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The LUFKIN Line

SUMMER • 1971

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From time immemorial the little boy attending buffaloes, the great agricultural workhorse of South China, has been a source of legends, folklore and songs. The buffalo is a familiar sight in the fields of the New Territories, Hong Kong, and so is the little boy, who sometimes leads him by the nose and sometimes takes a ride on his back.

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TRAILERS
FOR EVERY
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The LUFKIN Line

SUMMER, 1971 Volume 46 • Number 3

Virginia R. Allen, Editor
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Causeway Bay Typhoon Shelter, in the foreground, is one of many sampan and small boat anchorages and is not far from "downtown" with its skyscrapers.

ORIENTAL LURE OF HONG KONG

by CHARLES F. WETTACH

FEW places in the world can equal the oriental port of Hong Kong when it comes to color, excitement and exotic atmosphere.

The mere mention of Hong Kong to anyone who has been there, conjurs up memories of Chinese junks and sampans, rickshaws (there are still some left), steep multi-stepped streets and a hodge-podge of strange sounds, smells and sights which are strictly Hong Hong's and her's alone.

Those who come by ship to this busy South China seaport enjoy an intriguing introduction to this strange colony. Their ocean liner dwarfs the countless junks and sampans as they scurry back and forth across Victoria Harbour like so many water beetles.

Of all the interesting craft which dot the surface of Victoria Harbour, the junk is perhaps the most fascinating. Sturdily constructed of teakwood, the Chinese junks often contain all of the family's precious possessions—and the family too!

On board are the ever-present ducks and chickens, the family's food, sleeping quarters, and even a pet or two. Many of the boat's occupants never go ashore. They share one of the greatest ports

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in the world with larger commercial junks, sleek cruise or passenger ships, overloaded ocean-going freighters, lighters, squatty ferry boats, sampans and those *wallah-wallah* water taxis.

The British Crown Colony of Hong Kong is actually made up of Hong Kong Island, a much smaller Stonecutters Island, the mainland locations of Kowloon and New Territories, and various small islands. Hong Kong Island, twenty-nine square miles in size, contains the metropolis of Victoria (sometimes called Victoria City) and several small communities such as Aberdeen and Stanley.

Victoria is considered by many to be the heart of Hong Kong. The financial center with its imposing foreign-bank skyscrapers is here and so are many government offices and the major business offices of many of the world's largest companies. This is modern Hong Kong.

But there are other areas of Victoria which still perpetuate the color and charm of Old China. Most visitors prefer these sections, with their bargain-filled shops and stalls, such as Cat and Wing On Streets and the so-called "Ladder Streets"

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HONG KONG

where steep many-stepped streets rule out the use of such noisy modern contrivances as busses, taxis, motor bikes and trucks.

Hong Kong is a "free port;" the fact that no duty is levied on incoming goods has helped to make this colony the largest most-competitive bargain center in the world! Most of the shopping activities are carried on in Victoria and Kowloon, with emphasis on the International Building, Prince's Building and Cat Street in Victoria, and the Ocean Terminal Building and along Nathan Road in Kowloon.

The list of alluring items sold in Hong Kong would fill several volumes. Even the list of "best buys" is a long one. It includes such unrelated items as cameras, custom-made suits and dresses, radios, tape recorders, TV's, typewriters, embroidered table linen, jewelry, exquisite hand-carved ivory, pearls, perfumes, silk goods and watches—everything from a miniature Chinese snuff bottle to a mammoth custom-built Chinese junk. And the price is right in Hong Kong!

Practically everyone who comes to Asia visits at least one of the Tiger Balm Gardens. The one in Singapore may be larger, but only the one in Hong Kong can boast of the magnificent 165-foot white pagoda. Seven stories of Oriental loveliness rise into the blue sky. It's one of this fascinating colony's most photogenic attractions. Elsewhere in the Gardens one finds many strange wildly-colored marble-and-stone creations depicting nightmarish scenes from Chinese mythology and fantasy.

Dominating Victoria and its harbor, Kowloon and parts of New Territories, is The Peak (also called Victoria Peak). This massive 1,805-foot mountain rises abruptly from the busy streets of Victoria to accommodate quiet residential areas and offer breathtaking views of a very significant corner of the Far East. The Peak Tram, both inexpensive and frequent, is said to be the world's steepest uphill railroad; it takes one almost to the summit.

An auto trip around Hong Kong Island is an interesting experience. Those who make this excursion will especially remember the quaint fish-





Above: Nathan Road, the "Golden Mile" tourist district in the Tsimshatsui section of Kowloon Peninsula of Hong Kong. *Below:* Interior view of the Sea Palace floating restaurant at Aberdeen showing the ornate ceiling with carved coffered panels. *Upper left:* Hong Kong Island at night . . . Causeway Bay is in the foreground with Victoria Peak silhouetted against the sky. *Lower left:* Many areas of Hong Kong still perpetuate the color and charm of Old China.

