TO ALL EMPLOYEES:

Tapline was created to provide an economic service for the transportation of petroleum. It has existed and can justify its continued operation only by continuing to meet the ever more rigorous competition from the new generation of giant tankers entering onto the high seas. In 1968, as it has during the 2.3 billion barrels throughput of its existence, Tapline was able to meet this competitive challenge through impressive gains in the organization’s capability.

As we entered into the year 1968, we were faced with many uncertainties as to the future course of events in the area, and therefore as to the future of Tapline. We have lived with many of the same uncertainties throughout the year. It has been most rewarding to me personally, and I’m sure to all of you, to watch the Tapline team turn their backs on the uncertainties, and as we enter into the New Year, let us look with confidence to further gains in the efficiency of the enterprise, and to improvement in the tragic situation around us that has brought so much anxiety to us all.

To every employee, my appreciation of another year’s job well done. And to each and his family, my very best wishes for a joyous holiday and a happy New Year.
LINE BREAK AND DAMAGE ARE REPAIRED

A major pipeline break at one location as well as damage to the pipeline at another were repaired and repaired during the first half of November.

On Nov. 12, the pipeline operator at Turaif reported a sudden increase in the oil flow and a drop in the suction and discharge pressures at Qaryatain. The Turaif-Sidon services were immediately shut down.

The pipeline operations reported a pipeline break at Km. 1045.906. The cause of the 35-inch rupture of the pipe was attributed to erosion on a 2.4-inch standard longitudinal patch from the time of construction.

A 20-inch pipe section was installed, using weldless. Turaif station was off-stream for 25 hours, then operated with one turbine at idle speed to pack the line break. The repair was completed at 4:30 p.m. after an additional four hours while the welding team being completed. The loss in throughput due to the line break was estimated at 438,000 barrels or 21,000 BPD. Estimated crude oil loss was 14,000 barrels.

On Nov. 13, a non-compensating vehicle for the pipeline at Km. 745.132, running at 100 mph, experienced scratches in it as well as a four-inch horizontal misalignment. Pressure at Km. 745.132 was limited to a maximum of 100 psi. Badanah station operated at 800 psi for 18 hours while awaiting the arrival of the pipeline repair crew.

(Continued on page 7)

ROAD PROGRAM COMES TO END

The Road Improvement Program (RIP) for the pipeline road in Saudi Arabia came to an end in December with the completion of repairs to those sections of the road which were exposed to the unusual rains of November 1967 and April and May 1968 as well as the improvements for road control in critical areas.

An RIP Completion Report was submitted to Executive Management on December 1. This, along with a Maintenance Manual recommending repair and maintenance procedures to be followed, was transmitted to the Saudi Arabian Government in early December.

The transmission letter notified the government of the completion of the program in accordance with the agreement of March 1962. The result of this is that the government becomes responsible for road maintenance, starting January 1, 1969. In consideration of the government maintenance of the road, TPL will pay the government the sum of $850,000 a year starting at the end of 1968. TPL line maintenance on the program to improve the 24-kilometer main road paralleling the pipeline between Qarnah and Turaif shortly after signing a new agreement with the Saudi Arabian Government in March 1962.

Built in 1947-1949 to support the original pipeline construction project, the road has, by itself, become a vital artery providing commercial trucking access to the Arabian Peninsula. Improvement of the road involved the usage of 175 million gallons of water, about eight million gallons of asphalt and over 300,000 cubic yards of crushed material.

SERVICE STARS

Road Construction Supervisor Khalid Abdul Al-Korat received the (Nazar) medal in his Tapline career on December 5. Born in Saudi Arabia, Khalid joined the company of E. S. Heidolph as a driver. He earned his present job classification on August 1, 1962, after having served as driver—all occupations for several years.

The M.S. DAUPHINE, the super-tanker of 137,272 DWT, which sailed at Sidon Terminal Nov. 23 to lift a record cargo of 838,227 barrels of crude destined for La Havre and Verdun in France.

DAUPHINE LOADS RECORD CARGO FROM SIDON

The M.S. Dauphine loaded on November 23 the largest amount of crude oil ever lifted from Sidon Terminal by a single tanker. The 137,272 deadweight tonner, the biggest tanker to call at Sidon Terminal yet, took aboard 838,227 barrels of crude oil in 11 hours and 39 minutes.

