

'On Tour'



SEPTEMBER, 1947

VOL. 9, NO. 9

'THE SHANGHAI GESTURE'

AN American newspaperman, to get a story, once rode third class on a Chinese train from Peiping to Shanghai. It was his worst experience in train riding. The cars had only seats to make them more comfortable than cattle cars; they were foul and filthy and crowded to twice their seating capacity. At one stop in a flood-stricken area, hordes of half-starved refugees climbed through the doors and windows as the train started. One of these, carrying all of his earthly belongings on his back, squatted on the floor at the newsman's feet, silently ignoring the kicks and protests of other passengers.

Although native food was being sold by hawkers at every stop, the newsman rode all of one day without eating; he had been warned of a cholera epidemic. Toward evening, the Chinese at his feet untied a piece of cloth, emptied it of two last coins and invested the whole sum in some round, white rolls made of rice flour. Carefully dividing the rolls, the Chinese managed a broad grin and placed half of the food in the newsman's lap.

Said the newsman:

"I always remember that 'Shanghai gesture' when the hat is being passed in America for Chinese or Greek relief—or for the Community Chest. I have looked in vain in the Land of Freedom for an American of any race or color who knows the terror of *real* poverty and famine. Compared with millions of Chinese, the poorest of Americans is wealthy. Some of us may be forced to seek aid, but the aid is always there for the asking. In China the seeker of alms too often seeks in vain. When I am asked to donate a small percentage of my income to a mercy drive, I can't help thinking how little is asked compared with the fifty per cent a starving Chinese once offered me."

Community Chest time is here again with all of the appeals and evasions that usually accompany such drives. We're not being asked merely for the loose change in our vest pockets. The need is for one per cent of each American's annual income. The request is greater than ever because human tragedy has never before been so bitter and wide-spread. Tens of thousands of Americans must be assisted. And outside the gates of America are millions of unfortunates begging for cast-off clothing and a crust or two of bread.

As ever, the people from whom generous gifts will come will be those humanitarians to whom personal comfort oftentimes seems less important than the welfare of a neighbor or even an unknown stranger. Such people, instead of measuring their luxuries, measure the necessities they can do without. Among them are numbered the wealthy, the middle class, the poor, the half-starved Chinese. They, in one important sense, are following the advice of the Master, who once remarked, "Lay up for yourselves treasures in heaven, where neither moth nor rust doth corrupt, and where thieves do not break through nor steal."



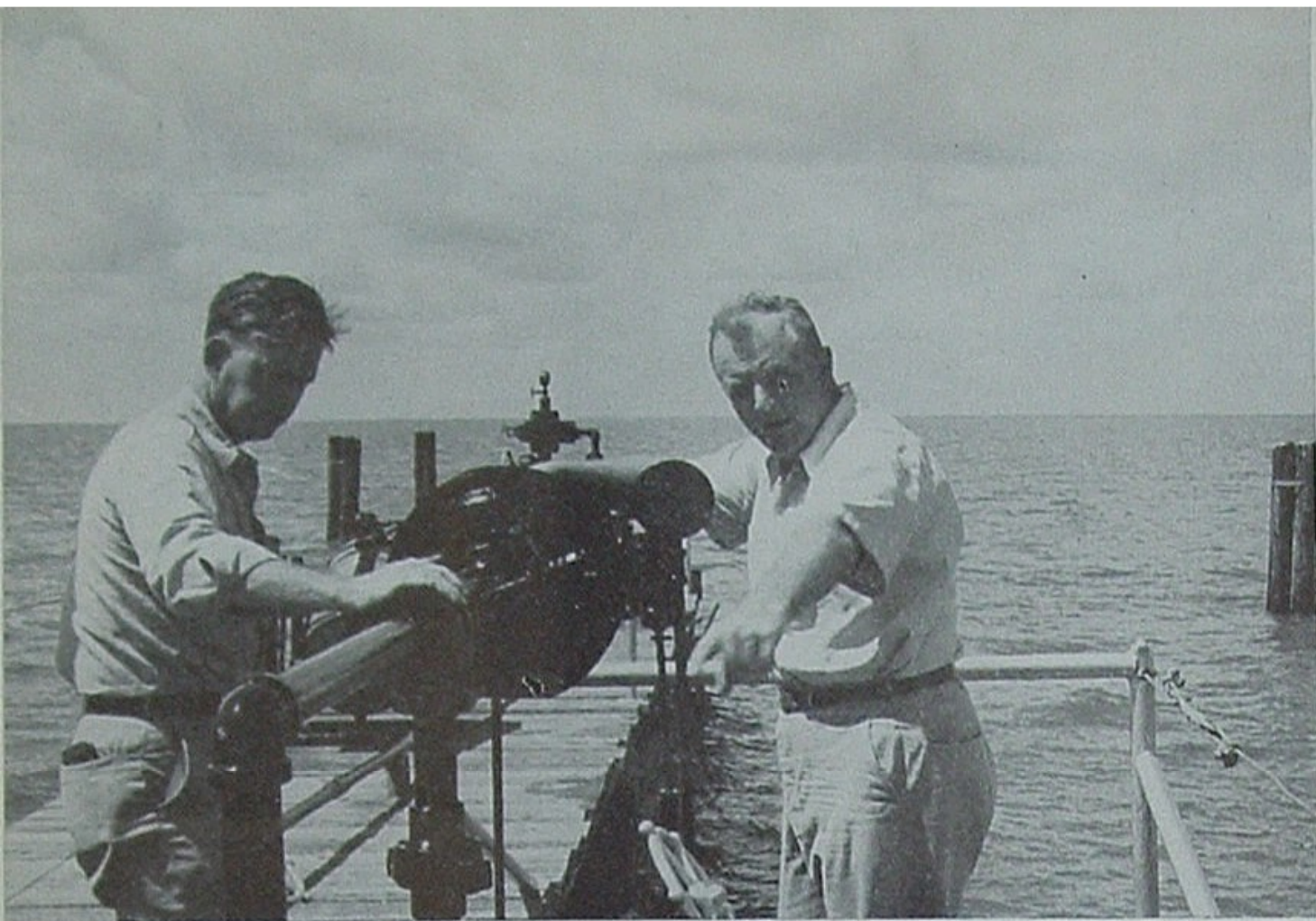
This is a Company well in the Vinton Field of Louisiana. The meadow-like foreground is actually a quagmire of silt and water, necessitating a plank road for the movement of even the lightest vehicles. Balloon-tired "swamp buggies" are used as pick-ups.

Oil Coast of Louisiana

EXACTLY 400 hundred years after the Spanish explorer, Hernando de Soto, edged around the marshes of southern Louisiana to discover the Mississippi River, Union Oil Company explorers were probing for new riches in this incredible delta territory. The Spaniard in 1541 saw only the muddy rivers, the forests, the impenetrable marshes; he hardly bothered to claim such wilderness for the empire of Spain. But our 20th Century explorers entered the marshes with visions of subterranean treasure in the form of petroleum. They were extremely careful to claim drilling rights in the name of their company.

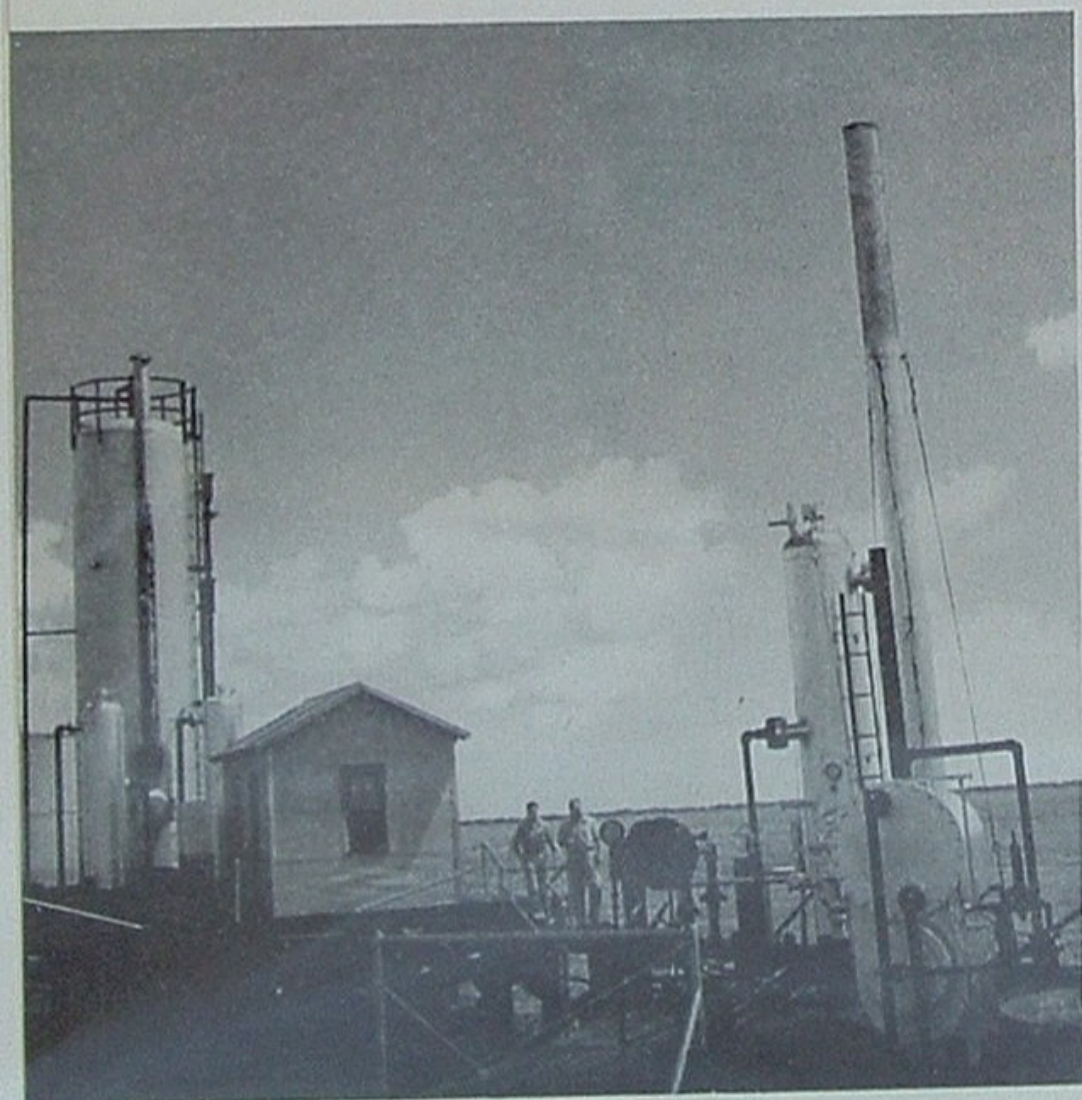
FOR countless centuries Ole Man Mississippi has been trying to push the Gulf of Mexico off the map by annually dumping millions of tons of alluvial silt off the Louisiana Coast. The silt deposit, averaging from 30 to 60 feet in depth, is approximately 60 miles wide and extends along the state's entire 1,500 miles of coast.