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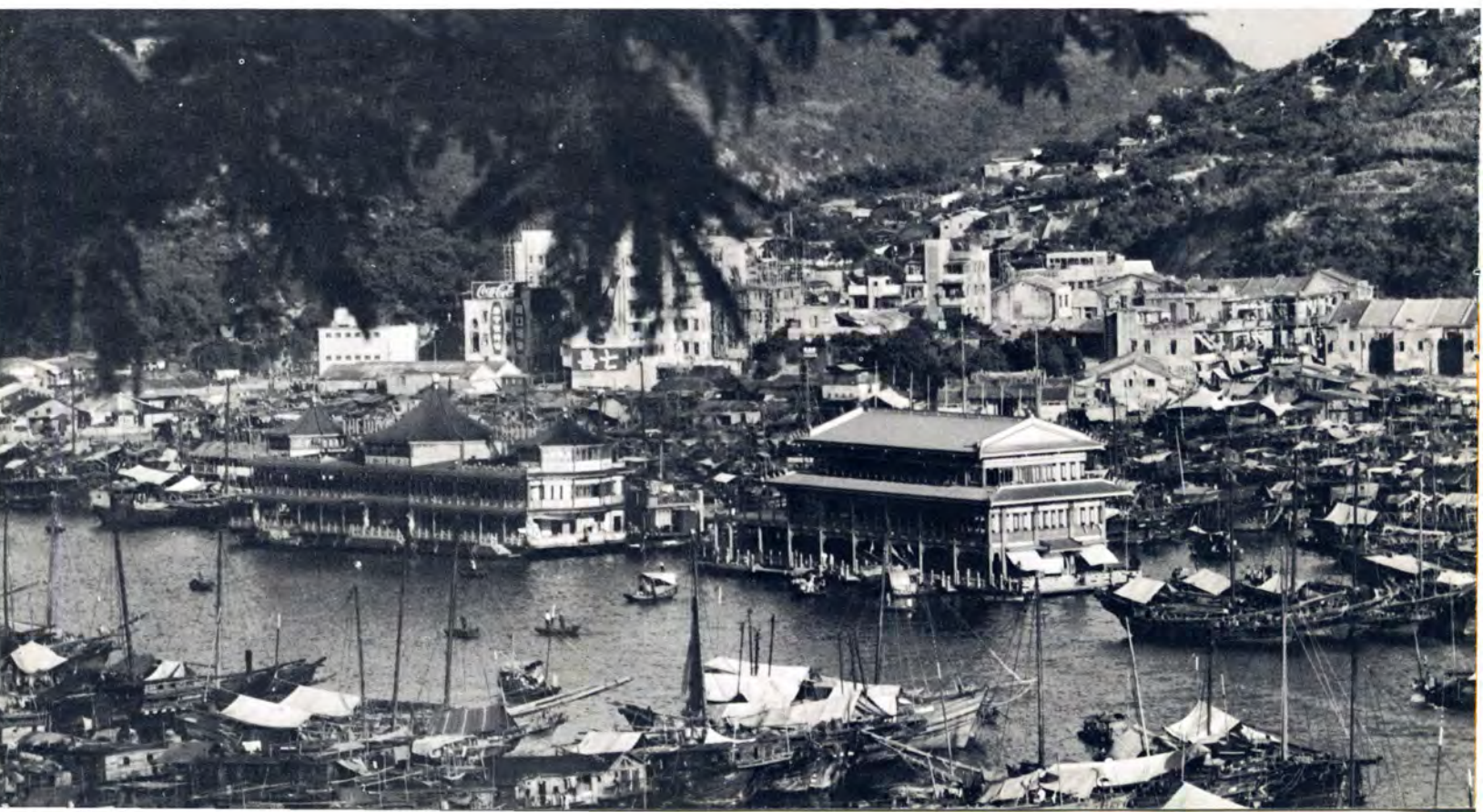


Above left: To negotiate the steep slopes from the sea on Hong Kong's northern shore, the "ladder streets" were built many years ago. *Above right:* The Peak Tram, built in 1888, provides public transportation from the foot of the hills of Hong Kong Island to the peak. After a very thrilling ride to the upper terminal, a magnificent view of the entire harbor area and Kowloon unfolds before the visitor. *Below:* Aberdeen Harbor with its two popular floating restaurants and Applichan Island in the background.

ing village of Aberdeen. Its floating city of "water folk" is believed to be one of the most famous junk and sampan colonies in all Asia. Aberdeen is also noted for its two floating restaurants, the *Tai Pak* and the *Sea Palace*. Colorful sampans transport customers from the shore to the gaily-decorated multi-decked boat restaurants for delightful dining which is also inexpensive.

The Star Ferry is one of Hong Kong's most famous institutions. Boats scoot back and forth, on a frequent schedule, between Victoria and Kowloon offering its passengers a panorama of harbor activity which never fails to amaze. The ferry's slip in Kowloon is near the sprawling modern Ocean Terminal and other piers where one may identify giant ships from such magic-sounding places as Manila and Maracaibo, Rangoon and Rotterdam, Sydney and Singapore.

If one were to use only one word to describe Kowloon, that one word would be "bargains!" They're found up and down colorful sign-cluttered Nathan Road, the principal throughfare, which



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HONG KONG

bisects the city—and especially in the air-conditioned shopping-center portion of Ocean Terminal.

