Shellegram
Deer Park Manufacturing Complex
Thursday, July 19, 1979
Vol. 44, No. 30

"What's Up, Dock?"

People working on the docks at DPMC hardly notice anymore when underwater explosions occur, spraying ship channel water some 25 feet into the air. Old steel and concrete pilings are being removed from the slip. Ed "Ace" Goodson, contracting coordinator, offhandedly responded to one blast, "That's one we had left over from the Fourth of July."

Dock operations and several contract firms are in the second phase of a dock restoration and construction project with an estimated total cost of over $100 million. The new dock facilities, which are replacing structures built in 1929, will include new crude and products docks and a two-story operations building. In addition, the dock slip is being widened, and a storm water system and new pipe rack have been installed. The new pipe rack will house 700,000 feet of new piping to better serve the docks.

There are presently six docks, two office buildings, a dock tank farm and approximately 50 finished product tanks. There are three full product docks handling the basic refinery and chemical products. A bunker dock handles tug boats. Then there is a crude oil tanker dock and a chemical barge dock.

"If we continue to run on schedule, the project will be completed in the latter part of 1984 or early 1985," said Andy Anderson, dock operations supervisor. "Phase I, in which we removed 170,000 feet of pipe, ran well under initial cost estimates."

The project may have as many as five phases. Phase I was an extension of the existing pipe rack and building a new rack over the old one. "We're about four months into Phase II, which is building an elevated road, the operations building and a west products dock," he said. "The new building will contain scheduling and dock foremen, cargo inspectors, pumper-gaugers, the operators' galley, and what's now in the marine office."

The blasting part of Phase II involves the removal of the old mooring dolphins. The cap is first blasted off the top of the concrete piles and removed in one piece. Divers are then used to place explosives at the mud line to remove the piles themselves. Only then can new piles be driven.

Phases III and IV consist, respectively, of the construction of an east dock and a center dock. "We don't design every single aspect of the different phases before implementation, because we learn a little as we go along," Anderson said. "We'll learn a lot from the construction of the west dock. Something we might learn from that experience we may want to include in the design of Phase III."

Continued on page 3

Alfie The Alligator visits the refinery docks, in anticipation of a spaghetti treat.

It's An Alligator

A caller to the **Shellegram** office says there's an alligator down at the docks. A fast trip results in no alligator. Another day, another call, another trip. This time, however, the alligator's head is clearly seen. It's photographed and then disappears beneath the water's surface.

Another day, another call. This time it's sunning at No. 2 dock. Again, it's photographed, but from afar. Then while trying for a better shot, the alligator again disappears into the ship channel.

Maybe another day will bring another call and an even better shot will result.

In the meantime, you can profit from Dock operators P.S. "Turkey" Saunders and R.C. "Bob" Leezer's experiences and refrain from feeding the animal anything but spaghetti. It seems the critter has a taste for spaghetti but an aversion for fried chicken and T-bone steak. Better yet, stay away. It just might prefer the taste of homo sapiens.

Energy Questions Answered

Editor's note: Employees have been asking some good questions about the energy situation, and several have been selected for publication in this week's **Shellegram.** If you have energy related questions, send them to the **Shellegram** office, room 151 of the refinery administration building; and, if you've signed your question, you will receive an answer.

Questions and answers are published as space permits. However, all signed questions will receive a response - even if the question is not selected for publication. It is hoped that this feature helps you to understand the energy situation and enables you to answer questions from your friends and neighbors.

Would you explain banking and how it can affect the price of gasoline?

Pricing regulations allow that increases in cost of raw materials, for example, may be passed on to customers in the form of increased prices for products. Any increased cost which is not recovered is placed in a "bank" for possible future recovery. The penalty for over-recovery is severe; and, therefore, it is prudent to keep a balance in the "bank" to allow for miscalculations of recovery. Every independent dealer has a bank, as well as each oil company, although new regulations will prohibit dealer banking after August 1, 1979.

