

# SHELLEGRAPH



HOUSTON  
REFINERY



No. 185

Friday, May 20, 1966

## CAT. CRACKER AND CC GAS UNITS COME DOWN FOR TURNAROUND AND REVISIONS

The refinery's biggest single maintenance job is underway with the Cat. Cracker and adjoining CC Gas Units shut down and cooled-off for the next month.

In addition to routine maintenance, the Cat. Cracker will get three major revisions according to L. J. Lambin, Manager Cat. Cracking. Briefly, they include (1) the installation of larger risers which will permit increased catalyst circulation rate; (2) revisions to air distribution system in the regenerator; and (3) revisions to the air blower which will result in greater horsepower and more air handling capacity.

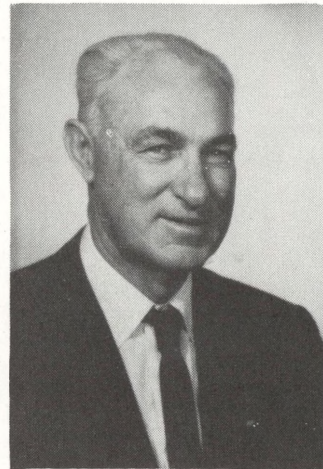
These revisions are not intended to increase the Cat. Cracker's throughput, but to increase "conversion" - that is, to get more gasoline and light gases from the feedstock.

## FRENCHY ARNOLD TO RETIRE JUNE 1 AFTER 35 YEARS OF HOUSTON REFINERY SERVICE

W. F. Arnold, better known as "Frenchy" to his Shell friends, will retire next Friday. His 35 years' service have been primarily in the Refinery Lab, the Dispatching Department, and since last February, in the Treasury Department.

Frenchy was born in Henderson and graduated from high school there. He worked his way through Rice washing windows and in 1930 graduated with a double major in History and English.

Frenchy and his wife Leona have two married children who live in Houston. When asked what he's going to do, he says, "I'm going to retire - not work! We're building a home out in the woods between New Caney and Conroe and there will be plenty of work right there."

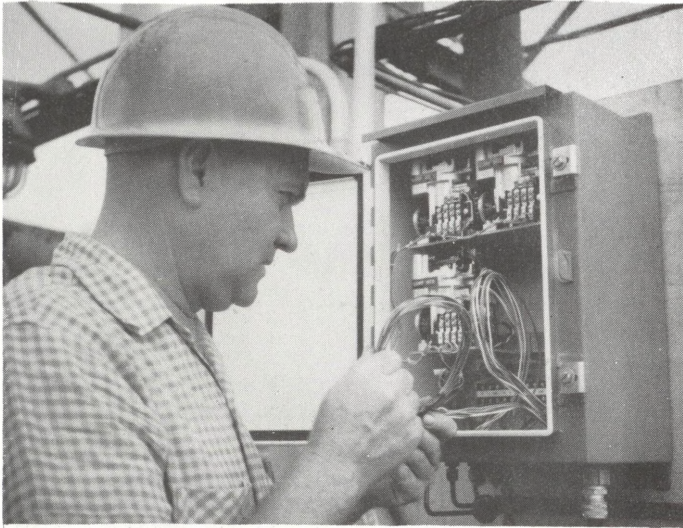


DON'T FORGET TUESDAY NIGHT!  
THE NATIONAL DRIVERS TEST  
9 TO 10 P.M. ON CHANNEL 11



GIANT KILLERS...when the Cat. Cracker turnaround time comes, refiners invade the silent hulk like ants at a picnic. Shown here, not exactly at a picnic, are some of the "ants" close-up. Across the top, left to right, Dan Davis and J. A. Talley find plenty of spent catalyst to keep them busy; Pipefitter P. A. Chohrach hurdles the CO furnace charge line, and M. H. Roberts, H. H. Stall, and B. C. Gaines unbutton a CC Gas heat exchanger. Bottom row: Insulators J. E. Bills and H. E. Eckles atop a cherry-picker; Foreman Bill Ervin and Zone Supervisor B. J. Faulkner get lined-out on 4-12's; and scaling among the I beams are Pipefitters H. L. Aston, and R. W. Errington, Rigger L. B. Riggs, and Painter A.J. Marches.