The new Terminal, said to be the largest pier in Asia, not only accommodates the great ocean liners and freighters which come to Hong Kong—it provides such things as a children's playroom, a beauty salon, several restaurants, a tailor, and shops which offer just about every item imaginable from most of the major countries of the world.

Kowloon has an interesting neighbor. The New Territories separate the city from the boundary of China itself. And therein lies some of the most enchanting portions of the entire Hong Kong colony. The modern age is represented by such futuristic creations as jet-sponsored Kai Tak Airport and the Resettlement Estates.

But also in New Territories are such unforgettable reminders of Old China as the Monastery and Temple of the 10,000 Buddhas with its beautiful multi-storied pagoda, the ancient walled village of Kam Tin which dates back to the 16th century, fish and duck farms, and terraced rice paddies picturesquely peppered with toiling men and women wearing the traditional coolie hats and following slowly-plodding water buffalo past old-fashioned water wheels.

With so many attractions in Hong Kong itself there's little need to look elsewhere for points of interest. But visitors to Hong Kong are only about forty miles from the oldest European settlement in China, the Portuguese overseas province of Macao.

Thanks to modern hydrofoils, this means that Hong Kong is just a little more than an hour away from an Old World city which still hasn't lost such things as cobblestoned streets, an impressive 1626 fort, a 368-year-old colonial-style cathedral, and a lot of its original Portuguese customs and flavor. Add to this the lure of the plush and popular gambling casinos, the handsome Chinese temples, and a 1½-mile-long promenade, and one finds a side-trip to Macao hard to resist.

For excitement, pleasure, charming customs and irresistible Oriental lure, there's really no place quite like Hong Kong!

All photos by Hong Kong Tourist Ass'n.





Top: The walled city of Kan Tin, New Territories, and grazing cattle. The walled community settlements were built over 600 years ago. *Center:* Famed Tiger Balm Garden on Hong Kong Island with its white pagoda. *Below:* The peaceful Shatin Valley in the New Territories of Hong Kong is dissected by a single-track railroad and the Taipo Road running parallel to each other.



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1 LUFKIN C-228D-246-74 Unit, Brunei Shell Petroleum Ltd., Seria, Brunei.

2 LUFKIN A-1824D-192-42 Unit, Brunei Shell Petroleum Ltd., Seria, Brunei.

LUFKIN C-228D-200-74 Unit, American Overseas Petr. (Spain) Ltd., Spain.

4 LUFKIN D-456 HiQ Winch Drive, Tidewater Marine Services, Singapore.

5 LUFKIN C-114D-119-86 Unit, West Australian Petroleum Pty Ltd., Barrow Island, West Australia.

6 LUFKIN RHS-2120 Marine Gear, Tidewater Marine Services, Singapore.

7 THIS LUFKIN A-320D-120-30.2 Air Balance Unit is pumping from the rig floor of Zapata offshore drill barge Herron. This installation is interesting because it is probably the only pumping unit ever installed on the rig floor of an offshore drilling barge. The unit was installed 70 feet above the water on the rig which had been set up eight miles off the coast of Pointe Noire, Republique de Congo in 200 ft. of water.

8 LUFKIN M-456D-256-120 Unitorque Unit, American Overseas Petroleum Ltd., Tripoli, Libya.

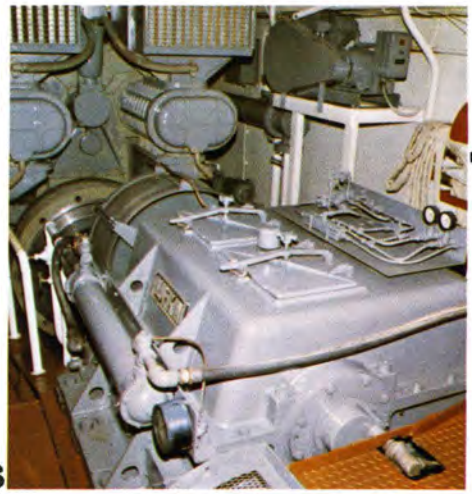
9 LUFKIN C-640D-304-144 Unit, P. T. Stanvac Indonesia, Pendopo, South Sumatra.


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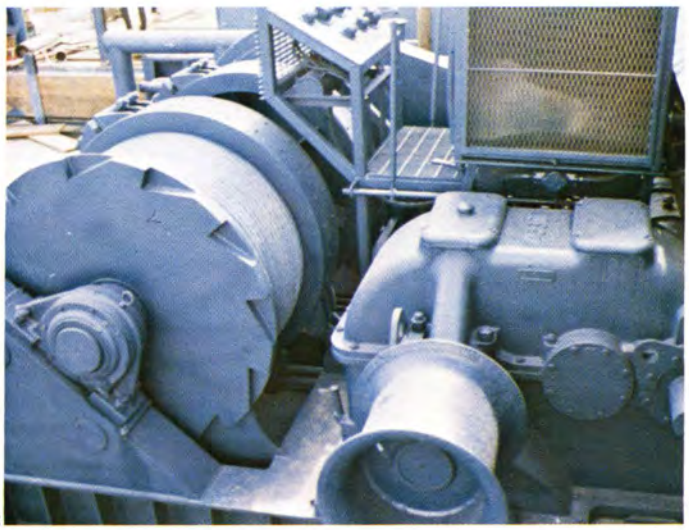

