TAPLINE MEDICAL DIRECTOR KILLED IN CRASH OFF DHAHRAN

Tapline's Medical Director, Dr. Frank Joseph Zukoski, 48, was killed in a passenger plane crash Friday night, April 17, en route to Dhahran from Beirut.

The ill-fated plane plunged into the Arabian Gulf in a sandstorm three minutes before landing at Dhahran airport.

Twenty-three Americans, including 21 Americans and two Saudi Arabs, were among the 42 passengers and the crew of seven who lost their lives in the air disaster.

Best known to Tapliners among the Arabian Gulf in a sandstorm three minutes before landing at Dhahran airport.

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The distinction of being among the first five Saudi Arab Tapliners to complete 15 years of company service goes to Haza' Nasser of Qaisumah. Mr. Nasser's service goes to Haza' and the President's Letter of Safety Achievement. They are Sidon Shore Operations—Dera'a, Rafha, Badanah, Qaisumah and Qaryatain.

Pipeline Periscope

SPOTLIGHT

Haza' Nasser, General Craftsman, Qaisumah.

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ZCC Golf Awards Distributed

The Zaharat Country Club sponsored a trophy banquet at the Sidon Terminal in Beirut on March 21 for the presentation of awards to winners of its 1963 golf tournaments and monthly and monthly medals.

The trophy is presented to any company unit which at the end of a calendar year, maintains a perfect record from the year before.

Individual prizes are given to each employee in a unit which has earned a President's Letter of Safety Achievement. Such individual prizes are intended to serve as safety incentives rather than material inducements.

By setting such standards of performance to judge this type of recognition, Tapline believes that particular emphasis is laid on the maintainability of employee safety and performance. It is also believed that this type of citation concept provides a fair basis of competition among the Tapline units which have different safety hazards.

Sidon Shore Operations—Dera'a's Employees Receive Safety Awards

The Manager of Operations Safety Trophy and a Letter of Safety Achievement from President William B. Chandler were presented April 7 to Manager of Operations Robert A. Prusinski to the Sidon Shore Operations—Dera'a's employees for their first year's safety efforts.

Maintaining a perfect safety record since November 13, 1959, the Sidon Shore Operations—Dera'a's unit has thus won the trophy for the third year in a row.

The measures of each unit's safety standing, as adopted by Tapline, are the frequency and severity rates of industrial disabling injuries incurred per one million manhours of work experience during a given calendar year.

In this section—type of report, Tapline has set up a standard of performance which each unit must meet to remain in competition in order to qualify for an annual safety recognition award—the President's Letter of Safety Achievement.

To be awarded such a letter, a company unit must meet a minimum 20 percent improvement in the frequency and severity rates of disabling work injuries over the best record achievement in any of the three previous calendar years.

The letter is also presented to any unit which, at the end of a calendar year, maintains a perfect record from the year before.

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MATCH WITS WITH NATIONAL SAFETY COUNCIL EXPERTS

The following safety test is a reprint from Family Safety, a National Safety Council quarterly publication.

There is a test taken by safety personnel. Can you top their score?

1. The road is slippery and you feel the rear wheels of your car beginning to slip off to the left. What should you do?
   a. Apply the brakes immediately.
   b. Grip the steering wheel firmly and speed up slightly.
   c. Turn your front wheels to the left and accelerate slightly.
   2. Provided a ladder is light enough for you to carry alone, the safest method of carrying it is:
   a. Front end elevated and rear end pointed toward the ground.
   b. Rear end elevated and front end pointed toward the ground.
   c. Both ends equilibrium from the ground.
   3. You want to serve leftovers for a later meal, but the refrigerator is crowded. When should you store them?
   a. In the refrigerator at 40°F.
   b. In the refrigerator at 60°F.
   c. In the freezer.

4. A traffic signal with a flashing yellow light means you should:
   a. Proceed with caution.
   b. Watch for a railroad crossing.
   c. Stop and then proceed if clear.