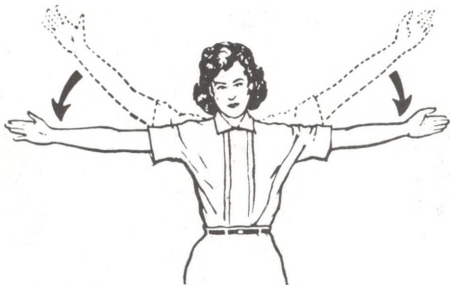
## REFINERY PEOPLE IN ACTION



THREE INTO ONE...is what Instrumentman H. L. Mize is after. With the installation of the P/E (pneumatic/electronic) converter he's completed it's now possible to blend three products through one line for ship loading. This eliminates the necessity of blending all three products in one tank before they can be loaded.

### OWN A BOAT OR RIDE IN ONE? HERE ARE SOME TIPS TO KEEP YOU AFLOAT

The gal shown here isn't a Longhorn Cheerleader saying "gimmie a T", she's demonstrating the daytime boat distress signal. It's made by slowly and repeatedly raising and lowering outstretched arms.



Here are some more hints:

- \*Check boat thoroughly before leaving mooring.
- \*Never overload your boat and, at all times, be especially careful about non-swimmers and children.
- \*Carry a Coast Guard approved life preserv-

### SAFETY DOLLAR RULE FOR WEEK BEGINNING MONDAY, MAY 23

If you want to be a winner when the Safety Dollar Mystery Man comes around next week, you're going to have to read rule B on page 46 of your Safety Manual. If you're planning to be able to recite it, you'd better be prepared - notes might help! Remember, it's only a sampling - but it could be worth a buck.

- er for every person aboard.
- \*Carry filled fire extinguishers, as required by law.
- \*Use extreme caution when filling fuel tanks: Don't smoke. Wipe up spillage. Turn off all fires and electrical accessories. Hold filling nozzle firmly against fill pipe (grounded). Ventilate engine compartment and all enclosed spaces before restarting motors.
- \*Observe weather, wind, tide, and current conditions before starting.
- \*Keep to right when meeting another boat.
- \*Give right-of-way to vessels approaching in your danger zone on the starboard (right) side.
- \*Avoid -
  - Large Vessels. They are not as maneuverable as smaller craft.
  - Sailboats. Small ones may be swamped by the wash from a power boat. Large sailing yachts do not have the maneuverability of a power boat.
- \*Don't turn boats at high speed. Small crafts can easily be swamped by their own wash.
- \*Approach dock or mooring against the wind or current, whichever is strongest.
- \*Outlaw horseplay around boats. A boat is not a toy for children.
- \*Obey the rules of the road.

### THIS WEEK'S SAFETY DOLLAR WINNERS

J. F. Bower	-	Therm. Crack.
H. H. Stall	-	Boilermakers
J. H. Clinton	-	Carpenters
N. J. Rodgers	-	Tool Room
H. L. Blackmon	-	Dispatching

### HERE'S A CLOSE-UP OF THE MARINE FIRST AID KIT - ONE OF FOUR NOW ON SALE AT SPECIAL PRICES



It floats - and it's rustproof. The Marine first aid kit shown here also contains a Resusitube for more effective mouth-to-mouth resuscitation. The case is made of high impact, high-heat styrene with a hanging bracket and clamps of nylon. It has no metal parts. Special coloring makes the kit visible in waves or choppy water. The Marine first aid kit sells for \$5.63 (including the Resusitube) less a dollar paid by Shell if it's the first one of any kind you buy. See all four specially-priced high quality first aid kits in the cafeteria or at the Main Gate clockhouse - then place your order with the Fire and Safety Department. But hurry, this offer ends May 31.



