

Shellegram

Deer Park Manufacturing Complex

87:10

Dock restoration project completed

DPMC Dock No. 2 finished and open for shipping

Construction of DPMC's Dock No. 2 recently was completed and is open for shipping operations. Its completion marks the last major phase of a dock restoration project which began in the early 1970's.

"These concrete docks replace wooden ones built in 1929 when Shell first began operating here," says Dock Foreman DOUG FINN who was operations coordinator for the project. "With the completion of this dock, we now have three main docks and two smaller ones in place."

Construction of Dock No. 2 began more than a year ago with the

demolition of the existing wooden dock. "Underwater explosives were used to remove the pilings," says Doug. "It was handled safely and professionally by an experienced diver." Doug points out that all construction activities were approved by the Coast Guard who has jurisdiction over the Houston Ship Channel.

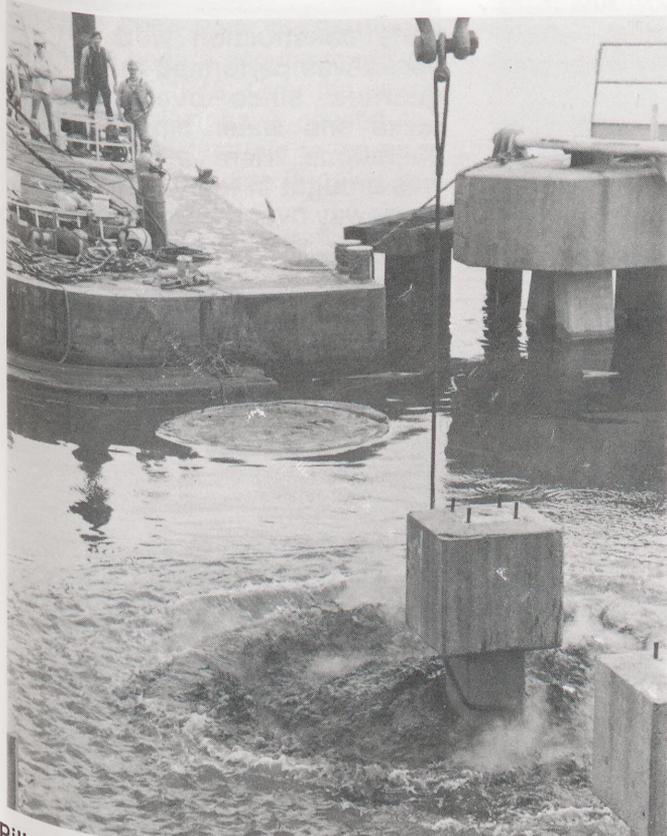
Once the old dock was safely cleared out of the way, construction of the new one began. "The first thing to be done was to drive 24-inch, 100-foot long steel pilings into the channel bottom," Doug explains. "Cranes were brought in on barges

to do this work."

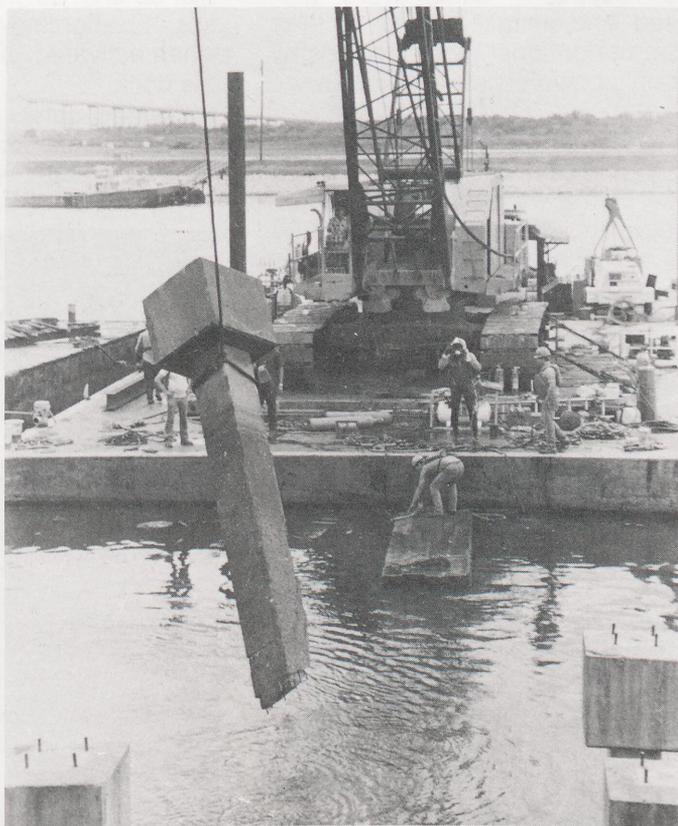
While this was going on, a new concrete dock approach ramp was being built. Setting the concrete beams for the ramp required the use of one of the largest hydraulic cranes available, a 365-ton rubber-tired crane named "The Pride of Texas."

When the last of the main dock pilings was driven in place, the main structural steel for the dock frame was built and the concrete deck was poured. "Work progressed quickly once there was a solid foundation to work on," says Doug.

