

Drugs . . .



Too common to count risks?

Drugs are common in our society. We gulp cough syrup, sleeping pills, antihistamines. Some of us take drugs specifically prescribed by a doctor, while others may use drugs readily available off the pharmacy shelf.

Although nearly all of us occasionally use drugs, we would be hardpressed to talk intelligently about the substances we take. Often the choices we make about using drugs are made with little knowledge about the drug itself, and even less knowledge about its effects.

"Most information about drugs is not readily available," said Dr. Dave Miller, DPMC Medical Director. Miller helped coordinate the search for a new Shell slide-tape presentation that may help answer many of the questions about drugs and their effects.

"People often use drugs without really knowing what they're putting in their bodies," Miller said. "Drug abuse is an issue with a lot of misinformation."

"We screened a number of films on this topic before we realized there was nothing available about drugs using the current medical knowledge," Miller said. He pointed out that Shell had been searching the market for a film that would be educational without preaching from a soapbox.

"We couldn't find a film that left the viewer with a choice, listing the risks side-by-side with the current state of medical knowledge on the drug,"

Miller said. "Most films were tailored to an elementary school audience. We were looking for something that would appeal to the average person in a style he could relate to."

The program, begun last July, is being produced specifically for Shell by the University of Texas School of Public Health.

The slide show manages to be informative without discussing the legality or morality of taking drugs. The 15-minute presentation is fast-paced, set in a contemporary tone. It covers the gamut of the drug culture — from "recreational" drugs like cocaine and marijuana to common over-the-counter drugs like tranquilizers.

One of the major points the show makes is that taking one drug may not be harmful, but the effects of combining different drugs can have disastrous results. Pointing out that one plus one doesn't always equal two, the presentation shows that in many cases two drugs used together can be many more times as potent as using either drug alone.

"The slide show contains information for parents to help counsel their children, and to help the individual make his own choices," Miller said. "What an individual does away from the job is his business, but when it affects his performance at work, and those who work around him, then it becomes our business."

"Safety is the issue," Miller emphasized.

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Shellegram

Deer Park Manufacturing Complex

Thursday, Nov. 19, 1981

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Repairs underway on Lube cooling water tower

Repair work is going smoothly on the top deck of the Lubricants cooling water tower that was damaged in a fire Nov. 4. Despite more than a half-million dollars damage to six of the tower's seven cells, the Lube plant is running at about 80 percent capacity.

The fire, which struck two weeks ago, fed on the dry redwood timbers on the tower's top deck. This deck is about eight feet above the point where hot water enters the tower to be cooled.

The fire, which caused more smoke than flames, was controlled within an hour by several DPMC crews and an aerial ladder truck from the Deer Park Volunteer Fire Department. No one was injured in the blaze that was confined to the cooling water tower's top deck.

