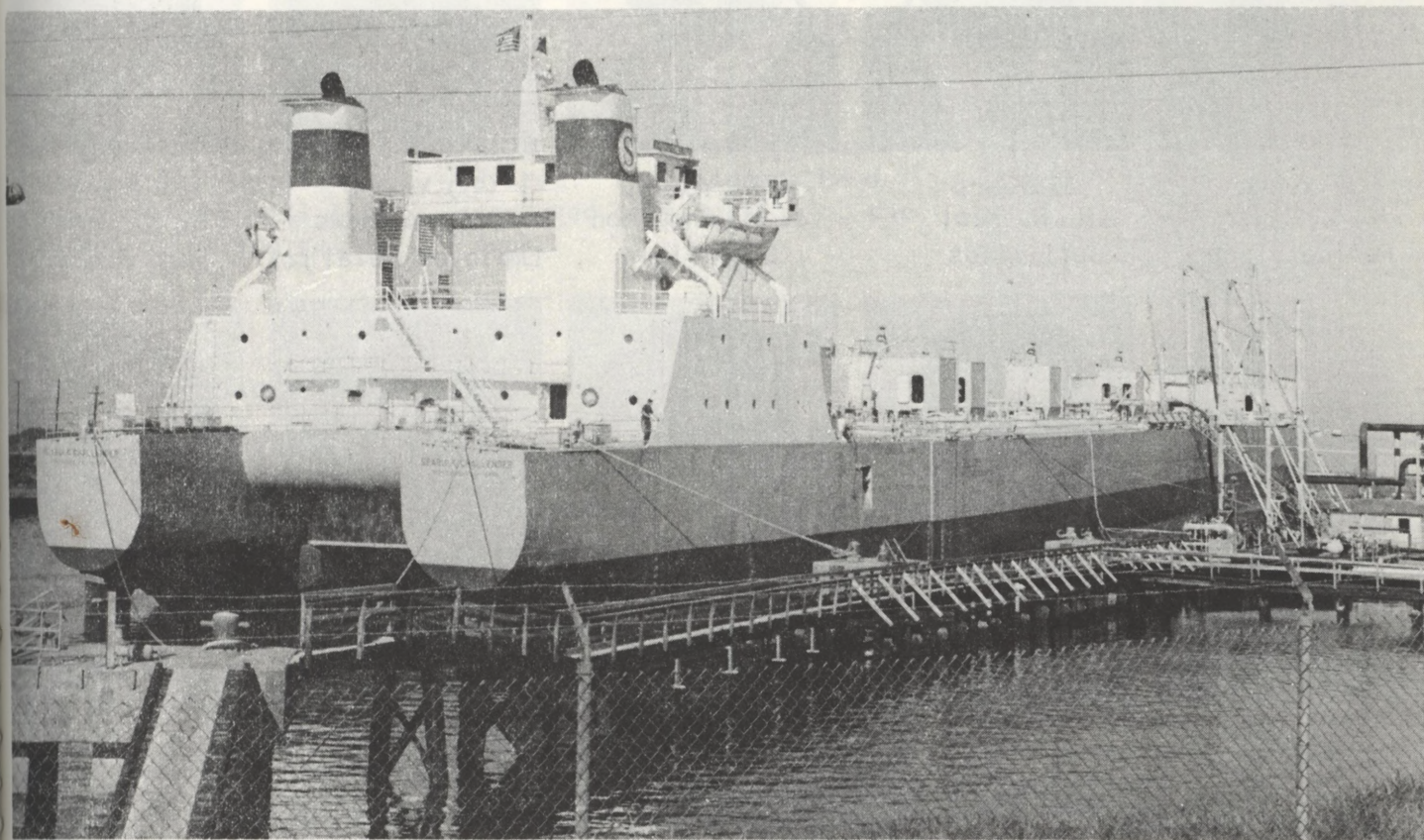


INTEGRATED TUG-BARGE MAKES ITS MAIDEN VOYAGE TO REFINERY DOCKS



The integrated tug-barge (ITB unit) at first glance appears to be a ship - so well do they fit together.

