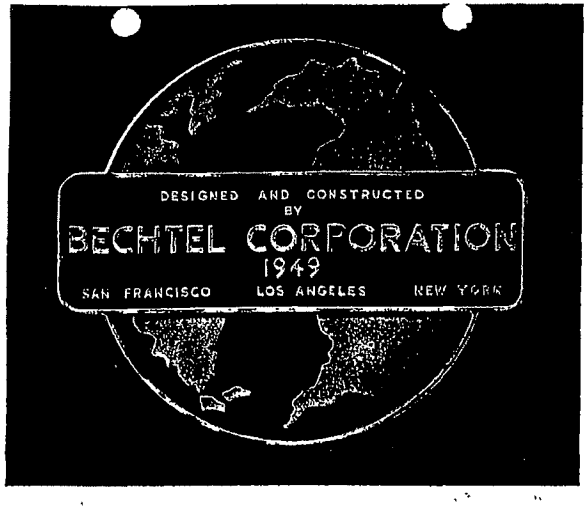
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May 1950



NOW AND DURING THE RECENT PAST it has been our privilege to serve as Engineers-Constructors for a distinguished group of industrial leaders, among them:

BETHLEHEM PACIFIC COAST STEEL CORPORATION • CONSOLIDATED WESTERN STEEL CORPORATION
CONTINENTAL OIL COMPANY • GENERAL MILLS, INC. • GENERAL PETROLEUM CORPORATION
HERCULES POWDER COMPANY • LEVER BROTHERS COMPANY • OWENS-CORNING FIBERGLAS CORPORATION
PACIFIC GAS AND ELECTRIC COMPANY • REVERE COPPER & BRASS INCORPORATED
SHELL CHEMICAL CORPORATION • SOCONY-VACUUM OIL COMPANY, INC.
SOUTHERN CALIFORNIA EDISON COMPANY • THE STANDARD OIL COMPANY OF CALIFORNIA
TENNESSEE GAS TRANSMISSION COMPANY • UNITED STATES BUREAU OF MINES
UTAH POWER & LIGHT COMPANY • THE WESTERN PACIFIC RAILROAD COMPANY

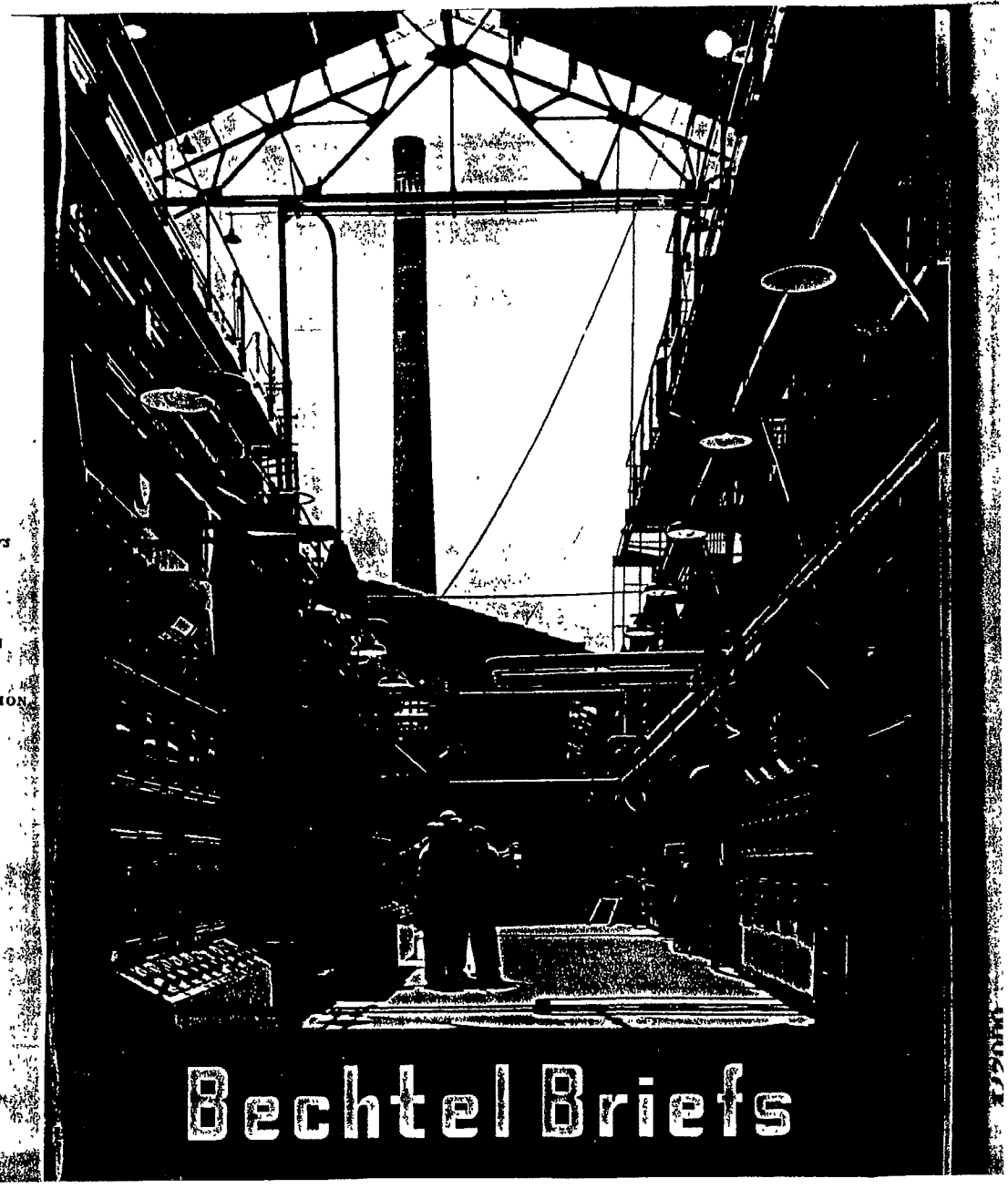
THE GOVERNMENT OF SAUDI ARABIA
ARABIAN AMERICAN OIL COMPANY • BAHREIN PETROLEUM COMPANY, LTD.
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TRANS-ARABIAN PIPE LINE COMPANY • UNITED STATES ARMY ENGINEERS