CONTINUED ON PAGE 2



Pilings are removed before construction of Dock No. 2 begins. After underwater explosives are used to break the pilings free from the channel bottom...



...the pilings are lifted out of the water and stacked on a nearby barge. Until a permanent dock structure could be built, most construction work was performed from barges.

Dock built with safety improvements

CONTINUED FROM PAGE 1

A unique part of this project was that some cranes used in the construction were floated in by barge and 'walked' onto a modified section of the wooden dock approach ramp. **JAMES STEWART**, project engineer, explains that this saved in construction costs and made it much easier to do the heavy work. "The only other way to do it was to set up a large crane on the Dock road and do the lifting from there," he says. "But besides being more expensive, there would have been problems working safely around the overhead pipe racks."

Another unique aspect of this construction project was that Dock operations personnel were involved in equipment selection. "We asked people for their ideas on items such as cranes and other major equipment," Doug says. "Since they work with it every day, they know what equipment is best suited for our docks. Using their input and visiting major suppliers, items were purchased and installed. One of their recommendations was to install hydraulic-powered cranes, which we did."

One of the last phases of the project involved chemically cleaning the product lines leading to and from the new dock. "There were about 90 lines which had to be replaced and welded to existing lines," Doug explains. "The dock can ship out every

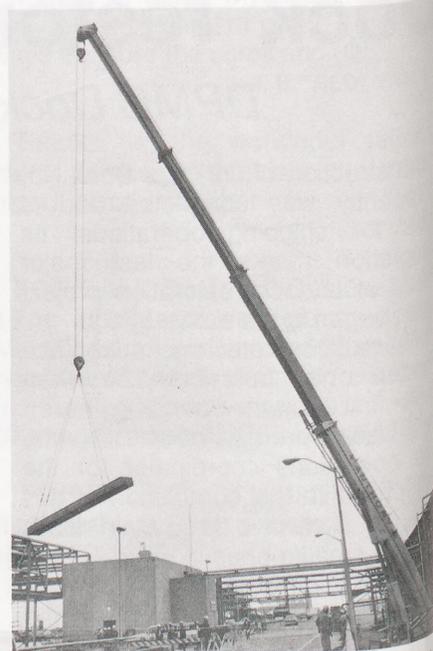
product made at DPMC. Also it can receive raw materials such as crude oil and cat cracker feed, as well as products such as gasoline blending components. Making sure all the new lines are cleaned out thoroughly is important to maintaining the quality of the products we ship and receive." Transfer rates of the new dock vary between 1,000 and 10,000 barrels an hour, depending on the product.

As with the other DPMC docks, the new dock was built with environmental and safety factors in mind. "The dock has a spill containment system," Doug points out. "Any product spilled on the dock can be controlled and safely removed. This is an advantage over the wooden docks where spill containment was a difficult task."

He continues, "Each product line also has a motor-operated valve which is linked to a dock-wide shut-down system. If a problem occurs during loading, all of the operations can be shut down quickly. And there are fire-fighting monitors which, when activated, will spray water onto the dock."

For the safety of the employees operating the dock, an improved lighting system was installed. Also,

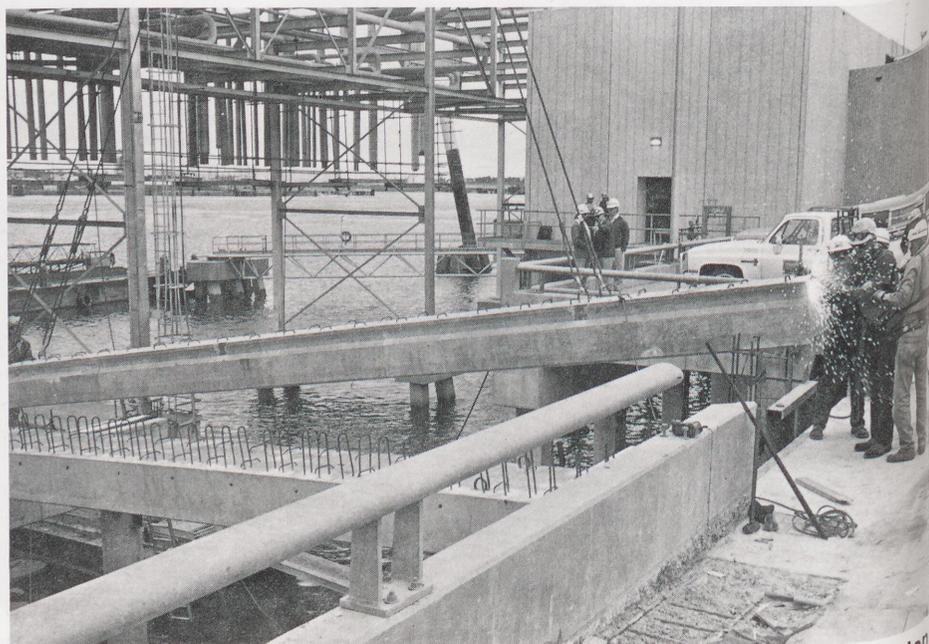
all the appropriate safety gear such as respirators, life-vests and chemical protection suits are contained on the new dock as well as the other docks.



