SEASON’S GREETINGS 1963

The 12,000 DWT ISO Pane, largest tanker handled at Sleke Terminal.

PIPELINE PERISCOPE

TRANS-ARABIAN PIPE LINE CO., BEIRUT, LEBANON. VOL. 10 NO. 12, YEAR-END, 1962.
TO ALL EMPLOYEES:

As the year 1962 draws to an end I wish to thank each of you for your wholehearted cooperation and support which have contributed to this momentous year in Tapline's history. To each of you and to your families I extend warmest regards and best wishes for a Merry Christmas and a Happy New Year.

Mr. H. Overhagen

Editor

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Painting, he says, is my favorite hobby and a hobby it is something personal—personal as my love for gardening, serious music and piano playing.

Born in Beirut in 1919 Mr. Brummana completed a brief business course at AUB in 1933 to assist his father in a tile manufacturing company. In 1941, he joined the Pioneer and Labor Office of the British Army in Beirut as chief clerk. He remained with the British Army until after evacuation, when in 1947 he headed the Civil Indemnities Office.

From March 1948 to June 1949, Mr. Brummana served in the Beirut office of the Iraq Petroleum Company. During the past 13 years, Mr. Brummana has helped interview, test, recruit, process and counsel hundred of Tapline employees.

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A message from the U.S.A.

IN THE SPOTLIGHT

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To celebrate the twelfth operational birthday of Tapline, its terminal, the SUNSET, 61.950 DWT, has recently made its first voyage to load at Sidon Terminal to date, Tapline invited the Minister of the Interior, Dr. Munir Hussami, Mr. Elias Labaki, R. P. Cocke, D. W. Dreier, R. R. Burnett, Capt. Brickhouse and Atef Jubaili to attend a luncheon party aboard the supertanker. (Photo by Nasr).

This contrast is typical of the changes in the tanker industry during the last twelve years. Some of the other striking changes are:

The largest tanker in operation today, the NSSHO MAU of 130,000 DWT, is more than four times larger than the largest tanker of 1950.

The average size of tankers in the world fleet has increased from 33,000 DWT in 1950 to 22,800 DWT today.

The carrying capacity of the world tanker fleet has jumped from 27.6 million DWT in 1950 to about 69 million DWT in mid-1962. These advances have had an effect on Tapline operations, and will continue to have an impact in the future. Tankers have become larger and more efficient in response to efforts to minimize transportation costs. The ESPO SPAIN's per barrel costs to Rotterdam are about 40 percent of the costs of the SUNSET.

These reduced transportation costs in the system in which Tapline participates can enable Middle Eastern crude oil to compete more effectively for markets with crude oil from other sources. As long as Middle Eastern crude oil is not priced out of the market by high transportation or other costs, there will be substantial quantities of crude oil moving westward from the Middle East. Tapline has an opportunity to generate new traffic.

The reduced tanker costs have been accompanied by unfettered, more direct effect on Tapline. Since Tapline is in the position, unique for any pipeline in the Middle East, of competing on directly with tankers, lower tanker costs mean more severe direct competition for the pipeline.

In the Spotlight

Sidon Terminal marked its twelfth operational birthday on December 3, 1962 by loading 619,450 barrels of crude oil, the largest single cargo in the terminal's history, aboard the ESPO SPAIN, the biggest ship ever to call at Sidon.

Built in Hamburg, the 89,000 deadweight ton vessel has an overall length of 835 ft. 10 inches, with a beam of 123 feet. It has accommodations for its crew of 60 officers and men located amidship and aft. Full air-conditioning is provided in the giant tanker, which has an average speed of 17 knots per hour. Commanding Officer of the ship is Capt. Thomas R. Rutherford.

The ESPO SPAIN took aboard 51 times as much cargo as the S/S SUNSET, the first tanker to load at Sidon. The SUNSET loaded 110,842 barrels on December 2, 1950. Both cargoes were bound for Rotterdam.

In November, pipeline throughput suffered a moderate setback to finish at 379,456 barrels a day, or some 9,000 barrels below the October daily average.

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JORDAN STUDENTS TOUR TERMINAL

Two groups of students from high schools in Jordan, one of eleven girls and another of thirteen boys, arrived in Beirut by air on November 26 and December 3, respectively, in preparation for a descriptive essay contest on Tapline facilities.

A special committee, headed by Manager of Public Relations Salih Al-Awd and including Mahmoud K. Saab, Emile Y. Ayash and two inspectors designated by the Jordanian Ministry of Education, is slated to select the best three of the essays submitted for special prizes before the year-end.

Riyad Salim Tadji, a 17-year old high school graduate of International College in Beirut, had won the top prize in the first descriptive essay contest on Tapline installations at Turaif and Sidon that was organized last summer for high school students in Lebanon.