For good reasons strangers have not been quick to exploit this sprawling delta. It is predominantly flat with hardly a rock or hill to be seen anywhere. Here and there a foot-high ridge of sand and shells projects above the water table and supports a growth of oak. Or a blister of earth overlying some deeply buried salt dome



James S. McNulty, District Engineer, (L) and Dudley Tower, Manager of Operations—Texas-Gulf Division, would have a long swim home in the event of boat trouble here in the West White Lake Field.

The installation of a gas trap, heaters and tankage in the West White Lake Field called for sturdy, pile-supported platforms. Violent hurricanes sometimes sweep across the watery plain.



rises some 20 or 30 feet above the fluid plain to form an island. But elsewhere water holds the upper hand in this endless rivalry between river and gulf. Wide river mouths meander toward the open sea. Long bayous reach inland to mingle with dense hardwood forests. Thousands of shallow lakes and lagoons dot the area. And even the immense green mantle of cane, marsh grass and rushes stands continuously in one or two feet of fresh, brackish or salt water.

TO most of us it is a wonder that men would look for oil in such an uninviting swamp—and something of a miracle that they have found and tapped the treasure chests despite Nature's clever camouflaging and defenses. However, gas-heated homes and the regular arrival of laden oil-barges in New Orleans and other southern ports is convincing evidence that all of this has been done.

Oil men were first attracted to the Gulf Coast by the existence there of numerous salt domes or plugs. Some of these reached the surface and have been mined for many years by the colonizers and the Indian natives before them. Countless other salt domes undoubtedly lay buried hundreds and thousands of feet underground.

These domes had nothing to do with the formation of oil, but they did often aid in trapping it. Due to forces not clearly understood by geologists, great masses of rock salt have been forced upward. In some instances the salt masses pierced the overlying formation; in other instances the overlying strata were arched upward in the



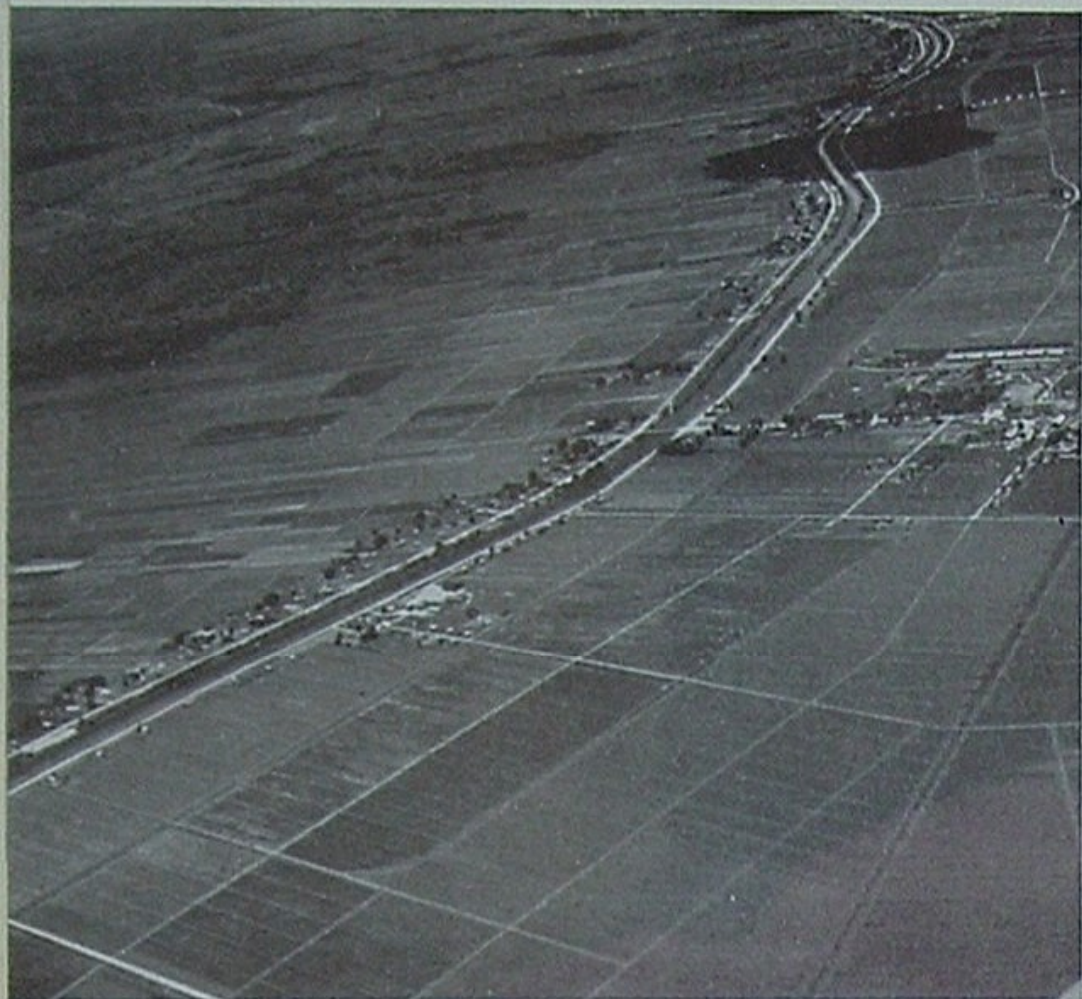
Even the office and operating quarters at East White Lake lives a knee-deep existence, with the Company amphibian floating about where the garage ought to be. The best evidence of success is the steady movement of "UOCO" oil barges, here shown on Schoover Bayou enroute from East White Lake to Forked Island, whence the crude is later shipped to market.

form of domes. In either case, providing some of the overlying rock layers happened to be oil-bearing, an oil trap was often formed. If the oil sand had been pierced, its broken ends were possibly sealed by the sides of the salt mass preventing the oil from migrating. Or if the oil sand had arched upward to form a dome, the oil had migrated to the highest part of the structure and remained there.

The initial problem of the oil man, then, was to locate these salt domes, many of which lay invisible under several feet of water, a layer of silt, and thousands of feet of rock. This was done with the aid of geophysical instruments and techniques, which defined the drilling site by determining the location, extent and depth of the salt mass.

Inspecting a newly completed gas well, DuPont No. 1, North Houma, are (L-R) Clyde Aycok, prod. foreman, A. C. Rubel, and Dudley Tower.





The Bayou Terrebonne, near Houma, Louisiana, is part of an extensive canal system upon which coastal people and industry depend for much of their transportation. Union supplies travel this route.



In this impressive home at Lake Charles, Louisiana, lives Mrs. Matilda Gray, from whom the Company has leased important oil lands.

Finally came the complicated task of bringing drilling equipment and crews across the many miles of swamp and drilling a straight hole down several thousand feet to a possible oil-yielding trap.

Canals afforded the only feasible means of transportation in the delta area. Drilling crews were recruited in towns from 20 to 50 miles away and brought in by boat. Drill pipe, well casing and other supplies came in by barge.

Since the well site was usually covered with water and silt to a great depth, offering no suitable foundation for heavy drilling equipment, even the conventional rig and boilers had to be modified. Accordingly, Company engineers designed a drilling barge and a boiler barge. These were towed to the well site and sunk as securely as possible on the bed of silt. The two barges were connected by a steel walkway, which was raised aboard the drilling barge when the equipment was being moved.

Drilling was then started, but with greater than ordinary precautions. Drill pipe and casing had to be loaded on the rig floor and pipe rack in careful balance to prevent the barge from listing and causing a misalignment between the barge and the hole. When the well was completed, a slot or keyway cut out of one end of the barge permitted it to move off and start work on a new location.

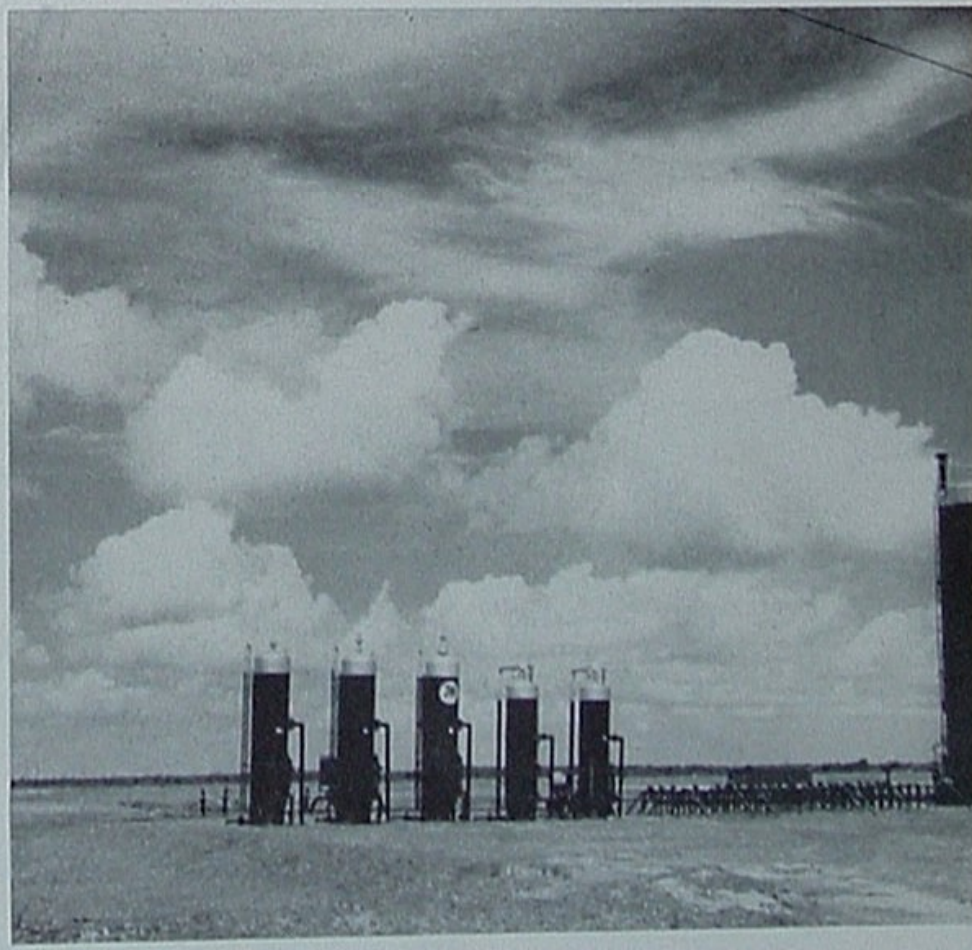
That, briefly, is how your Company has found and is producing some important new oil and gas fields in the Louisiana delta. Field offices have been established in a number of Louisiana towns, including Abbeyville, Vinton and Houma. Since 1937, when our exploration work was begun, many wells have been drilled, of which 110 are at present producing good grades of gas and crude. All of our production is being sold to other companies for refining and resale to consumers.