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Associate Organizations

BECHTEL INTERNATIONAL CORPORATION • INTERNATIONAL BECHTEL, INC.
CANADIAN BECHTEL, LTD. • COMPAÑIA BECHTEL, S. A.



Bechtel Briefs

A BUILDER & HIS FAMILY

By ROBERT L. INGRAM

CHAPTER TEN

1937: Bechtel-McCone-Parsons Corporation

In 1937 the new company was formed, Bechtel-McCone-Parsons Corporation, with headquarters in Los Angeles. Ralph M. Parsons was brought in, with a specialized technical staff drawn from an earlier Chicago organization. BMP became a rare entity in business annals, an assured success. Two contracts were waiting to go on its books, and more followed quickly—showing the oil industry's confidence in these men engaging in, for them, wholly new type of endeavor.

Emphasis on engineering

BMP was big and mature right from its opening day of business. Its formation brought a new facility to the west, completely self contained, able to design, engineer, procure equipment and materials, and build the complex processing structures of petroleum refining and industrial chemistry. From the standpoint of the Bechtel development, BMP marks the beginning of its primary concern with engineering on a large scale, which would grow to include staff specialists in all main divisions of the science of petroleum.

Hydrogenation at Richmond, Refinery job No. 1

Warren Bechtel said it used to be an education to watch Dad sell. "He did it simply and sincerely—with a lot of persuasion. But he didn't seem to be selling at all. Steve had the same knack, and the advantage of many more kinds of work behind him and wider contacts." Steve called on his sales ability now, at the Standard Oil Company of California's offices. He wanted to build Standard's new hydrogenation plant at the Richmond refinery. He was so sure he was right, so sure the petroleum industry needed a complete refinery engineering and construction facility in the west, that he told Standard "we'll go to Richmond and do the job for nothing!" That kind of assurance was catching, particularly when it came from a man who did what he said—as the oil company officials had occasion to know from his pipe-line work. It was a big step, on other than a routine type of refinery, but Standard gave him the contract.

A fast start: five plants in two years

Construction of the hydrogenation plant began in the summer of 1937 and was completed the following January. Meanwhile, by November, Standard had seen enough on the first job to place its second refinery contract, this for a duo-sol plant at Richmond. In April, 1938, Glacier Production Company ordered engineering and construction of a complete refinery at Cut Bank, Montana. In July, Union Oil Company awarded year old BMP the engineering and construction contract for its new solvent treating plant at Oleum. Then Hercules Powder Co. selected the firm to build an ammonia plant at Hercules, California. Here was a new field with problems closely related to petroleum processing—industrial chemistry. Not yet two years old, BMP already had behind it the successful record of five plants under way or completed, no two alike. Refineries and chemical plants are that way—even two plants utilizing the same basic process will differ materially. That's one reason why this class of work is a stiff test of engineering and construction ability.