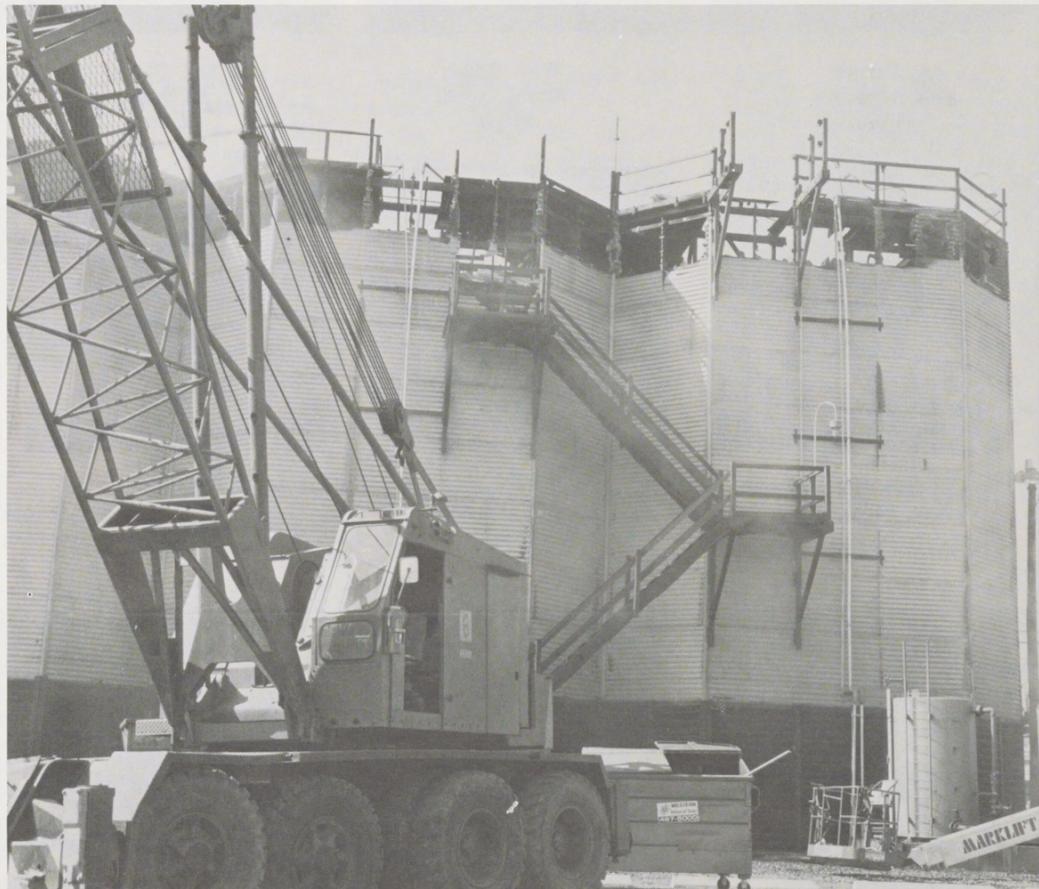
The charred remains of the top deck of the Lubricants cooling water tower wait for repairs, right. Construction began almost immediately following the fire that broke out on the tower's top deck Nov. 4. Crews have been working around the clock to repair the damaged cells in the tower that serves the Lube operation units. Below, some of the fans that suck air into the tower were in woeful shape after the blaze, their blades warped and melted by the flames.

Three of the tower's cells were running at normal rates several days after the fire. In most cases, however, temporary construction work is being done to get the cells back in operation. Permanent repairs will be completed later.

All of the cells are expected to be back in service by mid-December, said Bob Bowen, Manager, Plant Engineering. "Crews have been working around the clock to complete the repairs," he said.

The first step in the reconstruction was to repair the wooden structure atop the tower. The large fans which help cool the water by ventilation rest on this top deck.

When the woodwork has been repaired, attention can shift to the fans and their gear boxes. In six of the seven cells, the blades on the fans were



damaged beyond repair.

All the DPMC process units use a circulating cooling water system to remove heat generated in their processes. After circulating through a unit, the hot water is pumped to the top of a cooling water tower. As water falls from the top of the tower, some is evaporated with the help of air sucked in by large fans. Most of the water is collected in a basin at the bottom and pumped back for use at other units.

Water is still running through the tower, but without the fans it is being cooled only by natural draft. John Henry, Technical Manager, LPA, said the fans can make a big difference in cooling the hot water.

"If the weather stays cool, and a dry wind continues to blow from the north, then we really don't need many fans," Henry said. But he added that if temperatures rise along with the humidity, the situation could change.

The Lube plant has been supplementing its cooled water with water from the Trinity River — 3,000 gallons a minute, in fact. The river water is piped in, then purified before it is run through an operating unit. Henry said this water gives the lube plant an additional cooling capacity equal to about one cell of the damaged tower.

Both the high viscosity and medium viscosity vacuum columns are running normally. Henry said the phenol extract

unit and the de-waxing and de-oiling units have also been restarted since the fire.

The demand for lubes and waxes has been one of DPMC's bright spots recently. Bob Awe, Superintendent, LPA, said, "We'll have to work hard to make sure the loss in production won't be felt. Within 12 to 14 hours of the fire we had begun the rebuilding," he pointed out.

Bowen, who is captaining the rebuilding team composed of representatives from Safety, Maintenance, Operations and Plant Engineering, said the work is moving briskly. "Everyone is working together very well," he said. "Our team approach to the rebuilding has been very successful."



