TO ALL EMPLOYEES:

This has been a busy and eventful year for Tapline and its people, with an all-time record of oil deliveries and a consequent greatly increased level of maintenance activity, upon which has been superimposed the heaviest construction effort since the capacity increase program of 1957-58.

Once again the Tapline organization has demonstrated its ability to meet new challenges and greater demands, and its determination to overcome all obstacles in its path. The accomplishments of 1964 have taxed the energies and abilities of every employee, and could not have been achieved without your earnest cooperation and consistent dedication to your responsibilities.

As we enter into the New Year I look forward with confidence to further gains in the effectiveness of Tapline as a transportation enterprise under conditions of increasingly difficult competition, and to even further improvements in teamwork, efficiency and spirit of Tapline employees, which have made this a Company in which we can all take pride.

To you and your families, and to the many friends of Tapline, go my most sincere Holiday Greetings, and my hope that 1965 will be a year of accomplishment, prosperity and happiness for each of you.

[Signature]

Mrs. R. Chandler
**Tapliners Help Salvage Storm-Battered Craft at Sidon Port**

Sidon Terminal personnel and equipment recently braved rising waves and driving winds to help salvage many storm-battered fishing boats in the port of Sidon. At about 10 p.m., Friday, Nov. 20, Sidon Terminal Superintendent A. A. Bricksom received a call from the office of the Mohafazat of South Lebanon, Ghaleb el-Turk, stating that fishing boats and seamen in the Sidon port were endangered by rough seas. The Tapliners, who are known for their fast response to emergencies, immediately mobilized their equipment and personnel to assist in the rescue operations.

Capt. Brickhouse and his team of experienced workers were quick to arrive in Sidon about 10:30 p.m. to find several fishing boats had encountered rough seas and were in danger of sinking. The Tapliners worked tirelessly to rescue the seamen and their boats. The boats were lifted to the beach and the Tapliners personnel and equipment returned to the terminal about 2 a.m., Saturday, Nov. 21. Six hours later, another request for assistance was received at the terminal to salvage another storm-damaged fishing boat. The Tapliners once again came to the rescue, towing the boat to safety.

During the rescue operations, winds whipped the sea to fury and the Sidon waterfront was lashed by storms and waves. Considerable damage to local houses was observed. All of the persons who watched the tense drama were greatly appreciative of the Tapliners assistance.

**MAJOR EXTENSION OF BADANAH HOSPITAL IS UNDERWAY**

Work got underway Nov. 17 on a major extension of clinical and hospital facilities at Badanah. The job is scheduled for completion in June, next year.

The extension, in addition to the existing $45,000,000 hospital, has been approved in Tapline's Capital Budget for 1963.

The project involves the addition to the Badanah hospital of a 54 by 86 ft. clinic wing and a 41 by 18 ft. ward wing. The hospital's ward capacity under the new project will be increased from 30 beds to 44, plus six beds for infants. Other improvements include new male, female and pediatrics clinics, new physical plant, including extensive examination rooms and supporting facilities.

Tapline maintains a hospital and clinics at each of its four main pump stations in Qaisumah, Raffah, Badanah and Turaf. Tapline's medical organization is an outstanding example of company activities not generally associated with pipeline business. The hospitals along the line are maintained and operated by Tapline in agreement with the Saudi Arabian Government to provide medical care to employees and to residents in the immediate vicinity of their pump stations.

The hospitals are staffed with fully trained medical personnel, including specialized physicians. Each hospital is equipped with modern facilities and medical X-ray apparatus, laboratories and other up-to-date technical devices for diagnostic purposes.

The major part of medical work is treatment of thousands of clinic patients, about 85 percent of whom are members of the general public residing in the pipeline area. About 15 percent of the clinic patients are company employees.

The company also provides beds for patients requiring in-hospital treatment. Additionally, the company's medical facilities received 300,000 clinic visits in 1963 and admitted patients for a total of 10,946 days of hospitalization.

More than 11,000 laboratory tests and 30,000 X-ray examinations were some of the other items that taxed Tapline's hospitals in Saudi Arabia during 1963.

Major surgery for this hospital complex is done at the central location in Badanah.
On Sept. 1, Movijalli Top 11 Participants in Safety Contest

Secretary Kamal Abu Zeid of Sidon Terminal and Taplin Terminals' storekeeper in Beirut will receive an alarm clock each from Safety Engineering for spotting more than 30 significant hazards in a National Safety Council drawing published in the December issue of Pipeline Periscope. A total of eleven Tapliners were awarded three-star emblems in December Pipeline throughput dropped in November to finish at 440,269 barrels daily, or more than 30,000 barrels below October's daily 449,826 barrels daily in October. Above are 33 hazards that authorities at the National Safety Council found in the pictures—reprinted from Family Safety, Spring 1966.

OUTDOORS
1) The man getting out of the car on the traffic side risks being struck by an oncoming car.
2) The boy is driving a skateboard on the street. These motorized vehicles are dangerous (children should not operate them), and they should obey traffic rules and sidewalks.
3) The boy is riding a bicycle. The boys on the bicycles could be injured by sidestones as they should ride on the right. Cyclists are required to obey the traffic laws as motorists.
4) The fellow fueling the man is leaning over and could sustain back muscle injury when he should be standing. It is unsafe to pour fuels with a hose.
5) The fellow fanning the flames of gasoline could injure himself or someone else.