Early construction work on the docks was performed in cramped quarters since overhead pipe racks and water limited certain operations. Here a large crane was brought in to lift pieces of the causeway over the Dock road.



Construction supervisors for the dock project were (left) Dock Operations Supervisor Charlie Anderson (now retired) and Operations Foreman Doug Finn.



Once the causeway was installed, which is being done here, construction of the new Dock. No. 2 progressed quickly. Safety was a key consideration in this project due to the uniqueness of the work being done.

With assistance with removing old oil

DPMC aids Battleship efforts

In keeping with its "good neighbor" policy of over half a century, DPMC and its employees are spearheading an industry effort to bring the **Battleship Texas** further along in its structural restoration.

"Several months ago when Shell heard of the need to remove old Navy fuel oil and water from the veteran warship, we offered our technical help," says **BOB FARRAR**, Logistics superintendent. "At DPMC we have tanks and equipment to separate oil and water as well as a state-of-the-art water treatment plant. So we were in a good position to handle the **Texas'** problem by recovering oil found in her cargo tanks and processing her oily water."

In December of last year, DPMC, on behalf of Shell Oil Company, donated \$30,000 for the "Save Our Battleship" restoration project. Presently, DPMC employees are participating in a statewide aluminum can recycling campaign to raise additional funds for the project.

Located at the San Jacinto Battleground State Park, the **Battleship Texas** has been a popular tourist attraction since 1948. Over the years, rust and neglect have caused the ship to badly deteriorate to the point that major structural repairs are needed.

The removal of the estimated one and a half million gallons of oil and water is a major element of the Battleship's long-term restoration project. Once the liquids are removed, the ship will be refloated, towed to drydock, repaired and returned to its berth at the San Jacinto Battleground.

The oil and water removal project began when a group of DPMC employees met with the Texas Parks and Wildlife officials several months ago to discuss what would be needed. Says Bob, "When it was determined how to approach the problem, we asked other firms within the Ship Channel area to lend a hand."

Among those organizations volunteering their services were Hollywood Marine which supplied the barge and towing service; Coastal Hydro Services which supplied consultation services; the U.S. Coast Guard which reviewed the pumping

procedures; and Garner Environmental which supplied the oil boom and serves as an environmental resource.

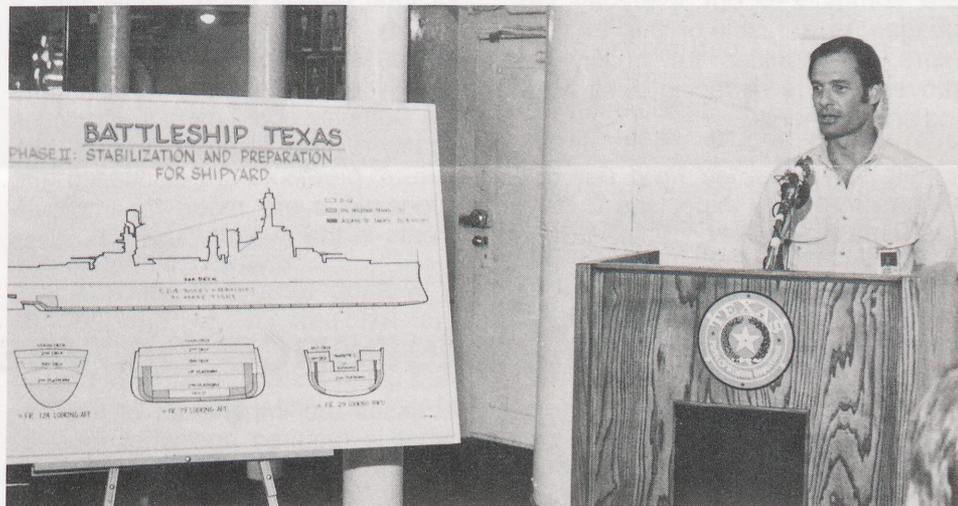
Pumping operations on board the **Battleship Texas** began in September. The transfer of oil and water to a barge moored near the ship is a 24 hour-a-day operation and is expected to be completed by November.

DPMC Dock Manager **CURTIS COOK** helped with the planning and says there were some real engineering challenges involved. "Hooking up a fuel barge, pump, fittings and hoses to on-board equipment that is 40 to 60 years old was no simple task. Most of the connections, flanges and fittings they made back then just didn't match up with what

we use today. So we had to do some innovating to remove the oil and water from about 250 internal tanks and spaces."

Equipment loaned by DPMC and the other companies included lighting, fire protection equipment, a transfer pump, hoses, tools, special fittings and analytical equipment.

"Members of the Ship Channel Industrial group are very proud of the **Battleship Texas** and are more than willing to lend a hand to help her to be restored," says Bob. "We are donating our time, effort, equipment and expertise because we consider it an honor to be involved in this very worthwhile project to save and restore this great ship as a symbol of our country's proud heritage."



LPA Maintenance Foreman **DENNIS BROWN** was one of several DPMC employees who provided expert assistance to the **Battleship Texas** restoration project. Here Dennis is discussing Shell's role in the project at a press conference.

