

Shell announces oil 'herder' to control spills

Environmental protection efforts will soon be getting a boost from a chemical "cowboy" that "corrals" oil spills on water.

Developed as part of Shell Oil Company's environmental conservation program, the chemical can surround a

floating oil slick and "herd" it into a smaller surface area -- sometimes hundreds of times smaller.

Appropriately named oil "herder," the chemical can help contain a spill until the clean-up equipment arrives to recover the oil. Previously, containment of spills had

been handled exclusively by mechanical devices.

Oil herder has undergone a year of successful testing after being developed in Shell Pipe Line Corporation's Research and Development Laboratory in Houston, Texas. It has also been tested and evaluated by several independent laboratories for Shell, and by governmental agencies.

The U.S. Environmental Protection Agency has classified oil herder as a "surface collecting agent," and the state of California has licensed it as an oil spill clean up agent, the first chemical type product to receive such approval in that state.

Tests to determine the effects of oil herder on marine life show it to be harmless to fish, shrimp, oysters, and waterfowl, if used as directed. These test data were supplied to both the EPA and California and were used in their evaluations.

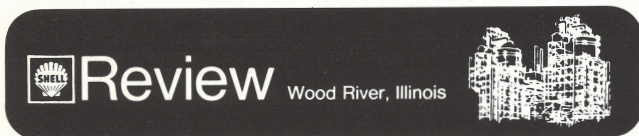
Also from an environmental standpoint, oil herder works on the surface of the water. It does not sink or

disperse the oil.

Oil herder is fully biodegradable, which means it does not persist on the water, but quickly breaks down into simpler materials.

While oil herder has demonstrated its value as a tool for oil spill clean up, it is not a panacea for oil spill problems. It does not perform the difficult task of removing the oil from the water, for example. High winds and wave conditions and extremely cold waters also limit oil herder's effectiveness. Therefore, the final decision regarding the use and application of oil herder is left to the discretion of the government's on scene coordinator who is in charge of clean up operations.

Because oil herder can "push" oil on water, it can be used to protect harbors and marinas threatened by an approaching oil slick. In some instances oil herder applied to a small harbor could keep a slick from entering. But even if the spill occurred in a harbor, the likelihood of damage would be greatly reduced and clean up would be much easier if oil herder were applied around the spill.



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WOOD RIVER REFINERY

October 1971



Joe Hmurovich, Joe Sapienza and Norm Gautier give Snoopy a boost toward the refinery's 1971 United Fund campaign goal.

United Fund campaign nears \$27,500 goal

As the *Review* went to press, nearly \$25,000 in United Fund campaign employee pledges had been received.

Norm Gautier, manager, Treasury department, said, "We are hopeful of reaching the goal of \$27,500 set by the steering committee."

"The successful campaign can be attributed to the enthusiasm and support of the solicitors and to the fine response

of refinery employees. Their contributions point to their concern for the agencies in the local communities," he said.

In addition to employees' contributions, the Shell Foundation Companies presented the local communities of Edwardsville-Glen Carbon, Collinsville, and the Tri-Cities areas with checks to help in their United Fund campaign.

Shell customers, employees to receive new credit cards

Shell employees will be among the first to receive redesigned Shell Credit Cards under a nationwide program geared to putting new cards into the hands of Shell Credit Card customers.

The program, begun in October, will require about six months to complete. The new credit cards are gold and white, carry a customer signature strip, and are

being issued for fixed periods of time. Expiration dates will range from six months to three years. This is being done in order to achieve a smooth workload at the Shell Credit Card Center in Tulsa.

New cards issued to current users will bear the same account numbers as present cards. Subsequent accounts will be assigned new numbers.

When new cards are received, holders will be asked to destroy the old ones and sign the new ones before presenting them for purchase. Dealers will honor both the old and new cards during the six-month transition period.