Built by Kelso Shipbuilding of Galveston, the ITB unit combines a ship's efficiency and reliability with the economy of tug-barge operation. The design encompasses high propulsive efficiency, improved maneuverability over a single or twin screw ship and the safety of 100 percent back-up of all propulsion systems.

The contoured stern of the 588 foot tank barge, christened STL3901, fits between the twin hulls of the catamaran Seabulk Challenger. The unitized vessel stretches 629 feet with a 320,000 barrel cargo capacity and attains a service speed of 15 knots.

Widely spaced propellers (37 feet between tips) of the twin screw tug-barge combination with bow thruster, provide excellent maneuverability. In cases where utilization calls for the use of more barges than tugs, there is a substantial

(Continued on page 3)

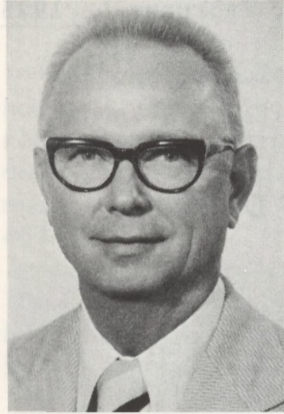
It may look like a ship, but it is really a tug-barge unit on its maiden voyage. It is preparing to load 302,000 barrels of furnace oil for Bridgeport and New Haven.

G-311 FLOATS ON A CUSHION OF AIR TO NEW SITE

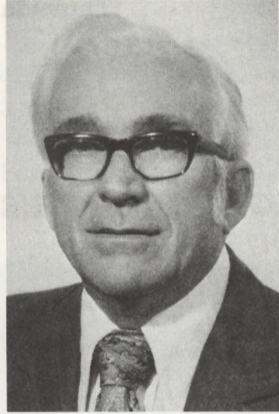


Tank G-311 is pictured as it was being moved to a new location via the air flotation method. This was the second tank moved with the air blowers mounted on the tank itself instead of on trucks which then drove along side the tank to its new location site. There were three air blowers mounted on the side of G-311 and the move was a smooth one.