In spite of regulations, the price of gasoline (like other commodities) is controlled to some extent by free market forces. In times of oversupply or rapidly increasing costs, the "bank" tends to increase and moderate the market price. During short supply periods, prices may rise faster than costs to permit recovery of previous cost increases.

Would you give a breakdown of the pump price of the various grades of gasoline at the pump? What is the terminal price; what is the tax, etc.?

Avg. Cents per gallon, June 1979	Regular	Unleaded	Super Unleaded
Raw Material	40.3	40.3	40.3
Mfg Cost (Fixed + Variable)	6.5	9.0	11.0
Purchased Product	0.5	-	1.0
Marketing-Transp-Distr.	3.8	4.0	4.0
Head Office Charges	0.6	0.6	0.6
Net Margin	4.0	4.8	3.8
Dealer's Cost	55.7	58.7	60.7
Federal, State, Local Tax	14.8	14.9	14.9
Dealer Margin	12.1	13.0	13.0
Pump Price	82.6	86.6	88.6

1964 Article In Locker

Solvents and Treating operations foreman Leroy Hurry recently cleaned out his locker and came across a December 2, 1964, article from **The Pasadena Post** that he'd put there some 15 years ago.

The article, "Mules Beat Prairie Mud to Build Shell," dealt with Shell's celebration of its Deer Park location's 35th anniversary. It noted that the refinery was built a good many miles from Houston and that the first unit started up on August 8, 1929.

At the time it started up the only units operating were the topping and treating units, which processed about 30,000 barrels of crude oil a day. In 1964 it was reported to be processing about 138,000 barrels of crude a day, and in 1979, 262,000 barrels per day.

The article also noted that before the refinery could go into operation, pipe lines had to be laid to bring the crude oil from the fields of West Texas and New Mexico. These pipe lines were laid by men, who were assisted by mules. And, according to old timers, the mule teams were often bogged up to their bellies in mud.

Other facilities built during 1929 were the docks, warehouse, main office building, loading racks, car shop and boilerhouse.

Then in 1941 the chemical plant was built. Construction actually started on it in December 1940, with the first feed entering the chemical plant lines in August of 1941. The first crude butadiene was made in September of that year.

SCORA

AUGUST 1979

UP COMING EVENTS

- WOMEN'S SOFTBALL - EVERY TUES. & WED.
- GOLF TOURNAMENT - - - 8/4
- SQUARE DANCING - EACH TUES.
- SCORA BOARD MEETING - 8/22
- SHELL CLUB'S BOWLING TOURNAMENT - 8/26
- SPONTANEOUS SCUBA DIVING EXCURSIONS - THROUGHOUT SUMMER

FOR INFORMATION ON PUBLICATION OF SCORA EVENTS, CONTACT BOB JOHANSEN-6433

New Job Title Established

The "specialist" title has been established for selected individuals who have demonstrated exceptional job knowledge and the ability to utilize and apply this knowledge in their respective areas of expertise. The following individuals are recognized throughout the DPMC and in other locations for their outstanding contributions in a specific field.

Jim V. McAnally, senior instrument inspector, Engineering-Process Control-Electrical, has been promoted to instrumentation specialist. Jim's process control knowledge and contributions are recognized throughout Shell.

John A. White, Jr., senior engineering assistant, Engineering - Pressure Equipment, has been promoted to mechanical specialist. John has made major contributions throughout Shell with his knowledge of welding, fabrication and welder training.

O. J. Pomykal, zone foreman, Maintenance South, has been promoted to mechanical specialist. O.J. is the recognized complex expert in the planning and execution of pyrolysis furnace repairs.

Nelson A. Linke, senior engineering inspector, Engineering - Process Control-Electrical, has been promoted to electrical specialist, effective August 1. Nelson is recognized for his knowledge and maintenance of electrical distribution systems and many contributions in this field within the complex.

Customers Visit Resins Facility

Resins technical manager Ed Acosta (second from right) indicates one of the finer features in the EPON warehouse to representatives of Mobil Chemical, a major resin customer of Shell's. The visitors came at our invitation to see for themselves the production capabilities and quality assurance laboratory available at the DPMC.

