Trophy winners of the 1960 Tapline golf championships face the camera. From left, O. K. Bigelow, runner-up, men's championship class; Mrs. W. R. Walden, winner, women's Class A; O. E. Ritter, winner, men's Class A; Mrs. A. C. Nelson, women's team trophy, Lebanon; C. H. Hardwick, men's team trophy, Saudi Arabia; Mrs. O. K. Bigelow, winner, women's championship class; A. C. Nelson, winner, men's championship class; Mrs. E. S. Tracey, runner-up, women's Class A; Paul Cole, runner-up, men's Class A; and Mrs. Cole, runner-up, women's championship class. (Story and additional photos on pages 4 & 5).

Rafts Speed Repair of Tank Roofs at Sidon

Changing the 134-foot-in-diameter metal roof on a 100,000-barrel oil storage tank, forty feet above the ground, can pose a few problems. Tapline is solving them at the Sidon terminal through novel use of specially-made rafts.

Roofs on the two Sidon shore tanks used to store crude oil for Medreco corroded over the years and had to be replaced. Scaffolds could be built, but that would be costly and time-consuming.

Tapline's system is simple but effective. Several rafts were built by tying logs over eight oil drums and covering them with wooden flooring. The tanks were drained of crude oil and cleaned. The empty drums and wooden logs were introduced into the tank through the manhole in the bottom and the rafts were assembled inside the empty tank. The tank was then refilled with water, lifting the rafts afloat to the desired height near the top.

Repairmen thus can work from one or more rafts and move from point to point conveniently and safely. Sheet metal to form the new roofs is en route from Europe. The new sheets will be treated with special anti-corrosion paints.

Through novel use of specially-made floating rafts, Tapline has solved the problem of changing the 134-foot-in-diameter metal roofs on the two Sidon terminal shore tanks used to store oil for Medreco. (Photo by Issa Bros.).

TRACEY DEVICE REDUCES LOST ENGINE TIME

During 1959, twenty-five per cent of all down time of the unattended cathodic protection stations on Tapline's main pipeline was due to fan belt failure on the Deutz air-cooled diesel engines. A device that will eliminate such lost engine time has been built and perfected by Everett S. Tracey of the Sidon terminal, Assistant Foreman, Pipeline.

Like many inventions, Mr. Tracey's contrivance is a simple one. In essence, he has eliminated the fan belt from the Deutz engine and substituted a direct driven blower.

The modification offers a number of other advantages. The device also will reduce maintenance labor costs; do away with parts failure and wear caused by moving parts; reduce the safety hazard caused by moving belts; and reduce warehouse stock of parts.

The loss of engine operating time last year, due largely to apparently defective fan belts, started Mr. Tracey thinking seriously about a remedy. In 1953, he had installed a shut-off device that stopped the Deutz engine immediately upon belt failure, and thus kept the engine from burning out. Now the problem obviously was to eliminate the belt.

Mr. Tracey, returning from a recent maintenance trip to Syria, worked about fifteen days on his idea. At the Sidon machine shop, he built a blower that could be bolted directly to the engine's crankshaft and an air duct to carry the air into the opening at the top of the engine. The modifications were made, and tests were begun; the device worked.

Blueprints of the parts required now are being made by the engineering department. The parts can be produced locally, at relatively little cost.

The company has a total of twenty-five unattended cathodic protection stations along the pipeline, and each contains two (Continued on page 8).
PIPELINE PERISCOPE

TAPLINE'S ACCIDENT RATE IN 1959

Five times higher than Aramco's

Othayeb Mutlag, of Turaif, station chief, has returned to his

job after a two-month furlough. During that time, he underwent

surgery for an eye injury suffered while working in the field.

Aramco's 1959 record, which earned the company the United States National Safety Council's Award of Honor, includes the following accomplishments:

- A decrease of 27 per cent over 1958 in employee injuries.
- Reduction of disabling injuries in a total of 65 for the year.
- Achievement of a disabling injury frequency rate of 1.9 per million man hours worked—75 per cent below the United States Petroleum Industry average for 1958, the most recent year for which complete figures are available.
- Reduction of direct costs of all accidents, from $600,000 in 1958 to $500,000.
- Reduction of motor accident frequency per million kilometers driven from 6.7 to 3.5, a 49 per cent improvement. This rate is also 21 per cent under the American Petroleum Institute industry's rate for 1958.

Although Tapline's accident and injury records reflect improvement, the company's overall safety record falls far short of Aramco's. Tapline's record in 1959 is considered so high that if it had continued at that level, the company would have suffered injuries and deaths from 1958 to 1959, but its total disability injuries in 1958 were 37 in 1959, was proportionally very high compared to Aramco's.

Particularly revealing are the statistics for motor vehicle disabling injury rate per million man hours worked, in 1958 was 10.5. Although this was 22 per cent below the Aramco rate of 13.7, it also reflects an accident frequency rate of 5.75 times Aramco's.
Saudi Arabia Golfers Conquer Lebanon, Retire President’s Cup

The President’s Cup, symbolic of the Tapline men’s team golf championship, went to Saudi Arabia—permanently. With understandable relish, the Saudi Arabian team overcame elements course and all other opposition in the annual two-day series of twenty individual match play at the Tapline el-Bedou course at Rafha. In addition to sharing honors with Lebanon, which had won both times the event, the Tapline men’s team golf series of twenty individual matches played over the Tapline course, was battled out in the annual two-day event.

Mrs. J. H. Terry, of Beirut, won the annual two-day event, as a poll of the Zahrani Country Club members of the Lebanon team. Mrs. T. W. R. Bowe, of Beirut, won the annual two-day event, and Mrs. E. R. Roberston, of Rafha, took second place.