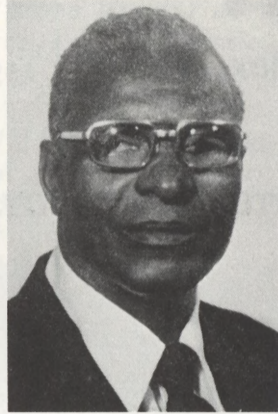
SERVICE ANNIVERSARIES



35 Years
W. L. Darby
Refinery Lab



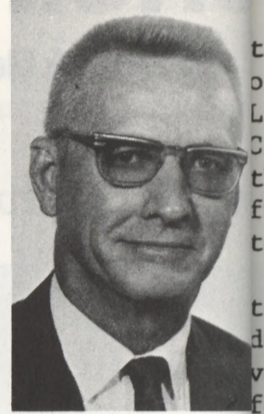
35 Years
H. R. Neal
Utilities



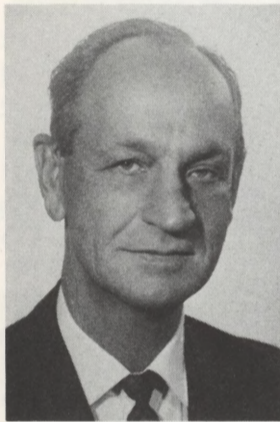
30 Years
J. H. Anderson
Eng. Field



30 Years
E. C. Mathews
Employee Relations



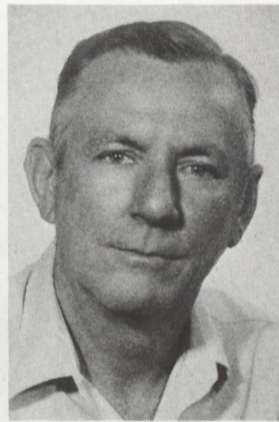
30 Years
E. W. Page
Eng. Field



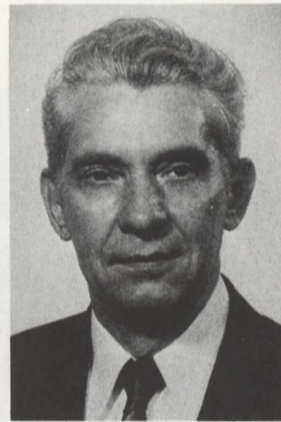
25 Years
F. M. Angel
Utilities



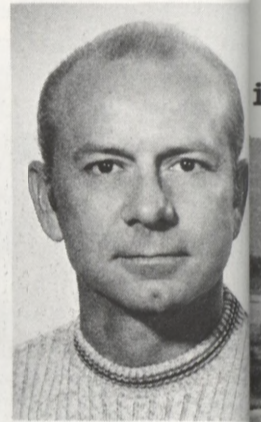
25 Years
J. F. Baird
Eng. Field



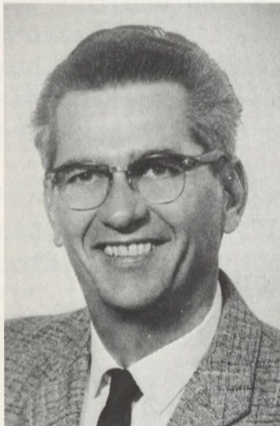
25 Years
S. W. Bradberry
Lube B



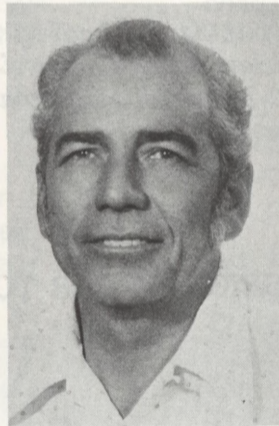
25 Years
J. M. Cathey
Lube C



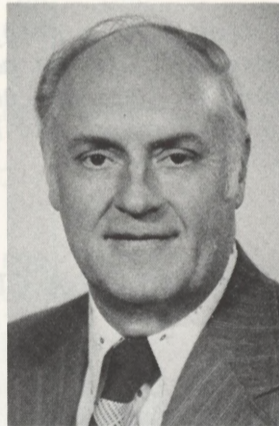
25 Years
J. I. Cherry
Dispatching



25 Years
W. C. Cowey, Jr.
Dispatching



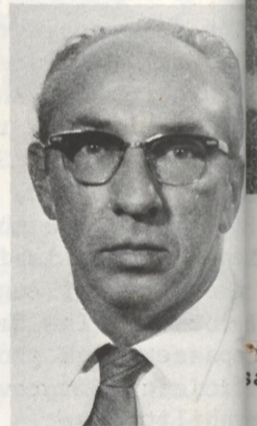
25 Years
M. L. Eason
Eng. Field



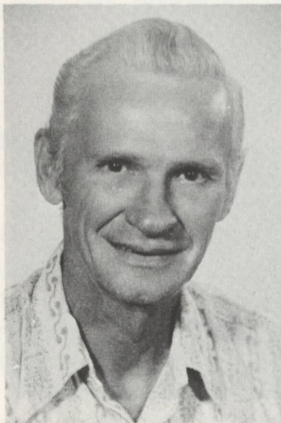
25 Years
R. G. Eveld
Refinery Lab



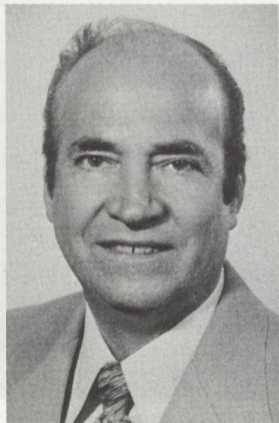
25 Years
L. A. Farris
Eng. Field



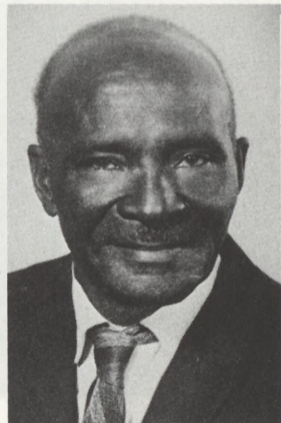
25 Years
W. C. Fulton
Gas Recovery



25 Years
T. F. Funderburk
Dispatching



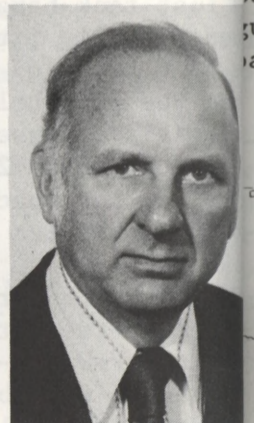
25 Years
B. G. Hayes
Lube B



25 Years
W. Jenkins
Eng. Field



25 Years
C. W. Johnson
Utilities



25 Years
E. L. B. Matthews
Eng. Field

THIRD DOCK TO SERVE CAPLINE IN LOUISIANA

Shell Pipe Line Corporation has begun construction of a third dock at St. James, La., to serve the expanding Capline pipeline system that transports crude oil from south Louisiana to Paskatoke, Illinois.

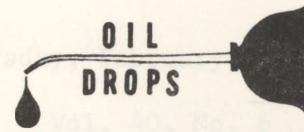