INDOORS
Living Room
16) Curled up edge of rug is a tripping hazard. 17) There's no screen on the fireplace; coals could pop out, igniting nearby combustibles.
18) A desk-size ASI is working on a television that's plugged in; he shouldn't be working with it at all, but doing it while it's "on" is asking for electrocution. 19) The smoke is using a dangerously designed ashtray, a flat one with grooves or high edges to hold cigarettes.

Basement
20) Man is using a saw with no guard, thus his fingers could slip under the blade. He's not wearing eye protection to keep wood chips from flying in his eyes.

Kitchen
21) Woman in the refrigerator is too close to the television, and could be electrocuted. The refrigerator is the grounded circuit, the pounds for such electrical appliances.

Aisle
22) Man is hitting the wrong string with his stick. This way he puts the ball back into the game. It's safer to pick up heavy objects by bending the knees, putting the load on strong leg muscles.

Perch
23) Unused refrigerator is an attraction to youngsters who may climb inside, close the door and suffocate. Such refrigerators should be dismantled to prevent their being air tight.
**Qaryatain**

A. C. de Bred, Franz von Erden and Bulti Haines were here from Lebanon on November 10 to discuss station business. Dr. and Mrs. M. Shukri M. H. Sabini, a member of Badanah's Executive Committee, accompanied him during the month. Dr. and Mrs. M. Shukri M. H. Sabini, a member of Badanah's Executive Committee, accompanied him during the month. Dr. Amjad Ghanma and Safety Engineer Fawzi Najm of Badanah attended a seminar in Beirut. They were in Beirut on a tour of company facilities in Saudi Arabia. 

**Beirut**

President W. R. Chandler returned Dec. 14 from a tendering trip to Lebanon, where he presented the station's annual report to the Board of Directors. Dr. Amjad Ghanma and Safety Engineer Fawzi Najm accompanied him. Dr. Amjad Ghanma and Safety Engineer Fawzi Najm of Badanah attended the seminar in Beirut on a tour of company facilities in Saudi Arabia.

**Supervisor Alfred Al Masoud**

Supervisor Alfred Al Masoud attended a seminar in Beirut on November 16 through 20. During the seminar, the supervisor attended seminars on oil well drilling and on采油。
Men and Machines Are at Work on Road Improvement Program

Shortly after signing a new agreement with the Saudi Arab Government in March 1963, Tapline embarked on a program to improve the main road paralleling its pipeline between Qaisumah and Turaif.

Now about 15 years old, the pipeline road accommodates a heavy flow of traffic, both commercial and for pipeline operation. Built in 1947–1949 to support the original pipeline construction and its subsequent maintenance and protection, the road has, by virtue of its geographical location alone, become a vital artery providing commercial trucking access to the Arabian Peninsula.

Its direct route across Northern Saudi Arabia has greatly reduced the time required to transport goods overland from the Eastern Mediterranean to Eastern Saudi Arabia (Hofuf, Dammam, al-Khobar, Dhahran and Riyadh) as well as Kuwait, Abu Dhabi and Qatar.

Shortly after signing the March 1963 agreement, an engineering survey was started; the procurement of the necessary equipment was initiated; bids and contracts with Saudi Arabian contractors were concluded; and personnel assembled to implement the project. The first asphalt prime coat was applied last February.

Currently, there are 28 heavy equipment units on the job site, including bulldozers, scrapers and graders used to perform the necessary earthwork, install drainage structures, and bring the roadway to final surface grade.

Twenty-two additional units are involved in the storage, distribution and application of asphalt and the application and compaction of the crushed rock armor coat. The equipment inventory consists of insulated mobile asphalt tankers with a capacity of 36,000 U.S. gallons each, asphalt distributors, semi-automatic chip spreaders, rollers, and power brooms.

The equipment inventory includes 89 other units, such as small tractors, lubrication units, loaders, water and fuel tankers and tool and spare parts trailers. To facilitate the required movement of company personnel and equipment, 24 additional mobile units are involved in the program.

A vital element in progress of the project is the production of crushed rock material used in final grading of the road and the application of surface armor coats. Involved in this phase of the program are three mobile crushers, which reduce ditch removed rock to one-inch size along the roadway, and a semi-mobile crusher with an output capacity of 250 tons per hour, which stockpiles crushed material about every 25 kilometers.

Saudi Arab contractors on the program hold a total of 17 contracts and agreements with the company. They are utilizing about 270 of their own personnel as well as 55 pieces of their own equipment.

The project entails the surface treatment of 824 kilometers of road. By the first half of December, 186 kilometers of asphalt penetration prime had been applied together with a first armor of asphalt and rock chip cover material. A second armor coat will be applied over the entire surface before the project is completed.

About 37 million gallons of water were used for the earthwork and final surfacing compaction of the first 190 kilometer stretch. Another 965,000 gallons of asphalt were also consumed in the application of the prime and first armor coats on this stretch.

With a distance of 40 to 50 kilometers separating the front and rear ends of the job sites, all light vehicles are equipped with VHF radio units to facilitate communication between the various spreads and the base office situated at Ratha.

A mobile camp comprising four living trailers and a portable house mounted on rubber-tired dollies is established to accommodate all company employees directly involved on the job site work. This camp provides feeding and housing facilities for the personnel and a direct radio link through the base pump station mobile radio circuit with all other locations on the Line.

Scheduled for completion in early 1967, the basic prerequisite for maintaining good progress on the program is the logistic supply of all company employees directly involved on the job site work. This supply is coming from the Aramco refinery at Ras Tanura, an average of 800 kilometers away, and all spare parts and other supplies drawn from the company Central Facilities at Turaif, which in turn must be supplied from all parts of the world, close coordination among all operating services and construction sections is necessary.