ASIDE from oil, there is much to attract America's interest in this rich delta country of Louisiana. Year after year it yields the largest harvest of furs—muskrat, mink, opossum, raccoon and skunk—taken anywhere in North America. For three months each year the colorful trappers and their entire families disappear into this wilderness to gather furs that in 1946 amounted to over 8 million pelts. Also from the swamps comes an annual multi-million-dollar harvest of Spanish moss for use in upholstering furniture and automobiles. The catch of shrimp, oysters, crab and other marine delicacies taken along the gulf coast ranks with the world's most abundant. Hardwood and pulpwood forests are attracting the paper and lumbering industries from depleted sources in the northern United States. Where the land is properly drained or protected by levees, it produces excellent crops of rice and other farm products.

Or, on the romantic side, Louisiana, with such colorful cities as New Orleans and Baton Rouge, can regale us by the hour with true stories of people and events that have built this exotic Southern area. This is the land of the Creoles, descendants of the French and Span-

ish settlers who came as colonists soon after the year 1700. Their history is woven with yesterday's rivalry between European nations for the wealth of America. Here great battles were fought for New World supremacy and independence. Here the slave trade once flourished amid the bayous and marshes. Here, during the heights of 18th Century lawlessness, hundreds of ships were seized and their cargoes lifted by such buccaneers as Jean and Pierre La Fitte. In 1814 General Andrew Jackson organized the frontiersmen into a straight-shooting defensive unit that annihilated a much larger army of British invaders. You have read Longfellow's poem "Evangeline"; but did you know that it was inspired by the French-speaking Acadians of Louisiana who carved a sanctuary out of the delta after being expelled from Nova Scotia by the English between 1760 and 1790? Even today in this region there are people who speak only French and have no understanding of the English language.

This is the fascinating land of which our Company has recently and proudly become a productive part—coastal Louisiana.



Typically spic and span are (L) our tankage, separator and gas metering station at North Houma Gas Field, and (R) our separators, flow line manifolds and heater at Vinton Field. These pictures and all preceding ones appearing in this feature were taken by Alan J. Lowrey of San Francisco, Assistant to the President, while visiting the fields with Reese H. Taylor and A. C. Rubel.



"MOST COMPATIBLE AND FRIENDLY" said the skipper of his crew. (L-R) "Bill" Stewart, the 3rd, Bourgeois, Gates, Wright, Captain "Bill" Stewart, Jr., Valentine, Bayly, Natcher, Carlson. Walts and Peterson were "below" and out of camera range.

JUST 12 days, 15 hours and 52 minutes after the starting gun "Honolulu Advertisers" shot this picture of the CHUBASCO, the first yacht to cross the finish line and slip inside the reef.

The Chubasco

Into a searchlight beam off Diamond Head hove a cloud of sail at 1:52 in the early morning of July 17th to climax the exciting California-to-Honolulu yacht race. Beneath the sail and cutting briskly through the Hawaiian surf was the trim hull of the yacht CHUBASCO—first boat to finish this longest of ocean yacht races. Few people were surprised; they had followed the yacht's leading course for 12 days, 15 hours and 52 minutes. But to many a cheering Union Oil employee who heard the news in the early morning, it was a happy ending. For, at the helm of the CHUBASCO was her owner, W. L. "Bill" Stewart, Jr., Executive Vice President of Union Oil Company.

Yachting is a sport in which the winning trophy does not always go to the swiftest. The Hawaiian race was such a handicap event, and movie actor Frank Morgan's DOLPHIN II, arriving more than 10 hours behind the CHUBASCO, was announced the winner on the basis of corrected time. The CHUBASCO, easily first across the finish line, was winner of the trophy for Class A boats, and third best under corrected time listing.

ON TOUR





AFTER THE STARTING GUN, the yachts maneuvered to be first around the San Pedro breakwater. The CHUBASCO, background, was fourth around, although only ten seconds behind the gun. She soon stepped into the lead, rounded Catalina in record time, and was never headed.

Aboard

(Some notion of life aboard a racing yacht can be gleaned from the following remarks contained in one of the skipper's letters to a friend:)

Honolulu, T. H.
July 21, 1947

"Weather plays a very important part in any ocean race, and for some time I have been doing my best to find out the mysteries of weather, or where the wind blows. We sailed a course which, although a little longer than the Great Circle course, was, scientifically, on a line of constant barometric pressure. Naturally, one never knows whether we would have been right by doing something different, or were best off doing just what we did. However, I have no regrets.

"The picture in the 'Times' shows us a good fourth at the start, with the WHITE CLOUD out in the lead. Before we were a third of the way across the channel we passed the WHITE CLOUD. We rounded the west end of Catalina at 3:38, which I believe is an all-time record to the west end. After rounding the west end, the wind really began to blow and the boys began to

(Continued on Page 21)

WHITE SAILCLOTH against blue water is the most beautiful sight in the world to a mariner. Here the CHUBASCO edges slowly ahead of the WHITE CLOUD as they speed across the Catalina channel.



The Feud at 76

by Oren M. Totten

The boys of Southwest Territory Marketing out Long Beach way were a feudin', fightin' and a fussin'—that is!

It seems the retailers were accusing the wholesalers of being scalawags (which Webster says is an animal or a salesman of small value). The wholesalers answered to the effect that only a varment (a noxious or disgusting animal or salesman) could say such ridiculous things. Then the fighting began!

Grabbing up some trusty Tritons and Seventy-Sixes, the boys swung into their Plymouth saddles and headed for the Long Beach grazing range. Within a few hours herds of cars, trucks, tractors and other petroleum-consuming critters were stampeding toward the nearest Circle "76" corrals.

When the last dogie (customer) had been roped and branded, Ray C. Ingram, the ranch foreman, declared the wholesalers to be the better bull-doggers and wranglers. At the Ingram rancho victors and vanquished sat down together in a temporary gesture of peace. The winners dined on prime New York cuts while the losers did the best they could with a nose-bag full of beans.

Soon they'll start in feudin' all over again!

Pinchhitting for the Chinese cook was J. W. "Kum Chow" Miller, who manages the SOUTHWEST TERRITORY during his spare time.



AT THE CHUCK-TABLE just back of the Ingram bunkhouse cowhands (L-R) Ingram, Denton, Greaves, Schafer, Tilston, Totten, Ullrich, Foster, Grand, Miller, Keightly, Wilfong, McCarthy, Ostler, Garrett, Weir, Garrison, and McHenry dined on steak or beans, according to their prowess with the 76-shooter.

TOP COWHAND Ray C. Ingram (L) used tact to keep J. H. "Hod" Garrison's itching trigger-finger away from the shooting iron.



...Meet the Management

This third in our series of picture-charts and biographical sketches presents the men who supervise Union Oil's Exploration and Production departments.

CHESTER CASSEL

Manager of Paraguay Operations

... Born August 28, 1897, in Los Angeles . . . Educated at Abilene High School, Abilene, Kansas, and Stanford University . . . Worked as a geologist for the Marland Oil Company, Los Angeles, from 1924 to 1927, and for the Texas Company in Venezuela and California from 1927 to 1941. From 1941 to 1945, served the oil industry, including Union Oil Company, as a geological consultant in Mexico and Paraguay . . . Joined Union Oil Company January 1, 1945, as manager of Paraguay operations . . . He is vice president and a director of Union Oil Paraguay; also a member of the American Association of Petroleum Geologists.

R. G. GREENE

Manager of Lands

... Born December 17, 1898, in Newport, Ohio . . . Educated at Cornell and Stanford Universities . . . Grew up in the oil industry following in the footsteps of his father, who was a drilling contractor . . . Joined Union Oil Company in November, 1925, as a geologist in Venezuela. A year later returned to geological assignments in California, Montana and Canada. Did work outside the Company from 1931 to 1943. On being reemployed he did exploratory work in Montana and Washington. His appointment as manager of lands, Head Office, was effective September 12, 1946.

JOHN L. CHURCH

Assistant to Vice President

... Born August 6, 1884, in Sterling, Illinois . . . Educated at Duluth Central High School, Michigan College of Mines, Yale University . . . Worked as a mining engineer from 1906 to 1917 in western United States, Canada and Mexico. During World War I served in France as a captain of U.S. Engineers. Did work in the land and geological department of Amalgamated Oil Company during 1920 and 1921 . . . Joined Union Oil Company in December, 1922, as assistant manager of lands, Head Office. Was appointed manager of lands in 1937, and assistant to vice president in 1946.

