly grass—covered fairways is in excellent condition. They are mowed with special greens mowers in excellent condition. They are mowed with special greens mowers under the spell of the Coles® contagious enthusiasm, they picked up rocks work after work, shook them away, and radar if there was any was back and arching much.

Today members play golf on relatively well-manicured slopes below the normal's storage tanks, the club employs a head greens—keeper, Abu Fawaz, and seven village girls to help keep up its greens and fairways. The club's greens are as soft as you'd find, although they're three years older than Sidon's own beauty. The days, when some of the club's members: golf, make up his yard book, and some of the club's greens—keep, play some A golf—green find their husbands preparing a "few roses holes" in coming hours for dinner. But on Wednesdays—yesterday golf day—the men golfers sometimes find themselves preparing their own lawn.

The grass greens are the pride of Zahrani. They were levelled, then covered with untilled grain, and are planted down by one with shoots cultured from a foot-square piece of Urago grass but that was the gift of the late Peter. The grove is a terms on the fifth green. Today's view one once by the greens in excellent condition. They are moved with special greens mowers the club has purchased to the members. From members, E. W. Saybolt Co., and E. W. Saybolt Co. Officers for 1959 were: President Martin Rutherford; vice-president, William R. Hellmann; secretary, Mrs. Julie Parker; treasurer, N. F. Parker; executive committee, A. Odegaarden, Ted Khoriaty, Mrs. Helen Hellmann, Mrs. A. A. Brickhouse, Paul Cole; club librarian, Greenwood, Thunem, Ludvigsen, and Medreco, Charles Martin Co., and W. B. Saybolt Co., joined the club at Thursday in August, 1956, when Paul and Norah Naifi Saudi,. the club's mower operator, made their American debut in tennis. The attendance at dances averages about 75, and at bridge parties about 40. A small fee is collected for Friday night events to help raise money for club projects.

Today has founded the club in auditorium for these social events. The club itself has purchased twelve bridge tables, a tennis court, and a record player. The terminal restaurant, "The Rig," provides catering service. Zahrani Country Club was formally organized in January 1957. Club membership is open to all Tapline employees of Lebanon, upon payment of the annual fees of LL 100 and a like initiation fee. Guest membership, with full club privileges except voting, is open to guests. Members pay a fee. Guest membership, with full club privileges except voting, is open to all Tapline employees of Lebanon. Although Zahrani's per head is 75 to 80, the membership, sub—80 scores are rare. Many fairways are narrow, and traps and bunkers are up to the limit. A few holes have been overlooked, evidently intentionally.

Increasingly members are demanding more variety, in response to the magnificent view from the course. Less serious golfers are tempted to linger longer at the club's nine-hole course. The club's nine-hole course is on the Mediterranean Sea, with views from the fifth green. It is a clubhouse. Then there is the grassing of all fairways. Several golf courses have been built and more are planned. For while grass greens on the greens and fairways, not a blade grows under the foot of Zahrani's busy members.

(Photos By Nasr)
Rafha

by M. Jaouni

Rafha takes pleasure in welcoming Dr. Kamal Habib Aoun, who arrived in the field in early December to join the hospital. The doctors are Mubarak Muhammad, Hassan Zari'i, of the Motor Transport division, headed for the

(Continued next page)

Beirut

by Rose Sawasheh

Welcome to Sami Antar Kas, who joined the Beirut Engineering group recently as an engineering electrician. A 1965 graduate of the American University of Beirut, Mr. Kas appears at his station office in Rafha town.

(Continued next page)
Syrian capital with the intention of making the return trip to Badanah. We will all be missing their good works.

Turaif
by S. M. Siddique

Farewell to Stan the Fireman, of the Central Stormhouses, and to N. D. Rashid and Faisal Shacht, of the Motor Transport division. All three have been recently transferred to Badanah post station. We will all be missing their good works.

Sadoun

Badanah's kindergarteners held a hilariously successful Halloween party for their mothers at the School House. All kinds of characters were portrayed by the group including James Terry (pirate), Glenn Terry (clown), Craig Eckert (Superman), Erma from Fox (dog), Tony Prince (机器人), Z.C.C. (little red-riding hood), Jemima Sabini (French maid), Jana Asli (vampire), Donna Bates Fox, and Andy Santa (Chains) and Motion Robinson. (Photo by D. A. Fox).

They were running short of food and water when they finally returned in time for yuletide is Moorhead, England. The couple intend to spend time in Plainview, Texas, visiting with the H. D. Taylors, families there. On their way back to Beirut headquarters and Sidon terminal. His wife and two children, Daina is with us again, following sporting events last month was a hole-in-one November 26 by F. W. Taylor, Jr., of Aramco Government Relations (left)

Turaif is 88 per cent finished. Arbo bin Tana, Mohawel bin Ibrahim Rashid and Fahad Zook Feissal have also returned to Syria, Egypt and Bahrain. Marking ten years of continuous service, secretary Mary Rub al, was awarded a gold bracelet with Turaif emblem by Manager of Operations D. T. Pinckney, A. C. Nelson, Superintendent of Operations, attended the two-star presentation. (Photo by Nasr). (Continued next page)

Marking fifteen years of service with Tapline and affiliated companies in early November, Community Development Representative Howard Martin receives a three-star in-clasp from B. G. Thompson, Senior Engineer—Construction. Rear, from left: N. M. Skilh, W. R. Walker, R. R. Barnett and D. T. Pinckney. (Photo by Nasr).

