A portable rock crusher on side of travel way, just outside the Shubah Auxiliary Pumping Unit. (Photo by Nasr).

BOARD APPROVES CAPITAL BUDGET FOR 1965

A meeting of the Tapline Board of Directors was held in Beirut Sept. 14.

The Board reviewed and approved Tapline’s Capital and Expense Budgets for 1965.

In addition to the intended enlargement of clinic and hospital facilities at Badanah, which was approved in the Capital Budget for 1964, other capital projects approved on September 14 were the following:

1. Replacement of steel water lines with eternite pipe. (This is the second of three increments of a program to replace corroded lines).
2. Surge relief system—Uwaialah. (Installation of surge protection facilities will permit an increase in section capacity).
3. Worthington engine horsepower increase at Badanah and Qaisumah (to maintain capability of meeting maximum throughput requirements).
4. One new three-bedroom family house and one new four-room bachelor quarters at Badanah.
5. Paving station roads—Rafha. (This is the first increment of a four station program to reduce operating and maintenance costs and to improve safety).
6. Mobile and work equipment purchases (to replace worn out and obsolete equipment).

(Continued on page 2)

CONSTRUCTION BOOM HITS RAFHA TOWN

Rafha town is booming. Fifteen Saudi Home Ownership Plan houses are currently being built there for Saudi Arab Tapliners. Another 12 houses are currently under construction near Badanah, Turaif and Qaisumah pump station sites.

By mid-September, a total of 142 homes had been built under the plan which is designed to help interested and eligible Saudi Arab employees acquire homes for themselves and their families through a deferred payment program.

The 27 houses which are being built are: four at Turaif, seven at ‘Ar’ar, 15 at Rafha and one at Qaisumah.

The 142 dwellings constructed to date at pump station sites are 34 at Turaif, 54 at ‘Ar’ar, 14 at Rafha and 20 at Qaisumah.
PIPELINE PERISCOPE

The M/S Sandy was “relaunched” Aug. 24 after it had been in service Aug. 24—10 months after Tapline’s terminal employees. Full service was finally undertaken at Sidon in the building of new and powerful engine and propeller, sandblasting and repainting—we reduced speed for about 100 hours during the rebuilding job was started.

Victor Hatem, Marine Engineering Foreman of Tapline's terminal employees.

The liquefied methane plant There's little ground for forecasting any strengthening of world tanker rates on the basis of oil's latest inventory survey. It shows that additions to the world fleet have been picking up speed. During 1963 the carrying capacity of the world tanker fleet increased by 6.4 percent. There were 387 tankers under construction or on order at the end of 1963, the largest number since 1959. Deadweight tonnage or tanker was up sharply to over 19—million tons, the highest since 1959. The largest number of new vessels on order was an all-time high—almost 50,000 DWT.

Among flag registries, the Soviet Union has the fastest—growing capacity—up about 30 percent last year.

A bookie (Large Tankers) recently issued by the Fretwell and Kaye Chartered Co. of London shows that the number of tankers over 40,000 DWT has grown from one in 1952 to over 400 today; and in these three years’ time the number will probably exceed 1,000.

The range for the 40,000 DWT size in service at the beginning of this year had a combined deadweight tonnage of 1.7 million. A further 266 such vessels, with an aggregate deadweight tonnage of 17.4 million, were on order. Of the total in existence last year the largest—over 4.6 million deadweight tons were owned by oil companies and 263,123 million tons by other companies.

The effective upper size limit of vessels able to transit the Suez Canal now or has fully loaded is around 40,000 tons.

Soviet Oil Soviet production of many tankers was up nine percent so far this year. That’s about an expected amount. Output was 109—million tons during the first half of this year, compared with 99 million in the first six months of ’63.

R.I.P. Crew (Continued from page 11)

A side from 11 pickups, 10 dump trucks and six water tankers provided by contractors, the giants had another 100 D—8 bulldozers, eight graders, four Kenworth, two stone spaders, three portable rock crushers and one maximum Pioneer crusher with an output capacity of 200 cubic yard per hour.

Earning race is a battle. Seven Forks—first of its kind in pump stations along the Line. The project is part of the overall effort to make pump station landscapes pleasing to the eye. (Photo by Sur.)

The pipeline throughput rallied slightly in August to finish at 379,566 barrels daily with an output capacity of 300 cubic yard per hour.