The previous record cargo of 790,170 barrels had been lifted by the M/T KUNGLAND two months earlier on Sept. 21.

In 1968 at La Havre, Les Chantiers de l’Atlantique in France, the huge vessel is owned by La Société Française de Transports Pétroliers, S.A., Paris. She bears the French flag and is chartered by Elf Union Industries des Petroles.

The DAUPHINE has an overall length of 926 ft., with a beam of 93 ft. 6 inches and a depth (mean draft) of 49 ft. 0 inches. She is powered by a 16-cylinder, 23,100 horsepower engine and has a helicopter landing deck and swimming pool. Her service speed is 16 knots.

The record cargo was destined to La Havre and Verdun in France.

The M/S DAUPHINE, the super-tanker of 137,272 DWT, which sailed at Sidon Terminal Nov. 23 to lift a record cargo of 838,227 barrels of crude destined for La Havre and Verdun in France.

Engine room's control and monitoring panel.
Capturing Falcons Is Popular Sport Among Turaif Tapliners

A falcon is any one of a large number of species of diurnal or nocturnal birds of prey, distinguished from them by technical differences. Falcons have long, sharp-pointed wings and are famous for their swift flight, their powers of vision, and their courage and acuteness.

Falconry, on the other hand, is the practice of training and using falcons to secure game. It is the product of an ancient eastern civilization dating back at least to the third millennium B.C. Since falcons do not breed in captivity, they are taken as young birds from the nest or trapped during migration. And since Saudi Arabia Tapliners stationed at Turaif station to take their vacation chestnut—seeds between mid—September and mid—November each year to do just that—to capture falcons, live and, in a section at a site known as "Al-Mana," the Bargain region located about 60 kilometers northeast of Turaif. The captured falcon is subsequently sold for two to three thousand dinars. Falcons hunters are thus motivated by both the thrill of the hunt and the cost of the gain.

Joining Turaif "falcon hunters in the desert this year were Othayeb Mutlaq al—Sahman, a falconer for the Pipeline Periscope and photographer E. Nasr.

Guided by Ghareeb Mutlaq al—Sahman of C. E. & L, the two men joined the hunters at one of their camping sites on October 7, returning to Turaif station three days later.

Out to trap falcons this year from Turaif station were Yahya Nasser, Saleh Abdallah, Arabi bin Thana, Othayeb Mutlaq al—Sahman, Atallah 'Insah, Mokbel Hamdan, Nasser bin Muhammad and Taisan bin Haddiyah.

Falcon hunters must possess an intimate knowledge of the bird's habits and haunts because hunting the falcon is really a matter of capturing it alive and without damage to its feathers. Hunting techniques and devices are necessarily adapted to these habits, giving rise to many special forms of traps and snares. The Turaif group depended mainly on self—made traps fitted with pins to take the falcons. Recognized names are applied to each, in accordance with the stage of development.

(Continued on page 7)
Badanah

Dr. M. Khoury, Supervising Physician—Badanah Hospital, is with... Tony Groh.

Rafha

President W. R. Chandelier, Executive Vice President W. E. Ritter, L. M. Henry and R. E. Marsh, H. E. Hyder, R. E. Marsh and H. E. Ritter assumed the duties of President, Vice President, Secretary, Treasurer and Executive Vice President on November 1983. The company was incorporated in the State of Nevada on November 22, 1933.

Qaisarn

G. E. Bissam visited the station's Terminal Superintendent A. A. Baasiri returned here Dec. 14 and took over the station's operations at the terminal. The terminal superintendent has been acting as the executive vice president since Dec. 14.
Typical of Tapline’s continuing efforts to improve efficiency and competitiveness is the program for the installation of up-rating kits on the gas turbines to give them extra horse power and thus add to the throughput capacity of the pipeline. Up-rating of Aramco’s Wariah turbine 1276/16 was completed at Turaif on December 20. Work on the installation of the first up-rating kit, composed of new hot component internals of improved metallurgy and low pressure-drop combustors, on Tapline’s Shubah turbine was completed four months earlier. Another Tapline’s turbine is scheduled for up-rating next February. (Photo by Naas).