The sign says it all

A well-deserved congratulations goes to all the welders at Maintenance North. On Nov. 5, 1981, they celebrated nine years without a lost-time accident. That comes out to 3,285 days (give or take a few for Leap Years) of work. Hopefully, the next time the 17 Maintenance North welders have to change the sign on top of the Welding Shop will be Nov. 5, 1982, when they hope to celebrate a decade of injury-free work at DPMC. Congratulations again!

Anniversaries



A. Tarver
Gas Recovery
40 yrs.



W.G. Ogden
Maint. North
36 yrs.



C.J. Clark
C. Dept.
31 yrs.



W.R. Barber
Env. Engineering
30 yrs.



J.E. Beasley
BD-HT, OPII-III
30 yrs.



L.W. Meier
Emp. Relations
26 yrs.



B.A. Hunter
Gen. Acctng.
26 yrs.

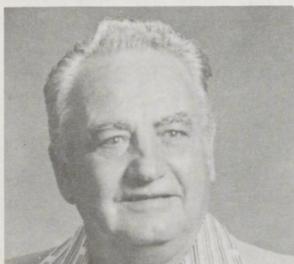


G. Lenued
Purchasing
25 yrs.



C.F. Kastensmidt
Econ. & Sched.
25 yrs.

Retirements



Charles Hay
Maint. North
31 years



H.L. Turner
Aromatics West
30 years



Frank Wetuski
Maint. North
35 years

Shell News



Work begins on Saudi project

Construction has begun on the Saudi Petrochemical Company's petrochemical complex in Al-Jubail, Saudi Arabia. The land has been surveyed and the foundations poured for the project which has been years in the planning stages.

The complex is a joint venture between Pecten Arabian Limited, a Shell affiliate, and Saudi Basic Industries Corporation. It will be equally owned by both, and is scheduled for phased completion from mid-1984 to late 1985.

The project will not only create job opportunities for the Saudi citizens, but will continue to strengthen Shell's relationship with the Kingdom of Saudi Arabia.

The total cost of the complex is estimated to be about \$3 billion. The first shipment of equipment to the site will be in June, 1982.

West Coast modernization

The modernization of Shell's refineries in California is about half finished. The project, estimated to cost approximately \$800 million, will enable the Wilmington and Martinez manufacturing complexes to process increasingly higher volumes of heavy California crude oil. Construction of the facilities is expected to be done next year.

Shell will gain two advantages by modifying the processing equipment to accept heavier and higher sulfur California crudes. First of all, the modernization will allow the refineries to maximize the use of oil from our California offshore and central San Joaquin Valley fields. And it will also minimize our dependence on premium-quality foreign crudes and Alaskan North Slope crudes.

The new equipment will benefit more than production. It has been designed to reduce energy consumption and sulfur emissions, while maintaining the desired production of light refined products, such as gasoline, from the heavier crude oil.

Time called in FTC case

For most of us, the closest we come to court trials are jury duty or an occasional brush with traffic court. But there are exceptions to the cases that are decided in one day by the swift blow of the judge's gavel.

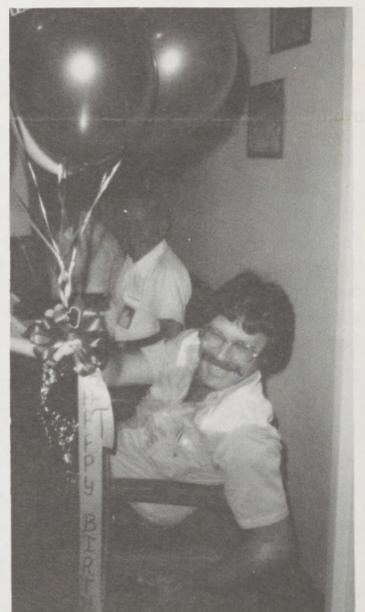
After eight years, the Federal Trade Commission (FTC) has dismissed its antitrust case against eight major oil companies, including Shell, saying further proceedings are not in the public interest. That may not be the understatement of the year, but it certainly is in the running.