The men of B M P

Several men occupying responsible positions in the present Bechtel organizations were prominent in BMP's operations. Heinie Handmarsh, who had known Dad Bechtel and the boys for so many years, joined W. A. Bechtel Co. to help out after Dad passed away. When BMP was formed he switched over to take charge of all construction. Heinie's career shows the wide range of work that can be covered successfully by a really well-grounded man. Twenty-four years of railroad engineering for the Southern Pacific, plus shipbuilding and various types of heavy construction were in the kit of experience he brought to BMP. On top of this he was an executive having labor's confidence and respect. In the field of labor politics and labor negotiations he carried on the enlightened policies Dad Bechtel initiated, and adapted them to the vastly greater requirements of the later activities. He also brought a large following of superintendents, foremen and mechanics, which gave the new firm an excellent reservoir of skilled manpower right at the outset.

Another experienced man who joined in May of 1937 was Perry Yates. He worked closely with Handmarsh as the coordinator between engineering, purchasing and construction. Perry has come into this narrative before—as a "neighbor" when Bowman Dam was being built by Warren Bechtel in 1926, and as a Six Companies field engineer at Hoover and Parker Dams. But prior to his employment by BMP he also had acquired specialized experience in the firm's kind of work—with Shell Oil Company as an engineer in the construction of oil refineries.



Laura Bechtel launched a pier caisson named in her husband's honor during construction of the San Francisco-Oakland Bay Bridge.

To the new from the older Bechtel firm came Earl F. English, a senior executive who had seen extensive service with public utilities, east and west. He had been Executive Vice President of Pacific Public Service Corporation; understood both management and engineering, and had a background that enabled him to undertake a variety of important assignments for the Bechtel interests.

Team strength grew

John C. Byrne was another early arrival. As an executive of Consolidated Steel Corporation, John McCone had watched the rise of this young M. I. T. graduate from laborer to estimator. "Excellent judgment on costs and job production," was McCone's comment based on nine years of observation. In December, 1937, John Byrne came to BMP and was put in charge of estimating, schedule making and cost control.

All of these men were with the new company as it ended its first year. More key people were added in the following years. Jerome K. Doolan, a Stanford-trained engineer seasoned by eighteen years of engineering and management, joined in August, 1940, and took over project management of the shipyard built for Consolidated Steel Corporation at Orange, Texas. Ed Dorresteyn, who had been made Sales Engineer the preceding December, followed Perry Yates to Missouri on munitions plant construction and then opened BMP's San Francisco office as Manager. His business life had been devoted entirely to refinery and chemical installations, so he was right at home in this class of work. And George E. Walling was brought in when the pressure of wartime responsibilities required an outstanding man to direct the accounting operation. He was one of nationally-recognized Lybrand, Ross Bros. & Montgomery's aces.



John A. McCone and Stephen D. Bechtel.

Until 1937, when Bechtel-McCone-Parsons Corporation was formed there had been just the one Bechtel business, evolving from Dad's contracting activities. Now there were two, cleanly divided according to function—W. A. Bechtel Co., engaged in heavy construction, and the Bechtel-McCone firm specializing in engineering and construction of processing plants, principally refineries.

1938: Pipeline and railroad construction

When BMP, Arthena-like, was springing full-grown into the world of refinery engineering, WABCo continued to build pipe lines and railroads. During 1938 two lines were laid in the high country, across the plateaus of Wyoming and down through the canyons into Utah. Somastic Pipe Coating crews, operating from a railhead plant, applied coating to a large part of the Mountain Fuel Supply Company's line into Coalville, Utah. Pipe line owners discovered that lasting protection against corrosion was a good investment at the top of the continent as well as in the tidal areas where Somastic previously had found its best market. Farther east, Bechtel pipe-liners under George S. Colley, Jr., put in a line for Continental Oil Co., from Lusk, Wyoming to Cheyenne. And in the Los Angeles basin more lines were woven into the network already there—for Hancock, Richfield, Shell, and the Southern California Gas Co. Warren Bechtel continued to oversee the Company's services to the Western Pacific, building tunnels, sidings and culverts. These were the principal heavy construction contracts of 1938.