Mobil representatives (from left to right) include: Bud Rich, assistant technical director, Resins and Coatings; William Pfiel, Purchasing; and David Olfie, vice president.

"What's Up, Dock?"

Continued from page 1

The new dock facility is being built for several reasons. "The old docks were too low in the water. A really high tide would cover them up in a year or two. The docks are sinking at an incredible rate of four to five inches a year."

The new dock will have a stronger structure to be able to better handle and moor vessels of up to 57,000 tons. And the slip widening aspect of the project will create greater maneuverability for cargo ships and barges. A maintenance dredge will be used to assure an even depth of 43 feet.

"The people working on the docks have to do a wide variety of tasks and do them darn well," said Anderson. "One thing they won't be doing after project completion will be working on the old mast-boom type rigging similar to that found on ships. We're replacing those with six hydraulic cranes with telescoping booms that have a working radius of 65 feet." On the crude dock there are five hydraulic loading arms; but on the other docks, product transfers are made with hoses.

The elevated road will be 16 feet higher than the old one. Other temporary roads and a parking lot have been constructed to allow operations to continue to the area. "Our difficulties have not been so much with construction as with traffic," he said.

The new docks have a high environmental safety component. Because they are concrete, spills cannot leak through to the channel as they could with the wooden docks. A ledge surrounds the dock to prevent spillage, and the t-head dock itself has a containment function. They are built so that any liquid goes right to the sump if spilled. The old docks only used containment pans added for this purpose.

"From the time the dock personnel found that everything was going to be totally rebuilt, there has been great enthusiasm. Sometimes we almost stand on our heads to help get this completed," Anderson said.

"We're proud of our environmental record. We've only had two dock-attributed spills since November of last year. That is a significant accomplishment, especially with construction going on."

The project engineer for dock restoration is Hershall Arnett. Others involved are John Nepveux, H. M. McLeod, L. Copeland and process manager Don Lanning.

While construction goes on, some dock personnel still have to deal with the many regulatory agencies normally involved such as the Coast Guard on spills, pollution, facility inspection and vessel control; OSHA on facility inspection and rigging equipment; the Environmental Protection Agency on hydrocarbon emissions; Public Health on sanitation; Alcohol, Tax and Firearms on ethyl alcohol product monitoring for tax purposes; Immigration on vessel personnel; and United States Customs on crude oil imports.

Though Ace claimed that the real reason they're out there digging is to find a gold-filled cannon sunk in the slip by General Santa Anna one hundred years ago, Anderson asserted, "The efficiency of dock operations is going to be significantly improved by this project. Ultimately, it will affect in a positive way operations all over the complex."

By Carlos Vidal Greth

Impossible, Possible At SJ

If you've been thinking about returning to school, but feel it's impossible since you must continue working full time and can't possibly squeeze enough time out of your evenings for school work, San Jacinto's Weekend College just might make the impossible possible.

Each Friday afternoon this fall, while most people are beating the freeways toward home, San Jacinto College Central will be gearing up for a relatively new concept in higher education, the Weekend College.

The college will offer a full slate of courses that meet for one session only on Friday evenings, Saturdays and on Sunday afternoons, making San Jacinto College one of only a few community colleges across the nation now experimenting with the weekend-class concept.

The Weekend College will offer academic courses to meet requirements for an associates degree or for college transfer. Courses will include English, history, math, biology, chemistry, psychology, sociology, art, music, speech, real estate, accounting, typing and many others.

Also offered will be such vocational-technical courses as keypunch, tube bending, electronic soldering, Masters Exam Study I and II, National Electric Code I and II, civil technology, drafting, printing, welding, technical math and others.

Students also can choose from a wide selection of short, continuing education courses through the Weekend College. The fall schedule will list scuba diving, ballroom and country-western dance, slimnastics, G.E.D. preparation, disco dancing, house plants, geneology, ballet, modeling, will preparation, women's beginning swimming, automotive preventive maintenance, cake decorating, basic photography, Lamaze and others.

If you wish more information on San Jacinto's Weekend College, call Del Long on 476-1501, extension 288. Del is the director of the Weekend College program.

