

Shellagram

Deer Park Manufacturing Complex

Thursday, November 27, 1975

Vol. 40, No. 42

BPA GRAFTER, TOM COCHRAN, WORKS ON TREES



Tom Cochran is a grafter. A grafter of trees, that is. Here he is shown with one of several pecan trees he has grafted in the Houston area. This graft has taken and by next spring, the braces and the single remaining branch from the original tree will be removed, permitting the grafted branches to take over.

"My Dad's been doing it all his life," says Tom Cochran, BPA hourly foreman, as he reflects back on how he got started grafting trees in Louisiana, where he grew up. "When I was young, Dad took me along to carry the bucket of wax used to graft the trees."

After making the graft and wrapping it with twine, a coat of beeswax, rosin or shellac was used to protect the graft until it had a chance to heal. Healing is normally complete within a couple of years.

There are several methods of grafting trees: bud, whip and stump grafting. Tom uses the stump method most of the time.

"Some people think it's the most difficult, but I

guess it's what you get used to. I've never had much luck with bud grafting, although lots of people prefer that method," says Tom.

One might think that once they had a tree producing large, delectable fruit, they could raise more of the same from the seeds. Not so, says Tom. The seeds will revert back to the native stock, and grafting will be necessary.

You can graft more than one variety of pecans or fruit on the same tree, but they must be from the same family. Tom likes to tell about the time he grafted four different fruit branches on the same stock to produce two kinds of peaches, nectarines and plums.

Now, that's a variety!

Goal is 737 pints 1975-76 BLOOD DRIVE BEING HELD FIRST TWO WEEKS IN DECEMBER

During the next couple of weeks DPMC employees will have an opportunity to participate in achieving our goal of 737 donors to the 1975-76 Blood Drive.

The benefits to be derived from the drive are for all employees - provided at least 25 percent of Shell employees in Harris County do give. Hopefully all of us, who can give, will give, so that you, your loved ones and co-workers will benefit from our generosity.

Make your decision now to give the "gift of life" and obtain a donor registration card from Bobby Garrett or Glenn Pardon in Employee Relations. Fill it out and return the card to Employee Relations so that you can be scheduled a time to give.

DEADLINE NEARS FOR SCORA LOGO CONTEST

The December 1 deadline for the SCORA logo contest announced by president John Kindla on October 23 is almost here.

SCORA hopes to find a logo (symbol or design) to readily identify SCORA activities, its newsletter and its stationery.

Now is the time for those of you with artistic ability or clever ideas to put them down on paper and submit them to one of the SCORA board members.

You may become the lucky winner of a ticket for two to the SCORA Christmas Dance planned for December 5 at the Shamrock in Houston.

Contest is for SCORA members only, please.

MAY THE THANKSGIVING HOLIDAYS

BRING YOU AND YOUR LOVED ONES TOGETHER

TO GIVE THANKS FOR THE MANY, MANY BOUNTIES WHICH ARE YOURS TODAY.

CLASSIFIEDS

SAFE YEAR CELEBRATED BY UTILITIES-CHEMICAL, BUTADIENE/HYDROTREATING AND HYDROPROCESSING



Utilities-Chemical guests Alene and Ovie Kennedy join Butadiene/Hydrotreating (BD/HT) guests Sharon and Jim Simpson for dinner.

Bill and Josephine White Join fellow BD/HT guests Gary and Nola Brothers at their recent safety party.



Chief Payton joins John Whitehead and his date, Nola Lemon for dinner at the Hydroprocessing safety dinner.



John Tomfohrde visits with Linda and Wayne Thuman.



Lionel and Bodice Ware pose with Bryant Briscoe for a picture.



Bill and Mary Tanner had a good time at the safety party.

SEATTLE FLIERS BREAK AROUND-THE-WORLD MARK

You're a flier. You decide you're going to break the speed record for a single-engine, light-plane, around-the-world flight.