1939: Preparations for foreign service

The two years, 1939 and 1940, brought the next important development. With "operations normal" for W. A. Bechtel Co. in heavy construction and young BMP running as smoothly as its new Richmond hydrogenation plant, Steve Bechtel prepared to gear up for service on a global scale. Enthusiastic about future possibilities but making sure of his ground, he set about laying a foundation that soon would enable him to say: "We will build anything any place, any time."

One of his best moves was to bring Van W. Rosendahl into the Bechtel fold. Another was to talk with William V. McMenimen, President of Raymond Concrete Pile Company, ex-partner on the Bay Bridge job, and with pipeliner Hal Price and other friends.

EDITOR'S NOTE

Bechtel Briefs is privileged to present in a series of installments "A Builder and His Family," written and copyrighted by Robert L. Ingram.



Once again illustrating the value of working together—Six Companies men at Cathedral John McCone, Steve Bechtel, Jack McEachern, Harry Morrison, Gil Stanley, John

000274

A BUILDER & HIS FAMILY

CHAPTER TWELVE

By ROBERT L. INGRAM

The chain of circumstances went something like this. Earl Fisher aroused Steve's interest, after that the Bechtels and John McCone made a study of the shipbuilding industry, from which they concluded that "shipbuilding seemed about to become a big volume business, and therefore was a real possibilty for our kind of operations." They were thinking groupwise. Steve succeeded in interesting Henry Kaiser and Charlie Shea of Six Companies, and this had the effect of getting some of the others to look into the matter. One of these associates was J. A. "Jack" McEachern, up from pile driver to head man of Seattle's General Construction Co. Through his friend, Jim Lamont of Todd Seattle Dry Docks, Inc., group members met John D. Reilly, President of Todd Shipyards Corp., in New York. Reilly, in turn, had a tie-up with William S. Newell of Bath Iron Works, in Maine.

"... a bunch that never built a ship..."

Exactly how this combination worked out is a detail outside the scope of this report, but in September, 1939, when the Maritime Commission called for bids on five C-1 cargo ships under the Government's long range program, the western group and Todd formed the Seattle-Tacoma Shipbuilding Corp., and were the successful bidders. Then, when the British Purchasing Commission inquired of U. S. Maritime's Vice Chairman, Admiral Howard L. Vickery, concerning shipbuilding facilities for sixty ships, he told them "there's a bunch out on the west coast that never built a ship but they think they can do a job for you." After conferences between the British representatives and the group the sixty-ship order was placed. Thirty were to be built on each coast. Bath came in for the eastern end, and Richmond, California, was set up as the Pacific Coast base of operations.

Earth-movers to shipbuilders

Next came the start of the American wartime cargo fleet, and further talks with Admiral Vickery. Thereafter things happened fast. In summary: BMP sponsored and built a Naval Shipyard for Consolidated Steel Corporation at Orange, Texas; the group under various sponsors built and operated the nine-ways Todd-Houston yard in Texas, a seven-way yard and another six-ways yard in Maine, the eighteen-ways in Seattle-Tacoma Shipyard, the nineteen-ways Richmond facilities, and the eleven-ways Oregon Shipyard at Portland. Todd Shipyards, sponsored some of the yards, Bath Iron Works some, the Kaiser interests some, the Bechtel interests some, and General Construction Co. acted as co-sponsor of the Seattle-Tacoma yard.

This represented a big part of the war shipbuilding accomplishment and the first time in U. S. history when the west outbuilt the eastern shipyards. Two Bechtel-sponsored yards delivered five hundred and seventy ships—cargo, transports and tankers—in addition to the hundreds built at other group yards. To these operations was added, in conjunction with an old Bay Bridge partner, Missouri Valley Bridge and Iron Co., a ten-ways yard for Navy LSTs at Evansville, Indiana.

The group's two big Pacific Coast yards, designed, built and operated by Bechtel interests, invite special attention, because they became important to the growth and integration of the present Bechtel organization and a testing ground for some of its key personnel. Individual group holdings in the various yards were simplified by adjustments in the partnerships made during the shipbuilding program, which brought about closer control by the Bechtels at California Shipbuilding Corporation's Wilmington operation, and at Marinship in Sausalito.

1941: California Shipbuilding Corporation

Of the two, Calship came into the world first. Its natal day was January 11, 1941, when the Maritime Commission awarded the first facilities contract. Ground was broken three days later and after that the lusty newcomer grew fast in its big crib out on Terminal Island in Los Angeles Harbor. Bechtel-McCone's engineers designed the yard and it was built, sponsored and managed by Bechtel-McCone. All this sounds coldly factual; actually, although Calship was a much bigger undertaking than any of Dad Bechtel's railroad jobs of twenty years before, it soon took on the familiar look of people working together in the pattern of cooperation set up in the Northwestern Pacific camps.