March—April—May, June—July—August

Asphalt storage tanks, six fuel tankers, three water tankers, one mammoth Pioneer crusher with an output capacity of 200 cubic yard per hour.
The pride of the safari—a wild goat with large recurved horns.

TWO-WEEK SAFARI IN SAUDI ARABIA

Tapliner's contract photographer Khalil Nasr turned big game hunter Aug. 24–Sept. 7 when he accompanied Badanah Station Superintendent John H. Arnold and contractor Farhan Mubarak al-Khathabi on a two-week expedition to hunt ibexes or mountain-dwelling wild goats, thinly distributed in a few mountain ranges of Saudi Arabia.

Mr. Arnold had cut his stateside vacation short to return to Badanah in time for the expedition.

He and Mubarak, who have known each other since pipeline construction days, had been planning the safari for more than 10 years.

Commonly called a "wa'ad" in Saudi Arabia, the bearded wild goat is easily distinguished by its massive horns, which are heavy at the base, sweep sharply back and up to sharp points. They measure about 40 inches along the curve. The female's horns are small and she has no beard.

Wild mountain goats are among the supreme trophies of hunters. The animal is about 3 ft. high at the shoulder, 4½ ft. long and weighs about 300 lbs. It is clothed in blue-grey hair.

Wild goats are wary, intelligent animals with eyesight equivalent to that of man's aided by 8 to 10-power binoculars. They have a keen sense of smell and are quick to catch the slightest sound. In daytime, they usually seek shelter in well-shaded caves.

Their formidable habitat in the mountains makes stalking and hunting them a rigorous and exacting sport. Because of hunting, wild goats have become rare in Saudi Arabia. Survivors are confined to the roughest and most isolated cliffs.

The Arnold-Mubarak expedition left 'Ar'ar at 4:30 p.m., Aug. 24. Grazing grounds of wild mountain goats. These rare animals get their water supply from hundhal, known as the "white fruit of the desert.

Destination: Tabuk, about 450 kilometers southwest of 'Ar'ar, which "bitter fruit of the desert.

The load comprised 10 rifles and shotguns plus ammunition, two tents, 12 barrels of fresh water, 300 gallons of gasoline, 200 kgs. of rice, 100 lbs. of sugar, 100 lbs. of salt and a large variety of canned food.

Following a series of car breakdowns along the self-traced desert route, the party reached Takah Aug. 29, only to spend four days there looking unsuccessfully for the valuable trophy-goat.

Instead, the party dropped some 37 rabbits, 23 quails and a full-sized gazelle.

The group headed back to 'Ar'ar Sept. 1 via the oasis of al-Juf. His vacation over however, Mr. Arnold continued the 200-kilometer drive from al-Juf to Badanah on Sept. 1 in the convertible.

Other members of the group camped in Tawil, a hilly area about 90 kilometers south of al-Juf, to resume the search for wild goats.

The trackers' efforts during the first day were futile. But the...
afternoon of the second day brought results. Fresh tracks of wild goats were spotted on Sept. 3 in one of Tawil’s numerous valleys. At dawn the following day, a “drive” was organized as six hunters were divided up, two climbed straight to the top of the hill where he remained on a fixed “stand.” The five others, including Mahrous, walked slowly up toward him from various angles hoping to flush the animal. As it started running, Mahrous’s rifle leaped and the animal dropped. The Periscope camera has got its first picture of a wild goat.

At dawn the following day, a “drive” was organized as six hunters joined the terminal community to observe mooring and hose connection operations. Capt. C. H. Hardwick, Terminal Superintendent, Badanah, spent time here in August by Medreco’s J.E. Creecy. He was here on a relief assignment as Local Mechanical Shop. Mr. MacNeish was here on an assignment to Turaif to resume his functions as Local Company Representative, Badanah.

Badanah

John H. Arnold returned from vacation Sept. 3 to resume his regular duties as Station Superintendent. Badanah. J. E. Wright returned to the Operating Foreman position while covering the duties of Foreman General Services during the special assignment at Sidon of C. H. Hardwick. John N. Samaha also returned from vacation in early September to resume his functions as Local Company Representative, Badanah.

His Highness Amir ‘Abd Allah bin ‘Abd al-Aziz bin Mun‘id, Amir of the Northern Frontier, retired to ‘Ar’ar Sept. 19, following his summer sojourn in Lebanon.