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TALLATIONS

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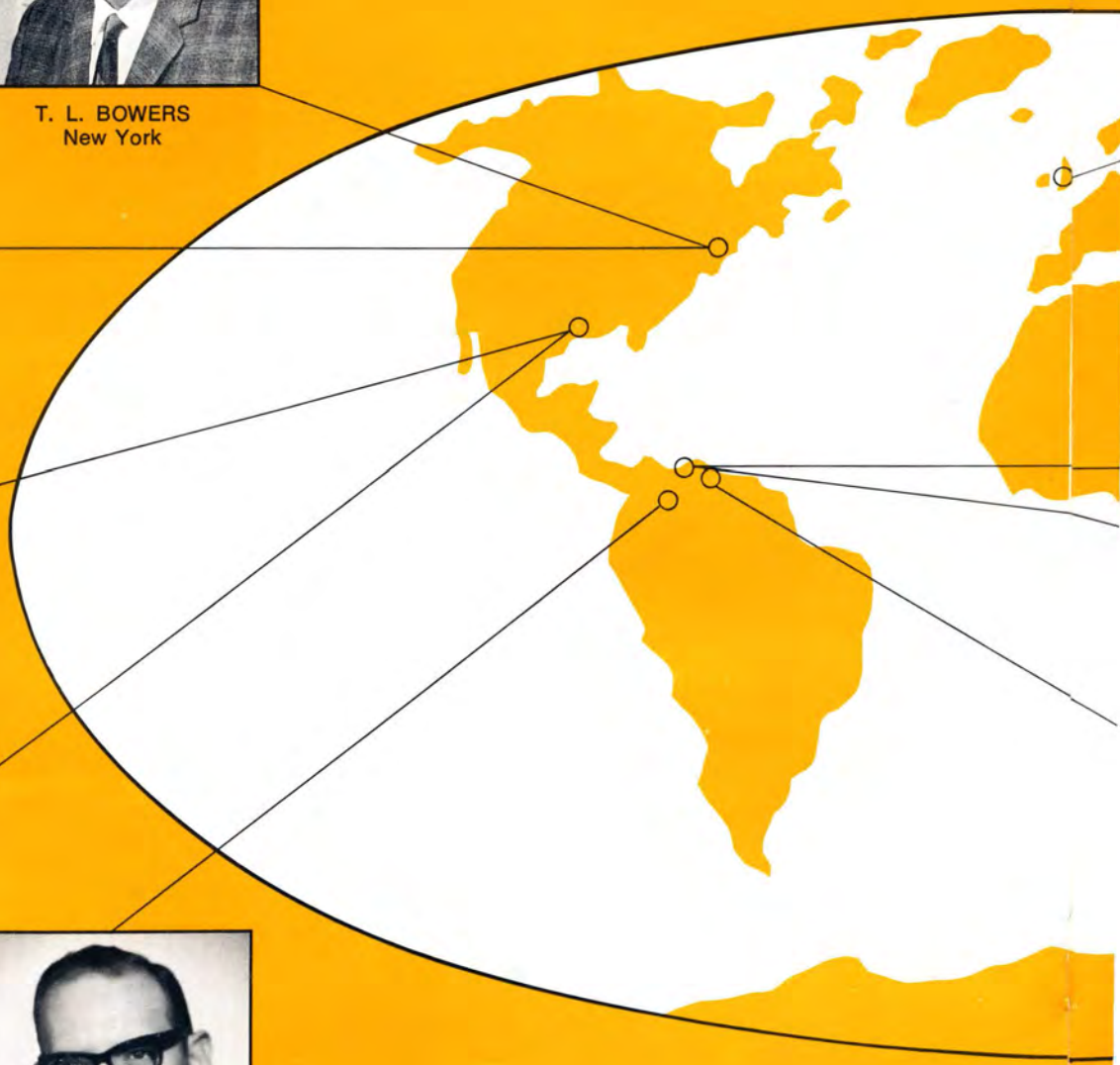
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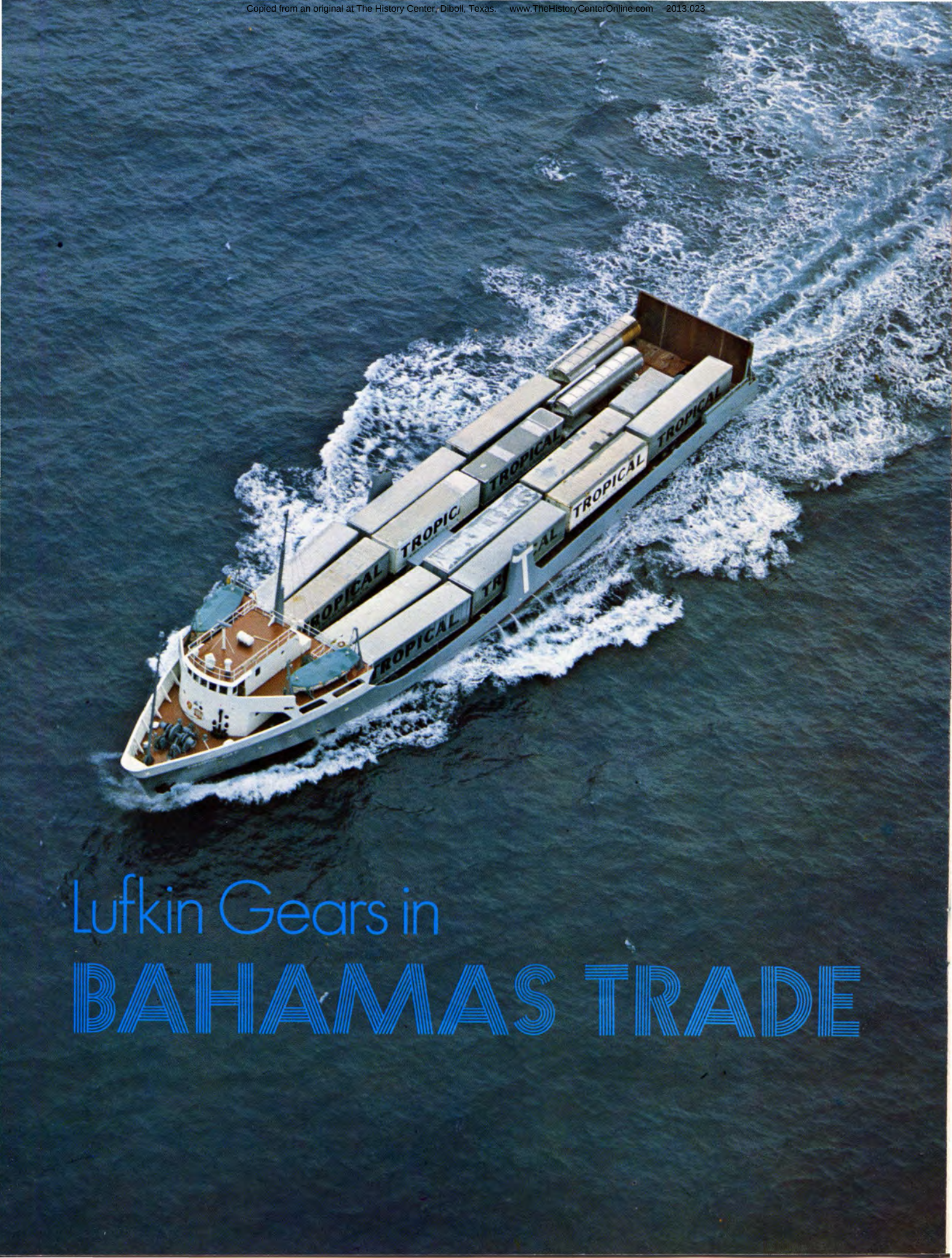


