His Highness Amir 'Abd Allah Visits Turaif

A two-week visit to Turaif of His Highness Amir 'Abd Allah ibn 'Abd al-Malik ibn Musaid, Amir of the Northern Frontiers, came to an end on August 3 after 'Ar'ar. R. E. Christine, Mrs. Heide and G. F. Yazbek, who is serving as interpreter, and gentlemen attending the affair. Above, he is chatting with, left to right, G. F. Heide, daughter Christine, Mrs. Heide and G. F. Yazbek, who is serving as interpreter.

The following day, His Highness ibn Musaid accompanied the Amir to Turaif, Najr ibn Saqr. This dinner was followed by a brief reception at the Pakistan compound at the airstrip. After several speeches from the visitors were accommodated in the Arabian headquarters of the Amir in Musa'id in one of the two portable houses occupied by the Tapline guests. Attending the function were M. Heide, Marsh, Linabury and Yazbek as well as J. F. Pfister, Turaif National Superintendent.

Marine Facilities Reduced at Sidon

Because of the low level of crude oil deliveries at the Sidon terminal and because of the large size of the few tankers loading there, Tapline has found that three of its eight mooring berths are no longer necessary to meet the company's requirements.

The elimination of these surplus facilities, however, will not impair the terminal's ability to load as much crude oil as can be pumped through the pipeline and stored in the tank farm at a capacity level of operations. Two of the three surplus mooring berths are to be used at the new offshore terminal planned at Marsa el-Brega for loading crude oil from Esso's new Zeltene Field. They are the "Chandler," named for W. R. Chandler, Tapline's Executive Vice-President, and the new "Musa'id Businessman." The other berth is to be used for a new "Crew House" to be built:

President Noble Presents Prizes to Safety Teams

John Noble, President of Tapline, made a flying trip to Turaif on August 16 and to Rafha on August 17 to present "Tapline Safety" tool kits personally to each member of four winning teams in the first Tapline safety contest, covering the three months from April 1 through June 30 for a full list of the winning teams; see Pipelines Periscope for August.

"Safety is the business of every one of the one thousand and more employees of Tapline," Mr. Noble told the winning teams.

"Let us be frank about it. Tapline's safety record has not been a good one to date—compared to Aramco specifically and compared to the oil industry as a whole.

"It is because of this company's vital concerns for the health and well-being of the people of Tapline that we launched Tapline's safety competition during the second quarter of this year.

"I am happy to be able to report to you that, during this second quarter, there has been a marked reduction in the severity of Tapline accidents. While Tapline employees were absent from work for a total of 112 days during the first quarter, as the result of personal injuries and motor accidents, they lost only 128 days during the second quarter. That is a 3-to-1 reduction."

"And Noble's President went on to say: "A safety record does not just happen—any more than an accident just happens. There is a 3-to-1 reduction."

CLOCK WATCHING

Effective at 12:01 a.m. Friday morning, September 2, company clocks in Saudi Arabia and Jordan, the Sidon Tank Farm Control, Shore Control, and Marine Offices, and the Beiruit Oil Dispatch Office are set back two hours, placing all oil operations on standard time (Greenwich Mean Time plus two hours).
Pipeline Periscope

Marine Facilities Reduced at Sidon
(Continued from page 1)

Vice President, and the "Lena-
han," named for W. J. Lebanon, for the company. These
switches had recently been
overhauled and replaced.

Boat.—(Continued from page 2)

The distance between these two
high-lifting burdens to the adja-
cent berth is increased from
5,000 to 5,200 feet by the re-
moval of the No. 2 berth. This
extra space provides an impor-
tant safety factor in view of the
steep increase in the size of the
tankers calling at Sidon.

After the Sidon terminal load-
ings of its first ships on December 2, 1950, the average tanker call-
ing there had a capacity of
134,000 barrels. This capacity
was roughly equivalent to the
standard T-2 tanker of 4,860
deadweight tons. By 1960, the
capacity of the average tank-
er loading at Sidon had risen to
208,000 barrels, the equivalent of
the super-oilner of the 28,000-
deadweight class. By 1965, the
capacity of a tanker sailing at the
Terminal was expected to reach
350,000 barrels.