Calship's line-up

Steve became Calship's President, then Board Chairman when John McCone actively took over direction of operations as President. Kenneth Bechtel served as Secretary, and later as Vice President. Bill Waste and George Colley were the first two to go on the new payroll. Bill as Administrative Manager opened shop and started hiring on New Year's Day, a week and a half ahead of contract conclusion. George got under way fast with the big construction job, and stayed until April when he shipped off to Cavite on the Navy's construction program in the Philippines. His shoes at Calship proved a good fit for J. S. "Jap" Connell who stepped in as construction chief, the same "Jap" who now heads Bechtel Corporation's Somastic Pipe Coating Division. When the pressure got really heavy, Heinie Hindmarsh loaned them Harry Benner, his General Construction Superintendent on refinery work.

Jerry Doolan was slated for the post of General Manager, and as soon as Consolidated Steel's shipyard in Texas was completed he returned to California and these duties. Jim Warfield had been hired by Bill Waste as Assistant Administrator. When he went north to help Ken Bechtel start Marinship, Warfield moved up to Bill's former spot. Quite a while later Jerry Doolan also left the yard to take on the problems of building refineries in the Netherlands West Indies and the Middle East, and then Jim Warfield was made Calship's General Manager. John Byrne and Jerry Komes on the Operating Committee; Pat Ryan the Chief Engineer; J. S. "Jumpy" Sides the Production Manager; and several others who continued with Bechtel-McCone carried the brunt of the load. Group partners who were Board members included Felix Kahn, Treasurer, Les Corey of Utah Construction, Henry J. Kaiser and his son Edgar, Jack McEachern of General Construction Co., Harry Morrison, Gorrill Swigert and Gilbert Shea. Calship's Board looked like a Six Companies reunion.

Three months after the first shovel of dirt was turned for the new yard, the keel for Marinship's Hull Number One, the "William A. Richardson" was laid. (L. to R.): S. D. Bechtel, President of W. A. Bechtel Co. and Vice-President of Marinship; Ray Hamilton, Production Manager; Carl Flesher, Regional Director of the U. S. Maritime Commission, K. K. Bechtel, President of Marinship, and W. E. Waste, General Manager.



JULY 9 1942



JULY 9, 1943



Top photograph dated July, 1942, shows Yard under construction after the Maritime Commission awarded W. A. Bechtel Company the contract to "Build the Yard in the shortest time possible." Above photograph shows the Yard one year later, July 1943. The Bechtels can perform miracles in construction work.

Ships enough to bridge the English Channel

Altogether, at peak employment this shipyard was a community of 42,000 souls, a population about equal to every man, woman and child in the city of San Bernardino, California. Its first block of three hundred six Liberty Ships placed end to end might have made a bridge twenty-eight miles across the English Channel for Eisenhower's invading armies. Thirty-four ships were in process of construction simultaneously, ten in the pre-fabrication and sub-assembly lines, fourteen on the ways, and ten at the outfitting berths. On one well-remembered day four ships were delivered. More revealing is the over-all average of sixty-five hours between deliveries. Total production was four hundred sixty-seven ships—Liberty, EC-2 tankers, AP-2 and AP-3 Victorys, and transports.

Twenty per cent of the Calshippers were women and less than ten per cent of all workers had ever been employed in a shipyard. Yet these greenhorns helped management achieve savings in man-hours-per-ship up to seventy-five per cent. No wonder John McCone could say in Washington in September of 1946 that "Those responsible for Calship are proud of its record.

"Year after year," he continued, "operating three shifts a day, seven days a week, we produced ships in unprecedented numbers and at low cost. In doing so the stockholders placed in the service of the yard a vast number of executives, engineers, superintendents and workmen, all of whom represented the real assets and resources of this Western group. The skill and ability of those men and their sincerity of purpose in serving the country's need produced the ships without which the war would have been lost." It was plain that top management knew where credit belonged, and proudly pointed it out.

The two Bechtel-operated war shipbuilding ventures were active for four years and ten months, and for three years and eight months, respectively. Calship delivered its final ship on October 27, 1945, and Marinship two days later. The through-put of the two yards came to well over a billion dollars; one hundred nineteen millions by Calship, almost two hundred millions by Marinship. These were sobering figures, for to spend so much money that fast, and intelligently, was a tremendous responsibility indeed. The payrolls in millions were equivalent to starting a new major construction project every week.