L. N. WATERFALL

Chief Geologist—Pacific Coast

... Born February 23, 1901, in Salt Lake City . . . Educated at University of California, Berkeley . . . First worked for Union Oil Company at Casper, Wyoming, in 1923, but resigned after one year to complete studies. Returned to Company in 1926 as a geologist, serving

for two years in Canada, California and Venezuela. His subsequent assignments were in the Pacific Coast area. He was appointed assistant chief geologist in 1937, and chief geologist, Pacific Coast Division, June 27, 1944.

MAX L. KRUEGER

Chief Geologist—Rocky Mt'n Division

... Born March 10, 1902, in Iola, Kansas . . . Educated at Neodesha High School, Montgomery County High School, University of Kansas . . . Worked as a geologist in the Rocky Mountains for the Producers and Refiners Corporation and Prairie Oil and Gas Company from 1924 to 1926; then as a geologist for Gulf Oil Corporation in Venezuela, Colombia and the U.S. Pacific Coast from 1926 to 1937 . . . Joined Union Oil Company May 1, 1937, as chief of field parties operating out of Los Angeles. From 1937 to 1944 was in charge of Company field geologic mapping throughout the United States and assisted in exploratory work in Paraguay. He was appointed chief geologist of the Rocky Mountain Division in March, 1944.

E. B. NOBLE

Manager of Exploration

... Born January 10, 1894, in Springfield, Massachusetts . . . educated at Central High School, Springfield, Yale University, and University of California at Berkeley . . . From 1916 to 1923 worked for the Chile Exploration Company in Chile; the American Smelting & Refining Company in Mexico; for various independent oil companies in Texas, Louisiana and California; and for the State Mining Bureau in Taft, California . . . Joined Union Oil Company in August, 1923 as a scout for the San Joaquin Valley Division, becoming division geologist in 1924. At Head Office was appointed assistant chief geologist in 1929, assistant manager of exploration in 1936, chief geologist in 1937, and manager of exploration in June, 1944 . . . His geological work has embraced most parts of the Western Hemisphere . . . He is a director of Union Oil Paraguay, an executive committee member of American Association of Petroleum Geologists.

BASIL KANTZER

Chief Production Engineer

... Born August 19, 1912, in Salt Lake City . . . Educated at Lowell High School, San Francisco, Stanford University, University of Southern California . . . Joined Union Oil Company in June, 1934, at Santa Fe Springs in a field assignment, serving there and at Dominguez for the following two years. Following a petroleum engineering assignment in Los Angeles in 1936, he was appointed production engineer and production foreman,

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EXPLORATION & PRODUCTION
Directed by **A. C. Rubel**

U. S. CANADA
FIELD OPERATIONS
Directed by
Sam Ginsfelder



CHESTER CASSEL
Manager of
Paraguay Operations



R. G. GREENE
Manager of Lands



JOHN L. CHURCH
Assistant to Vice President



BASIL KANTZER
Chief Production
Engineer



W. J. LARSON
Manager California
Field Operations



W. O. BUTLER
Supt. Coast Division



K. C. VAUGHAN
Supt. Southern Division



R. A. McGOEY
Supt. Valley Division

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Manager of Exploration



J. LARSON
Manager California
Field Operations



W. S. EGGLESTON
Chief Petroleum
Engineer



DUDLEY TOWER
Manager of Operations
Texas-Gulf Division



C. W. FROOME
Supt. Ventura District



C. D. GARD
Process Engineer



STANLEY G. WISSLER
Chief Paleontologist

MEET THE MANAGEMENT, Cont.

(Continued from Page 9)

Santa Maria, in 1937; district production foreman, Bakersfield, in 1942; and chief production engineer, Los Angeles, in 1944 . . . He is also presently chairman of the engineering board, Conservation Commission of California Oil Producers; and national chairman of the Central Committee, American Petroleum Institute.

W. J. LARSON

Manager California Field Operations

. . . Born July 25, 1901, in Manteca, California . . . Educated at Ripon Union High School, Ripon, California, and University of Nevada, Reno . . . Worked for several summers in oilfields with geophysical crews . . . Joined Union Oil Company December 14, 1927, as a roustabout at Dominguez, later becoming a gas lift operator and a derrickman. Subsequently he served for one year as assistant petroleum engineer at Santa Fe Springs; for three years as production foreman at Kettleman Hills; for four and one-half years as production foreman at Dominguez; for one and one-half years as production superintendent at Bakersfield; for five years as production superintendent at Santa Fe Springs. He has been manager of field operations, Head Office, since 1944.

W. S. EGGLESTON

Chief Petroleum Engineer

. . . Born May 20, 1897, in Helena, Montana . . . Educated at Oakland Technical High School and University of California, Berkeley . . . Worked as a miner for Central Hill Mining Company and Western Mining and Development Company, and as a petroleum engineer for Pacific Oil Company . . . Joined Union Oil Company August 18, 1926, as a geologist at Ft. Collins, Colorado. In Venezuela he served as a geologist during 1927 and as petroleum engineer during 1928. He was appointed division petroleum engineer in California in 1929, and chief petroleum engineer in 1936 . . . He is also presently vice chairman of the wildcat committee, Western Oil & Gas Association, and District Oil and Gas Commissioner.

DUDLEY TOWER

Manager of Operations—Texas-Gulf Division

. . . Born March 29, 1912, in Los Angeles . . . Educated at Los Angeles High School, University of California at Los Angeles, University of California at Berkeley . . . Worked for two years with the Natomas Gold Dredging Company . . . Joined Union Oil Company in May, 1935, as a pipe line roustabout at Long Beach. During the following two years became a pumper at Dominguez, a drilling crew roustabout in the Southern Division, and an apprentice engineer at Santa Fe Springs. In 1938 he was appointed assistant engineer at Bakersfield; in 1940, district engineer at Houston; and in 1943, district superintendent at Houston.

W. O. BUTLER

Superintendent Coast Division

. . . Born April 14, 1904, in Geneva, Indiana . . . Educated at Fullerton and Pasadena High Schools . . . Joined Union Oil Company September 19, 1919, as a roustabout at Montebello. He served as a tooldresser, Los Angeles Basin, beginning in 1920; a driller in the Los Angeles Basin, Venezuela and San Joaquin Valley for ten years beginning in 1922; a pumper at Kettleman Hills from 1932 to 1935; a drilling foreman, Coast Division, from 1935 to 1945. His appointment as superintendent Coast Division dates from 1945.

K. C. VAUGHAN

Superintendent Southern Division

. . . Born June 11, 1909, in Potter Valley, California . . . Educated at Fullerton Union High School, Fullerton Junior College, and University of Southern California . . . Worked in pipe line and drilling departments of Standard Oil Company of California, and in the production department of George F. Getty, Inc. . . . Joined Union Oil Company October 19, 1933, as a roustabout at Santa Fe Springs. From 1934 to 1936 served as a well puller, pumper and head well puller at Dominguez. Was made assistant production foreman at Orcutt in 1936, at Santa Fe Springs in 1938, at Montebello in 1939. In 1940 he was appointed maintenance foreman, Southern Division; in 1941, production foreman, Dominguez; in 1943, district production foreman, Dominguez; in 1944, production superintendent, Valley Division; and in 1947, production superintendent, Southern Division.

R. A. MCGOEY

Superintendent Valley Division

. . . Born January 26, 1906, in Los Angeles . . . Educated at Manual Arts High School, Los Angeles, University of California at Berkeley, and University of Southern California . . . Worked for Shell Oil Company for three years . . . Joined Union Oil Company August 4, 1930, in the petroleum engineer's office, Santa Fe Springs . . . Was appointed petroleum engineer, Head Office, in 1932; petroleum engineer, Rocky Mountains and Texas, from 1936 to 1939; district production foreman, Dominguez, in 1939; served in the U.S. Army from 1942 to 1946; was appointed division engineer, Bakersfield, in 1946; superintendent, Valley Division, in 1947.

C. W. FROOME

Superintendent Ventura Division

. . . Born March 1, 1893, in Spokane, Washington . . . After attending high school in Spokane, enlisted in the U.S. Navy, serving as a chief machinist's mate aboard submarines during World War I . . . Joined Union Oil Company December 11, 1921, as a machinist at Brea.

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UNIONNEWS

September, 1947

and Views

Volume 9, Number 9



RESULTS OF ROYAL TRITON 30,000 MILE TEST SHOWN

Results of the Royal Triton 30,000 mile demonstration run have been made public following examination of the four test cars by Professor R. L. Daugherty of the California Institute of Technology. When the oil drain plugs, which had been welded shut at the beginning of the run, were opened,

the oil in all cars was found to be in excellent shape. No sludge or varnish was found anywhere in the engines and only the slightest trace of carbon. Although each of these cars had gone 30,000 miles without an oil drain, no overhaul work of any kind was needed on any part of the engines protected by Royal Triton.

SHORE DUTY FOR #1922

If barges are at all human, old Number 1922 is patting herself on the bow over having been assigned to romantic Avalon on Santa Catalina Island. The barge has been converted to a floating marine service station under the captaincy of Consignee E. H. Groenendyke. Her four 36,000 gallon refined oil tanks are already doing a "land-office" business serving the vacationers at this popular ocean resort.

THIRD WASHINGTON WILDCAT SPURRED

Clapp No. 1, in the Ocean City Block, the Company's third wildcat on the Olympic Peninsula in Washington, has been spurred. Our first two wildcats, Parker No. 1 on the Carlisle structure, and Barnhisel No. 1, in the Ocean City Block, have been abandoned. Locations have been made for the drilling of additional wells.