SERVICE PIN AWARDS

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The Amirate schools at the terminal column as a cos

Charles E. Redden Enviadora—Material Procurement (right), and Mrs. Z. N. Barfoot, in photography in the Purchasing and Traffic Division, received the ten-year award with Tapline on September 13 and November 9. Their service awards were presented, respectively, by G. H. Gossens, P & T Superintendent, and H. M. Zeitountzian, Foreign Order Specialist (left). (Photo by Nasr).

Syrian capital with the intention of making the return trip to Badanah with a beautiful bride.

Laboratory technician Salum Duma is with us again, following a tour of Jordan, Lebanon, Syria, Egypt and Bahrain. Mark Feissal has returned to his job at the Bow Hospital, and announces the birth of daughter.
SERVICE PIN AWARDS
(Continued from page 11)

Among the select group of Saudi Arab Tapliners achieving ten years of service in 1959 was Houra Sowad Sowad Abdal Halal, now based at Raffa. She joined Tapline on November 26, 1949 as a waiter. She earned her present classification in April, 1959. The presentation was made by General Services Foreman E. J. Wright. (Photo courtesy of M. Jassim).

Recent ten-year pin recipients in the Purchasing and Traffic division were, from left, Beizer—Henry Equipment Kelvin S. Frant, Lead Roundabout Operator Kheirabad and Material Clerk Fayez W. Butnam. The emblems were presented by Coordinator of Cargo and Traffic G. M. Biagee. (Photo by Nasr).


SAFETY ROAD SIGNS INSTALLED FROM QAISUMAH TO JORDAN

Tapline has completed the installation of reflective-type safety road signs on the main pipeline road between Qaisumah and the Jordanian border. Installation of safety signs is now being extended from the Jordanian border to Qusayr.

Over 275 of these new signs, of a type approved for Saudi Arabian roads, were installed. They warn of dangerous curves, humps, dips and crossroads.

The main road first was surveyed by Tapline Safety Engineering and day and night driving hazards were indicated.

The work was performed by two crews working in relays. The first crew, consisting entirely of Saudi Arab nationals, re-located some old road signs and signs and removed the unnecessary ones. A second crew, carrying welding equipment, replaced the new signs and signs and cleaned the area. The crews camped along the road and picked up new supplies at each pump station.

Crews who made the installations were commended on a job well done and speedily done.

LET'S MAKE THE HOLIDAYS SAFE

The yule season is not merely a routine in our life but rather a very special event to which we can look forward year after year; especially the joy of a child when he or she finds the gifts under the tree.

We all have the best of intentions during the holiday season, but in our haste we sometimes overlook safety precautions we would ordinarily follow.

Why not plan your activities so that the danger of accidents is greatly lessened? Here are a few tips which may assist you in making the holidays safe.

If you are fortunate enough to have a real tree, use a wet trim at an angle, place the freshly cut tree trunk in water, and keep the level of the water above the base. A bucket of water and sand will do equally well.

Check tree lights for frayed wire, loose sockets and worn insulation. See that no lights are in contact with the tree needles. Do not use candles on the tree or leave candles burning in the window where curtains may be ignited.

Don't buy polystyrene plastic dolls, toys or non-flame proofed cowboy suits, etc. Check to see that electrical toys were Underwriters' Laboratory label which means they have been tested for fire and shock hazards. Well-known European toys such as Marklin trains and Schuco cars also are sold in the States and will come up to Underwriter's Laboratory standards.

Keep matches, lighters, candles and knives away from tiny hands.

Where are small children in the family, be certain that they cannot pull ornaments from the tree and put them or tree lights in their mouths.

Be certain that children know how to operate toys. Many of the new toys are perfectly safe if used properly, but dangerous if the child is not properly instructed in their use. Chemistry sets, toy rockets, darts, air rifles and tools can be hazardous.

Most European and American toys are made using safety paints and without sharp edges. However, toys from other parts of the world are found in the stores in this area and should be checked before one allows children to play with them.

A short time ago we cautioned parents on the hazards of giving thin plastic sheets and bags to small children. We wish again to call your attention to this warning.

Let's not mar our holiday period with an accident or fire.

R. N. Pavel

OPERATIONS REPORT

Average BPD received at Sidon
November 338,352
Year 1959 348,944
155,600 172,073

Average BPD loaded on ships
November 194,860
336,136
172,164

Average bbl's per ship
184,860
535

Average BPD delivered to ships and Medreco
184,860
194,860
535

Although the auxiliary pumping units remained inoperative in November, average daily throughput for the month was 40,000 barrels above the October average. However, the November average is 135,000 barrels below the all-time high average throughput of 461,276 barrels per day reported at Sidon last March.

While all other November operation figures followed a similar upward trend, the format for December was 271,000 BPD.