Muharram Jawaid, Director General of the Saudi Arabian Ministry of Petroleum and Mineral Resources, and ‘Abd al-Hadi Muhammad, ‘Abd al-Kheil, Advisor to the Ministry, visited Badanah as well as other pump stations along the ‘Line in August. They were accompanied by Majed Badanah as part of his training program. The incumbent, Muhammad Saud, Hamad Hajri, Mohamed Badanah, Sami Zaklite, and Badanah’s pumphouse staff, on his recent marriage displayed great interest. They were accompanied by Majed Badanah, who assumed the duties of Station Superintendent—Qaisumah until the arrival of George Hearn. Asad ‘Abd Al-Muhsin assumed Sept. 3 the duties and responsibilities of Local Company Representative at Qaisumah as part of his training program. The incumbent, Muhammad ‘Abd al-Rahman, left on vacation Sept. 13. He will be returning on Oct. 24.

Clinic of the Riyadh Office. During their stay here and in Beirut, which ended Aug. 24, the visitors discussed with company officials regretsive and Medical Department affairs.

C. H. Hardwick is here from Turaif on relief assignment as Supervising Technician, Diesel and Gas Turbine.

Congratulations to Saleh Abdul-‘Aziz, who celebrated his one-year anniversary with a party in mid-August.

Qaisumah

Effective Sept. 30, R. H. Potten assumed the duties of Station Superintendent—Qaisumah until the arrival of George Hearn. Asad ‘Abd Al-Muhsin assumed Sept. 3 the duties and responsibilities of Local Company Representative at Qaisumah as part of his training program. The incumbent, Muhammad ‘Abd al-Rahman, left on vacation Sept. 13. He will be returning on Oct. 24.

C. E. Andrews has transferred here from Badanah as Superintendent—Qaisumah until the arrival of George Hearn. Asad ‘Abd Al-Muhsin assumed Sept. 3 the duties and responsibilities of Local Company Representative at Qaisumah as part of his training program. The incumbent, Muhammad ‘Abd al-Rahman, left on vacation Sept. 13. He will be returning on Oct. 24.

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Soleys, who have transferred to Badanah.

Radio Technician, Diesel/Gas Turbine. He will be spending a few months in the Zone of Operations before taking up an assignment in the New York Office.

Effective Sept. 15, Robert W. Bowe assumed the duties and responsibilities of Local Company Representative (Acting), Rafha, relieving Mohammad Suleiman, who is temporarily on assignment in Beirut. Representatives of Reliability Superintendents in Rafha were Ramzi Ghaby, Valerie and Mrs. Joseph Tricarico and D. M. Falconer, a school teacher from Rafha town. (Photo by Nasr).

Rafha community was out in force to the station's airstrip Sept. 8 to welcome back Station Superintendent Howard T. Jensen, who returned from long vacation Sept. 8.

Rafha families were entertained at dinner Aug. 20 by Mr. and Mrs. Robert D. Honour, Effective Sept. 15, Mr. Honour was promoted to Foreman, Operations, replacing Walter Hetzel.

The Rafha community was out in force to the station's airstrip Sept. 8 to welcome back Station Superintendent Howard T. Jensen, who returned from long vacation Sept. 8.

Rafha station's soccer team played its Rafha town counterpart to a scoreless draw on Sept. 10. Many spectators from Rafha town attended the heated match at the station's field. The match was refereed by Ibrahim Munif and Abdul Karim Salloum who is bedridden due to a heart disorder.

Their next assignment is in Beirut.

The R. J. Quicks departed on Sept. 19 for a two-week holiday in Europe. Mr. Freiha and the Aouns spent a memorable visit to Europe. Mr. and Mrs. Alwan Kanaan on the birth of their son, named Atef and Nasser, respectively.

Family and friends celebrated the wedding of Shami and Ihsan Alwan at their wedding party on Sept. 2.

Mr. and Mrs. Maurice Nasr sponsored another party welcoming Mr. and Mrs. Obeideh Mutlag and Mr. and Mrs. Mutnaha Kanaan in Badanah.

The Rafha community was out in force to the station's airstrip Sept. 8 to welcome back Station Superintendent Howard T. Jensen, who returned from long vacation. (Photo by Nasr).