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Lufkin Gears in BAHAMAS TRADE

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THE *Tropic Day* is the latest addition to a fleet of five ships operated by the Tropical Shipping & Construction Company, Ltd.

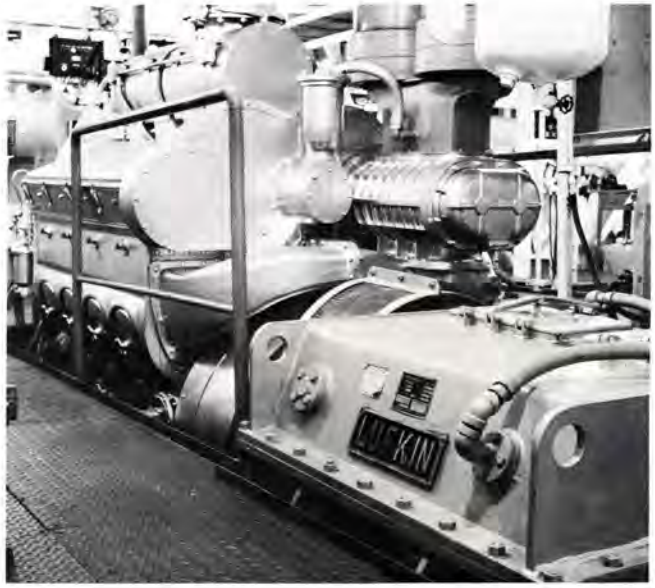
Sailing out of the Port of Palm Beach, the *Tropic Day* makes daily round trips to Freeport, Grand Bahamas, carrying 16 forty-foot trailers. Built at Bellinger Shipyards, Inc. of Jacksonville, Florida, the *Tropic Day* is registered by her owners, Birdsall Shipping Company, Ltd., with the Republic of Liberia and is classed by Bureau Veritas for full ocean service.

The very successful *Tropic Day* is the result of a combination of detailed research and thorough tank testing. Carrying 16 trailers on deck, four abreast, with adequate clearance for loading and allowance for engine room access, ventilation ducts and exhaust systems dictated a beam of 48 feet and a clear deck length of 172 feet.