Business Council honors Mills

SABRINA MILLS, a Purchasing analyst at DPMC, recently was nominated as a finalist for the Advocate of the Year award. This award is given each year by the Houston Business Council to individuals who make an extraordinary effort to assist in the economic development of minority and women owned businesses.

In her work in the Purchasing department, Sabrina is responsible for selecting commercial vendors to meet certain service and supply

needs at DPMC. Her efforts to give consideration to minority and women owned businesses were highlighted with this nomination.

"I was very surprised when I found out about it," Sabrina recalls. "Usually people nominated for this award are involved in higher visibility purchasing positions. I was pleased to even be considered for the award since I believe in giving a chance to businesses that are minority and women owned."

Catching the quality wave

Quality becoming a way of life: Johnson

Editor's note: The following article is from Gayle Johnson, Complex superintendent. He talks about the Quality Improvement Process and DPMC's involvement in it.

The Quality Improvement Process is rapidly becoming a way of life at DPMC. As more and more people complete the Shell Individual Quality Training sessions, they are finding that they can get results using the tools learned in these sessions. Terms such as Requirements, Expectations, Price of Nonconformance and Corrective Action Teams now are common to our everyday language. As a result of this training, more opportunities for quality improvement are surfacing in all working environments.

"We have learned from our customers that they expect us to be a first-class supplier. The Quality

Process is a common sense approach to helping the Complex meet that expectation. By understanding requirements and doing our jobs right the first time, we can maintain our position as a strong competitor in the marketplace.

"Earlier this year, a meeting was held with all DPMC managers to pledge our total commitment to the Quality Process. Senior management feels that quality along with safety and environmental performance are our highest priorities. In this meeting, a Quality Council was set up to help guide the Complex in its total quality effort. Soon after a Quality Forum was created by the Business Management Team so that Quality representatives from around the Complex could meet and discuss quality-related issues. Through the Forum, problems are discussed and suggestions are made for improvements in the overall Quality Process

at DPMC.

"For the future, we will emphasize sharing of successes, opportunities and issues related to the Quality Process at the Business and Functional Reviews, and at the Business Management Team meetings.

"To keep everyone up to date on the progress being made with quality at DPMC," the **SHELLEGRAM** will feature a series of articles from various business and functional areas highlighting their Quality Process milestones and successes. The first article is from Logistics and appears in this issue.

"Involvement by everyone is a key to making the Quality Process work. The SIQT sessions are the first step. The next step involves applying the tools learned in these sessions, understanding requirements and doing things right the first time. Success depends on all of us."

Logistics Maintenance proves value of SIQT

Like the "human wave" made by spectators at ballfields and football stadiums across the country, DPMC employees are getting caught up in the excitement of the Quality Improvement Process and are catching the quality wave.

The latest group to experience this innovative process is Logistics Maintenance, which recently had 53 employees participating in Shell's Individual Quality Training (SIQT).

"Quality is both asking to be involved and being allowed to be involved," says Bob Farrar, Logistics superintendent. "Quality in Logistics is for everyone who sincerely wants to cause real improvement and share in the job excitement and commitment that is part of the Quality Improvement Process."

SIQT is a Shell-wide quality training process designed for all employees. The underlying theme of the Quality Process is 'to do the job right the first time.' The process

stresses the importance of knowing what is required and what must be done to complete the job without any errors.

A segment of the SIQT classes groups participants into Corrective Action Teams (CAT). In these teams, individuals work together to identify a situation in their work areas which needs improving and then decide upon a solution. Many of the SIQT projects then are implemented.

Following are names of some of the participants in the Logistics Maintenance SIQT sessions and details of their projects.

Excavation and Shoring Procedure

R. J. PESL, S. G. WEST, J. M. PAAR, B. J. DEJEAN and team leader R. J. NOVOSAD used the Quality Process to develop an excavation and shoring procedure outline that can be used in the field. By using the outline, everyone involved in the job un-

derstands the requirements and expectations, and as a result the amount of rework will be reduced. A new safety or maintenance order likely will be developed as a result of this project.

Decant Water Line Rework

R. P. HERNANDEZ, C. R. HERVEY, L. MACHACEK, L. T. COWAN and team leader L. D. SAVAGE looked into ways of eliminating rework on the decant water return line at the Surface Water Clarifier. The underground line has to be reworked as many as four times a year. The replacement and rerouting of the line will pay for itself after two years.

Roadwork

D. B. GARRIGA, C. OGILVIE, A. DELOS SANTOS and team leader KIMBLE selected a project involving the road between OPII and Utilities Central. The road is now heavily

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Teams identify problems, find solutions

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traveled and there are several pumps alongside it. The transportation of the pumps from the units to the central shop has resulted in damage to some of the pumps, thus adding to repair costs. Dust from the road also has been a contributing factor to mechanical failure of the pumps, such as bearings, bushings and seals. By grading and chemically treating the road four times a year, damage to the pumps and vehicles would be reduced as well as the safety hazard to personnel.

Response Time

P. J. KELLY, M. W. CLAWSON, M. L. STRICKLER, M. G. EBERHARDT and team leader W. S. DORSEY were concerned with reducing the response time of various support groups as well as operations. Each day various crafts are delayed for hours before starting work while waiting on support personnel. There are many reasons for these delays. They are now pursuing a better means of communication since a system is already in place, but the added awareness and feedback by way of time monitoring has already resulted in a decrease in the average response time.