Classifieds

FOR SALE

Callie Bermuda and prairie hay in field or barn. 339-1903

Like new Ford overhead cam 4-cylinder Mustang II engine and auto transmission. $500. 426-6461

1976 Cougar XR-7, fully loaded. $3,295. 481-5849

1977 Honda XL350, excellent condition. $650. 472-8493 after 5 p.m.

Plants. 674-4430

Reg. Catahoula "Leopard" puppies, stock dogs. Male, $75; female, $50. 339-1903

1976 Buick Skyhawk, V6, P-S, air, 5-speed stick, moon roof. $3,200. 487-3574

75 hp Chrysler motor with controls and two tanks, about 80 running hours. $600. 422-9459 after 5:30 p.m.

Rebuilt turbo 350 Chevy transmission. $150. 479-6082

AKC reg. male brittany spaniel, liver & white, Sire - John's Big Joe, Dam - Tip Tip Chi Chi, all shots, wormed, 4 months old. $95. 944-8368

21" Zenith black and white TV, wood cabinet. $20. 482-5278

Two sliding patio glass doors, 79"x48" each, may be used as picture windows. 472-1455

25" 1974 Magnavox color TV console, like new. 946-5431 or 943-3848

New Smith & Wesson Mod. 29 44 magnum pistol with 8⅜" barrel, factory nickel, unfired. 471-5416

Two table lamps, maple, gold shades, amber base. $25 each. 944-7435

1974 Toyota Corolla 1600, excellent condition, 61,000 miles. 334-4282

1976 Torino 4-door, 35,000 miles, clean, auto, radio, air, good tires. $1,650. 473-3647

Honda CB100 motorcycle. $300. 946-8740

Complete air conditioning system for Ford Courier or Madza pickup. $150. 471-2961

GARAGE SALE

July 28 and 29. Misc. bookcases, lamps, etc. 481-4042

WANTED

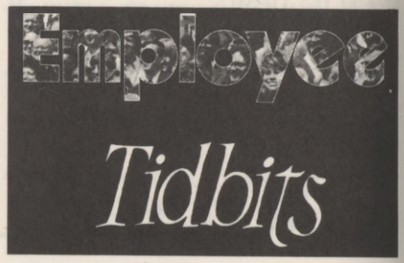
1 hp 3400 rpm electric motor, 110 or 220 vac. 200 gallon or smaller butane or propane tank. 487-2522

Car pool members, Almeda Mall area, hours 8-4:30. 946-7056 or 941-8823

Late model motorcycle with low mileage, 125cc or larger. 471-2961

PERSONAL

I want to thank all my friends at Shell for the party, retirement gift and your good wishes. I will have many fond memories of our years together. Hope to see you often in the years to come.
- Joe Wailes



Assistant Personnel manager **L. J. Hallmark** goes casual to Clifton by the Sea. Refinery superintendent **Ron Swofford** accumulates memories on Boy Scout campout. EA-SR shift foreman **J.R. "Chief" Ensminger** takes a second look at passerby. Nine DPMC employees celebrate their birthdays today: Lube A operators **James T. Ashton** and **Steve D. Holsey,** Lube B operator **Ron E. McCurdy,** Mechanical Equipment engineer **Art Tinney,** Maintenance South machinist **R. L. Smith,** Refinery Laboratory special tester **Virgil Reichardt,** senior safety inspector **John Flynt,** BA operator **Johnny Brelsford** and Light Olefins-OP-III shift foreman **C. D. Bass.**

I. V. "Chavel Rojas, Process Engineering engineer in Lube, passes the bar. Special Services office assistant **Murlean Arrazate** makes a big decision. Data Processing supervisor **Jack Miller** swears he lead a quiet, sheltered existence as a youth.

Shellegram
Deer Park Manufacturing Complex

Published weekly by Shell's Deer Park Manufacturing Complex for its employees and pensioners. All inquiries should be addressed to **Shellegram,** Shell Oil Company, P. O. 100, Deer Park, Texas 77536.

Dotti West - Editor