Shell's defense against the charges cost the company more than \$9 million and required the production of 700,000 pages of documents — nearly 100,000 pages for every year spent in court. The company believes there was never any basis of fact for the commission's charges and that the case was rightly dismissed.

The FTC has retained the case file and said it is reserving "the option of addressing anticompetitive problems in the industry in more focused proceedings."

Up, up and away!

B.T. Waggoner nearly floated away with his surprise birthday present Nov. 2. The balloon bouquet, which nearly filled up his office, arrived special delivery. The banner that trailed from the balloon-agram read "39 and Holding," celebrating Waggoner's 39th birthday — and holding. We haven't checked to see if Waggoner, Process Manager, Alkylation, popped his balloons or if they're still floating on his ceiling. Enjoying the party in the background are R.L. Bryan, Jr., Process Manager, Thermal Cracking, and Pete Lanchak, Process Manager, Distilling.



Drugs...

Continued from page 1

Miller said the slide show is not intended to interfere with anyone's lifestyle. Instead, it is designed to provide the latest and most accurate facts about commonly used drugs and medications, leaving the final decision to each individual.

"It is still not all you wanted to know about drugs," Miller pointed out, "but it does provide the latest medical knowledge about drugs and their effects. Hopefully, anyone who sees the tape will be able to make a much better decision about drugs before taking them."

Docks still "home" to Williams

When Everett Williams was a boy growing up in Pasadena he used to swim in the Houston Ship Channel. Today, as a cargo inspector at the DPMC docks, the channel is still a major part of his life.

Williams' career with Shell has spanned nearly 46 years, the last 30 of which have been spent at the docks. He watched the ship channel grow from a narrow canal into a thriving harbor, with ships from many nations.

"It's so interesting to work down here," Williams said. "We meet people of all nationalities, and there's always something new."

Williams spoke as he stepped from the gangplank of an Italian ship loading a cargo of chemicals. Several hundred feet down the channel at DPMC's crude dock a Korean tanker was off-loading its cargo of crude oil. Across the channel, a gull dove to the blue water, its breast skimming the surface.

The scene seems too quiet and peaceful to be at the heart of a bustling shipping center. DPMC ranks as the nation's 19th largest port, making it bigger than many cities' ports.

"Oh, sometimes the channel gets busy," Williams said. "Today the ships are all bigger so they can carry more than the small ones ever did."

Williams tenure at the docks began in 1950, when he was promoted to full-time cargo inspector, a title he has held ever since. He watched as the channel was widened and deepened, and he has seen the recent construction of the new Shell docks on the channel.

Today, DPMC boasts three docks, in addition to the new barge dock and the new crude dock. The recently-completed west dock will match the new east dock, which is nearly finished. The east dock's predecessor — Dock No. 1 — came out of service a year early due to the 1979 Chevron Hawaii fire.

The dock facilities, most of them completed within the last five years, rest on or adjacent to the 40-foot deep Houston Ship Channel. A huge

variety of products, from gasolines to solvents to chemicals, arrive and leave DPMC from the ship channel, which opened in 1914.

An eye on cargo

"Quantity and quality," Williams said. "That's my job at the docks. I've got to make sure the right cargo gets in the right place. Our team of inspectors works around the clock," he added.

Williams explained a cargo inspector will examine a ship's compartments to ensure the product will be transported safely at the assigned levels. The inspector checks for leaks and makes sure there is no residue left from the previous cargo.

"The cargo must be compatible with the one before it," Williams said. "Sometimes if they mix, it could ruin an entire shipment. There are so many different types of products we've got to make sure we don't cross ourselves up."