**IF A FIREMAN KNOCKS** - he's trying to help. The Houston Fire Department is conducting a little-known Home Inspection Program according to Herbert G. Turner, Chairman of the Houston Chamber of Commerce Fire Prevention Committee. The program, completely voluntary on the part of homeowners, is reported to have resulted in a visible reduction in property damage and loss of life. How does it operate? Two uniformed firemen, with a fire truck or plainly marked fire car, will visit homes asking permission to make an inspection. If a fire hazard is discovered, they will explain clearly how it could cause a fire. If entry is refused, they will simply go on to the next house.

**LADY WITH A MISSION** - only she carries a smile instead of a placard. Shell's Women's Travel Director Carol Lane was in town this week to film the Channel 11 clips to be used to promote the National Drivers Test. While here she appeared at the Community Leaders Safe Driving Meeting (see right) and discussed the production of the Test II film. The crash scenes, she pointed out, were filmed in Florida with



instructors from Joie Chitwood's Stunt Drivers School. Frighteningly true to life, one three car crash scene on a bridge was exactly duplicated by careless drivers only a week after the sequence had been filmed.

**LOUIE'S PRIME COMPETITOR** - makes history. When Louie Grossheim hit the 45-year mark this February, there were only 5 employees in Shell senior to him, one of whom was A. J. Doherty, T&S, Los Angeles. Doherty, now with 47½ years under his belt, has more service than any Shellman in Company history.

**TEXAS OIL CENTENNIAL** - complete with symbol. Shown below is the design you'll be seeing more of this year - the 100th anniversary of L. T. Barret's completion. Barret, himself, not only has gone unrecognized for these many years, but failed to make a success of his find.



**PASADENA VS. BAYTOWN...** sound familiar? This time it's not football, but the National Drivers Test. The challenge was made Tuesday at a meeting of community leaders on the subject of Driver Safety. Shown here at the moment Dick Nichols, right, Editor of the NEWS CITIZEN turned to Fred Hartman, 2nd from left, Editor and Publisher of the BAYTOWN SUN, and offered to compare test scores after next Tuesday's telecast. Although Fred is waving his white flag, he accepted the challenge in the interest of increasing participation in the National Drivers Test. Seated between the contestants is Charles Gjedde, Editor of the LA PORTE-BAYSHORE SUN. On the heels of this challenge between editors was one offered by Baytown's Mayor, Seaborn Cravey, left, to his Pasadena counterpart, Clyde Doyal. The meeting which was arranged by Shell and hosted by San Jacinto College was attended by more than 30 city officials, educators, and newspapermen from Pasadena, Baytown, Deer Park, La Porte, and Seabrook. L. J. Hallmark, Manager Personnel, was principal spokesman assisted by Carol Lane, Shell's Women's Travel Director, and Frank Davis, Public Relations.



**THE MAGIC OF IT...** may be a lifesaver. Fire and Safety Inspector H. M. Hancock is shown here performing a demonstration of practical "magic" for 6th graders from Sunset Elementary School as part of their Refinery visit. The lessons learned here in the safe handling of petroleum products may someday be a lifesaver to the youngsters.

DO RECORD PROFITS MEAN SHELL AND THE  
INDUSTRY CHARGING TOO MUCH?