In the future, the Tulsa system will automatically handle renewals of expiring cards to qualified accounts. New cards will be mailed to those customers approximately 30 days prior to the expiration date.

Signature panels are on the new cards because federal legislation to become effective January 24, 1972 requires a means of customer identification. Expiration dates on the cards will aid Tulsa in account surveillance.

Federal legislation has banned mailing of unsolicited credit cards, but employees can still help friends and business associates obtain them easily and quickly.

Instead of having the friend or business associate file an application for a Shell credit card, an employee can

recommend him for one. The only information required is the name, address, occupation and-if possible-how long employed. Employees can also include the number of cards desired when there is more than one driver in the family.

One ground rule: The person being recommended must first indicate he wishes to receive a Shell credit card.

Requests for cards should be sent by company mail to the Shell Credit Card Center in Tulsa, or turned over to a supervisor for transmittal to Tulsa.

Iranian crude now processed at refinery

The Wood River refinery processed its first shipment of offshore imported crude oil on October 14.

The oil, a light crude, comes from the Agha Jari field in Iran about 150 miles from the Persian Gulf. It is shipped by tanker to the St. James, La. port. There it travels via the capline into the refinery.

"The Iranian crude is somewhat similar to our west Texas mixed sour," Fred Walters, manager, Economics & scheduling, said. "The first tender of 104,000 barrels arrived in Wood River the first week of October. We should receive about 450,000 more barrels through December. "We ran the first shipment on DU-1 to get an idea of its yield structure. The results showed it to be a good processing crude," Walters said.

Shell introduces new motor oil in top-quality line

A new motor oil is being introduced by Shell Oil Company as an addition to its top-quality Super X line of passenger car engine lubricants. Designated Shell Super X 10W-40 Motor Oil, the product will provide motorists in cold climates this winter with a product that exceeds the requirements of all 1972 model cars.

The new oil was designed to surpass the stringent requirements set down by auto equipment manufacturers for an engine lubricant with the API service classification SE. Though formulated for cold climates, Super X 10W-40 can be used year round.

Shell introduced its Super X line in April with a 20W-50 oil. This lubricant also exceeds all U.S. car manufacturers' performance. Requirements for service classification, SE. Advantageous in hot weather, Super X 20W-50 is especially

formulated for use in automobiles operated under severe operating conditions at high temperatures. Shell was the first major oil company to market a high-performance 20W-50 automotive oil nationwide.

Super X 10W-40, like 20W-50, is designed for use in all passenger cars, domestic and foreign. It is particularly suitable for certain foreign cars because of its low ash content. Tests have also shown both Super X oils to provide excellent engine and PCV valve cleanliness.

Like Shell's other premium oils, Super X 10W-40 contains all the additives needed to meet the total performance demands of passenger cars. This makes supplementary crankcase oil additives unnecessary.

Shell of the Future* continues to gain popularity among motorists

Shell's nonleaded gasoline, introduced nationwide a year ago this October to aid in the drive for cleaner air, continues to gain popularity among conservation-minded motorists.

The reason is simple. Shell of the Future is made with no lead at all, meaning it produces no lead emissions, reduces hydrocarbon emissions, prolongs muffler and tailpipe life, and extends the usefulness of spark plugs.

Additionally, while the number of pre-1971 cars that could use it was limited, many 1971 models were designed to operate on nonleaded gasoline; and almost all of the 1972 cars now being introduced were designed especially for this type of fuel.

"There will be a time when all cars will operate on nonleaded gasoline," J.C. Ellis, Manager of Vehicle Emissions Control for Shell, said. "Most 1972 cars are designed to use nonleaded gasoline of 91 octane such as Shell of the Future."

Ellis said sales of Shell of the Future were originally projected to reach the five percent mark at the end of the first year. Today they are nearing the expected figure. He said sales will continue to grow as new vehicle emission control devices are introduced and more motorists learn the benefits of using a nonleaded gasoline

in their automobiles.