SALES VOLUME INCREASES

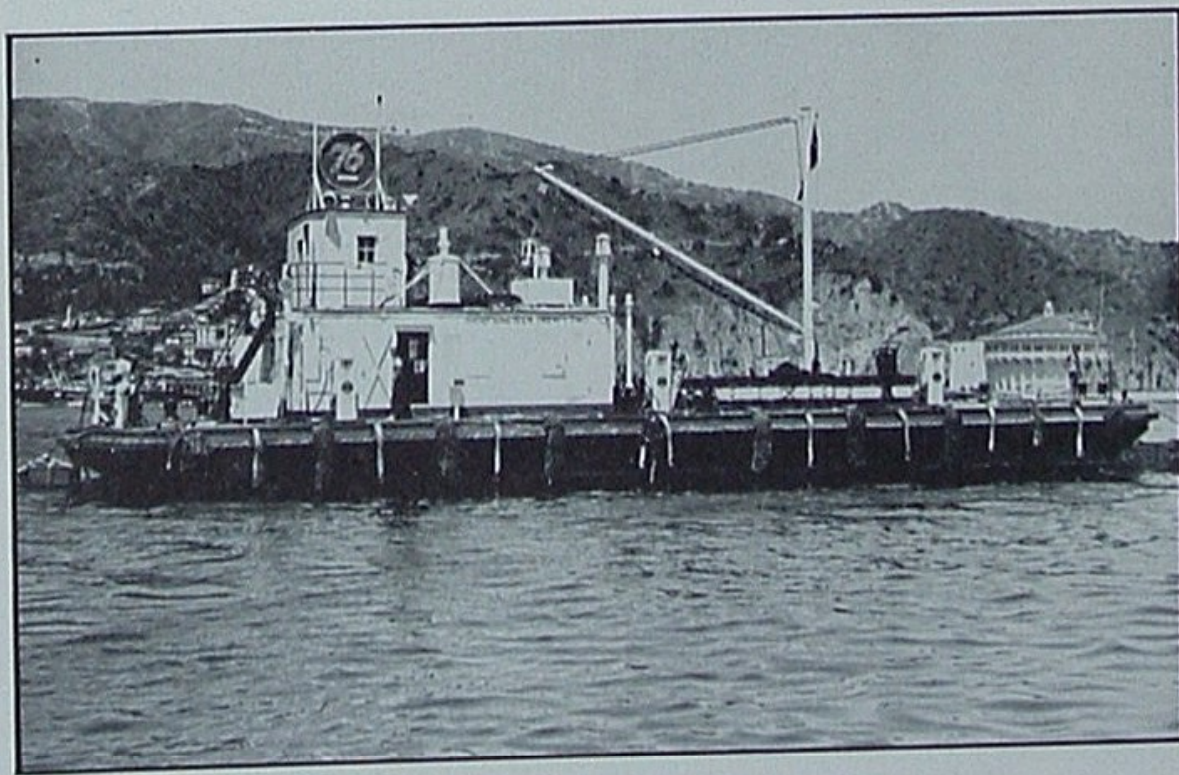
The total number of barrels of Union Oil products sold in July of this year increased 40.4% over the number of barrels sold in the corresponding month of last year. The dollar value of the products increased 41.2%. For the seven-month period the number of barrels sold increased 38%.

The number of gallons of gasoline sold in July totaled 46,308,908, compared with 40,414,398 for the same month last year. In this connection it is interesting to note that there is a trend on the part of the customers of all oil companies away from premium gasolines to the regular house brands.

SECOND PARAGUAYAN WELL AT 5,041 FEET

Despite the unfortunate civil strife which has been underway in Paraguay, Union Oil has continued its exploration activities on the 56 million acres in the Chaco area, which the Company had been granted a contract to explore and develop. La Paz D1, the second exploratory well to be drilled, was drilling ahead at 5041 as of September 16th.

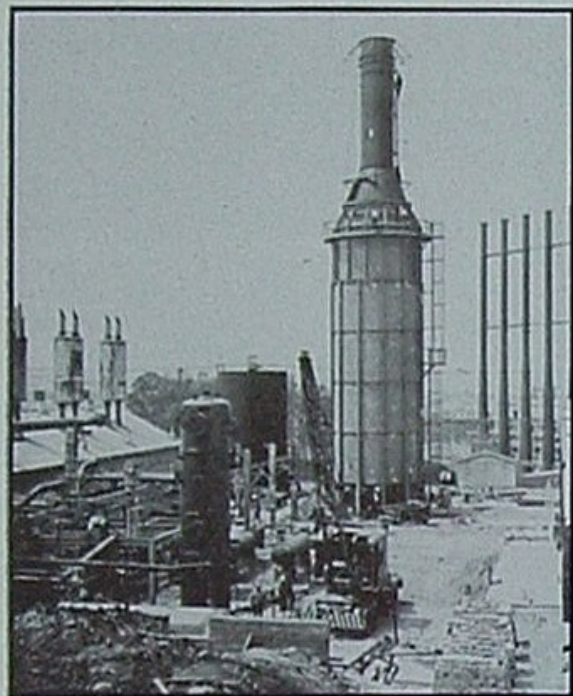
The civil disturbances appear to have been settled and an official proclamation has been issued inviting commerce, industry and banking "to open their doors." In spite of reports to the contrary, there has been no fighting in the city of Asuncion, capital of Paraguay, nor has a single building in the city been destroyed.



MANUFACTURING

Oleum Refinery

PETRO-CHEM HEATER When Oleum's Unit 200, called a delayed coking unit, goes on stream early this fall, Union Oil Company will unveil one of the newest designs in petroleum processing heaters, the second one of its kind in service in the Bay Area.



Unlike the conventional tube-still heaters seen in refineries, the Petro-Chem version employs vertical tubes mounted in an upright cylindrical steel structure (above), with an integral stack rising vertically from the combustion chamber. This type of construction uses less of a refinery's valuable space. The heater has been designed to handle 19,500 barrels a day of crude petroleum, has an external diameter of 19 feet, and a total height of 105 feet.

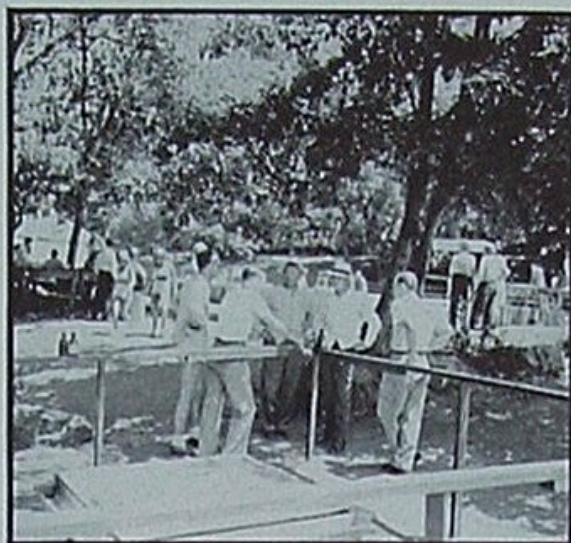
ADIOS TO OTT AND HOLDEN

A dinner at the University Club, Los Angeles, honoring Tom Ott and Newt Holden, reflected the high regard in which these two men are held by the many Union Oilers at Oleum, Los Angeles Refinery and Head Office. Both have chosen to retire after many years of outstanding service in the Company's research laboratories.

In addition to the numerous Union Oil friends who were on hand to extend best wishes, a farewell note was sent from Oleum, where both men have played important roles in research and good fellowship.

Among the interesting gifts presented were a light meter for photographer Holden and an electric-radio alarm clock to brighten Ott's daily awakening. On the less practical side, W. E. Bradley presented them with a dust pan and wisk broom encased in a book, entitled "How to Clean Up on the Horses;" also a "Whopper-Stopper" device that prevents holding the hands too far apart when telling fish stories.

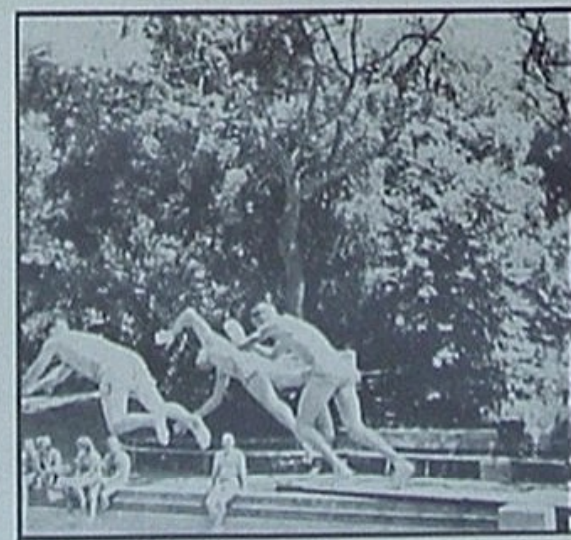
OREAA PICNIC Softball, swimming, horseshoe pitching, games, plain loafing and fancy eating were the order of the day when the Oleum Refinery Employees' Athletic Association recently sponsored its first picnic held since before the



war at Happy Hollow Grounds near Mt. Diablo. A few cars boiled making the steep climb into the park, and a few refiners boiled after exercising in the warm weather; but 500 picnickers drove home happy and well fed.



Earle Fisher's Maintenance Department softball team, with "Muscles" Cordes on the mound, defeated the Shipping Department team, captained by Bill Correia, and won a case of slightly frozen beer



Maltha Refinery

A WEE DRAP O' TRAVEL "Have returned from my most delightful holiday—a vacation in Scotland—and how enjoyable it was to meet my friends again in Bakersfield and Maltha.

"It all began the afternoon of May 26th from the Bakersfield airport. At intervals of only a few hours we were entranced with the air-view of San Francisco at night—winging over the mountains near Cheyenne—changing planes at Chicago—boarding the Scandinavian Airways' "Haakon Viking" at La Guardia Field—dining among the pines at Gander—flying at 9,000 feet over the cloud-hidden Atlantic—and coming down through a heavy overcast at Prestwick, Scotland.

"At the Prestwick airport the rhododendron and tulips were in full bloom and mingled delightfully with the fresh green of the fields, hedges and trees as we drove to my home some 30 miles distant. The roads were in good condition, but seemed narrower than they actually were because of the grass growing to the very edge. Knowing the vagaries of the weather, I was most grateful for three dry days all in a row when I first arrived.

"The first thing I did on arrival was to travel to Dumfries, the County seat, for a ration card. This gave me a weekly allowance of 2 ounces tea, one-half bar soap and a little soap powder, 12 ounces bread and 4 buns, 4 ounces candy, one-half pound meat, 1 to 3 eggs, one-half pound margarine, 1 ounce cooking fat, 2 ounces cheese, 2 ounces bacon, 8 ounces sugar, 2½ pints milk, plus a few points for cereals, fruits and vegetables. The only unrationed things seemed to be potatoes and oatmeal.

"Big busses were in evidence everywhere and excursions were booked for months ahead. I managed to get a three-day Highland tour, with hotel accommodations, meals and everything else, including good weather, all arranged. The people looked better dressed and fed than I expected, and did not grumble about rationing or waiting in line for food. They told me of the bombings and blackouts and how thankful they were that such things were of the past.