Slaker System

W. D. TESCHENDORF, H. D. STONE, J. A. DAVIS, K. L. HARWICK and team leader P. R. HARP are using the Quality Process to reduce the rework on the lime slaker system. The slaker system breaks down for various reasons during the year, causing downtime of equipment and rework. The team already has eliminated some problems with the slaker system at a very low cost.

Transporting Relief Valves

R. C. BALL, W. J. LEDET, R. E. THOMAS and N. T. MCCULLEY decided to address the proper transportation of relief valves. One member, a pressure equipment inspector, pointed out that many relief valves were being damaged due to improper transport.

Internal parts of the valves, such as rods and seals, are subject to excessive wear when shipped lying on their sides. These valves are routinely tested when they arrive at the shop. When valves shipped on their sides have negative results during testing it is difficult to determine if the valves were malfunctioning while in service or damaged during transport. This nonconformance severely inhibits the predictive maintenance calculations of the inspectors. Also, a relief valve that fails in service could result in fatalities, personnel injury, damaged equipment and lost production.

A survey taken by the team showed that many craftsmen were not aware of transportation procedures for relief valves. The Inspection department has distributed a letter to the various organizations in the Complex to increase the awareness of the proper transportation of relief valves.

Reciprocating Pumps

J. A. WARD, R. G. RODRIGUEZ, A. L. MUZNY and W. D. GRIFFITH are machinists who tackled the problem of excessive maintenance being performed on reciprocating pumps in their work area.

Through data collection and tracking procedures learned in SIQT classes, they were able to determine the major nonconformance causing the pump failures. Their solution involved designing a system that would shut the pumps down when they lost suction. Parties involved in the project agreed that a pilot system would be installed. Should the system prove to be effective, a similar system will be installed on the remaining reciprocating pumps.

Reducing Steam Misdirection

Utilities Distribution employees M. E. PARRISH, G. H. HAIGLER and J. M. LOPEZ are in part responsible for supplying steam to the Complex.

The team was concerned that steam misdirection was excessive in various systems around the Complex. They decided to concentrate on the OPII operation unit in the Utilities

South area. When they began their tracking in June, this system was misdirecting 60,000 to 70,000 pounds per hour of steam. Through their tracking, it was determined that the root cause was a malfunctioning valve in the system. After implementing a solution, steam misdirection dropped to less than 300 pounds per hour, resulting in a tremendous savings in lost steam.

Damaged Floodlights

Electricians J. E. LAVERGNE, M. P. DONAHUE, G. E. JALUFKA, V. RICHARD and G. R. BIRD evaluated the problem of damaged floodlights. In a three month period, 50 percent of all their light failures were due to improper grounding. Additionally, they noted that most resulted either in an alarm at the electrical substation or tripping the entire circuit.

The team sought a low cost method to protect the lights and reduce the downtime. A device was developed which will remove the inoperative light from the circuit and allows the rest of the lights on the circuit to continue operating. The team is testing the system before recommending it for all the lights.

Lab Testing Rework

Lab technicians D. R. FERGUSON, G. R. HUTTO, G. S. HENSLEY and A. W. CRADDOCK decided to work on eliminating lab testing rework. By having individuals document each incident as it occurs, they were able to identify the major causes of rework. In some cases, it was due to equipment not operating correctly or being out of calibration. In others, it was carelessness or lack of attention.

The equipment problem was corrected with some maintenance and calibration. A long-term solution was addressed by setting up a routine preventive maintenance schedule. The problem with individual technicians was reduced significantly through increased awareness. This will be continued by regular team meetings. The group also has recommended the use of more timers to remind the technicians of completion times.

Kicking the habit

Medical dept. offers aid during smokeout



The American Cancer Society reports that the risk of developing lung cancer is 10 times greater for smokers than for nonsmokers, and those who smoke two or more packs a day are 15 to 25 times more likely to die of lung cancer.

To encourage people to quit smoking and to call attention to the hazards of smoking, on November 19 the American Cancer Society will hold its annual "Great American Smokeout" day.

"The Smokeout is an upbeat, good-natured effort to encourage smokers to give up cigarettes for 24 hours," says DENISE BACH, a nurse in DPMC's Medical department. "It focuses supportive attention on cigarette smokers from coast to coast. And nonsmokers can join in the fun by helping someone they know quit smoking for the day.

none of these.

According to the American Cancer Society, smoking is an addiction — a chemical dependency on nicotine. The reason a person needs a cigarette is to prevent feelings of nicotine withdrawal — shakiness, irritability and discomfort. To a lesser degree, nicotine addiction is similar to alcohol and drug addiction.

Some general facts on smoking and its affect on health are:

- Lung cancer is largely a preventable disease. It is estimated that 83 percent of the cases of lung cancer could be avoided if individuals never took up smoking.
- Lung cancer is the number one cause of cancer death among both women and men. An estimated 92,000 men and 44,000 women will die of lung cancer in 1987.
- More than 320,000 Americans

smokers of low tar and nicotine cigarettes find it easier to quit altogether than do high tar and nicotine smokers.