In Class A play, sometimes referred to more appropriately, Saudi Arabia won the annual two-day event, and Mrs. D. E. Cole, of Beirut, won the annual two-day event, and Mrs. D. E. Cole, of Beirut. Mrs. Mrs. J. H. Terry, of Beirut, won the annual two-day event, and Mrs. T. W. R. Bowe, of Beirut, won the annual two-day event. Mrs. E. R. Roberston, of Rafha, took second place.

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Youssef on the birth, April 3, of daughter, Brinna.

The Turai community conveys its deepest sympathy to Mrs. C. X. Bush who recently lost her father's death.

Qaisumah

The welcome mat is out for General Services Foreman and Mrs. E. J. Wright, who transferred here from Ras al Khaimah on their return from a State vacation.

Farewell to the P. C. Graham who transferred to the regional Foreman Operations Trainer. Mr. Graham served as Assistant Foreman Operations Trainer. Mr. Graham has been a valuable employee in the region for the past three years.

Marking ten years of company service on March 10, John Franks, Supervisor of Tapline's liaison office with the Jordanian Government, received a two-tone tie from W. A. Campbell, Vice-President, Government Relations. Mr. Franks has served in this capacity since the inception of the liaison office in 1950.

Badanah

To celebrate St. Patrick's Day, the Badanah Women's Group sponsored a dinner dance at the community center. A variety of games and a Charleston performed by Mrs. E. J. Wright, Superintendent of Tapline's liaison office with the Jordanian Government, were also included in the evening's entertainment.

The following year he resigned to accept a cashier's job with the company, and later joined the Lydda airport staff of BOAC in 1945 as a clerk-typist. On June 21, 1952, he was appointed Manager of Public Relations for the company.

Badanah

Many happy returns were wished Dr. J. D. Thaddeus, Superintendent of Tapline's liaison office with the Jordanian Government, on his retirement from the company. Dr. Thaddeus has been with the company for over 30 years and has contributed greatly to the success of the company's operations.

Beirut

Saida Terminal children were out in force on Easter Sunday for a special dinner, in honor of their Participation in the annual Easter Egg roll, which this year featured a special egg hunt. The event included a special appearance by the Easter Bunny, who entertained the children with games and activities.

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Back from his trip to Lebanon is Mr. B. A. Elia, who spent his leave in Beirut and the United States, Rafha town, Haifa, Lebanon.

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Bell has been working with Tap—line as Lead Radio Instrument Man since November 19, 1958. Both families are wished the best of everything in their new surroundings.

The list of April absentees included the W. K. Despain, N. Y. Khalid and Fathi bin Ahmad Rahma.

Dr. Pedro Marquez, counsel for petroleum affairs with the Venezuelan Embassy in Cairo, and Sumer Ertegun Centner, an auditor on loan to the Damascus office of the Department of Petroleum and Mineral Affairs, accompanied by R. G. Van Peursem and Maurice Kelley, of Aramco, were dinner guests of Superintendent and Mrs. D. P. Hurton during their automobile trip along the Tap—line system.

April 6, Lebanon's representatives to the Tapline golf championship, played in Jaffa April 7 and 8, were entertained at a red—tux dinner given in the community center. Private family dinners were served in honor of the visitors at the end of the first day of tournament play. A gala banquet hosted the evening featuring the presentation of trophies to the winners.

The following year he resigned to accept a cashier's job with the United States' West Coast firm, Kurnell, Australia. His children and wife left Lebanon for the United States and he returned to the Tapline staff in March 1960.

Mr. Franjieh, the former President of the United Nations General Assembly, attended the service pin presentation. Born and educated in Jaffa, Palestine, Mr. Franjieh, Manager—Government Relations (right), attended the service pin presentation April 10, Captain P. E. Cole,received a two—star tie—clasp from W. A. Campbell, Vice Supervisor of Tapline's liaison office with the Jordanian Government.

Arriving by company plane on April 5, Lebanon's representatives to the Tapline golf championship, played in Jaffa April 7 and 8, were entertained at a red—tux dinner given in the community center. Private family dinners were served in honor of the visitors at the end of the first day of tournament play. A gala banquet hosted the evening featuring the presentation of trophies to the winners.

Owner Stockholders

Ownership of Tapline's four owner companies, and indirectly of Tapline, continues to broaden.

As of the end of 1959, official figures show that individual stockholders in the four companies totalled 1,111,000.

Of this total, Standard Oil Company (New Jersey) stockholders totalled 382,000; Standard Oil of California, stockholders 180,000; Texaco, Inc., stockholders 145,000; and Socony—Mobil Oil Company stockholders 228,000.

Standard Oil Company of New Jersey, Texaco, Inc., and Standard Oil Company of California each own 30 per cent of Tapline, Socony—Mobil Oil Company 10 per cent.

Jan Nelson

two students at Swansow to receive straight "A".

Jan Nelson

Jan Nelson

Jan Nelson

Average BPD loaded on ships

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Average ships per day

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Ships loaded

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</tr>
<tr>
<td>April</td>
<td>124</td>
</tr>
</tbody>
</table>

With lifting forecasts still low and the auxiliary pumping units now shut down for a full year, throughput of the pipeline in March dropped to its lowest level since February, 1953. The March average daily throughput is more than 50,000 barrels below the previous month's average throughput and less than half the record average throughput of 260,000 barrels in March 1950.

Liftings from Sidon during the month also were at their lowest level since Tapline started operations in December, 1950.