Faced with these barge-like proportions, her designers, Rudolph F. Matzer & Associates, Inc., came up with a hull form that satisfied the speed requirements of 15 knots and was compatable to the huge flush deck. When quarters for 15 crewmen and two VIP staterooms were incorporated, the overall length of the vessel became 234 feet-11 inches, with a beam of 48 feet and a molded depth of 14 feet.

Access to the large flush deck is facilitated by a 38-foot wide stern ramp, hinged to the transom. The 15-foot long ramp is operated by two hydraulic rams, mounted above the bulwarks, port and starboard. Because the ramp is so wide and the deck so clear, the vessel can be turned around in less than one hour. The stern ramp was designed not only to withstand the rolling loads of the trucks and trailers, but to be flexible enough to compensate for the uneven loading which often occurs.

The *Tropic Day* is powered by two General Motors 8-645E2 Marine Diesels, which produce 1025 SHP at 900 RPM. Her twin 3-bladed, 98½-inch stainless steel propellers, supplied by Avondale, are turned by a pair of LUFKIN Model RHS2120 Reverse Reduction Gears. Carrying her deadweight of 946 long tons, the vessel makes better than 15.5 knots, while running the engines at a conservative 800 RPM.



Above: Lufkin Model RHS2120 Reverse Reduction Gears turn a pair of 3-bladed, 98½-inch stainless steel propellers. *Opposite:* The Tropic Day makes daily round trips to Freeport, Grand Bahamas, carrying 16 forty-foot trailers.

The *Tropic Day* can carry 110 tons of fuel and 42 tons of fresh water. Her 269 tons of ballast is handled by a big 8x8 Aurora Model 411 pump, which accommodates the large degree of dockside trimming, which must be done to compensate for the varying trailer loads and tide changes.

The ship is extremely maneuverable and is equipped with a remote steering station aft of the bridge which enables her to be backed into position at the dock without the use of tugs. Her master, Captain Charles Stewart, states "This ship takes cargo like a barge, handles like a tug and goes like a speedboat."

In addition to roll-on/roll-off cargo, the *Tropic Day* is equipped with special deck sockets to accommodate 48 twenty-foot containers.

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Snapshots



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Turiye Petrolleri A.O.
Ankara, Turkey



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AMOCO U.K. Petroleum Ltd.
London, England



ULEN HODGES
Zapata Offshore
Las Palmas,
Canary Islands



ALFRED SCHADEN
Rohoel Gewinnungs A.G.
Kremsmunster, Austria



ANTON BUTTINGER
Rohoel Gewinnungs A.G.
Kremsmunster, Austria



R. V. STAUBLE
Mobil Exploration Mediterranean, Inc.
Ankara, Turkey



Front, left to right: SERMET IDIL, R. ERMAN. Back, left to right: AYTEKIN DURSUN, I. TIMURHAN, all with Turkiye Petrolleri A.O., Ankara, Turkey



Standing, left to right: KEMAL DZYIGIT, EKMEL IMIRLI, ADIL CANLI, ERDEM BAL, ERDOGAN SUMAU (sitting), Turkiye Petrolleri, A.O., Ankara, Turkey



First row, left to right: MOHAMED HADI GRENAT, Oasis Oil Co., Tripoli, Libya; MOHAMMED ALI ALEWA, CALTEX, Tripoli, Libya; ARDHANI TASLIMAN, P. N. Pertamina, Djakarta, Indonesia; JAMES EUGENE OWENS, Sohio Petr. Co., Oklahoma City, Okla.; MALCOM HAM, Mobil Oil Libya, Tripoli, Libya; ELDRIDGE DUPREE, Texas Pacific Oil Co., Odessa, Texas; JOE E. JOHNSON, Humble Oil & Refg. Co., Denver, Colorado; JORGE BENITES PINEDO, PETROPERU, Talara, Peru.

Second row, left to right: JOE BYRD, Lufkin Industries, Lufkin; LUTHER TACKETT, Lufkin Industries, Kilgore, Texas; ABDUSSALAM MOHAMED AGELI, Oasis Oil Co., Tripoli, Libya; LEON GULAR BARRETO, Shell Oil Co., Lagunillos, Venezuela; GALO OSWALDO MEJIA, Anglo Ecuadorian Oil, Ltd., Quayaquil, Ecuador; JAMES ARTHUR FALSHAW, Mobil Oil Libya, Tripoli, Libya; WALLACE LOVING, Texas Pacific Oil Co., Breckenridge, Texas; ROBERT L. JAMES, Humble Oil & Refg. Co., St. Elmo, Illinois; CURTIS KRUSE, School of Production Technology, Austin, Texas.

Third row, left to right: FITURI SULIMAN ELWALID, Oasis Oil Co., Tripoli, Libya; JORGE CORREIA BOTELHO, Cabinda Gulf Oil Co., Luanda, Angola; JORGE O. VARGAS, Texas Petr. Co., Bogota, Colombia; RUDY DIRK PAULUS, P. N. Pertamina, Djakarta, Indonesia; A. L. STARK, Atlantic Richfield Co., Eldorado, Texas; ROBERT H. THOMPSON, Atlantic Richfield Co., Lafayette, La.; BILL ANDERSON, Cities Service Oil Co., Corpus Christi, Texas; MOHD SASSI GAIED, Oasis Oil Co., Tripoli, Libya.