(Photos by NASR)

The last visit to Sidon coincided with the arrival there of the Essao Span, largest superstructure handled at Tapline's marine terminal.

Facing the camera from the top of one of the twenty 180,000 barrel storage tanks at Sidon Terminal are, from left, Abul Fatah Chamaan, of Soukh Secondary School, Saleh Al-Daif, of the Boustan School in Jerusalem; Saleh Al-Awd, of the National Patriarchal College in Amman; Ricarda, of the National Patriarchal College in Amman; Nasri H. Srougi, of the Islamic Ilmiek School in Jerusalem; Boutros Aranki, of Al-Hussein Secondary School; and Mrs. Monazwar Ghossein, of the Ma®amounieh School in Jerusalem and Nabila A. Rossan, of Princess Aliyah of the Jordanian Ministry of Education, who chaperoned the group; Lamia A. Kamal, of the Ma®amounieh School in Jerusalem; Shahiya F. Arabyat, of Salt's Secondary School; Mrs. Monazwar Ghossein, of the Ma®amounieh School in Jerusalem; and Mrs. Monazwar Ghossein, of the Ma®amounieh School in Jerusalem.

Student visitors were accommodated at the Lanios Hotel (background) and operations. Briefing the students on mural chart panels and scale models of various company installations is Hikmat Bidawi.

A special point of interest for the student visitors was Sidon's semi-permanent exhibit featuring Tapline and oil transportation industry history and operations. Booking the students on usual chart panels and scale models of various company installations is Hikmat Bidawi.

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(Photos by NASR)
Badanah

Welcome aboard to Said Rafi and Muhammad Ali, who have joined the Badanah staff as gate attendants. Mr. Rafi has occupied the position of Steward, and Mr. Ali has replaced him in Saudi Arabia. The winners were the John H. Rosquist-Haskell golf team, James F. Chaplin and Mrs. Charles S. Babh, who ran the runners-up of the competition. The American School in Jerusalem, of which Charles S. Babh is a director, offered a wonderful time, opening gifts.

The Babh's were hosts again at a dinner party given in honor of Walter E. Locket, Robert A. Prusinski, George F. Heide and Richard D. Burnett over their November visit to Badanah.

Many happy returns were wished in November to Jana Vehrswoenke, Mrs. Charles S. Babh, Mrs. Robert W. Bowie and James E. Drulcy. Mr. and Mrs. Drulcy also celebrated their 25th wedding anniversary during the month.

Word received from the Howard T. Jennsens informed us that they are having a wonderful vacation in the United States and that they plan to visit Mr. Jennsens' father in Sumitara during December.

Mrs. and Mr. James F. Chaplin entertained Rafha families with the traditional Thanksgiving turkey dinner and all its trimmings. Mr. E. T. Tracey, on the other hand, was on a visit to Thanksgiving with her husband, Mr. and Mrs. Khalifah Rebaab in Beirut. She was accompanied on her visit by her daughter Khalifah in Beirut.

Rafha

Our hats are tipped to Mr. Khalil Sirky, who arrived here in November from Bahrain. He has spent several days here until Rebaab's marriage on December 14th.

Qaisumah

On the Accession holiday, the Tilal el-Bedou Golf Club held a “Happy hour 9-hole tournament.” The winners were the John H. Rosquist-Haskell golf team, James F. Chaplin and Mrs. Charles S. Babh, who ran the runners-up of the competition. The American School in Jerusalem, of which Charles S. Babh is a director, offered a wonderful time, opening gifts.

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Over 500 Tapline employees, dependents and guests either watched or participated in the Field Day organized at Badanah on November 15.

Outstanding star of the program was station mechanic Saleh Abdullah, who won the 100-yard dash race, the broad jump event and one of two sack races. General duty nurse Shehade Isbitani won top honors in the group 2 sack race. It was just a bad day for cook-baker Suleiman Awdeh, who finished second in the 100-yard dash race, the broad and high jump events and the sack race doubles.

The high jump event went to Noureddine Abdullah, of Operations and Repairs. Jaber Klheif, turbine diesel mechanic, finished first in the 125-yard race, preceding hospital orderly Awad Shubash.

Egg race winner was equipment operator Abdullah Nasser, who led shift operator Nassir Mutlaq to the finish line.

The egg-catching contest went to the Adel Madani—Abdullah Shami tandem. Jaza Fahad and Hassan Zare teamed to grab first place in the sack race doubles.

Jaza, who is Badanah’s station maintenance supervisor, made a spectacular “finish” to win the donkey race.

In the tug of war, the Maintenance squad pulled hard to beat the Base Hospital team. In the semi-finals, Maintenance had won from Pumphouse and Hospital had routed Community Services.

500 TAPLINERS AND GUESTS ATTEND BADANAH FIELD DAY

(PHOTOS BY SH. GEORGES)