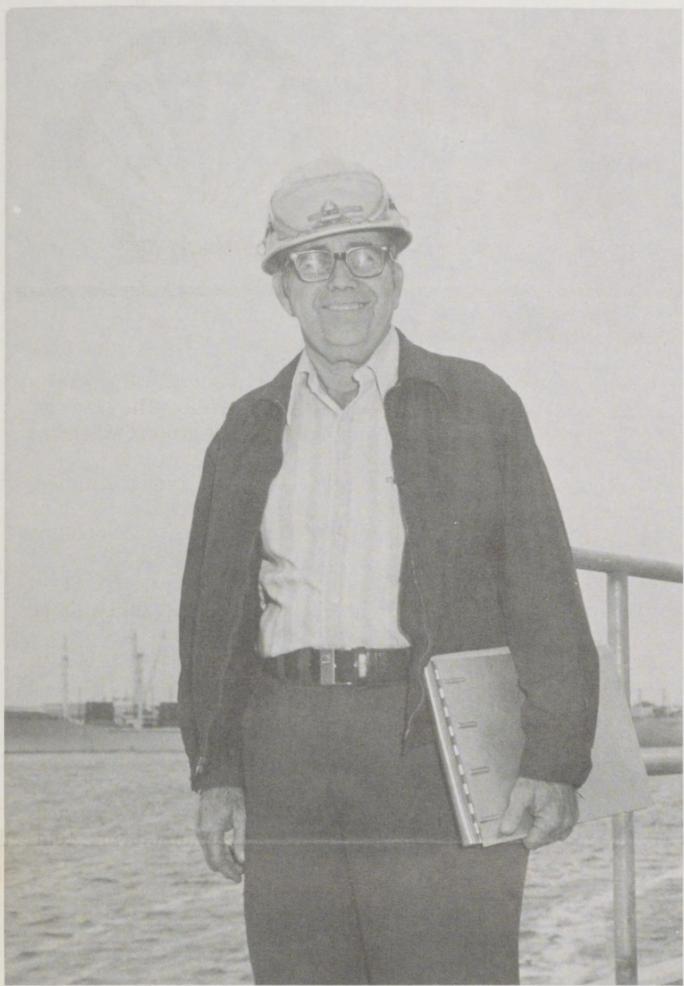
What makes a good cargo inspector?

"You have to be interested in your job," Williams bluntly said. "Time is money, so you've got to plan ahead, you've got to be ready for anything to happen. And you always have to keep safety in mind."

The Pasadena native has served on his home town's city council, been voted president of the Early Settlers Club, and was elected city Fire Chief. In fact, Williams' DPMC badge name is "Chief," a name he earned during his firefighting days.

Williams is director of the adult department of the First Baptist Church of Friendswood. Three of his four children graduated from Baylor, as well as a son-in-law and a daughter-in-law. His fourth child helped send her husband through veterinary school.

Williams said he's thought about retirement, but as long as he can still pull his weight he'll stay at the docks. "If I can make a useful contribution," he said, "I want to keep working."



Everett Williams, pictured here on the docks where he's spent the last 30 years, is still going strong after a 46-year career with Shell — all spent at DPMC. Today, as a cargo inspector, he overlooks the Houston Ship Channel, where he would swim and fish when he was a young boy growing up in Pasadena. The lazy bayou he remembers has grown into one of the nation's largest ports. Here on the docks, Williams can watch the ships come and go from different countries, but the ship channel has always been home to him.

Franger swaps modern rifle for muzzle loader

Mike Franger says it's the challenge that appeals to him. That's why he traded in his telescopic sights for a rifle out of the past — a muzzle loader that Davy Crockett would have felt comfortable with.

"I like the challenge of knowing you only have one shot," said Franger, a maintenance foreman in Olefins who has been at DPMC 14 years. "If you miss the first shot with a muzzle loader, you usually don't have time for a second."

Franger said it takes him about a minute to load his 54 Thompson Renegade, an original replica of an early 19th century muzzle loading rifle. The chore of reloading the rifle might give some people more trouble than stalking the game.

The black powder used to fire the charge is loaded first through the barrel of the rifle. Then, the small ball used instead of a bullet is dropped down the muzzle, and the ball and charge are tamped solid to make sure there are no gaps in

the barrel. When the small percussion cap is popped by the hammer, the cap ignites the charge and the rifle fires.

Franger, who is a member of the Deer Park Volunteer Fire Department, said he must clean his rifle every three or four rounds to prevent the powder from building up. All the tools of his trade — tampers, powder measures, balls, lubricant oil and, of course, powder — fit in a leather pouch he called his "goodies sack."