Obviously, you know planes and flying, or you wouldn't be involved in the project. But flying ability aside, you need logistical support. There's a lot of red tape to be ironed out. You have to know where you're going to land enroute and whether or not the proper fuels and lubricants are going to be available when you arrive at some rather remote airfields around the world.

That was the situation facing Seattle attorney Robert Mucklestone and his 20-year old son earlier this year. They approached Shell for administrative and logistical assistance. And, for weeks before they took off from Seattle on August 23, they got it.

Ivan Biscan, Head Office Commercial Administration, has a stack of letters, cables and records of phone calls verifying arrangements he made for the pair.

"They had been planning the trip for nine months, and they didn't want to leave anything to chance," says Biscan.

"They wanted to make sure everything was in order before leaving Seattle. We communicated with Shell International Trading Company in London to determine which locations would have AVGAS 100." SITC informed Royal Dutch/Shell Group Companies around the world of the

itinerary and when the Mucklestones might be expected at each stop.

"A check also was made to ensure that Mucklestone could use Shell or Carnet credit cards along the way," Biscan says.

One problem was encountered in making arrangements for refueling in Japan. The government there would not grant permission for landing at a Shell-supplied airport. Mucklestone turned to an airline for help, and arrangements were made for refueling at another field.

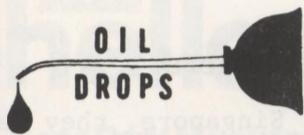
Special provisions also had to be made to purchase oxygen from airlines in the event the pair had to fly at high altitudes.

Because of the Cessna T210 limitations - its fuel capacity is 200 gallons, even though the fliers had two 55-gallon drums installed in the cabin - they were scheduled to make 19 stops.

Their itinerary reads like something out of Magellan's diary. Leaving from Seattle on August 23 at 4 am, they flew mostly during daylight hours, making stops at the following locations:

Milwaukee, Wisconsin; Bangor, Maine; Frobisher, Canada; Reykjavik, Iceland; London, England; Istanbul, Turkey; Tehran, Iran; Karachi, Pakistan; Delhi and Calcutta, India; Singapore; Taipei, Formosa; Kugushima and Kushiro, Japan; Shemya and Adak, Aluetian Islands; Anchorage, Alaska, and back to Seattle.

(Continued on page 4)



G. W. "Bill" Robinson, president of Gulf Coast Limestone Company of Seabrook will assume the reins of the Blue Coat Division of the Clear Lake Chamber of Commerce for 1975-76.

Bill has been a member of the chamber since 1969 and served as director of the chamber 1969-71. He has also served as mayor of Seabrook.

A September 1973 retiree from Dispatching as a locomotive operator, Bill keeps busy these days serving his community and running the Gulf Coast Limestone Company.



Retired machinist L. F. "Kuz" Cain has been on another hunting trip. This time he was gone for four weeks hunting on the western slopes of beautiful Colorado in 20 degrees below zero weather and ten inches of snow.

But, old Kuz doesn't let mere cold or snow dampen his enthusiasm for hunting game in the wilds of the mountains.

Using his trusty 270 pump model 760, he shot down a 700 pound spiked bull elk, a buck deer weighing 400 pounds and a 300 pound brown

PROVIDENT FUND NEWS

The following is the Provident Fund valuation:

- Equities Fund
- October 31 - \$2.378
- Shell Stock Fund
- October 16-31 - \$53.096

bear, which he proudly displays above for his friends here at the complex.

Kuz plans to have the bear hide mounted for use in his Deer Park home.

Leonard Milholland, instrumentman No. 1, Engineering Field, reports that he has about finished the plane which he started some time

ago and had hoped to finish by summer 1975.

The plane, a Junior Ace, is a two seater, which he has painted lime green with dark green trim and upholstery.

When he has completed the plane and it is approved by the F.A.A., he will let the SHELEGRAM know, and we will do a story on Milholland and his building of a plane.

RETIRED BOILERMAKERS DIE

Charles J. Spurlock, 87, died November 12.

At the time of his retirement in September 1959, he had 15 years of company service and worked as a boilermaker No. 1 in Engineering Field.