Despite the spectacular in-
creases in average tanker capac-
ity, there is very little difference
in the size of the tankers since
the first tanker spotted at the Sidon termi-
nal, No. 4, No. 5, No. 6, No. 7 and No. 8. The buyers, anchors, and
moorings are all the same.

For the past ten years, the mod-
est super-oilner spends three
months in the anchorage before
leaving for the U. S. with a vessel
load. The largest tanker, the new
No. 5, has a capacity of 42,000
barrels, the equivalent of the new T-2
tanker. The new No. 5, which
came into the anchorage Aug.
10 for delivery to Ben-
jamin, B. S. J. Ghafary, of the
Arabian-American Bank, which
owns the Sidon terminal, said
that the No. 5 had been
ordered by his company
for delivery to the Arabian-
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ordered by his company

In addition to the thirty-five
volume of work, the two
employees maintain an index record of ap-
proximately 330 passports.

With five years of experience
in the Security Department of
the Lebanese government,
Shebaro had an extensive back-
ground in passport, permit and
registration operations. When he
joined Tapline on April 8, 1947.

Shebaro's firstjob in our or-
ganization was that of a watch-
man. On New Year's Day, 1951,
he was promoted to General
Loader, a rank which he held for
several years. In 1954, he was
made Senior Clerk. She-
baro earned his present classific-
ation as Passport Contact Man
on July 1, 1953.

A former student at the Ma-
keddi College in Beirut, She-
baro spent his spare time playing
with his three brothers when he
was younger—"because of financial difficulties at home.

An athletic student who was
a student, Shebaro won the Le-
banese heavyweight boxing title
in 1914. He was only eighteen at
the time, and as he was unable to
compete in a 120-pound race a
student, he was barred from compet-
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ing in 120-pound races.
A heroes’ welcome is given Tapline electrician Adriaan Verhoeven, 23, and his 13-year-old brother Henk as they arrive in Puttershoek, Holland. The village brass band, junior members of PVV (the local soccer club), newspapermen, photographers and scores of well-wishers accompany the brothers to their home.

Ragged and sun-tanned, Adriaan Verhoeven (left) enters Puttershoek to complete his 6,000-kilometer bicycle trip from Turaif, Saudi Arabia, to his home town in Holland. His brother Henk rides with him from Rome.

Turn some cows (left) turn up to welcome the Verhoeven brothers as they arrive at their home town on July 27. The windmill in the background is a typical scenery in Holland, where most of the land is given to pasture, farming and horticulture.

**FIVE TIMES TAPLINE’S 1,213 KILOMETERS — BY PUFF AND BY PEDAL**

Tapline electrician Adriaan Verhoeven, one of nineteen Dutch employees of Tapline in Lebanon and Saudi Arabia, arrived in Puttershoek, Holland at 7:10 p.m., July 27, exactly two days after leaving Turaif on a 6,000-kilometer bicycle trip to his home. Arriving with Adriaan was his 13-year-old brother Henk, who met him in Rome on July 2 and accompanied him on the last leg of the journey.

On hand to welcome the adventurous brothers as they reached Puttershoek, located about twelve miles southeast of the great port of Rotterdam, was the entire village population. Included were a brass band, newspapermen, photographers, the local soccer and cycling clubs as well as Burgomaster W. Van Der Ploeg, who made a glowing speech.

Traveling light with two small bags on the front and rear of the bike frame (containing a few clothes, two spare tires, a 35-millimeter camera and three tins of water), Adriaan followed exactly the itinerary he had prepared in Saudi Arabia. After covering the first leg from Turaif to Jeddah, Jordan, by car, he pedaled to Damascus, Beirut, Tripoli and then through Turkey (stopping one night at the Hilton Hotel in Istanbul and Greece, “The Kingdom of Hell,” says Adriaan, “is the country that impressed me most on my trip. The people there are especially friendly and the food is excellent.” From the island of Corfu, which he describes as “a paradise on earth,” Adriaan went by ship to Brindisi, Italy. Then he pedaled up to Naples and Rome, where he met his brother Henk, who had arrived with bike from Holland.