1942: Marinship

Because there were other war tasks for the Bechtels and the group, and because it is convenient to sacrifice chronological sequences in favor of facing each undertaking through from start to finish, the shipyards are sketched at this point. Accordingly the story moves back to March 2, 1942, and San Francisco, the genesis of Marinship.

On that day the Bechtel office received a telegram from Admiral Emory S. Land, Chairman, U. S. Maritime Commission. Briefly, it invited a proposal to initiate a new yard, stating in part, "Your proposal should include a schedule of deliveries bearing in mind that the maximum number of completed ships is desired prior to December 31, 1942." ... this in March of that year! "We are now relying on you," the Admiral wired, "in the interests of this emergency to contribute your individual organizations. ... The emergency demands all within your [illegible] to give your country ships. Please advise in wire the date we may expect your submission at this office."

Steve, Warren, and Kenneth Bechtel, and John McCone talked together by telephone. They already were loaded with other work. But they realized, as Kenneth later wrote, "that Admiral Land would not have sent out his plea to us unless we really were needed. We decided that if this yard was to go forward I should sponsor it."

Site selection

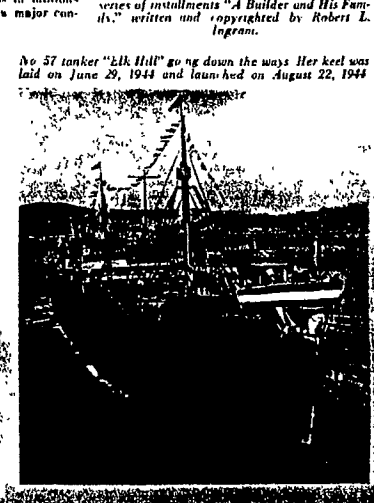
Of the available sites on San Francisco Bay, Marin County offered the least congestion. That night Ken talked with three friends to discuss possible locations; the next morning with Harry Allen, Ted Panton and Fred Boole he covered every possibility. Within a few hours they found a suitable piece on the Marin County shore near Sausalito, and started negotiations for a lease. A familiar name reappears, for the selected site consisted largely of early client Northwestern Pacific's property, now owned by another old customer, the Southern Pacific.

One week after the telegram came, preliminary studies were handed to Admiral Vickery in Washington—history repeating again, for it was exactly one week from contract to the arrival of the advance force at the Hoover Dam site. So, on March 12, 1942, a Maritime Commission contract was awarded, stipulating among other things, that the yard be built "in the shortest time possible." Calship had made a good record—from ground breaking to first launching in less than eight months. Marin shaved it by almost two full months when hull Number One, the SS *William A. Richardson*, slid down the ways on September 26th. In fulfillment of Admiral Land's original request, six Liberty ships were afloat in the ninety-five days remaining before 1942 came to an end, with the seventh coming along on January 3rd.

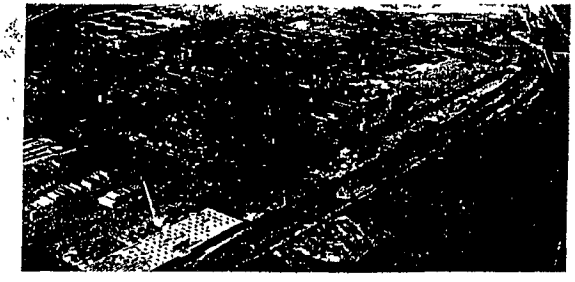
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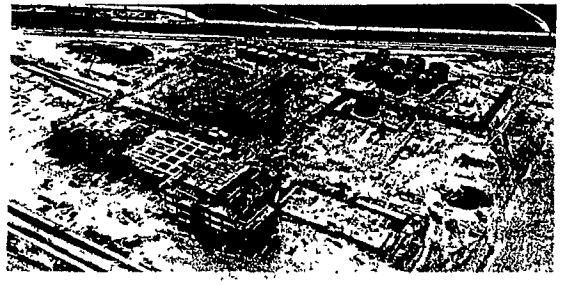
No. 57 tanker "Elk Hill" going down the ways. Her keel was laid on June 29, 1944 and launched on August 22, 1944.



PROGRESS—65 DAYS AND NO OVERTIME



Only 65 days ago the Lever Brothers job site looked like this. Ready to start the immense project, the preliminary grading is finished and the materials ready at hand.