Back row, left to right: BURL HUNTER, Getty Oil Co., Odessa, Texas; EDMUND NEIL INGRAM, West Australian Petroleum, Perth, Western Australia; CURTIS SMITH, Houston Natural Gas, Corpus Christi, Texas; T. V. GIBILTERRA, Chevron Oil Co., Natchez, Miss.; LOUIS G. FASZHOLZ, JR., AMOCO Production Co., Alvin, Texas; JOHN WELDON WHEELER, Mobil Oil Libya, Tripoli, Libya; MOHAMED A. ABDULHAMID, Mobil Oil Libya, Tripoli, Libya.

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by Lufkin Cameramen



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Paris, France



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New York, New York



EDWARD A. ZUBLIN
Belco Petroleum Co.
New York, New York



ANDRE COUPIN,
left, ROBERT ARTIGNAN
ELF-Congo Pointe Noire, Congo



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AMOCO Europe
London, England



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Front row, left to right: KEITH A. SMITH, Getty Oil Co., Taft, Calif.; RODERICK NELSON, Amoco UF Exploration Co., Great Yarmouth, England; ERWIN O. SCHILHAB, AMOCO Production Co., Alvin, Texas; LEARY O'CONNER, West Australian Petr. Pty. Ltd., Perth, Australia; WILLIAM CARLTON CASE, Houston Natural Gas Prod. Co., Corpus Christi, Texas; WAYMOND TAYLOR, Texas Pacific Oil Co., Hamlin, Texas; MAHDI E. JELAUD, Arabian American Oil Co., Abqaig, Saudi Arabia; MARVIN W. SHREFFLER, Getty Oil Co., Bakersfield, Calif.; AHMED M. ELKATIB, Mobil Oil Libya, Tripoli, Libya; LUIS O. CARVAJAL, Creole Petr. Co., Maturin, Monagas, Venezuela; J. D. BRADLEY, Lufkin Industries, Lufkin, Texas.

Second row, left to right: RUVOGT H. SCHMIDT, Mobil Oil Libya, Tripoli, Libya; ISADORE W. MEDINA, Getty Oil Co., Santa Maria, Calif.; WILLIAM B. McCABE, Atlantic Richfield Co., Bakersfield; RAY R. LIMBOCKER, Sun Oil Co., Houston, Texas; TEWFIK Z. ABD EL RAHMAN, Gulf of Suez Petr. (AIOC), Cairo, Egypt; DONALD G. RAGSDALE, Midwest Oil Corp., Midland, Texas; ROLANDO LUNA ORTEGA, Mobil Oil Co., Barinas, Venezuela; DIOGENES STOCKETTI, Amoco Argentina Oil Co., Comodoro Rivadavia, Argentina; CURTIS KRUSE, School of Production Technology, Austin, Texas; W. T. CROWDER, JR., Lufkin Industries, Kilgore, Texas.

Third row, left to right: DON TRAYLOR, Lufkin Industries, Lufkin; LAWRENCE A. FLAMING, Mobil Oil Corp., Thomas, Okla.; LAWRENCE SHIVERS, Texas Pacific Oil Co., Hamlin, Texas; KHALIFA M. ISA, Mobil Oil Libya, Tripoli, Libya; ALFONSO GALVIS, Sinclair & P. P. Colombian Inc., Bucaramanga, Colombia.

Fourth row, left to right: MORGAN FLOURNOY and DOYLE BOWERS, Lufkin Industries, Lufkin; SULIMAN ALI, Mobil Oil Libya, Tripoli, Libya; DOUGLAS O. WELCH, Mobil Oil Libya, Tripoli, Libya; ELWAYNE L. WHITLOCK, Getty Oil Co., Ventura, Calif.; MILTON WALTHER, Lufkin Industries, Lufkin; WILLIAM M. PARDUE, Pardue Oil, Breckenridge, Texas; RILEY WEBB, Lufkin Industries, Lufkin; JOSE LUIS PARDO, Shell de Venezuela, Zulia, Venezuela; LUTHER TACKETT, Lufkin Industries, Kilgore; FRED GRIFFIN, Lufkin Industries, Lufkin.

PIERRE CHARPENTIER
ELF-RE
Paris, France



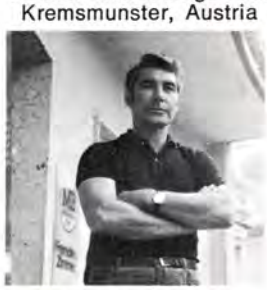
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Continental Oil Co.
Great Yarmouth, England



ISKANDAR BASRI
P. T. Stanvac Indonesia
Pendopo, S. Sumatra



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Rohoel Gewinnungs A.G.
Kremsmunster, Austria



ERNST GROSS
Rohoel Gewinnungs A.G.
Vienna, Austria



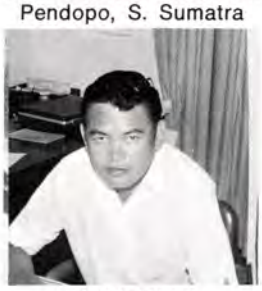
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Pendopo, S. Sumatra



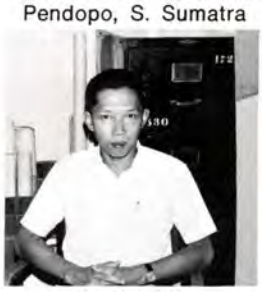
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P. N. Pertamina
Djakarta, Indonesia



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Lufkin Laffs

Po-ho: A deep South destitute prostitute.