5. When passing you should:
   a. Continue from your present speed until you are about half way around the curve, then speed up.
   b. Slow down just as you enter the curve and continue slowly around it.
   c. Slow down below when you enter the curve, then accelerate slightly as you go around it.

6. You are second in line of cars at a stop sign. The car in front of you pulls away from the sign. What should you do?
   a. Move up to the stop sign, stop, then pull out if it's clear.
   b. Move slowly ahead, prepared to yield the right-of-way, and continue if the way is clear.
   c. Move out quickly, staying close behind the car ahead to take advantage of its clearing the street.

7. The best way you're trying to lift a very heavy and awkwardly shaped object is:
   a. Front end elevated and rear end pointed toward the ground.
   b. Rear end elevated and front end pointed toward the ground.
   c. Both ends equilibrium from the ground.

8. What is the one hazardous spot in your car:
   a. Under the seat storage.
   b. Behind the front seat.
   c. Behind the rear seat.

9. It is dangerous to throw a newspaper or a plastic bag on the back porch.
   a. False.
   b. True.

10. You push it away from you.
   a. False.
   b. True.

11. In the passenger's seat, the safest method of carrying it is:
   a. Front end elevated and rear end pointed toward the ground.
   b. Rear end elevated and front end pointed toward the ground.
   c. Both ends equilibrium from the ground.

12. (a) Every vehicle has rearward-facing seats.
    (b) A flashing yellow traffic signal means you should:
    a. Proceed with caution.
    b. Watch for a railroad crossing.
    c. Stop and then proceed if clear.

13. The one hazardous condition of all electronics is:
   a. Carbon monoxide can enter the car.
   b. A flat tire can cause the car to veer off the road.
   c. Carbon monoxide can dissolve natural oils on the skin and cause dermatitis.

14. Tire chains are helpful in:
   a. Clearing the snow.
   b. Shifting to neutral and cutting off the engine.
   c. Driving on a wet surface.

15. (a) Every vehicle has rearward-facing seats.
    (b) A flashing yellow traffic signal means you should:
    a. Proceed with caution.
    b. Watch for a railroad crossing.
    c. Stop and then proceed if clear.

(Answers on page 5)

PLANE CRASH OFF DHARRAN

(Continued from page 1)

He was a member of the American Medical Association, the Association of Military Surgeons, the American Psychologic Society, and the Aero-Medical, Air Force, and Jefferson Association.

Dr. Zokalni is survived by his wife, Therese, and their two children. Robert Michael, 15, and Christine An, 10; and two brothers living in the United States.

Mr. Zokalni and the children left for the United States April 28 to attend the burial services. They are expected to return to the U.S. in the near future.

Answers to Match Your Wits with Safety Experts

1. (d) When rear wheels skid to the left, turn front wheel to the left and accelerate slightly.
   2. (a) The elevated end is the end most likely to strike something or somebody. It's safer to have it in front of you so you can keep an eye on it.
   3. No. 40°F food should be refrigerated immediately.
   4. False. There will always be food accidents on which people are thrown out of a car and survive, but the fact is you are five times more likely to be killed if you are thrown out.
   5. (a) A flashing yellow traffic light means proceed with caution.
   6. True. This gives you a clearer view of the road ahead.
   7. False. If you scored 10 or 11, you didn't do badly, just a few missed at the end.

How did you score?

Chances are pretty good that you didn't score 12 — which is perfect. Nobody — not even in a group of National Safety Council experts — did that.

But you can pat yourself on the back if you scored 11 or 12 because you beat the experts, who had an average score of 1.2.

If you scored 10 or 11, you didn't do badly, just a few missed at the end.

If you scored 9 or 10, you beat only 16 percent of the experts.

If you scored 8 or 9, you beat only 10 percent of the experts.

If you scored 7 or 8, you beat only 2 percent of the experts.

If you scored 6 or 7, you beat only 1 percent of the experts.