This aerial view taken early in April shows the office and the soap manufacturing buildings in foreground, framework practically complete on the soap processing plant, with the soap tank farm at right background and edible oil tanks left.



Bill Waste visited the site last week and with two of the men most responsible for its progress reviewed the job finding almost unbelievable masses raised in one day's work. Left to right: Jerry Komes, the General Manager of the Industrial Division; Earl E. Nichols, General Superintendent; and W. E. Waste, Vice-President, Bechtel Corporation.

With the passing of eight calendar weeks, an impressive change has been brought about on the job-site of Lever Brothers new Los Angeles plant.

Under the capable supervision of Earl Nichols and his staff of field supervisors, the working force of Bechtel and subcontract personnel, varying from 350 to 600 men, have accomplished amazing results. During this comparatively short period, which included only 40 working days, massive structures of concrete and steel have risen as though pushed from the ground.

Another imposing sight was created during this period by the complete erection of structural steel on the Soap Processing Building and Soapery. Work on this structure progressed from the obtaining of permits to its present stage with work just starting on installation of tanks and forming for concrete

Other large additions to the job included the erection of 16 tanks in the Soapery Tank Farm with a combined capacity of 8,000,000 pounds, the erection of 12 tanks in the Edible Tank Farm with a combined capacity of 18 000,000 pounds, and the partial erection of the Water Storage Tank.

Last but not least, building permits were obtained for the Edible Finishing and Packaging Building and the foundation work is now well underway with concrete caissons in place and work started on footings and foundation walls.

Earl Nichols' staff of field supervisors includes the following capable men: Rex Dunn, building supt.; Fred Paul, supt. of electrical and subcontract work; John Becich, mechanical supt; Jack Chamberlain, piping supt; Basil Licklider, office manager; and Ed McPherson, cost engineer. Irvin Hodge represents the engineering department in the capacity of engineering inspector.

Let Us Win This Fight

One in eight living Americans will die of cancer. Think what this statement means to you and your friends It becomes a personal obligation to help those who are fighting the disease and developing educational programs to check its ravages Money given to the society for their needs will help prevent suffering and death Give generously and give enough.





CHARLES W. DEANE

Lever Brothers announces the appointment of Charles W. Deane as general engineering manager of Lever Brothers Company, according to William H. Burkhart, vice president in charge of manufacturing and traffic.

Dr. Deane will direct engineering operations of all Lever plants and coordinate new construction projects, among them the construction of the new soap, glycerine and edible oil plants at Los Angeles now in process of design and construction by Bechtel Corporation. He is an authority on plant design and engineering administration, fatty oil processes and hydrolysis as well as engineering unit processes with long experience in soap industry engineering and has written extensively on engineering and administration, both mechanical and chemical

His office is at the Lever's general offices, 80 Varick Street, New York City.

U. S. RUBBER WAREHOUSE UNDERWAY

Late this week ground was broken for the new warehouse and office building being constructed for the use of the United States Rubber Company as its Northern California, Nevada, Southern Oregon and Hawaii Distribution Plant. The expansion was instituted to provide better customer service for the increasing business of the Company in this area.

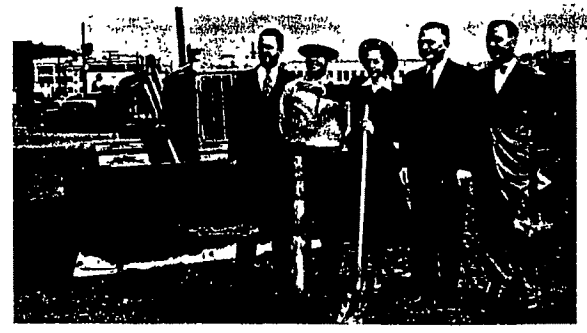


Harry Koons

Occupancy of the building will be made in the early fall, at which time it will replace the present distribution center at Second and Folsom

The construction site is located at Third Street between Egbert and Fitzgerald. Plans call for a one-story and mezzanine structure

The Continental Assurance Company of Chicago will be the owners, the lease is to be held by the United States Rubber Company Bechtel Corporation of San Francisco, engineers and constructors, have handled the design and are proceeding with the construction work Harry Koons will be Construction Superintendent and Hal Weber will be Design Engineer.



