MAKDISSI LEAVING AUGUST 7
FOR STATESIDE TRAINING

Senior Shift Dispatcher Michel A. Makdissi leaves Beirut August 7 on a combined three-month training-vacation trip to the United States.

His special program of development training includes orientation visits to Tapline and Aramco offices in New York, a visit to a modern pipeline, indoctrination in Washington D.C. and enrollment in the School of Pipeline Technology, Baytown, Texas, which is sponsored by the API Committee on Personnel Training, Division of Transportation.

Spare Turbine Moved To Wariah

The spare turbine unit was moved in late June from Shubah to Aramco's intermediate booster unit at Wariah, between Nariya and Qaisumah.


The overhaul of Aramco's turbine at Wariah started July 7, using Aramco personnel, and ended about 10 days later.

The spare turbine continued to operate there during the overhaul.

On completion of the overhaul, Aramco used both turbines July 16 to conduct a high-line pressure test between Wariah and Qaisumah. Pipeline breaks at Km. 317 and Km. 328 were reported during the test.

The two turbines were back in operation at Wariah July 19, following repair of the breaks.

The spare turbine was expected to be moved back to Shubah in late July.

While at the School of Pipeline Technology from September 26 to November 4, Mr. Makdissi will follow a six-week course covering a wide range of education for pipeliners. Top men in the pipeline field organize and teach lectures, study groups and field trips. Previous Tapline students of the School of Pipeline Technology include H.T. Jensen, C.S. Halib and Foad Khaldi.

Prior to enrollment in the school, Mr. Makdissi will vacation in the States during the first 25 days of September.

With Tapline since July 8, 1949, Mr. Makdissi was promoted from Shift Dispatcher to Senior Shift Dispatcher in June 1960 after having served as Engineering Aide, Instrument Man, Senior Instrument Man and Operations Tank Farm.

Mr. Makdissi is expected to return to Beirut November 7.

TAPLINERS ARE WITHIN 1966 SAFETY TARGET

Seven industrial disabling injuries were sustained by Tapliners at all work locations during the first six months of 1966, compared with 13 during the same period last year and 15 during the first half of 1964.

As of June 30, the frequency rate, or number of disabling injuries per one million manhours of work exposure, stood at 6, compared with 11.2 and 14 during the same periods in 1965 and 1964, respectively.

The severity rate, or number of days charged per one-million manhours of work exposure, was 116 on June 30, 1966, compared with 105 and 8,593 on the same date in 1965 and 1964, respectively.

The frequency rate target for 1966 is six, which means that Tapliners are within the safety target so far.
Lebanon, with its pleasant climate, delightful scenery, and lovely beaches, offers its citizens and the thousands of visitors who flock there for their yearly recreational opportunities which include considerable sightseeing in all the parts of the world. On a sunny summer day in Beirut, it is sometimes hard to believe that the Lebanons beaches are an important natural resource which attract tourists to spend their time and money in Lebanon, and provide a healthy means of recreation for everyone.

But the enjoyment of a day at the beach is sometimes tempered by annoyance of skimmers of oil on the beach which have been washed up on the beach from the sea. Where has this oil come from? Can someone do something about it?

These are questions of the minds of those who find themselves on the beach at the beginning of a day or a day on the beach.

Under these circumstances, it is not surprising that public attention turns toward oil industry installations in Lebanon, such as Tapline’s terminal in Amman and Turaif’s terminal in Sidon. Environmentalists have raised the issue in the summer of 1961, when the remnants of this spill into the sea before it could be cleaned up. Fortunately for beach lovers, by the end of 1963, most of the waste oil from tank cleaning on the main line road at 50 ft. intervals and installing traffic signs. (Photo courtesy of A.A. Rahman).

The problem of oil on the beaches in Lebanon is a world-wide problem. Like most problems of such magnitude, it is very complex, and has many other causes. Its solution depends upon all who travel on the sea, as well as those who live and work near its shores. There must be a dedicated and cooperative effort to keep the sea clean and free of oil. Tapline will continue to make every contribution toward clean beaches by constant attention to the effective maintenance of new techniques.