After spending a few days in the Italian capital, the brothers resumed the trip, stopping at the Riviera for a few days and cycling through Lyons, Paris and Brussels and on to the Dutch border. Before leaving Rome, however, Adriaan bought a small tent to save on hotel bills.

Thanks in part to their name, the Verhoevens had a sponsor for the trip, manufacturer in Holland of the same name furnished the two brothers with the bicycles and with shirts bearing the name. The quality of the bikes proved to be excellent, since Adriaan had had to change only four flat tires throughout the 6,000-kilometer trip. Depending on how good the roads were, the Tapline electrician covered from 60 to 225 kilometers a day.

Will Adriaan ever make the 6,000-kilometer bicycle trip again from Turaif, “probably not,” he says. “I have made the trip because my father challenged me by insisting that I couldn’t make it. I must confess, however, that I felt very lonely on the way. Next time I will make sure to have a friend with me and travel either on motorcycle or by car.”

The Swiss say: “The one who travels can tell a story.” On his return, by plane, from Holland in early August, Adriaan had many interesting stories to tell his Tapline friends—backed up by more than a thousand color-slides.

(Photos by W. Ramaker, of Amsterdam)

On leaving from Puttershoek in early July to meet his brother Adriaan in Rome, Henk Verhoeven waves goodbye to his father and sisters (from left, Bets, 20, Inie, 15, and Lina, 17).

On arriving back in Puttershoek with brother Henk (left), Adriaan Verhoeven is greeted by Burgomaster W. Van Der Ploeg (right). Behind the two brothers are their father (partly hidden) and mother.

On arriving back in Puttershoek with brother Henk (left), Adriaan Verhoeven is greeted by Burgomaster W. Van Der Ploeg (right). Behind the two brothers are their father (partly hidden) and mother.
Rafha
Rafha takes pleasure in welcoming E. J. Wright, who transferred here from Qaisumah in the capacity of Operations Foreman with their daughter Lynda. Mrs. Wright and family were spending the summer in the States with their daughter Lynda. Off to spend a holiday in Denmark are Mr. and Mrs. H. C. Hansen and children, Allan and Gary.

Mrs. M. W. Bowe and daughter Denise left for Rome to visit Mrs. Bowe’s family. Mr. Bowe is slated to join them soon.

Mrs. R. H. Anes, wife of our station physician, is visiting in Beirut.

All the Lebanese employees attended a farewell dinner party given for S. A. Chamer and F. I. Habib. Mr. Chamer had served as Station Accounting Office Chief and Mr. Habib as Assistant Relations Representative.

Ibrahim Arab arrived here from Turaif to act as vacation relief for Bassiim, Head of Accounting.

Vacations are over for M. H. Hayat, M. Hamid, F. Rabie, I. Kasim, A. Muhammad, and M. Madi; vacations have started for M. S. Hadil, S. Mansoor, M. Muhammad, J. Alz, and M. Scad.

Congratulations to Duffieh but with the news that Husein is to marry, while on leave, to a girl from Ghamid, his home town.

Sidon
The wives and children of Mourning Master J. H. Walsh, who is on assignment with the Iranian Operating Companies, Ltd., at Abadan, left Sidon Tuesday to return home to New York. Captain A. R. Bickhouse, second in command of Tapline’s marine terminal at Sidon, and his wife, Miss Bickhouse have returned from long extended vacation. With companies stopping at Paris and Rome, the couple made the return flight from New York to Beirut, by jet, in 11 hours and 10 minutes.

Welcome home from long vacation to Captain and Mrs. I. Trenched, the Troublesome down from Norway through Denmark, Germany, Austria and Italy before embarking to Beirut from Venice.

Captain W. J. Leibniz and family sailed from Beirut, on their way to Bali, with the intention of driving their Plymouth through Europe and up to Norway.

Radio Technician Aynou Shami is on special assignment at Tapline pump station.

Zahrat Country Club members are still talking about the successful beach party sponsored by the management committee at the Zahrat Beach. The dinner and dance drew a crowd. Congratulations to Mr. and Mrs. N. New and family will be greatly missed around here Mr. New’s transfer to Beirut Engineering became effective on August 1st.