"At the time Shell of the Future was introduced, the major part of our advertising was directed at this product," he said. "Since then, we have been advertising Shell of the Future along with our other grades of gasoline. We continue to educate our dealers regarding the qualities of Shell of the Future, and we urge them to sell it to those customers with automobiles designed to use it. Shell spent more than \$60 million to equip its service stations with new tanks and pumps to handle this third grade of gasoline. It is in the marketplace to be sold."

When Shell of the Future was introduced, the suggested retail price was two cents a gallon more than Shell regular, but less than Super Shell.

The reason: It costs more to make and distribute a nonleaded product than Shell's regular grade, which is made with lead.

"The use of lead is by far the most economical means to increase gasoline antiknock quality," Ellis said. "For example, if lead were removed from a typical regular grade gasoline, the octane number of that gasoline would drop from about 94 down to about 85. If a refiner then wanted to make a nonleaded 91

octane grade, he would have to add to this 85 octane base blend some high octane gasoline components. This would be more expensive than using lead."

Ellis added that to produce increasing quantities of nonleaded gasoline eventually will require the availability of additional high octane blending components."

"To do this, our refineries must be programmed to produce greater quantities of these higher octane stocks," he explained. "In some cases, partially processed stocks must be shipped from one refinery to another, depending on the location of refining capacity and gasoline demand. In time, additional units must be constructed to produce the quantities of high octane blending stocks required."

Ellis pointed out that the manufacture of Shell of the Future does not require additional use of aromatics, a class of hydrocarbons found in all gasolines. Some fears have been voiced that the increased use of aromatics will add to—rather than take away from—vehicle emissions.

"It should be recognized that if octane numbers remain at the 91 level for nonleaded gasolines, aromatics content will not be markedly different from that of today's regular and premium grades,"

he said. "If, in the future, octane level and aromatics content do increase, the emission control devices which will be in use to meet the restrictive standards will effectively control the emission of all hydrocarbons, including aromatics."

Based on goals established by the federal government, the hydrocarbon emissions from 30 cars in 1975 will be less than those from a single typical 1965 model automobile. Automakers have indicated they will achieve this goal with the aid of emission control devices they are developing, all of which will ultimately require the use of nonleaded gasolines.

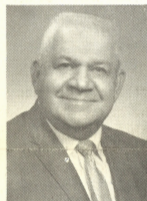
Shell, in addition to providing the proper fuel for these cars, sponsored a national television ad campaign to alert the public to the clean air benefits of keeping their cars in tune.

In addition, the company is conducting dealer incentive programs to help acquaint the motorist with the clean air message and has just published a booklet with a similar theme.

This publication, titled *Drive for Clean Air*, describes how motorists should drive and maintain their cars for better mileage and performance—and cleaner air.

*Trademark - Shell Oil Company

Service Anniversaries



Ray Pruett
Engineering field
35 years



Stubby Stubblefield
Economics & scheduling
35 years



Ray Hamilton
Lubricants
30 years



Thurman Jouett
Lubricants
30 years



George Bain
Engineering field
30 years



John Carlton
Catalytic cracking
30 years



Ernest Pruitt
Engineering field
30 years



Tony Renner
Engineering field
30 years



Everett Bourland
Engineering field
30 years



Cecil Coleman
Engineering field
30 years



Harold Sherer
Lubricants
30 years



Roland Viehweg
Catalytic cracking
30 years



Tod Gillespie
Engineering field
30 years



George Grizio
Engineering field
30 years



Art Wetzel
Refinery lab
30 years



Emmett Winkle
Refinery lab
30 years

'Let's close out '71 a safe year'

by Harry Rollins
Safety manager

Reviewing this year's list of disabling injuries, we've found that several accidents have been caused by falls. Poor foot placement, improper use of ladders and a lessening of safety attitudes have been the reasons. These are areas we need to pay special attention to. How? Well, first in our daily jobs. When hoisting small articles, let's be sure they are secured. Let's make sure that we use the proper ladders—not too high or too low—when working above the ground.