The funeral was handled by the Metcalf Funeral Home.

Charles is survived by his wife, Ala Mae, who resides in Conroe.

Joseph H. Weidig, 75, died November 16.

Joseph retired in October 1961 as a boilermaker No. 1 in Engineering Field.

At the time of his retirement, he had some 27 years

of company service.

Funeral services were held at the Colonial Funeral Home in Pasadena with burial at South Park Cemetery in Pearland.



Spurlock



Weidig

IT'S ORCHID TIME IN ENGINEERING OFFICE



It's difficult to tell which Engineering Office employee is more pleased at the sight of the beautiful "Peggy Hoffman #2" orchids: Bob Johansen or Irene Goedrich.

Two of the four orchids on the plant were in full bloom and the other two buds were almost ready to show their luscious coloring of pale lavender petals with deep purple and yellow throats.

Orchids are only one of numerous flowers Bob cultivates in his greenhouse.

CLASSIFIEDS

FOR SALE

1974 Monte Carlo Landau, A/C, P/S, P/DB, auto trans., AM. FM stereo, factory S.S. wheels, radial tires, white with burgandy top and interior, one owner, 9,800 miles, like new. \$4,150. 944-1511 or 944-3975

Normandy B-flat clarinet. \$50. Realistic portable stereo phono. \$30, Both in excellent condition 333-2620

Western Auto 4 hp mini-bike, good condition. Cost \$260, sell for \$125. 472-1138

Jump-in-jogger. \$50. 12-piece large nativity scene. \$35. Custom built Hatchback Vega. \$2,650. 472-5988

1973 Toyoto Corona station wagon, A/C, new tires, low mileage, top shape, original owner. \$2,550. 488-6437

Large lamp with white silk shade. \$30. 944-3789

Ladies jewelry, purses, evening clothes, pantsuits, black leather coat, etc., size 10-12. 944-3789

Ruger standard automatic 22 pistol. \$40. Two Coleman sleeping bags. \$9 each. Auto tachometer. \$15. 333-3439

Honda 750, CB-75, Windjammer III fairing, cushioned back rest, engine guards, excellent condition, 4,000 miles. \$1,950. 471-2447

1972 Monte Carlo, loaded, mag wheels. \$2,400. 477-7839

1974 Reinall 17½' deep V boat, 10 hours on the rigg, never in salt water, 85 hp motor, big wheel trailer, all accessories included. \$3,500. 487-4332 after 5 pm

1970 Pontiac 4-door H/T, vinyl interior & top, air, power, auto, AM-FM, 8-track tape, 55,000 miles, perfect condition, one owner. \$1,595. 455-7393

1974 Honda 750. \$1,600 or trade for car. 649-7763

1970 Maverick 6 cylinder, air conditioned. \$650. 223-5106

WANTED

Round oak table with empire legs. 472-5988

Home for 3-year-old male Registered Fox Terrier, needs a fenced yard. 649-3492

25 cal. Colt automatic. 941-0349

FOUND

Wire rim sunglasses in TSO carrying case. Claim at SHELLEGRAM office.

Seattle fliers...

At Singapore, they learned that no fuel was available at Djakarta, Indonesia, although they had been assured it would be. Luckily, they were able to take on extra fuel in Singapore, so they skipped Djakarta and Kota Kinabalu, Malaysia.

The only other hitches in their flight were icing conditions over the North Atlantic and a storm over Iceland.

They made it back to Seattle on September 3, more than a full day ahead of the world record of 13 days, 8 hours and 41 minutes. They now hold the unofficial record and are awaiting official certification. Their actual flight time for the 20,000-mile trip was 12 days, 3 hours and 29 minutes.

SEAGULLS FEED AT REFINERY DOCKS



Down at the docks you will find seagulls by the dozens. On this particular day, they were in large groups floating in the channel, resting on the dock rails and hovering above as they prepared to dive down for a breakfast of shrimp or small fish. J. T. Flynt, Safety, says it's really remarkable that they are this far up from the bay, where they normally feed.

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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