At the ground breaking ceremony for the United States Rubber Company construction project, Miss Mannion points out the site of the new warehouse and office building. From l. to r.: Hal Weber, Bechtel Design Engineer; Harry Koons, Bechtel Construction Superintendent; Joan Mannion, Bechtel Secretary; A. E. Hine, Pacific Coast Operating Manager of United States Rubber Company; and H. S. Burnside, Bechtel Sales Engineer.

Red Cross Quota Met

Employees came through with flying colors to meet the Red Cross quota with a $2,056 66 total. Through the splendid cooperation of all office managers, both at home and in the field, and the untiring work of the men and women who made the actual collections, the drive was a success.

"Who cares?" turned out to be "Everyone cares." Everyone gave for everyone realized the good work that the organization does in giving immediate aid in cases of disaster—floods, storms, fires, etc Thanks to such generous donations as those of Bechtel employees, their good work may continue.

Hercules Wood Plant Construction Begins

Construction started April 1 on a new pilot plant at Klamath Falls, Oregon, for the Hercules Powder Company. The project covers the construction of several buildings and the installation of equipment for the study of the chemistry of wood. The scheduled completion date allows for test operations to begin about October first of this year.



Tom Moran

Al Orselli, Bechtel Manager of the Refinery Division, has assigned Tom Moran as Construction Superintendent and John Winandy as Office Manager.

In the initial stages of the operation of the plant, according to the Hercules Powder Company, about 100 people will be employed Procurement crews are already engaged in gathering wood for treatment

Also announced was the appointment of George E Bosscrkit as Superintendent of the new plant. His assistant will be Lyle W Rothenberger.

Triple Play for Arabian and Canadian Jobs

Three Arabian veterans, all superintendents who have done important work at home and abroad, are now in process of shifting positions The men are Ralph Hamilton, E. W. Lindauer and Ed F. Quiett. The first moves from Arabia to Canada, the second switches from Tapline to Aramco work, while the third has just arrived in Arabia after a year in the U. S. A

A chain of events was started when E W. (Eddie) Davis called for Ralph Hamilton to serve as assistant project manager on the Interprovincial Pipeline now getting under way between Edmonton, Alberta, and Regina, Saskatchewan Hamilton had been in Arabia since July, 1947, first as one of the pioneers on the Tapline Project and latterly as superintendent of the IBI work for Aramco in the Ras Tanura area. With his wife Mickey and son Jackie, Hamilton left Dhahran on April 10 for a brief holiday in Europe before checking in at Edmonton on May 15. No stranger to Canada, he was an engineer and superintendent on the Canol Project in the Mackenzie River area.

Replacing Hamilton at Ras Tanura is Bill Lindauer, who has just wrapped up the first of the Tapline pump stations to have been completed by IBI at Qaisumah (formerly known as No. 3), while his place as pump-station superintendent will be taken by Ed Quiett. The latter will carry on with the construction of the next station on the program, at Nariyah (formerly known as No. 2). Lindauer has been in Arabia since February, 1949.

Ed Quiett, who, accompanied by Lindauer, was in Bahrein from 1943 to 1945, is beginning his second IBI contract in Saudi Arabia. He was on the 4-10 job at Dhahran and Ras Tanura between 1947 and 1949, then returned to the U. S to set up and operate the double-ending yard at Santa Clara for the P. G. and E. "Super Inch" pipeline. He will now have a chance to see his brother Lyman occasionally. Lyman Quiett put in a contract in Kuwait while Ed was at Ras Tanura, but since last September he has been on the Tapline Project as a foreman pipefitter

Home Office Visitors

The San Francisco home office visitors register listed names of Bechtel construction men from East to West Coast.

Jim Brady, on vacation, took a postman's holiday to visit the offices and the Contra Costa project in renewing old acquaintances. Walt Simms from the A E C project in Idaho and Fred Brown from the Sooony Vacuum job in Buffalo, New York, were in to see Al Orselli and V G Hindmarsh in respect to their individual projects.

Jerry Komes came in to check on general matters of the Industrial Division with Perry Yates, and to review the construction progress of the United States Rubber Company warehouse and office building being built in San Francisco

THIS MONTH'S COVER

BOILER CONTROL BOARDS



Standard's El Segundo Refinery has been the scene of many Bechtel jobs. Bechtel Engineering and Construction Divisions have played important parts in its new building and the continuing modification program in order to make it one of the most efficiently operating refineries in the country.

Pictured is the site of the latest work where Bechtel crews added the building, instrumentation, piping and control boards to operate the new boiler added in one of the most recent of the modification plans.

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