If you scored 5 or 6, you beat only 0.1 percent of the experts.
Badanah

Members of the Badanah Swim—
ming Pool Association have elect—
ed the following ... son of Mr.
and Mrs. Nazih M. Sheikh. The
Aouns marked Mrs. Wright's
birthday with a successful dinner
party. the American  Community
entertaining her Badanah friends
at the American  Community
their parents in Badanah. Richard,
Muhammad, of the Base Hospital
entable. He was accompanied by Mrs.

Executive Vice President Wal—
ter E. Kocher returned April 29 from a
business trip to the United States. Vice President—
Government Relations Robert M. Henry arrived in Beirut from New

Carolyn Crosthwait celebrated

Mr. Khoshaba will replace Mr.
Sabbagha and the Turaif medical
operator and gauger—tester. E. Saba headed the Personnel
Department in New York. He has

Mr. and Mrs. Antoine Ghaby
were hostess to a station—wide dinner
Saturday, March 30 for C. A. and Rose, former
Miss Fayza Izzeddin
birthday party in their Badanah
home. She is shown above unwrapping her birthday
presents under the
data projection.

The Sidon Terminal commu—
yes present under the
next issue of the Monthly Journal.
The Oil Industry in the News

Information matter reported in this column is compiled from and based on reports recently published in the following magazines and periodicals: Petroleum Press Service, Oil and Gas Journal, and World Petroleum.

Pipeline Periscope

THE OIL

Information matter reported in this column is compiled from and based on reports recently published in the following magazines and periodicals: Petroleum Press Service, Oil and Gas Journal, and World Petroleum.

Tankers

A Japanese shipping company, Sanikai, has placed orders for two dozen new tankers with deadweight tonnages of no less than 125,000. This is a jump of more than 20,000 tons over the previous two dozen tankers ordered from the same firm last year but not yet started, and when completed in 1966 and 1967 they will be chartered to the Tokyo Tanker Co. With a length of 934 feet and a draught of about 40 feet, they will be powered by MGE-type turbine engines developed by the General Electric Co. of the United States. Their service speed is 12.5 knots. With the signing of these contracts, the number of tankers of more than 100,000 tons on order at the end of 1963 is now 125.

Another striking feature of the new-ordered statistics is the increase in the number of vessels in the 60,75,000-ton category; this has gone up from 45 to 84 in six months.

In March, the total number of ships passing through the Suez Canal reached 1,621, an increase of 6.7 percent over 1962; it included nearly 120 million tons of crude oil, now forming 90 percent, compared with 85 percent, of all shipments in this direction. More than half total shipments came from Kuwait, which sent over 60 million tons; the next largest source was Iran, with more than 35 million tons, nearly 15 percent more than in 1962. The U.K. retained the leading destination, but took less than the 32 million tons taken in 1961 and 1962, while more went to Italy, 24 million tons; France, 16.2 million; and Belgium, 7.6 million.

In March, the average size of ships loaded at the two main oil exporting points, captured data were:

- 102,000 tons per day
- 126,000 tons per day

Southbound shipments fell again, by nearly 10 percent, owing to the further diminution in shipments of Russian oil to Egypt. For the U.S.S.R., however, continued to furnish about 80 percent of total shipments from north to south. Japan remained by far the most important recipient, taking over half total shipments. In 1962, while India, China and Ceylon took more than the 32 million tons taken in 1961 and 1962, while more went to Italy, 24 million tons; France, 16.2 million; and Belgium, 7.6 million.

The main flow of oil shipments continues to rise: while the total number transiting rose by 2.6 percent to 5.82 million tons, new orders placed during 1963 reached 75 million at the end of 1963, compared with 60 million during 1962.

European marine oil imports amounted to 18 million tons deadweight. Of this, 12 million tons. Deducting cancellations, the volume of orders outstanding accordingly rose by 55,815 tons deadweight. Of this total, 5 million tons is for oil company account and about 1.5 million for other owners. This brings the order-book to the highest figure recorded since 1959, it embraces 296 vessels, equivalent to 1,235 T2s. Another striking feature of the new-ordered statistics is the increase in the number of vessels in the 60,75,000-ton category; this has gone up from 45 to 84 in six months.

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