The new dock is designed to accommodate an 80,000-deadweight-ton tanker. Such vessels are up to 1,100 feet long.

Scheduled for completion in July, the dock will have an initial unloading rate

of 28,000 barrels an hour, but will have a design capacity of 50,000 barrels an hour.

Shell Pipe Line operates the Capline system for a seven-company group. The system's current capacity is about 750,000 barrels a day.

A site determination study is underway for a fourth dock to serve the Capline system. Participants have approved construction of the dock.



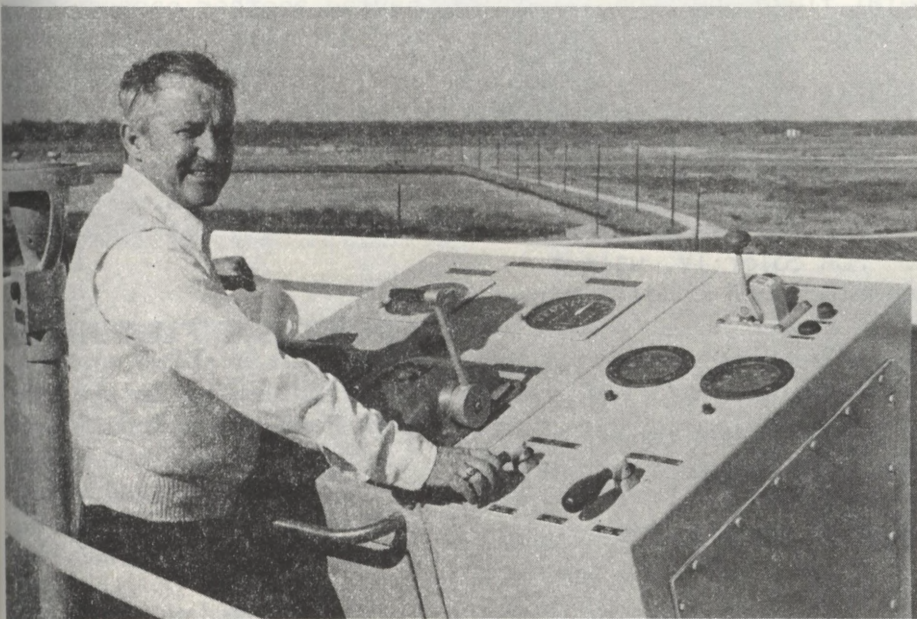
Some months ago, a couple of Technical employees made a bet. The bet was to encourage the loss of weight on the part of the bettors - W. Ridley Pledger (left) and C. R. "Chuck" Thompson.

The loser of the most weight was to be treated by the loser of the least weight to a meal at Bud Hill's Steak House. As it turned out, neither bettor lost weight; and, alas, one even gained three pounds.

So, Pledger, having done the gaining while Thompson's weight remained constant, was obliged to treat his friend Thompson to a steak dinner.

Thompson says, "This isn't an annual event - just whenever one of us feels as
(Continued on page 4)

Integrated tug-barge makes maiden voyage



Captain Coggins of the ITB unit stands ready to take the appropriate action at the manual control.

savings in turnaround time.

The units are designed to handle variations in tug-barge draft of up to seven feet. Horizontal misalignment is automatically compensated for as the tug is guided onto the lip of the barge which fits between

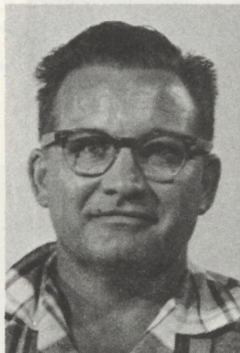
the catug's twin hulls.