Most black powder rifles

Mike Franger, right, uses a ramrod to tamp the powder solid in his muzzle-loading rifle. Below, the tools of his trade lay before his black powder rifle. In the rear, the bottle of "Spit Ball" is a lubricant oil for his rifle, and the tin can contains the black powder he uses as a charge. In the foreground, from left to right, are the powder measure, the different sizes and shapes of the balls he uses, and the ball starter, which is used to start tamping the ball down the barrel of the rifle.

weigh about two pounds more than modern rifles, which often weigh less than seven pounds. Franger said the costs of hunting are about the same with either rifle, but the modern rifle may cost much more than a muzzle loader.

Franger said he doesn't feel outclassed with his rifle, stripped of the modern features many hunters rely on. In fact, more and more people are

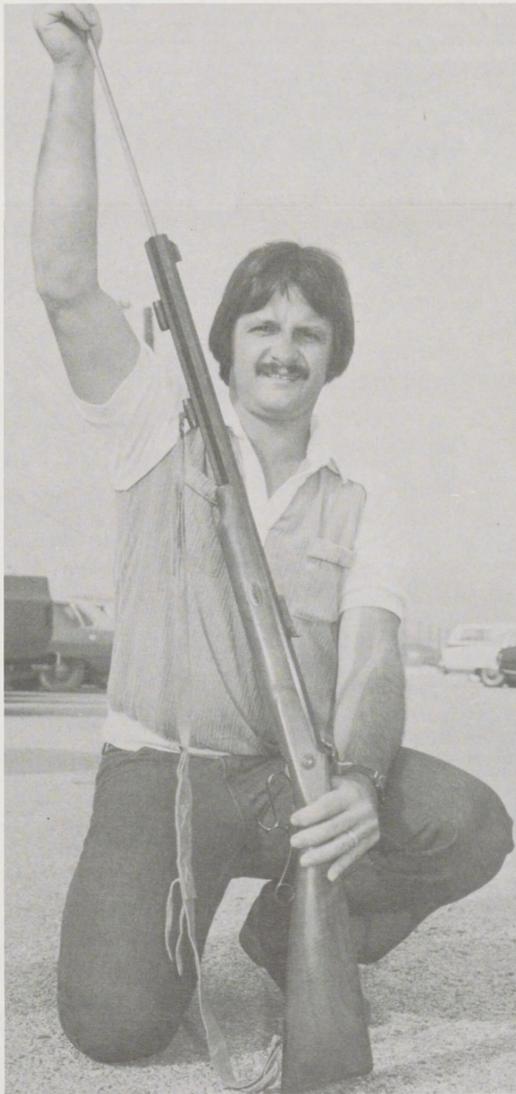
"returning to the past" with muzzle loaders.

"My brother got me interested in it," said Franger, 33. "He bought a kit and put his own rifle together. Instead of the kit, I bought a replica," he said.

Franger has hunted with a black powder rifle for about three years. "The last three seasons I've hunted mule deer in New Mexico with my rifle,"

he said. "They even have a muzzle load season in some parts of the country, like New Mexico and in parts in Texas."

With a range of only about 100 yards (modern rifles have nearly three times that range) hunting becomes a much more demanding sport. But Franger said he looks forward to the challenge of hunting other animals with his black powder rifle.



Buckskin Mine produces first coal shipment

Shell has long been involved in the exploration and production of oil and natural gas. But now the oil company is turning its attention to one of our nation's most abundant natural resources — coal.

Shell's first "grassroots" coal mine, the Buckskin Mine in Wyoming, recently shipped its first trainload of coal. The Buckskin Mine was built from the ground up by Shell, the first time the company has done so.

The mine's first trainload of coal — more than 10,000 tons — travelled to Basin Electric's Laramie River Station in Wheatland, Wyoming last September. The shipment marked completion of the mine construction that began a year-and-a-half ago and cost \$66 million.

Operated by Triton Coal Company, a Shell subsidiary, Buckskin is a surface mine some 15 miles northeast of Gillette, Wyoming. The coal it produces is subbituminous and low in sulfur content.