"On the return trip I left Prestwick at 2:45 on the morning of July 17th and arrived in Bakersfield at 10:15 a. m., July 18th. The weather was clear all the way and we could see ships on the ocean with white foam stretched out behind them. The forests of Nova Scotia and rivers and towns of the mainland made a pretty picture." — Agnes C. Dougan (Associate Editor, Maltha).

L. A. Refinery



CHARLES BROADED AUTHOR Packed with 250 pages of information, "Essentials of Management," written by Charles Broaded of Los Angeles Refinery, has just been published by Harper and Brothers Company. Charley, a member of the Training Department, had a very good reason for writing this book; to quote him: "There are almost no written works available to the average supervisor which give him complete management techniques other than those based on his technical skill."

Working evenings and weekends for almost four years, Charley covered his subject concretely by telling "How a free enterprise economy functions;" "What management does in operating a business;" and "How good management makes it possible for people to produce efficiently."

Much of the material was obtained while the author was conducting classes in the essentials of management for foremen and supervisors. After each course he would revise and edit his material in an attempt to make it more readily understandable and readable. At the same time he was gathering and compiling data from conferences with supervisors in various industries. Obtainable at most bookstores, the book has been used in the supervisory training program at the Los Angeles Refinery.

TEETOTALERS WERE TOPS With another winter bowling in our direction, it is wisdom to size up the present champs of the Annual Refinery Winter Bowling League and conspire accordingly.

The TEETOTALERS, including Captain "Red" Skonberg, Betty Caplinger, Harry Brandt, Audrey Royce and Bob Caplinger, taught us a good lesson in spares by winning top honors with a margin of five pins. FIRE AND SAFETY of Division 1 took second place, while the PROCESS team of Division 3 romped home in third.

HI - HO SILVER! Twelve equestrians have organized the Trail Club at the Los Angeles Refinery. Plans in-



JESS MARSHALL CADDIES Feeling that a man with 35 years of service is about old enough to take up golf, members of the Fire and

Safety Department presented Jess Marshall, supervisor, with a collapsible aluminum caddy cart. Jess promptly showed his appreciation by shooting an 84.

clude a two-hour ride a week by the members, group tickets to horse shows, and competitive riding. Pete Aguirre and Stan Backlund are in charge of membership.



BERT WOODS TO RETIRE On October 1st, Los Angeles Refinery will lose the services of a Carpenter No. 1 in the person of Bert Woods. Between 1919 and 1925 Bert started with Union Oil three times, quitting twice to try his hand at a business of his own. He has been with us permanently since 1925, serving in the Manufacturing Department and for a short time in Research as a carpenter. When asked what he plans to do, Bert's retort was, "As little as possible."

BY THE WAY A hardy variety of dogs has been found near L. A. Refinery.

Ward Comstock declares that one bit him without apparent ill effect to the dog. A second canine nipped Hooper Linford, who at last report was hot in pursuit to repay the compliment.

"Shiners" (of all things!) appeared in the Chem Lab and Personnel (Of all places!) when Priscilla Cunningham and Addie Nees (Of all people!) recently played softball. A foul tip is quicker than the hand, which is quicker than the eye.

Betty Caplinger is back among us after waltzing at the crossing with a freight train at a cost of one broken foot and twelve stitches.

At the first meeting of their new club, members of Sigma Xi heard Dr. Carl D. Anderson of Caltech, a Nobel prize-winner in physics, deliver an illustrated talk on cosmic rays. The doctor is currently doing high altitude research in a B-29 laboratory.

Among the were-bachelors are George Murphy, Willard Johnson, Frelan Riley and Jim Seal.

Arriving via stork express were daughters for Hank Meiners and John Bills, and sons for Jim Lafferty and Mildred Bull.

Some recent transfers that deserve recognition are those of Harry Poll, Martin Manders, Art Stribley and Paul Foreman to Head Office; Byron Bieldeck from Research to Refinery Process; and Loren Grandy from Pilot Plant to Refinery Process.

MARKETING

Northwest Territory

MARKETERS MIGRATING Several recent appointments in the Marketing Department have resulted in moves for the following:

A. D. Gray is now District Sales Manager for the Portland District, replacing D. P. Hunter who is the new District Sales Manager at San Jose.

R. I. Mahan is now District Sales Manager for the Spokane District.

A. H. Rhode replaced J. E. Boyle as District Sales Manager for the Everett District, Boyle having become Consignee at Puyallup.

W. V. Criddle has taken A. H. Rhode's place as District Sales Manager for the Medford District.

TRI-STATE AIR TOUR Union Oil Company played a leading role in the tri-state air tour recently staged by 102 Oregon flying businessmen. Main purpose of the event was to demonstrate how flying conserves time and reduces the distance between neighboring cities. Along the entire flight the 64 planes were serviced with gas and oil by the Company.

Stanley Barlow, Northwest Territory Aviation Representative, led the parade of business pilots in Union Oil's new Beechcraft Bonanza and carried Mayor Earl Riley of Portland as his passenger.

Taking off from Portland, the group made stops at Yakima, Walla Walla, Pendleton, Baker, LaGrande, Boise, Burns, Medford, Grant's Pass and Eugene before returning home. Elaborate welcoming celebrations were planned at all points, the tour being one of the longest and most unusual ever attempted.



EARLY TO RISE Either getting in very late or rising very early, a Tacoma photographer found these

four Company marketing men refueling at the breakfast table for a heavy sales day. All four were embarking upon new sales assignments. (L-R) Thirteen-year man A. H. Petre is District Manager, Tacoma; sixteen-year man Ed. Dittrich is Resident Manager, Klamath Falls; three-year man James McGee is Resident Manager, Olympia; and thirteen-year man Ray Bontemps is District Manager, Olympia Area.



Central Territory



HAROLD R. MORRISON HONORED Harold R. Morrison, District Purchasing Agent at San Francisco, has been elected to the Board of Directors of the Purchasing Agents' Association of Northern California and was appointed chairman of their program committee.

FOUR IN A ROW AT OAKLAND For the fourth consecutive year employees of the Oakland Marketing Plant were heralded as winners of the National Safety Council's Inter-Fleet Safety Contest, East Bay Petroleum Division. Company vehicles operated 95,453 miles during the contest and held their accident frequency rate to 3.14. The average rate for all participants was 5.37.

Seen receiving the Council's award from Mayor Joseph E. Smith of Oakland is Walt Vollmer (standing left), resident Manager of the Oakland plant.



THE CHAMPS Supplied for the first time in several years with enough rubber, dealers and representatives of the Central Territory engaged in their greatest tire selling campaign to date. Everybody did a great job, surpassing the total estimated sales by \$15,000 and beating the Territory's previous best tire month by \$18,000.

Individual performance winners are shown, right: John B. Sargent (L), lessee at Castro and Market Streets, San Francisco, topped all other dealers with his winning total of 962 points. T. I. Franklin (R), Retail Representative, San Francisco, was credited with money-value sales in the amount of \$14,892, and was given a handsome set of luggage as a first prize.



SANTA ROSA OPENING Prominent in attendance at the "Hollywood style" opening of Fenton's Union Oil station in Santa Rosa were the men who brought the station along from blueprints to a reality. (L-R) Sam A.

Waters, District Sales Manager; E. F. Lake, Santa Rosa consignee; Carl Compton, Retail Representative; M. E. Fenton, lessee; E. A. Berner, Santa Rosa consignee; O. G. Gilbert, District Representative.

LUBRICATION ENGINEERS At a dinner meeting of the American Society of Lubrication Engineers held at the Officers' Club, Treasure Island, San Francisco, Union Oilers were very much in evidence. For instance, at this table we spotted (L-R) Vic Criddle, Sales, Salem, Oregon; J. W. Wilson, Research,

Oleum; Dr. Earl Amott, Research, Oleum; John Fisher, Sales, Oakland; E. B. Lien, Sales, San Francisco; E. H. McLaughlin, Sales, San Francisco; Ralph Martin, Sales, Oakland; Bruce Farrington, California Research; and (R-L) E. J. Eifert, Research, Oleum; J. Hannaman, Associate Engineer, Oleum; Orville Ousdahl, Sales, Oakland; Les Legacy, Sales, Pasadena.



Southwest Territory

DIAMONDITIS With Pat O'Neill and Helen Hobson already embarked upon matrimonial and house-keeping careers; Ruth Anderson wearing the symbolic ring and planning to become Mrs. Gerald O'Neill in January; and Ruth Peyton engaged to David McMillen pending a February 22nd ceremony—the Southwest Territory appears to have been Cupid's favorite haunt during this year's open season.

VIVA! Entering the annual Ramona Pageant at Hemet, California, in costume and in spirit was a colorful Unoco delegation from Riverside, the C. R. MacKenzie family. "Mac" was reportedly fussing with a camera as the charming senora and muchacho struck the accompanying pose.





HAPPY LANDING "I'm proud to fly your colors," says Douglas Shearer, well known Metro Goldwyn Mayer sound engineer, shown here receiving a "7600" wind sock from Jim Armfield, Fallbrook Resident Manager. Mr.

Shearer uses Union products exclusively on his big Rancho Viego at Bonsall, California, and commutes to Hollywood by plane from his private landing strip on the ranch.

FIELD

Southern Division

BERNICE B. STEWART TO RETIRE When we asked Bernice Stewart what she was going to do with her spare retirement time, she replied quickly, "What spare time? Why, I'm just getting warmed up to a good start!"

Bernice has been a switchboard operator at Dominguez and Santa Fe Springs for a good many years. Her cheerful voice will now be used to good advantage in helping to rear two lovely grandchildren.



FRED M. WOODARD TO RETIRE With the arrival of September 30th, Fred M. Woodard will condition himself for retirement by first enjoying his 40th year vacation of 30 days. He will plan his future activities after deciding how the sample tastes.

Fred was first employed by the Company as a tool dresser on cable tools at Orcutt. In 1922 he was transferred to the Orange Division (now the Brea-Richfield District), and drilled in the various fields of the Southern Division until 1931, when he transferred to Production. He has worked continually in the latter department as wellpuller, head wellpuller and for the last several years as field operator.