Second, let's be sure we make an extra effort to watch our foot and

hand placement. To accomplish a safe work environment, we're going to need the cooperation of everyone. Not only should we watch our own work areas for safety problems, but our co-worker's area as well. If you see a possible safety problem, point it out immediately to a supervisor and the employees around. They'll do the same for you.

We need to pay special attention to proper safety practices in the closing months of 1971. Let's make the last days of the year a safe and accident-free period.

Bridge club tournament set for Nov. 14

The duplicate bridge club will participate in the Shell world-wide bridge tournament at 1:30 p.m., Sunday, November 14, in the refinery cafeteria.

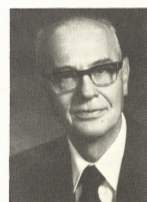
The Shell Amsterdam lab will supply a set of computer dealt hands to all locations and scores will be computed on a world-wide basis.

The competition is open to all Shell employees, and their families. Winners at Wood River will be awarded a trophy at a banquet in December.

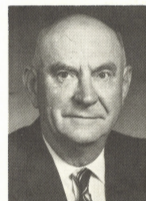
Retirements



Denny Denny
Employee relations



Louie Hudson
Catalytic cracking



Red Irwin
Utilities



Daniel Konkko
Engineering field



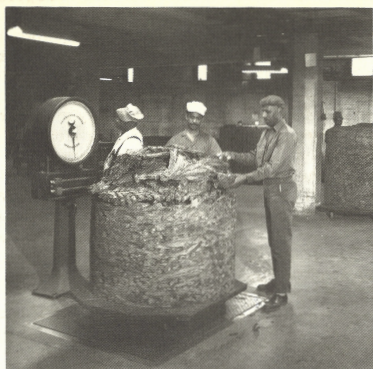
Barney Barnett
Gas-thermal cracking
25 years

Snuff and other stuff . . .

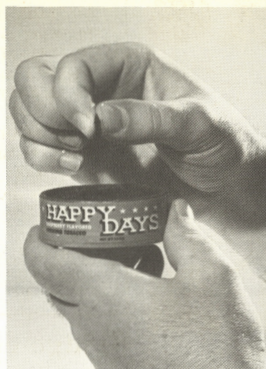
A nonsmoker's guide to tobacco enjoyment



Louie Moggio about to enjoy a bit of "scrap".



Workers scale leaf tobacco to be made into snuff.



The proper method for getting a pinch of snuff.

Sniff a pinch of snuff or chew a plug of chaw.

Take your pick, but if you want to enjoy tobacco without smoke and flame, you'll have to do one or the other. And that's exactly what many Shell Wood River refinery employees do every day.

The reason: In order to insure its high safety standards, the refinery allows smoking only in designated areas. Then how does a man enjoy his tobacco? Simple. He chews it.

Take for example, Louie Moggio, refinery bus driver. "I started chewing when I was 16. Then I quit and switched to cigarettes for a couple of years. Then I started chewing again and kept at it now for nearly forty years."

Louie styles himself a "scrap" chewer. "Scrap" tobacco is a rough cut variety usually sold in pouches. Plug tobacco is a finer cut, compressed into a stick. "I don't care very much for plug. It's too leafy and loose," Louie said.

Which brings up an interesting sidelight. To wit, tobacco chewers will argue vociferously over the merits of say, Red Man versus Yankee Girl, as wine connoisseurs argue the merits of Chateau Rothschild '29 over the finest domestic.

Just a pinch does it

Snuff is another type of smokeless tobacco in use at the refinery. Snuff is a fine-cut, fine-grained, somewhat spicy tobacco sold in tins. Back in the 17th century no true gentleman ever made his way in society without a snuff box. Years later, snuff users began placing a tiny "pinch" of snuff between their cheek and gum. Today this is the common practice.