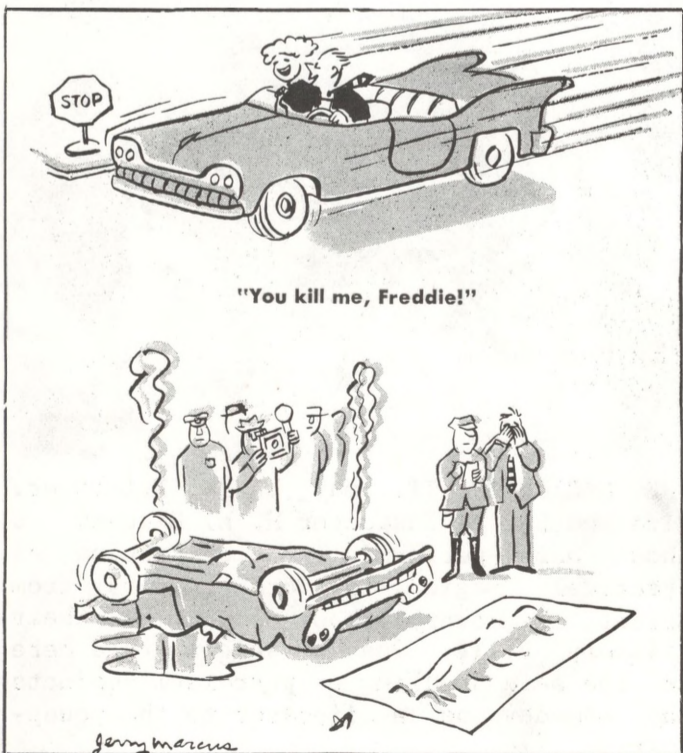
Shell has made a record profit for the last three years. The petroleum industry in general in this country is faring well. Does this mean that oil prices are unduly high, perhaps inflationary?

No. Any yardstick used to measure the cost of oil products to the consumer shows that they are relatively inexpensive. Independent Petroleum Association of America figures show that in 1955 one hours' average wages would buy 6.4 gallons of gasoline, tax included. In 1965, one hour's average wages bought 8.4 gallons of gasoline, tax included.

Against the government's price index of 100 based on 1957-59 prices, the cost of living advanced in the 1955-65 period from 92 to more than 110. Yet the average industry-wide price of gasoline per gallon last year was 20.7 cents (excluding taxes), 3.3 per cent below the 1955 price. During the same 10-year period, state and Federal taxes on gasoline increased by an average of almost three cents a gallon.

Wholesale prices of petroleum products have also fallen short of the general increase in commodity prices in the United States. Industry-wide, the composite price per barrel last year for gasoline, kerosene, light fuel oil and residual fuel oil was \$3.83, about 10 per cent less than the 1957 price. And U.S. Bureau of Mines figures show the average price of crude oil decreased 6.8 per cent to \$2.88 a barrel from 1957 to 1965.

In terms of rate of return on invested capital, the petroleum industry has been consistently lower than most other industries in the U.S. and significantly less than average of all manufacturing industries. For the 1955-64 period, the average rate of return for petroleum was 9.3 per cent, compared with 10.5 per cent for all manufacturing industries.



SERVICE ANNIVERSARIES 30 YEARS



C. C. Bateman  
Construction

T. W. Osburn  
Dispatching

C. K. Collins  
Distilling

**CLASSIFIEDS**

FOR SALE:

1963 Ford Galaxie - 4-Dr. V/8. Air-conditioned, automatic transmission, radio and heater. \$1,200.00

Telephone - GR-9-2886

1957 Dodge Custom V/8. Auto-transmission, power steering, air-conditioning, heater and radio. Can be seen at the Credit Union. \$285.00

Telephone - GR-9-2886

8' Cabover Camper. Equipment, jacks and all for \$625.00.

Telephone - HU-7-1368

1955 Ford Fairlane - 6 cylinder, standard shift - Clean -- Runs good. \$165.00

Telephone - MO-7-3027

1953 Firedome V-8 DeSoto. Excellent condition. Must see to appreciate.

\$125.00

Telephone - GR-9-2257

42" Attic Fan - Complete with 110v motor. \$25.00

Telephone - GR-3-6529

Furniture for 2-bed room house. \$150.00

Telephone - MI-3-3238

One Auto Deluxe Luggage Carrier. Sturdy vinyl, completely enclosed, water proof. Side loading with zipper and lock. Excellent extra space for summertime traveling. Cost \$45 when new. One year old - will sell for \$25.

Telephone - MI-4-2538

1965 Triumph Spitfire Convertible. 4 on the floor.

\$1,295.00

Telephone - GR-9-2886