Valley Division



SERVICE RECOGNITION Valley Division twenty-five year men and their families were guests at a barbecue held recently at Taft. Chefs H. W. Martin and W. P. Knick were credited with a beef-and-beans concoction that only a smack of the lips can describe. Pictured are (L-R) S. A. McClucas, F. D. Morris, L. W. Hutchason, H. C. Kinkade, W. H. Lockwood, I. S. Weaver, C. W. Paulson, H. F. Barnes, and J. M. Lenninger, who all together have compiled 185 Union Oil years.

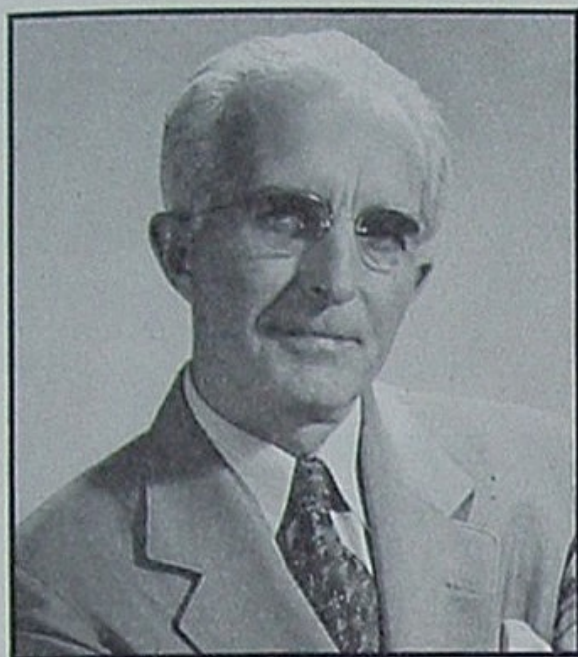
Coast Division

POSTMAN'S HOLIDAY McClellan Hamilton, Assistant Production Foreman in charge of special well repair in the Coast Division, couldn't resist a vacation peep at some oil wells in Thansford, Ontario, Canada.

"Mac" found the working crews reluctant to talk; but he came home with the statistical bacon regardless. These Canadian wells range in depth from 16 to 400 feet and produce an oil of about 34-gravity. Compared with U. S. methods, operations there seemed very crude. Central power plants operate groups of wells by the "jack-plant" system, and most hook-ups are fashioned from native timber, roughly finished. Drilling is all done by cable tools.



HEAD OFFICE



A "300" FOR CHARLEY POLLOCK When Charley Pollock arrived at his Head Office Purchasing Department desk on a Monday morning his knees were still quaking a bit from the effects of the previous Saturday afternoon. On that great day, after 15 years of trying, he reached the summit of bowling perfection by rolling a perfect "300". Of his 12 successive strikes only one missed the "one-three" pocket. His eleventh was a little high on the Brooklyn side, but not a single pin managed to weather the assault. Sign him up!

HAY! EH? Thirty years ago we'd have been regarded a little "tetched" in the head to suggest riding a hayrack for fun. But times, places and people have changed. Out toward Beverly Hills it's now considered a top-flight amusement to lounge on a few blades of

MARINE DEPARTMENT

RADAR CLICKS Navigation of the VICTOR H. KELLY through a field of icebergs in Icy Straits, Alaska, was a feat accomplished recently by Captain T. R. Fischer by the use of radar.

While enroute from Whittier to Juneau, the tanker entered Icy Straits in the evening. Shortly after dark the KELLY was abreast of Glacier Bay, and a field of icebergs appeared on the radar screen. With several of the icebergs floating exactly on the ship's course, it was necessary to change direction many times.

Captain Fischer, depending entirely upon the eyes of the radar screen, brought the KELLY safely into Juneau with a saving of twelve hours. All of Union Oil's sea-going tankships are now equipped with radar equipment.

CAPT. LISHMAN GUEST SPEAKER Captain L. L. Lishman, Port Captain, was a guest speaker at the graduation exercises of the California Maritime Academy at Vallejo, California, on August 30. His address, "WELCOME TO THE SHIPPING WORLD," brought out to the graduating class its responsibilities in the greatest merchant marine in the world.

After the exercises, Commodore Norman L. Queen, Supervisor States Maritime Academies, Washington, D. C., asked for a copy of Captain Lishman's address for the further use of the Academies.

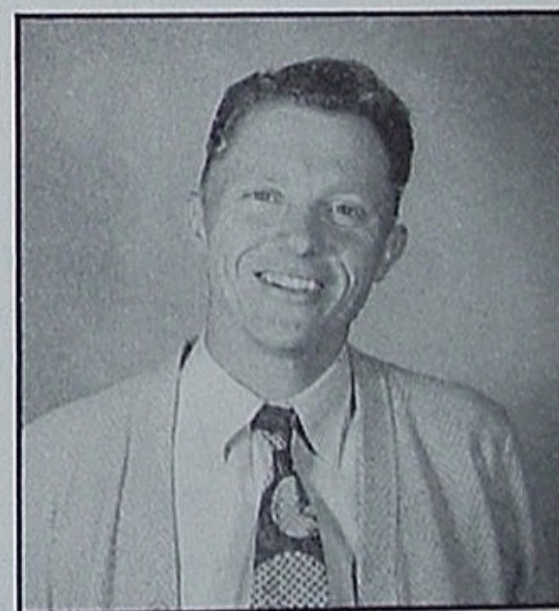
"timothy" while a team of Hollywood mustangs provides the horsepower. Seen on this hayride party were (L-R) Lillian and J. C. Regan, Ruby and Hal Payton, Gerry Lucas, Gloria Henricks and Marguerite Bridgland, members or guests of Head Office Girls' Club.



GLACIER DIVISION



PAUL K. NOLAND HEADS CIVITANS Paul K. Noland was recently elected president of the Great Falls Civitan Club, a service organization whose principal civic project is the handling of Christmas Seal sales in Cascade County. Formerly in Comptrollers at Santa Fe Springs and Head Office, Noland is now Assistant Division Accountant at Great Falls.



MONTANA IRON MAN Meet Jim Ritter of the Glacier Division, who perhaps holds more athletic championships than any other man in Montana. At the State Handball Tournament held in Great Falls, Jim won first place in the singles competition and teamed with Harry Wallace to win the doubles championship.

Later in the State Swimming Meet held at Great Falls, he was first in the 50-yard dash, 3rd in the 50-yard backstroke, and a member of the winning 200-yard relay team.



Mike Collett
Editor

Margaret Burnell
Assistant Editor

Associate Editors:

FIELD

W. P. Geissinger	Valley
Al Luttrell	Coast
Lloyd Kinney	Southern
H. L. Stuckey, Jr.	Texas-Gulf

MANUFACTURING

C. R. Fitzgerald	Oleum
Agnes Dougan	Maltha
Gale Peterson	L.A.

MARKETING

Gudrun M. Larsen	Northwest
Evertt Smith	Central
Ruth Anderson	Southwest

GLACIER DIVISION

Eva Searing	Great Falls
Barbara Wilson	Cut Bank

HEAD OFFICE

Ray Teal **Los Angeles**

ON TOUR is published monthly in the interests of employees of Union Oil Company of California. Employee contributions of pictures, news reports and suggestions are invited. Address communications to the Editor, 617 West 7th Street, Los Angeles 14, California.

MEET THE MANAGEMENT, Cont.

(Continued from Page 12)

Was made assistant shop foreman in 1922; shop foreman in 1924; superintendent of shop in 1929; and general superintendent of Field Department mechanical equipment in 1937 . . . Rejoined the U.S. Navy in 1942, serving until 1945 and rising to the rank of Commander . . . Returned to the Company in 1945 as superintendent, Ventura District.

C. D. GARD
Process Engineer

. . . Born May 1, 1892, in New Burlington, Ohio . . . Educated at Xenia High School, Xenia, Ohio, University of Dayton, University of Southern California . . . Worked on several electrical construction projects and for Southern California Edison Company . . . Joined Union Oil Company January 21, 1921, taking charge of an experimental absorption plant at Brea for two years. Subsequently served as Gas Department engineer at Santa Fe Springs for four years, at Los Angeles for three years, and again at Santa Fe Springs for nine years. Was appointed superintendent of gasoline operation at Santa Fe Springs for two years, and for the last six years has been process engineer . . . Has many plant developments and designs to his credit. Is also at present a director and executive committee member of the California Natural Gasoline Association.

STANLEY G. WISSLER
Chief Paleontologist

. . . Born March 31, 1900, in New York City . . . Educated at Trinity and Horace Mann Schools in New York, Earlham College in Richmond, Indiana, and Columbia University, New York . . . While doing post-graduate work at Columbia, was an assistant instructor of paleontology at that university . . . Joined Union Oil Company January 1, 1925, as a supervisor in the Research Department at Wilmington. When the Paleontology Laboratory was built at Dominguez in 1930, Mr. Wissler was transferred there with the Geological Department and began the first paleontological work for the Company. Assignments have taken him through Mexico, Florida, Louisiana and Texas . . . He is a research associate of the American Museum of Natural History in New York City.



SERVICE BIRTHDAY AWARDS

SEPTEMBER 1947

Forty Years

DelMonte, Michael L., Oleum Refinery Mfg.

Thirty-Five Years

McMasters, Henry C., So. Div. Purch.
Ransom, Clarence E., Southwest Territory
Rector, James C., Valley Div. Field
Whitten, Eugene A., So. Div. Field

Thirty Years

Brunk, Chas. C., Head Office Credit
Doss, Ashley V., So. Div. Pipe Line
Hatfield, Ray T., So. Div. Field
Moseley, Chas. T., So. Div. Field
Smith, Walter V., No. Div. Pipe Line

Twenty-Five Years

Chavira, Santiago, L. A. Refinery Mfg.

Connolly, Coleman, Oleum Refinery Mfg.
Forbes, Frank W., So. Div. Field
Gomez, Jose, Oleum Refinery Mfg.
King, Robert A., So. Div. Field
Leonard, Anna H., Head Office Compt.
Masonheimer, Wm. H., So. Div. Field
Orens, Wm. H., So. Div. Pipe Line
Reynolds, Cecil C., Northwest Territory
Reynolds, Frank A., Central Territory
Robero, Anthony J., Oleum Refinery Mfg.