The mine's other coal shipments are bound for rural electric association utilities in Wyoming, Oklahoma and Louisiana.

Classifieds

FOR SALE

1980 Ford Mustang. Lift back, six cylinder. AM-FM tape cassette. Factory air conditioning, power steering, power brakes, and automatic transmission. Will take best offer. Call 426-7380.

1978 Honda CX 500. Drive shaft, water cool. Good condition. 6,500 miles. \$1,100. Call 437-0923.

1981 Z-28. Loaded. 4,000 miles. T. tops. Power windows, locks, etc. \$12,300 sticker price, will sell for \$10,950. This is the last year for the 350 V-8. Call 930-0375.

1946 Travel Trailer. Not self-contained. Single axle 8' by 20'. Good condition. \$1,600. Call 880-1454 after 10 p.m.

'63 model fiberglass boat. '71 model 50 h.p. Mercury motor. Galvanized Shoreline tilt trailer. \$450. Call 1-252-4100.

New brick home (Lomax). Four rooms. W-P \$12,500 equity. Monthly payments \$555.97 by owner. Call 471-8433 for an appointment.

Camera lens. 200mm Takumar lens. 1:4-200 with case \$80. 28mm wide angle lens. F2.8 \$50. Both screw mount. Call 946-7404 after 5 p.m.

Good used carpet. 70 square yards. No pad, gold. You take it up. All for \$100 firm. Call 477-7564 or 473-4492.

Admiral Coppertone Refrigerator. Clean. \$125. Call 479-2948.

Four dinette chairs. White vinyl, chrome, swivel. Like new. \$20 each. Call 479-2948.

Sofa, love seat, two chairs, two end tables, one coffee table. Western style. Excellent condition. \$250. Call 485-8339 during the day, 487-2795 after 5 p.m.

Four-year-old horse. Three-quarter Arabian gelding. Call 487-8159.

FREE

Pets. Free to loving home. One female puppy. Sweet and smart. Call 695-0246 or 473-5694.

WANTED

Bench seat for Ford Van. Call 331-3655.

Basketball teams to practice with and scrimmage against. Share gym fees. The Shooters basketball organization. Call 458-6384.

FOUND

Texas Instruments SR-40 pocket calculator. Information Systems Department manual. Found last spring in C-Admin. 164. Claim in person at Rm. 151, N. Admin. Building.

Timex watch. Found upstairs in C-Admin. Building Sept. 16. Claim in person at Rm. 151, N. Admin. Building.

PERSONAL

Thanks is a very small word to express our feelings towards the many fine friends that we have at the Deer Park Shell Refinery. We do want to thank each of you for the wonderful retirement party, the thoughtful gifts and especially the scroll. But most of all, we want to thank you for being our friends.

Sincerely
Russ and Norma Hulett

Thanksgiving Pay Checks

Pay checks for employees for whom Friday, Nov. 27th, is pay day, will be delivered to the main Houston Post Office Tuesday, Nov. 24th, in order to insure delivery by pay day. There will be home delivery of mail as normal except for Thanksgiving Day, Nov. 26th. If you have any questions, please call the payroll and scheduling section in your half of the Complex.

Welcome to DPMC



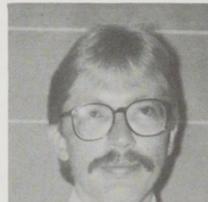
Jack Cox
Supt. Fac. Support
Admin.
Trans. in Oct.



Mike Geehan
Supt. Technical
Admin.
Trans. in Oct.



Eileen Hajecate
Clerk II
Econ. & Sched.-N.
Hired in Oct.



Arvids Judzis, Jr.
Sr. Engineer
Proc. Eng.-LPA
Trans. in Oct.

Christmas Dance tickets on sale

Ho Ho Ho! How about adding a little Yule cheer to your holiday season before the Twelve Days of Christmas even start? Tickets are now on sale for the annual SCORA Christmas Dance, which will be held Saturday, Dec. 11, from 9 p.m. to 2 a.m. at the Astro Village Ballroom.