The number of people who have quit smoking is rising steadily. From 1978 to 1985, the ranks of former smokers increased from 31.5 million to almost 40 million ex-cigarette smokers in the U.S. today.

To help people kick their nicotine addiction, the American Cancer Society and DPMC's Medical department suggests the following tips:

- Throw out all cigarettes by breaking them in half and wetting them down. Clean out all ashtrays in your home, office or car and put them away. Discard matches; hide lighters, or give them away.

- When the urge to smoke hits, take a deep breath. Hold it a second, then release it very, very slowly. Taking deep, rhythmic breaths is similar to smoking, only you'll inhale clean air, not poisonous gases.

- Exercise to help relieve tension.
- Reward yourself with oral substitutes the same way you may have used cigarettes. Good examples: sugarless gum, lemon drops, sunflower seeds, apple slices, carrot sticks, unbuttered popcorn and stick cinnamon.

- Eat three or more small meals. This maintains constant blood sugar levels, thus helping to prevent urges to smoke. Avoid sugar-laden foods and spicy items that can trigger a desire for cigarettes.

- Cleanse the body of nicotine. Drink liquids — lots of them. Water (6-8 glasses a day), herbal teas, fruit juices and caffeine-free soft drinks are recommended. Pass up coffee, caffeinated soft drinks and alcohol since they increase your urge to smoke.

- Change your habits connected with smoking. Reach for gum rather than a cigarette when answering the phone.

"Another good way to quit is to get a friend to provide support," Denise says. "Ending the smoking habit doesn't take nerves of steel. All it takes is the belief that you can do it and the desire to stop smoking."

GREAT AMERICAN SMOKEOUT

AMERICAN
CANCER
SOCIETY

"Here at the Complex, the Medical department will have Smokeout sign-up booths at both cafeterias on November 19," she continues. "People can come by and get a 'Survival Kit' to help them through the day. Each kit contains gum, candy, a nail file and other items. Also, people can sign up for the Smokeout at the Medical department during the week.

"Last year, the nationwide Smokeout 1986 set an all-time record for participation in the day-long event," Denise explains. "More than 23 and-a-half million of the nation's more than 54 million smokers tried to kick the habit for the day."

In a survey taken among smokers, most indicated they believe that smoking cigarettes can relieve stress, boredom, hunger and other various problems. But medical studies show that smoking does

will die prematurely this year of diseases linked to smoking. That's as many Americans as have been killed in all the wars fought in this century.

- All forms of tobacco use, including cigars, pipes and smokeless tobacco, put the user at increased risk for cancer of any part of the oral cavity, from lip and tongue to mouth and throat.

- Lung cancer accounts for almost 28 percent of all cancer deaths in this country. This makes lung cancer the single largest contributor to the total cancer death rate.

According to the American Lung Association, 90 percent of smokers would like to quit, and a great many have tried to quit at least once. Many former smokers report not being able to give up the habit on the first attempt, but trying three or more times before finally succeeding. Also,