The unique, rigid-connection, locking system enables the tug to disengage in less than two minutes. The tug stability and similar roll period offers increased safety and efficiency during these operations.

A significant advantage offered by the catug concept is found in the reduced manning requirements. According to Captain John A. Coggins of the ITB unit, the new concept requires half of the crew needed for a ship of comparable size. So, the tug-barge or ITB unit not only costs less to run manpowerwise, it is as efficient and holds more product than a ship of comparable size.

McREYNOLDS, RETIRED OPERATOR NO. 1, DIES

W. Herbert McReynolds, retired operator No. 1, Lube B, died January 29 at 12:30 pm.



McReynolds had 25 years of company service at the time of his retirement.

Funeral services were held at the First Baptist Church in Deer Park on January 31 at 10 am.

Burial will be in Dawson, Texas.

McReynolds is survived by his wife, Lillian, who lives in Hilltop, Texas.



"I was thinking of getting myself a person, but they're so darn messy."

CLASSIFIEDS

FOR SALE

New 750x16 6-ply Uniroyal tire mounted on Ford F-250 wheel. \$60.
452-2468

351C Ford motor and auto transmission in good condition. \$500.
328-3212

oil drops....

though we should lose weight." After all he continued, "The whole idea is to provide an incentive to become a healthy individual."

So far Thompson leads in winning the bets with a 2:1 ratio.

A smiling Pledger relates their success, or lack thereof, in losing weight with these words of insight, "He's (Thompson) gloom; I'm doom."

To put it in everyday language: gloom is to stay at your present weight and doom is to gain even more when you wanted to lose!!!



Carpenters R. W. "Bill" Smith, Jr. and Nathan P. Daniel are shown putting a new roof on the fire station on a bright, sunny day - perfect for such a job.

Another roofing job was recently done on the Major Projects building, which had water coming in by the wastebasketsfull - or so we were told.

1969 Plymouth Fury 111, black vinyl top, auto, power steering and brakes, air conditioning, new tires. \$900.
473-2170

1970 Honda 350 in excellent condition. \$550.
644-0133

1970 Toyota Corolla in excellent running condition. 30 mpg. \$750.
644-0133

1973 Olds Cutlass Supreme, original owner. \$3,150.
453-7840

1974 Honda 550-Four, orange metal flake, new condition. \$27-5956

General Electric oven, range vent-a-hood and cabinets, practically new. \$100.
488-7001

23" RCA color TV, walnut console, good condition. \$85.
941-3424

2½ acres in New Caney, has deep well and septic tank, lots of trees.
487-2571 or 448-4245

Four OIC pigs, Chester white, 9 weeks old. \$20 each.
328-3212

1973 Ford, ½-ton, LWB, custom, P/U, 302 cu in engine, std trans, good tires, 30,000 miles. \$2,225.
644-8021

Fedders 1½-ton air conditioner, used one summer. Cost \$400; sell for \$175.
473-2170

FOUND

Six keys on a ring in the front door to East Operations Office Bldg. Please claim at the SHELLEGRAM office.

Prescription black frame glasses in black case in the employees' parking lot on January 29. Please claim at the SHELLEGRAM office.

WANTED

Carpool from North Wilcrest at Katy Freeway (I-10) area to refinery. Anyone interested in sharing rides or having another passenger, please call 465-3169.

FREE

Lillies for the digging. 471-5365 after 5 pm.

PROVIDENT FUND NEWS

The following is the Provident Fund valuation:

Equities Fund

January 15, 1975 - \$1.973

Shell Stock Fund

January 1-15, 1975 - \$47.3

1974 PRELIMINARY REPORT NOW AVAILABLE

The Shell Oil Company, Preliminary Report for 1974 now available.

To obtain your copy, drop by the SHELLEGRAM office or call the editor on 301 (Bell) and she will be glad to send you a copy.

SHELLEGRAM

Published by Shell Oil Company for its Deer Park Manufacturing Complex employees at Deer Park, Texas.

Mrs. Dotti West - Editor

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