No tickets will be sold at the doors, so the party will be over if you don't buy an advance ticket. Tickets for SCORA members and their dates are \$5 each, and guest tickets are \$10. This would be a great chance to join the SCORA organization and take advantage of the reduced ticket price.

The dance will be semi-formal, with music provided by the Texas Rose band.

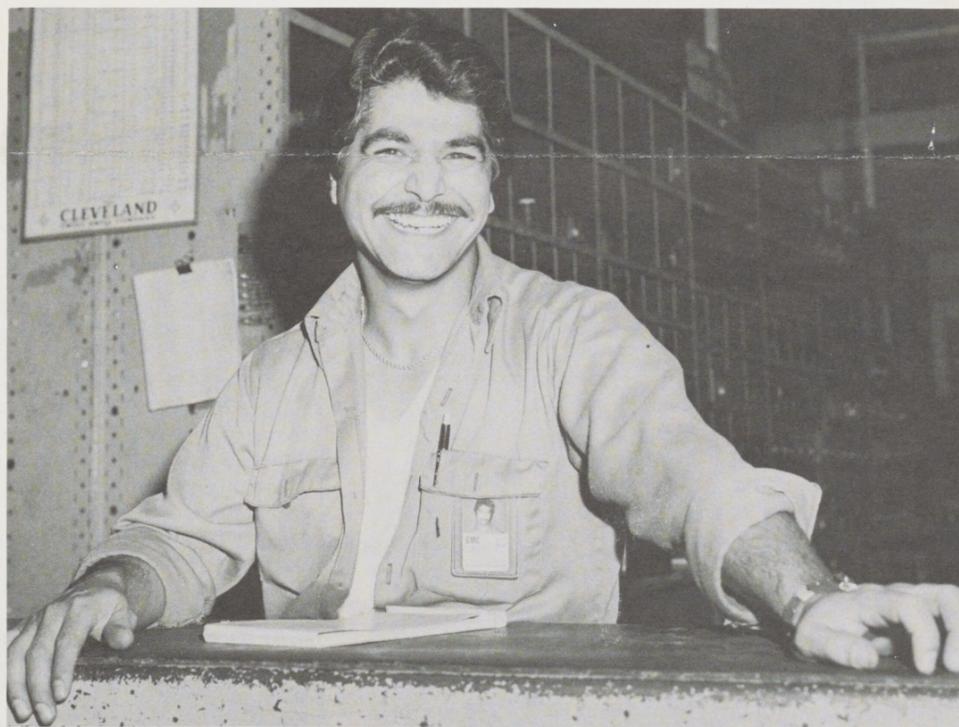
No liquor will be sold at the dance, but you're welcome to bring your own holiday favorites. Soft drinks, ice and hors d'oeuvres will be served.

The Astro Village Hotel will offer a special room rate that evening for those who would like to dance to the wee hours and then spend the night. The cost is \$39 a couple with a free continental breakfast the next morning. Check-out time will be 12 noon.

The Astro Village is located on the 610 South Loop at the Kirby intersection, near the Astrodome. Plenty of free parking is available next to the reindeer stalls.



No, Dave Cundiff is not studying modern dance with a new Head Office physical fitness coordinator. Actually, he was a victim of his own going-away party Oct. 30. Cundiff is seen here performing a variation of the Texas Two-Step with a messenger from the Eastern Union singing telegram service. Cundiff, a utilities cost accountant at DPMC North, was transferred to Head Office, where he will work on Shell's Saudi Arabia project. Since he's expected to travel to the Middle East in a few years, his friends at DPMC wanted to give him a present to remember them by. It's doubtful he'll forget. Later in the party, Cundiff received a "special messenger," Saloma, the belly dancer. She even managed to coax Cundiff into doing a special belly dance with her, entitled the "Dance of Veils." The large crowd in the North Cafeteria enjoyed cake and refreshments after the rigorous round of dancing.



G.M. Coronado, Jr.

The Shellegram is published each week for the purpose of informing and recognizing pensioners and employees like G.M. Coronado, Jr., a counterman at Maintenance North. He has been employed at the Complex since July 1975.

John P. Abbott - Editor
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Shellegram
Deer Park Manufacturing Complex