Milestones

Service Anniversaries

40 YEARS

E. C. FOWLER
Maintenance

35 YEARS

W. H. MORROW, JR.
Electrician No. 1

D. R. STEWART
Eng. Support

R. M. TREADWAY, JR.
Boilermaker No. 1

30 YEARS

R. N. LYALL
Employee Relations

20 YEARS

J. W. BALCH
LPA

D. P. FINN
Logistics

J. F. PRATKA, JR
East Maintenance

15 YEARS

G. N. LANGNAU
Purch. & Adm. Services

10 YEARS

R. G. BLOUGH
A Department

W. E. BOYHER
Computer Applications

G. D. GEE
A Department

M. D. GOULD
Utilities

K. E. GRUBEN
Utilities

F. E. HAMMOND
Insulator No. 1

C. E. HARGER
Pipefitter No. 1

W. B. HATFIELD
Computer Applications

R. D. HENDERSON
BPA

J. R. HILTON
Pipefitter No. 1

R. L. JOINER
Utilities

A. C. MILLER
Pipefitter No. 1

G. E. MOORING
Catalytic Cracking

J. L. NELSON
Painter No. 1

B. P. PROVOST
BPA

J. RODRIGUEZ
Aromatics

S. E. ROUSE
Painter No. 1

W. SIEWERT
Major Resins

B. D. SIRMAN
Major Resins

F. C. SPIES
BA/SR

R. W. STOKES
VOIS

P. A. VESTAL
Financial

R. E. WALKER
Light Olefins

R. W. WESTBROOK
Boilermaker No. 1

J. P. WHITMAN
Major Resins

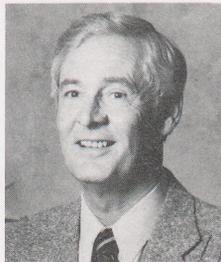
E. G. WILSON
Utilities

DPMC Welcomes

D. S. ANDREAS
P&AS

N. B. HOSPETI
Process Engineering

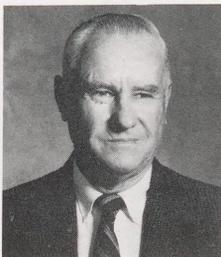
Retirements



B. O. BISHOP
Pressure Equipment
39 Years



N. O. ECHOLS
Refinery Lab
38 Years



J. E. HOBSON
Central Maintenance
26 Years

W. B. KNOX
Resins
33 Years



R. L. MCBRIDE
Engineering Field
31 Years



H. MILLER
Utilities/North
39 Years



L. Y. NICHOLS
Maintenance Engineering
39 Years

J. A. PIETROCARLO
Project Engineering
31 Years



W. C. L. RODGERS
West Operations
43 Years



A. SORTINO
Solvents & Treating
34 Years



SHELL DONATION...DPMC Controller PAT CARROLL (third from left) makes a \$3000 donation on behalf of the Shell Oil Company Foundation to the directors of The Rehabilitation Foundation, an organization which promotes employment of handicapped persons and the use of their products. From the left are TONY OGDEN, DENTON MCDUGLE, BOB MATTERN (a Shell retiree), CARL PRIDE and BEN MEADOR.



JOB WELL DONE...DPMC Craftsmen DAVID MCGALLION, JOHNNY BRECHEEN and JERRY MCDANIEL put their talents to use after work to build SCORA's shrimp and crawfish boil trailer.

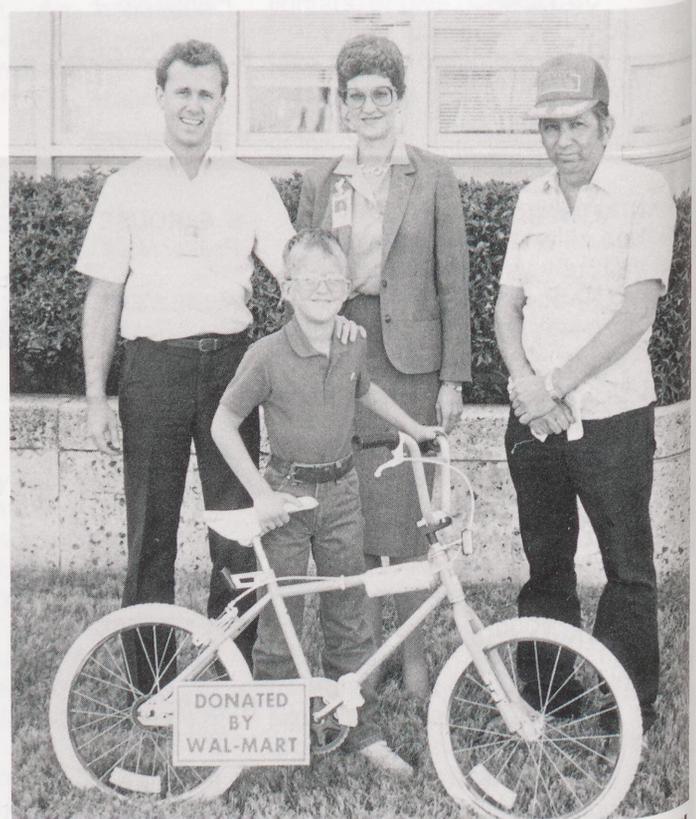
DPMC Volunteers

Pictures tell the story
as employees contribute
to the community



UNITED WAY UNDERWAY...On October 7, hundreds of DPMC United Way solicitors picked up their materials and autoshades and began contacting people for donations to the organization. DPMC's fund-raising goal this year is \$180,000.

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AND THE WINNER IS...JONATHAN COPELAND, 8-year-old son of DPMC employee DEBBIE COPELAND, was the lucky winner of the bicycle given away at DPMC's Fall Festival booth. Jonathan's name was selected from among hundred of entries by Leonard Watts, president of the Deer Park Chamber of Commerce. Standing behind Jonathan are representatives of the groups who shared in designing, building and manning DPMC's booth. They are DILLON SCOTT, Community Relations; VI COOPER, Shell Historical Society; and JUNIOR GUILLOT, SCORA.

Festival float, booths win recognition

Thousands of Deer Park area residents were entertained and educated by DPMC employees during the city's Fall Festival events in September and October. As a result of these employees' efforts, DPMC was recognized and presented top awards.

Deer Park's annual week-long festival, which is sponsored by the city's Chamber of Commerce, includes a parade, booth displays, beauty pageant, carnival and other activities. As in past years, DPMC sponsored a booth at the Festival's Exhibition and Carnival on October 1-3. Also, for the second straight year, the Shell Historical Society participated on behalf of DPMC in the parade held September 27.

The Shell Historical Society float was judged against several floats in the Fall Festival parade and was awarded first place over the others.

This year, DPMC's booth, which took second place in the booth judging, was a joint effort between the Shell Chemical and Oil Recreation Association (SCORA) and the Shell Historical Society. In keeping with the overall theme of the Fall Festival, "Community of Opportunity," the DPMC booth had two sections relating to opportunities.

One section, named "Opportunity for Knowledge," was operated by the Shell Historical Society and contained an exhibit of Shell product-related memorabilia.

The other section of the booth, called "Opportunity for Safety," was operated by SCORA and focused on bicycle safety. A specially designed bike safety game built by DPMC craftsmen was available for the children as was literature on bike safety provided by the Texas Department

of Public Safety. SCORA donated customized tote bags as giveaways to visitors of the booth and reflective stickers displaying the Shell pecten were given to children.