Twenty Years

Amlinger, Lee W., L. A. Refinery Mfg.
Atwill, Edward R., Head Office Exp.
Bescos, Frank I., Head Office Compt.
Ely, W. Allen, Head Office Compt.
Ethridge, Paul E., Southwest Territory
Grove, Clark D., Oleum Refinery Mfg.
Hall, Richard E., Research-Wilmington
Johnsten, Herbert F., L. A. Refinery Mfg.

Santos, Joseph F., Oleum Refinery Mfg.
Timmsen, Edith O., Southwest Territory
Warren, James C., Research-Wilmington
Willemetz, Oscar, Oleum Refinery Mfg.

Fifteen Years

Collins, Harrie R Jr., Northwest Territory
Higgins, George F., Cut Bank, Montana
Mankins, Elmer H., Coast Div. Field

Ten Years

Adolphson, Albert D., Great Falls, Montana
Combs, Chas. N. Jr., Central Territory
Gibbons, Gerald M., Central America
Gundy, Howard J., Southwest Territory
Gyllberg, Carl H., Marine—Wilmington
Kendall, Edward Jr., Southwest Territory
Krieger, John B., Oleum Refinery Mfg.
Reaugh, Myrl A., Head Office Mfg.
Varnau, Elmon S., Oleum Refinery Mfg.

ABOARD

(Continued from Page 7)

complain of uneasiness. Before the night was over, all but four of us were casualties (sea sick).

"Our best runs were the first day out, when we logged 203 miles, 30 of them dead to windward; the second day, when we logged 217 miles; and the last half-day, during which we averaged better than 9 knots. Our other daily runs ranged from 136 miles, our worst, to 198 miles.

"The trip was without unusual incident. Our only real casualty occurred when the spinnaker halyard parted at the block and we lost the big nylon spinnaker. We had a sewing machine along and with it Kenney practically renewed the foot of an old cotton spinnaker.

"As you know, we worked six hours on and six hours off, five men to a watch. At 8:30 each morning I used the radio telephone to trade positions with Dick Rheem on the MORNING STAR. Our reception of each other was good. The first thing in the morning everyone comes on deck, throws a bucket over the side, and sloshes his hands and face in the salt water. It is not so bad brushing your teeth in salt water—we all got quite used to that—but salt water on the face isn't the same as fresh water.

"I don't think we could have had eleven more compatible, friendly fellows. Howard was by far our best helmsman and has a marvelous disposition. Ed Valentine proved again to be an excellent navigator and good fellow. Kenney Watts, grand company and a tower of strength as sail master, was able to anticipate failures

and change sails in advance of serious trouble. Bob Carlson, was good company and very handy at making small repairs. Stan Natcher's physical strength and pleasant disposition were definite assets to our success. The assistant sail master was Harry Bourgeois, an engineer from Los Angeles Refinery, a good boy and a marvelous sailor. Roy Bayly did a grand job as cook's "striker." In fact, every man aboard did his part superbly.

"It seems that I am destined to finish ocean races at night. This being my fifth important race, I thought I could break the jinx. But we finished at 1:52 a.m., Thursday the 17th, a most inconvenient hour to expect your friends to meet you. It was a thrill to come across the finish line, which was lighted by searchlights on Diamond Head and a red-lighted buoy marking the reef. Whistles, sirens and cheers filled the night and somebody said we were the first boat in. We dropped our sails and were towed inside the reef.

"The Honolulu people have done just a marvelous job in receiving the boats. It is practically a round-the-clock job for many days and really becomes a chore after the first few days of peak excitement. Despite the hour of our arrival, the President himself could not have received a finer welcome. I am satisfied that this race from start to finish is the grandest yachting spectacle in the world.

"The CHUBASCO is now being reprovisioned for the return trip. Seven of us plan to sail her home starting the morning of the 31st. With kindest regards."

Bill

THE COVER

"On Tour" somewhere along the oil coast of Louisiana are these swamp-going drilling and boiler barges. Designed by Company engineers, they combine conventional features with several Union Oil improvements. When the well is completed, the equipment is floated and towed to a new location.

IN MEMORIAM

July-August 1947

Morgan H. Raines
Rene Wickeren
Chris Stamm

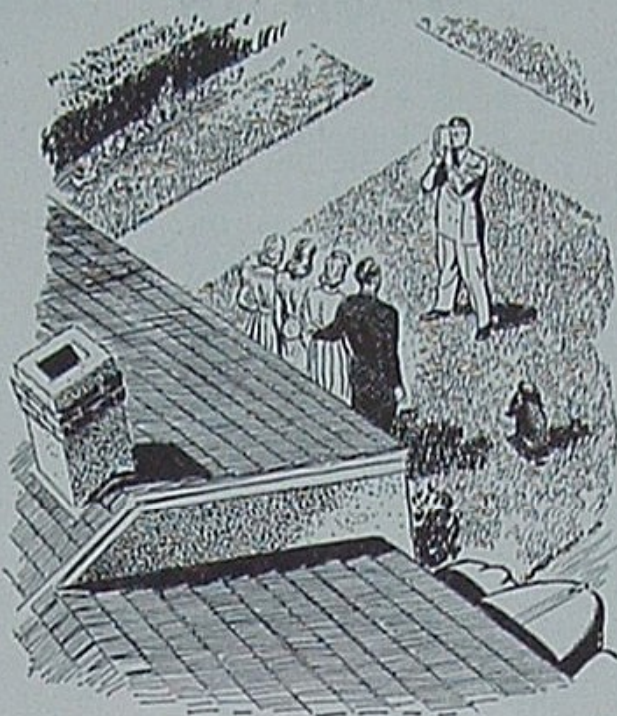
L. A. Refinery
So. Divn. Field
Oleum Refinery



The story of John Czarniecki



1. In 1902, at the age of 15, John Czarniecki immigrated to the United States from Poland. In 1911 he came west to Seattle and went to work as a teamster for Union Oil Company. Today, 36 years later, he is still working for Union Oil as a maintenance mechanic for the Seattle truck fleet.



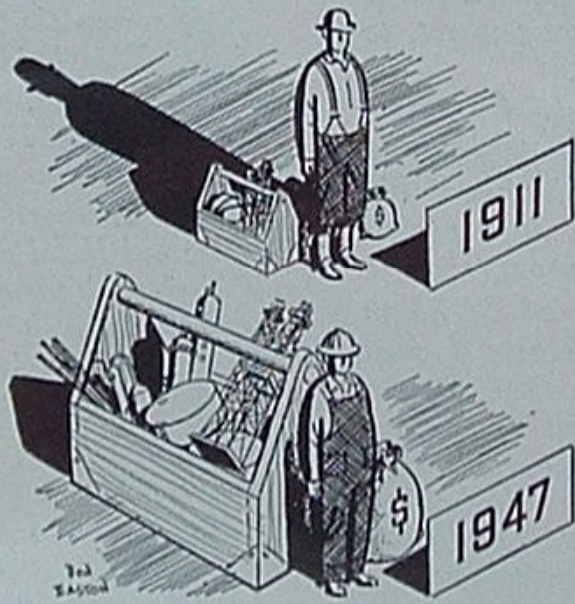
2. During that 36 years Mr. and Mrs. Czarniecki have raised a son and three daughters—two of whom are still living. The son, a graduate mechanical engineer from the University of Washington, is supervisor of production at a motor factory in Seattle. The two daughters are married. The Czarnieckis own a new 5-room home in Seattle and drive a 1940 Nash.



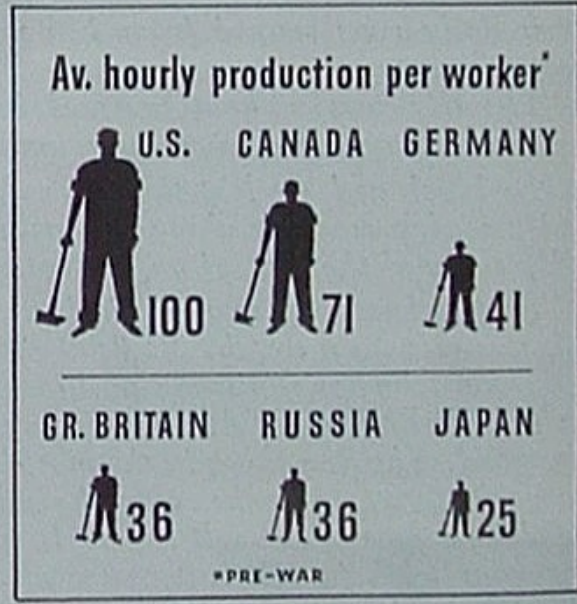
3. John Czarniecki gave us permission to tell his story in order to drive home one fact. He didn't become president of Union Oil Company. (In fact, the job he holds today is comparable to the one he held in 1911.) Neither did he go into business for himself. He simply went to work.



4. But our American economic system offered him greater opportunity for *productive* work than he could have found anywhere else in the world. Work by itself means nothing. Only work that *produces* something—which a man can exchange for the things he needs—is of any value. Consequently, the more a man can *produce* with an hour's work, the higher his standard of living.



5. During the 36 years that John Czarniecki worked for Union Oil, his capacity to *produce* increased steadily. For during that time, the Company increased the tools-per-employee threefold. Consequently, production-per-employee went up. And, as a result, John Czarniecki has more than tripled his take-home pay. He makes 7 times as much per hour today as he did in 1911 and he works less than half as many hours—40 instead of 84.



6. In other words, we all can't be presidents and we all can't go into business for ourselves. But the American economic system is still just as *important* to all of us. For each man's standard of living depends directly on what he can produce. And our American system has so encouraged the introduction of new tools and new techniques that, year after year, the average American has been able to produce more and more and thereby continue to improve his standard of living.

UNION OIL COMPANY OF CALIFORNIA

INCORPORATED IN CALIFORNIA, OCTOBER 17, 1890

This series, sponsored by the people of Union Oil Company, is dedicated to a discussion of how and why American business functions. We hope you'll feel free to send in any suggestions or criticisms you have to offer. Write: The President, Union Oil Company, Union Oil Building, Los Angeles 14, California.

AMERICA'S FIFTH FREEDOM IS FREE ENTERPRISE