The new technique is being used to date on the two 100,000 barrel crude oil storage tanks at Sidon Terminal. It is expected to be used on a large scale beginning with the end of March. The method has been adopted by all major oil companies for tank cleaning of crude oil and fuel oil (the black oils) through the use of a chemical which causes the oil to mix with the cleaning water. Unfortunately, we cannot expect this new technique to solve the major operator to solve the problem. There are other questions or sources of pollution. One common source is storm sewer outfalls which carry sewer which contain a lot of oil and overboard. Others are caused by smoke from engines大气, and currents may still carry some oil to shore. Oil is in persistent emulsion with the water, so it is not surprising that public attention turns toward oil industry installations in Lebanon, such as Tapline’s terminal in Amman and Turaif’s terminal in Sidon. Environmentalists have raised the issue in the summer of 1961, when the remnants of this spill into the sea before it could be cleaned up.

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183 EMPLOYEE HOMES BUILT IN ARABIA

Completion of five Saudi Home Ownership Plan houses during the first half of 1966 raised the number of BHR's owned built or acquired along the 'Line to 183. Details of the houses are as follows:

- A lease to be held by the employee and his family
  - A loan to be held by the employee and his family

GOODYEARS KILLED IN CAR ACCIDENT NEAR DHARRAN

Word has been received of the death of Louis E. Goodyear, Jr. and his wife Helen in a motor accident near Dharhan on July 8. Mr. Goodyear was a Senior Law Counsel of Aramco in Dharhan and served in that capacity for Tapline on several occasions. He was stationed in Bahrain from 1951 to 1957 as Tapline's Counsel. Following his Tapline service, Mr. Goodyear served as the Chief of the Legal Department in Southern Development in the Arabian Peninsula. He was a member of the Bar Association of San Francisco. He and Mrs. Goodyear obtained a LL.B. degree from the University of San Francisco. The couple also served in the State Bar of California. The couple has two daughters, Mrs. K. Goodyear and Mrs. M. Goodyear. They have two sons, Mr. L. Goodyear and Mr. W. Goodyear.

CRADLE CLUB

Badrish, son of Mr. and Mrs. Issa M. Mokhtar
Issa Mokhtar, son of Mr. and Mrs. Ali Mokhtar
Omar, son of Mr. and Mrs. Mokhtar
Mousa Mousa, son of Mr. and Mrs. Mokhtar
Yahya Mokhtar, son of Mr. and Mrs. Mokhtar

The articles on tap into the text at hand ...

The overall increase is marked—above the average of 13.5% for the period 1964-62. Major items of tape on the cloth circuit outside Europe: Deliveries were particularly high to Argentina, India, and Ghana. The latter country only recently signed importing Russian oil early last year.

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A soccer team representing Qaisumah, both station and town, played a visiting squad from Hafr el-Batin to a soccer match on July 8. Shown above are the two squads before the kickoff. (Photo by L.D. Babcock)

THE OIL INDUSTRY IN THE NEWS

The company did not publish earnings but a leading financial newspaper pointed out that in 1965 a 154,000 ton vessel would require 43 shillings per ton, a 108,000 ton vessel 22 shillings per ton, and the new tankers only 17 shillings per ton.

The huge ships, which require 74 feet of draft, cannot go through the Suez Canal which will have a limit of 60 feet even after deepening in 1970. They will therefore make the journey from Kuwait around Africa and to Europe, a round trip of 32,000 miles.

Today there is no place in Europe capable of repairing the new tankers. Therefore the second part of the plan is to build a new crude oil terminal at Barry Bay in the South of Ireland and at a cost of over $50 million. The terminal will be 90 feet deep, to open all winter and the water area of 18 miles is large enough to accommodate the huge tankers. On an island in the bay, tanks capable of holding 7 million barrels of oil will be built.

Gulf Oil Company's shipment plans that it will build six 300,000 deadweight ton tankers is only part of that company's effort to keep Middle East oil competitive in Europe. Another innovation is a new method of bulk distribution to the European market.

The spectacular tanker order for 144,000 and 154,000 ton vessels twice the size of the largest ever built.

The company's effort to keep Middle East oils "competitive in Europe" is another part of the plan.

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Rafha

The swimming pool has been the center of Rafha's activities this month. On July 13, Mr. and Mrs. E. C. Olsen, planned the missionary's fifth birthday. Mrs. E. C. Olsen, along with Debbie Olsen, and Wendy.

Children have also departed on their summer vacation. Mrs. E. C. Olsen, and children have returned home, all cooked by the ladies.

Mr. and Mrs. J. Oversteeg, former employees, are off on leave in Lebanon.

Mr. Farah had left home for the States on July 4th. Miss Georgette Angelina, Miss Angelina has left home permanently.

An interview with Capt. E. E. Greenwood has meant a temporary move to the States. The new assignment is in Leigh, near Liverpool in August.