The Shell Historical Society's award-winning float was the highlight of Deer Park's Fall Festival parade. Participating on behalf of DPMC in the parade were (l-r) CAROL BOYETT; JUNIOR GUILLOT; DILLON, NANCY and ADAM SCOTT; BERTA HOKANSON; DENNIS BROWN and JAY GANTENBEIN.

SCORA News

Children's Halloween Carnival

Where: DPMC North Cafeteria

When: October 25

Time: 2 - 4 pm

Activities: Spook room, fortune teller, apple bobbin', pumpkin decorating and lots more. Refreshments and prizes. Free to SCORA members and children. All guests \$1.00.

Weekend at Delta Downs

Where: Vinton, Louisiana

When: November 7 & 8

Depart from DPMC Chemical Plant at noon on Nov. 7; return to Chemical Plant evening of Nov. 8. Only one bus to be taken.

Cost: SCORA members - \$55. Guests - \$65.

Price includes: Ramada Inn motel room (double occupancy only), bus transportation for the weekend, Sunday buffet breakfast, Delta Downs Race Track tickets for both days, reserved tables in club house (jackets required), race programs for both days.

Reservations must be mailed with

complete payment (checks payable to SCORA). **No phone reservations will be taken.** Mail reservations and payments to: CAROLYN ANDERSON, EOM 104, P. O. Box 100, Deer Park, Texas 77536.

Texas Renaissance Festival

Discount tickets to the Festival are available to SCORA members. Adult tickets are \$8 (\$4 discount) and children's tickets (ages 5-12) are \$4 (\$2 discount). Contact ELLA MAY

YOUNG (6434), CAROLYN BROOKS (6163), LISA GONZALES (6260) or DONNA ELLIS (7029).

The 1987 SCORA Softball season came to a close with the final play-offs being played August 17-24. The top teams were the Colt 45's with first place, the Mongrels took second, the Ravens placed third and the Mean Machine finished in fourth place. SCORA congratulates them all!

LPA employees enjoy picnic

Hundreds of LPA employees and their families spent a day in the country at the LPA Family Safety Picnic held in September.

There was plenty for all to do during the day, including sporting activities and children's games and activities. A picnic-style lunch was served throughout the day.

Safety exhibits on hand for the

crowds included a home fire safety equipment display, a first aid display by the American Red Cross, a camping safety display by the Texas Department of Parks & Wildlife and a highway safety display by the Texas Department of Public Safety. A special guest was Channel 11 newsman Mario Gomez who spoke on weather preparedness.

NPRU production sets new record

NPRU operators and support personnel recently were recognized for their contributions in achieving during July a record monthly normal paraffin production of 1863 barrels a day. The previous record of 1760 barrels a day was set in July 1986. The operators recognized were GARY MOORING, DAVID KAYDA, LARRY DYER and RAY FRANK.

Head Office Detergent Business Center Operations Manager AL WELTON and Staff Operations Specialist CRAIG SCHNORBUS presented plaques to the primary operators of the unit in

appreciation of their efforts.

Also, operators at the Fuel Gas Treater and East Blend Tank units were recognized for improvements made in the environmental performance of the units. During the second quarter of this year, there were no reportable H₂S exceedances at the units.

The operators recognized were CALVIN JONES, CINDY BOAZE, LLOYD GOULD and RANDY BRIONES. HS&E Superintendent TOM GILLESPIE presented plaques to the operators.



NPRU operators were recognized by Shell's Head Office for their record normal paraffin production. From the left are Operator LARRY DYER, Head Office Manager AL WELTON, Operators GARY MOORING and DAVID KAYDA, and Head Office Specialist CRAIG SCHNORBUS.

Notes

FOR SALE Travel Trailer, Coachman, 20 ft, sleeps 6, bunkhouse, tandem wheels, a/c, self-contained, w/bath, great for deer hunters, \$2500. 452-0768

FOR SALE Boat, 198c Chapparral, 1981 model, 230 Mercruiser motor (new lower end unit), tandem trailer, s.s. prop, excellent condition, runs 50-55 mph, loan value \$8300, sell for \$7700. 473-7719

FOR SALE Truck, 84 Dodge Ram Charger, 4WD, Royal SE, red/white in mint condition, 18,000 miles, \$9199. 360-4440

WANTED Samples of Quality-related items (signs, books, bags, etc.) being used at DPMC. Send to Shell Historical Society c/o Herb Butler, S/Adm. 134.

TOM WHITFIELD, retiree (Maintenance-Electrical), died September 21.

CHESTER HARGIS, retiree (Hydrocracking), died September 30.



DAN PITTS, employee (Central Maintenance - Carpenter Shop), died October 4.

FRED ACKERMAN, retiree (A&B Depts.), died October 7.

Thanks to all of my Shell friends for the fine dinner and gifts. We would be glad to hear from you at 2711 Wildwood Dr., LPK Rt., Estes Park, Colorado 80517.

RON and MYRNA KEPLINGER

Shellegram

Deer Park Manufacturing Complex

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Dillon Scott
Editor

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