When women flex their muscles,
It activates corpuscles.

A fellow said, "King Solomon had 900 wives . . . I wonder what he fed them."

Another guy spoke up and said, "Them . . . I wonder what they fed HIM!"

"Sorry, the number you dialed is not a working number," the operator said, then added knowingly, "but boy is she playful!"

Some gals seem to be able to reverse the theory of evolution . . . making monkeys out of men.

They named the strip queen Miss Anatomic Vessel . . . the girl with the best naval maneuver.

Said the irate wife: "Why do you read in bed? You never used to BEFORE we married."

Daughter was just back from the beach in her topless bathing suit. She was crying and her mama was raving and ranting.

"I told you," screamed mama, "that if you wore that awful thing to the beach you would be arrested and embarrassed. What happened?"

And the topless daughter, through her tears, burbled: "All that happened was that some fellow came up to me and said, 'Got a match, Buddy?' "

"I call my wife Napoleon," said the production engineer.

"Why?" asked his friend.

"Because she has so many boney parts."

Now there's a contraceptive pill for men. It's supposed to be worn in the shoe. Only trouble is, it makes 'em limp.

The cooperative Chicago callgirl dated the charming gent and when they parted, he handed her $200. The girl was flabbergasted, for she'd never before received more than $20 for her favors.

"Think nothing of it," said the man. "You come back tomorrow night and there'll be another $200 for you where that came from."

The following evening she returned, and when it was time for her to leave, true to his word, the fellow handed her another $200. Again she thanked him profusely, and again he replied, "Think nothing of it. Come back here tomorrow night and there'll be another $200 for you where that came from."

She returned the third night, and after she had satisfied him once again, he gave her another $200.

"You're the most generous man I've ever met," she said. "Tell me, where are you from?"

"Atlanta."

"Atlanta!" she exclaimed. "Isn't that a coincidence? My mother lives in Atlanta."

"I know," said the man. "When she learned I was coming to Chicago, she gave me $600 to give to you."

A NOTE TO OUR READERS: Beginning with this issue, THE LUFKIN LINE will be published quarterly. The Summer number will cover the months of June, July and August; the Fall number, September, October and November; the Winter number, December, January and February; and the Spring number, March, April and May.

The magazine will change from letterpress to offset printing, which will be done by Gulf Printing Company, Houston, Texas.

We hope you will enjoy the addition of four-color photographs to THE LINE. Your comments will be welcomed and appreciated.

THE EDITORS

Wife: "Where'd you get that lipstick on your collar?"

Hubby: "That's not lipstick, that's tomato juice."

Wife: "Okay, who's the tomato?"

Girls, if you wear a shift, wear nothing under it . . . it's such fun to see everything shift for itself!

The lady went to the doctor, exposed her chest, and said: "Doc, look at these nine hairs I have growing on my chest."

The doctor said. "That's nothing; I've got hair all over my chest."

"But," the lady countered, "I don't have anything down *there* like you have."

Then the doctor answered: "Just you wait until I pull the shades down and you WILL have!"

Bartender: "Do you girls ever have babies?"

Prostitute: "Sure . . . where do you think bartenders come from?

A steeple jack worker named Moe
In a helluva rush had to goe.
On the 33rd floor
He opened the door
And hollered, "Hey, watch out beloe!"

It was a high society dinner at a million-dollar estate. One of the guests, a famous surgeon, apologized for being late, explaining he had to stay at the hospital to amputate a man's most important appendage.

With great concern the hostess asked, "Did you saw right through the bone?"

Whereupon all the guests arose simultaneously and bowed reverently to her husband!

A cooperative girl is one who reclines to answer the question.

A bartender is a psychiatrist with vertical patients.

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What LUFKIN MEANS



TO MANAGEMENT



LOWEST OPERATING COSTS.
LEAST DOWN TIME.
HIGHEST RESALE VALUE.

TO THE ENGINEER



BEST GEOMETRY
LARGEST BEARING AND SHAFTS.
MOST RUGGED GEAR REDUCERS.
GREATEST DEPENDABILITY.

TO THE WAREHOUSEMAN



FASTEST PARTS DELIVERY.
BEST AVAILABILITY OF PARTS,
REGARDLESS OF AGE OF UNIT.

TO THE PUMPER



BEST AND FASTEST FIELD SERVICE.
EASIEST TO OPERATE.
LEAST ATTENTION NECESSARY.

You Can Relax
When It's
LUFKIN EQUIPPED



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