The retirement of T. J. Loughran, Manager of the Central Mechanical Shop, has meant a temporary move to the States. The new assignment is in Leigh, near Liverpool in August.

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Silon

TEXACO Board Chairman and Mrs. J. Howard Rambin visited Turaif and the Medreco Terminal on July 28 as a farewell party attended by all.

A dinner party was held at the office of the Section Office Supervisor, have also attended. Mrs. E. R. Robertson, Mr. and Mrs. R. D. Honour, Mrs. R. L. Crosthwait left here July 30 with planes to spend another delightful week in Lebanon, where she is due for Abdallah Hindi, Jerwan.

The A. Verhoevens are back in Lebanon and Syrian Arabia. Mrs. H. A. Verhoven, and children have been gone for 9 months. Mrs. H. A. Verhoven, and children have arrived back home, and are ready to start the summer vacation.

The 2nd Annual Middle East Envelope Stamps exhibition was attended by General Services Foreman, Mr. and Mrs. C. S. Babb, T. J. Loughran and C. H. Hardwick.

Mr. and Mrs. R. D. Honour, Mr. and Mrs. Charles Robertson, Dorothy Gysen, Ricky Norton, Linda Van Der Pauwert, Mirion Kayali hails a good party for the Feldmans on July 5.

A party was given at the swimming pool in Badanah on July 1 to celebrate, three days in advance, the 190th American Independence Day. Games, hot dogs, hamburgers and refreshments marked the successful event. (Photo by Nasr).

Prize winners at the July 4 party in Badanah were, from left, standing, Suleiman Salloum, Mrs. E. Chalhoub, Mrs. M. Khoury, E. Chalhoub, James Patrick Soley, and, kneeling, M. Abdul-Rahman, May Abdul-Rahman, Steve Soley and Mona Turk. (Photo by Nasr).

NORTON COMPLETES 25 YEARS OF SERVICE

On July 28, Laurence T. Norton, Foreman Machine Shop, Turaif, completed a quarter of a century of service with Tapline, affiliated and parent companies.

Mr. Norton, 48, joined Esso Standard Oil Company, Louisiana Division, as a first-class machinist on July 28, 1941, transferring to Lago Oil and Transport Co., Ltd., Aruba, N.A., in January 1956 as Foreman-Machines. He was subsequently promoted to Zone Foreman and Assistant Zone Supervisor.

GOLDEN RULES FOR FAMILY SAFETY

- Try to be aware of potential dangers. As you work in the house or the yard, be conscious of the little things around you that could lead to trouble. Imagine what you might do if you were a child.
- Try to slow down and take extra precautions when you are under pressure and things begin to go wrong. Everyday troubles set the stage for accidents. Many occur when members of a family are worried or ill.
- Protect your child, but don’t overprotect him to the extent that he is unaware of dangers. Gradually, he must learn to protect himself.
- Don’t rely on discipline or warnings to prevent accidents in pre-school children. A child’s memory is short and he can’t remember an explanation of a danger or make its meaning. Many accidents occur because parents think they have taught very young children about dangers.
- Try to understand your child’s needs at each stage of his growth and development. Anticipate, if you can, what he might be able to do next.
- If an accident does occur, don’t underestimate the injury. The accident study shows that fewer than fifty percent of the parents were even “very concerned” about the injury at the time it was discovered, regardless of its severity.
- Observe the situation carefully before doing anything. To grab up a child with fractures, hemorrhage or internal injuries and rush to the hospital may compound his injuries.
- Don’t rely on discipline or warnings to prevent accidents in pre-school children. A child’s memory is short and he can’t remember an explanation of a danger or make its meaning. Many accidents occur because parents think they have taught very young children about dangers.
- Keep “candy” aspirin and other medicines out of reach of children. Do not store poisons in anything but their original containers, well marked. Store ketones, ice, cleaning agents, ammonia out of reach of children.
- Maintain electric cords in good condition and have your unused outlets filled with dummy plugs.
- Have your second-story windows properly secured or barred to keep your child from falling out.

(Excerpts from Accident Handbook, published by the Children’s Hospital Medical Center, Boston, Mass.).

Calling Baton Rouge, Louisiana, his point of origin, Mr. Norton transferred to Tapline from Standard Oil Company of New Jersey in November 1963. He and his wife Marguerite are the proud parents of three sons—Laurence T., Jr., 18, Raymond Neal, 16 and Donald Ricky, 14. An avid bridge player, Mr. Norton was a member of the Turaif team to the Master’s Award Tournament held at the Tapline Sporting Club in Beirut last April.