"I've never tried snuff and don't intend to," says Louie, staunchly loyal. "Chewing tobacco is enough for me. I get enjoyment and satisfaction from it, and it allows me to keep both hands on the wheel of my bus."

Setting a trend?

Despite Louie's sniff at snuff, a great many employees use it. Witness the queue of people in the refinery cafeteria waiting to drop their coins into-of all things—a snuff vending machine. There is also a machine for scrap and plug. Even though they are old snuff, er . . . stuff to refinery employees, the vending machines still draw second looks and raised eyebrows from visitors.

Since the refinery was put in operation in 1918, employees have been happy and contented scrap, plug and snuff users. But they were in the minority. At that time, tobacco users continued to puff on pipes, chomp on cigars and suck on the then novel cigarette. But today with the Surgeon General's unfavorable report on cigarettes, many tobacco users are finding their pleasure in the smokeless variety.

According to the United States Tobacco Co., a leading producer of what it terms, "smokeless tobacco," sales of snuff and other chewing tobaccos are at an all time high. In fact, the first eight months of 1971 saw a significant rise in sales above an all-time record established in a comparable period in 1970.

So if the sales trend continues, the question of whether a gentleman should offer a lady a Tiparillo, may give way to, "Care for a chaw of scrap, my dear?"

Classified Ads

Editor's note: Ads should be sent no later than the 15th of each month in order to make the current issue. Ads cannot be accepted by telephone, but should be written and sent to: Editor, Shell Review, in care of Employee relations.

For Sale

Two 50-foot rolls of 35mm Kodak Ektachrome for bulk loading. Also, ten rolls of 120mm Ektachrome. 314-868-8315.

1968 Olds convertible. Power steering, disc brakes, air conditioning, turbo hydromatic, polyglas tires. \$1750. R. Rhoads. 618-942-6291.

24" boy's bike, 26" girl's bike. Also, 1963 Volkswagen and four-year old Scotch pine trees for planting. H. Kuhlman. 618-888-2427.

1965 Mustang 6, manual. N. Morse. 314-741-6971.

1970 Mustang. Air conditioning, power steering, automatic. 13,000 miles. S.E. Tirrell. 314-741-4823.

Electric guitar and amplifier. \$50. James Grizzle. 618-259-0248.

On the Move

JOHN ANDERSON has been promoted from senior buyer, Head Office, to manager of Purchasing Stores in Wood River. He replaces Pete Curran who will retire Dec. 1.

DOUG BRUSS has been promoted from supervisor, MTM research lab, to manager of the refinery lab. Doug replaces Bill Thompson who has transferred to the Catalytic cracking department as manager.

JEAN DAY has been promoted from senior clerk to head file and mail clerk in the Treasury department.

HAROLD SCHENK has been promoted to operations supervisor, Catalytic cracking. Harold replaces Louie Hudson who has retired.

BOB MANN will transfer Nov. 1, to the Head Office Manufacturing Operations department as manager, Economics. He was the former manager of the Catalytic cracking department, Wood River.

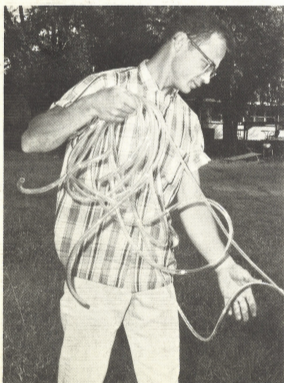
HENRY UGO has been promoted from operations foreman hourly to operations foreman staff in the Utilities department.

R.J. TERRY has been promoted from instrument man 4th year to instrument man 1st class.

Deaths

MERRILL HARMON, September 26. Merrill was a pipefitter in Engineering field before retiring in February, 1970.

ALFRED SCHOENLEBER, September 11. Alfred was a painter in Engineering field before retiring in March, 1963.



1971 *Mileage Marathon®* *Pictures*



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Frank Deptula, editor

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