Four guests attended a banquet of stuffed lamb given by Fahed bin Othman to celebrate the return to Beirut town of his wife and child, who were vacationing in Damman Meshwak bin Sa’ad and family have also returned from a holiday in the capital of the Syrian Region.

Turaif
A new member of Turaif’s Engineering division is Constructor Engineer阜 Noug Abun of Beirut. A 1957 graduate of A.U.B. with a Bachelor’s degree in civil engineering, Mr. Abun was previously affiliated with the CAT Co. in Kuwait.

There is an air of quiet around Turaif’s Central Storehouse, due to the absence of Lead Materials Specialist Abraham Selvad, who finally received the papers authorizing him to emigrate from Lebanon into Canada. In wishing him the best of everything, we can only regret his departure.

Abun has been with us for almost nine years.

The Turaif welcome wagon happily handed Mrs. Ibraheem Selvad, on return from medical treatment at Amman’s Dhiar Susm Health Center, and Tony Anger and Abu Shehab, on return from medical treatment in Beirut.

Beirut was the vacation spot of J. K. Tomoridze, who also spent some of his off-duty days at the station.

Heading to the Lebanon capital, their new president, F. I. Habib and family will be greatly missed around here Mr. New’s transfer to Beirut Engineering became effective on August 1st.

Farewell to W. R. Walden, our former Mechanical Engineer who left the field recently, and good luck on his new assignment with Esso Standard Oil of Liberia, Inc. at Banghazi.

Congratulations are in order for two newly wedded couples who were married in Beirut at Frankfurt, respectively Sebouh Karad, of Communications and the former Miss Melina Neale, the former Miss Neale and Hathal Sa’id in Beirut.

Fire recently broke out in a wooden house built within high mud near Qaisumah in the town of Qaisumah. Arriving at the scene within a few minutes, the station’s fire crew moved possible damage by extinguishing the fire and controlling the spread. Leaving the scene without any incident, the firemen were able to get the fire under control.

To help improve community life for children in the pre-school age category, the Women’s Group has been formed at Makani to serve as a playground for children. The group is composed of 56 parents and the task will be returned to service in early September. Exterior roof painting remains to be completed.

Miss Helena Haddad
Beirut. She lives cooking as her hobby.

Prior to their transfer to Qaisumah, the former Mrs. Barbara, who was accompanied by a number of friends/associates, were entertained at several farewell gatherings and parties in both Beirut and Badonah.

The welcome mat is out for J. N. Samaha, who transferred here from Qaisumah as Station Relations Representative. The Women’s Group gave a tea to bid Mrs. Samaha the traditional welcome before she and her husband introduce her to the ladies in the community.

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always a cause. I think the cause of this improvement has been the continuing and conscientious efforts of all of the people of Tapline.

"But this is no time for any of us to relax. While injuries and accidents have become less severe, they have remained as frequent as they had been. In both the first quarter and the second quarter, Tapline averaged 13 disabling injuries for every one million hours they worked. Our goal is to cut this figure in half—from 13 to 6. And I am confident that we can reach this goal, through the efforts of all of you here today and of the staffs at the other pump stations, coordinated by our Safety Engineer, Fawzi Najm.

"One of the greatest dangers to the people of Tapline is the motor vehicle accident, primarily due to speeding. During the past three months we had eleven auto accidents, including two cases in which the vehicle turned over and one head-on collision. Any one of these accidents could have been a fatal one. I propose that, during future competitions, we try to eliminate auto accidents altogether. Let us make that a primary goal."

Mr. Noble's warning against vehicular accidents was given added poignancy on the night of August 16, when a heavily laden commercial truck turned over on the Tapline road 35 kilometers from Rafha. One man was killed and ten other passengers were injured. Tapline rushed one woman victim by car to its main hospital at Badanah where two fingers were amputated. Mr. Noble's plane, making a special stop at Badanah en route back from Rafha to Beirut, served as an aerial ambulance for one of the injured passengers. Mr. Noble's plane, making a special stop at Badanah en route back from Rafha to Beirut, served as an aerial ambulance for one of the injured passengers.