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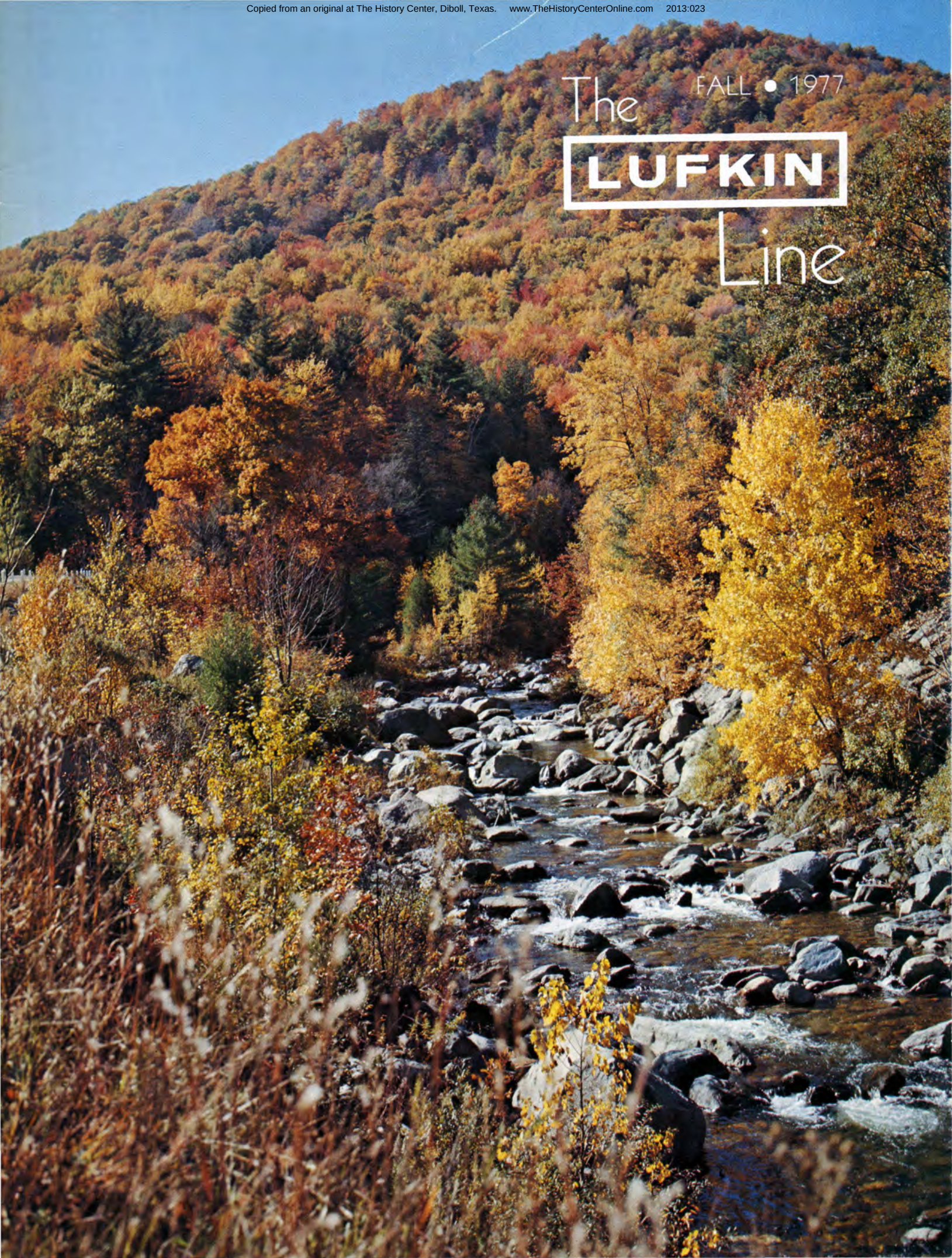

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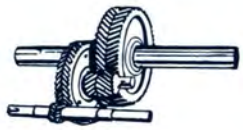

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MID-CONTINENT DIVISION ISSUE

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COVER: Berkshire Mountains, Massachusetts
Transparency by Vernon Sigl
Brooklyn, N. Y.

OPPOSITE: Joanne Reed
Transparency by Robert Anthony
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The San Juans

Banana Belt of the Northwest

KEN BROOKS
Author and Photographer

In the 1850s, when the west end of the U.S.-Canadian border was in dispute, some off-shore islands in the area were occupied by the Canadian Hudson's Bay Company and a handful of Americans. They got along fairly sociably until a Bay Company pig uprooted potatoes in American Lyman Cutler's garden. It had happened before and Cutler, his patience frazzled, shot the porker dead.

An international issue, of sorts, was precipitated and to forestall further confrontations, both sides posted troops there. The Yanks threw up an earthen breastwork and the Redcoats built a blockhouse at opposite ends of the island. No actual fighting occurred and the incident soon lost steam. Opposing troops even got together for Sunday picnics. Eventually, in 1872, acting as mediator, Kaiser Wilhelm III settled the dispute by giving Vancouver Island to Canada and the San Juan Islands (site of the "Pig War") to the United States.

Discounting rocks too small for names, the San Juan Islands are 172 in all, from 58-square-mile Orcas down to building-lot dots supporting a single family. The rest of Puget Sound is a bit envious of San Juan's "banana-belt" climate which is filtered and patterned by the Olympic Range and the Strait of Juan de Fuca. The result is approximately 50 more days of sunshine annually.

To get there, the visitor must drive to Anacortes, Washington, at the northern tip of Fidalgo Island, which is bridged to the mainland, and board a Washington State Ferry. The four major islands, Lopez, Shaw, Orcas, and San Juan are scheduled ferry stops and travelers wishing to visit all four may ticket through to Friday Harbor, on San Juan, making intermediate stopovers enroute.

This island hopping mode rewards the sight-seer with a wide range of locales and experiences with remarkably low vehicle mileage, and spices it all with intermittent dashes of sea-voyage flavor.

Lopez Isand, about 10½ x 4 miles, is first up. A bit flatter than Orcas across the channel, it exudes a serene tranquility that has persuaded many a city family to chuck it all for year-round Lopez life. Some still commute and find it worth the effort. The focal point is Lopez, a nodding-in-the-sun, general-store type village on nearly landlocked Fisherman's Bay. The landscape is a hazy blend of small farms, lily ponds, fishing boats and sand-beached coves.

A low tide in these islands reveals a bountiful bottom-life; mussel, clams, sea cucumber, needle-spined urchins, giant anenomes, crabs and ropey kelp. Bottom fish lurk in the kelp beds and there are salmon in deeper water. This is "happy hunting grounds" for scuba-geared naturalists.

Shaw Island, except for a store and utilities at the dock, is residential. A loop road branches into shady lanes terminating at secluded waterfront homes visible to ferry passengers as they thread the

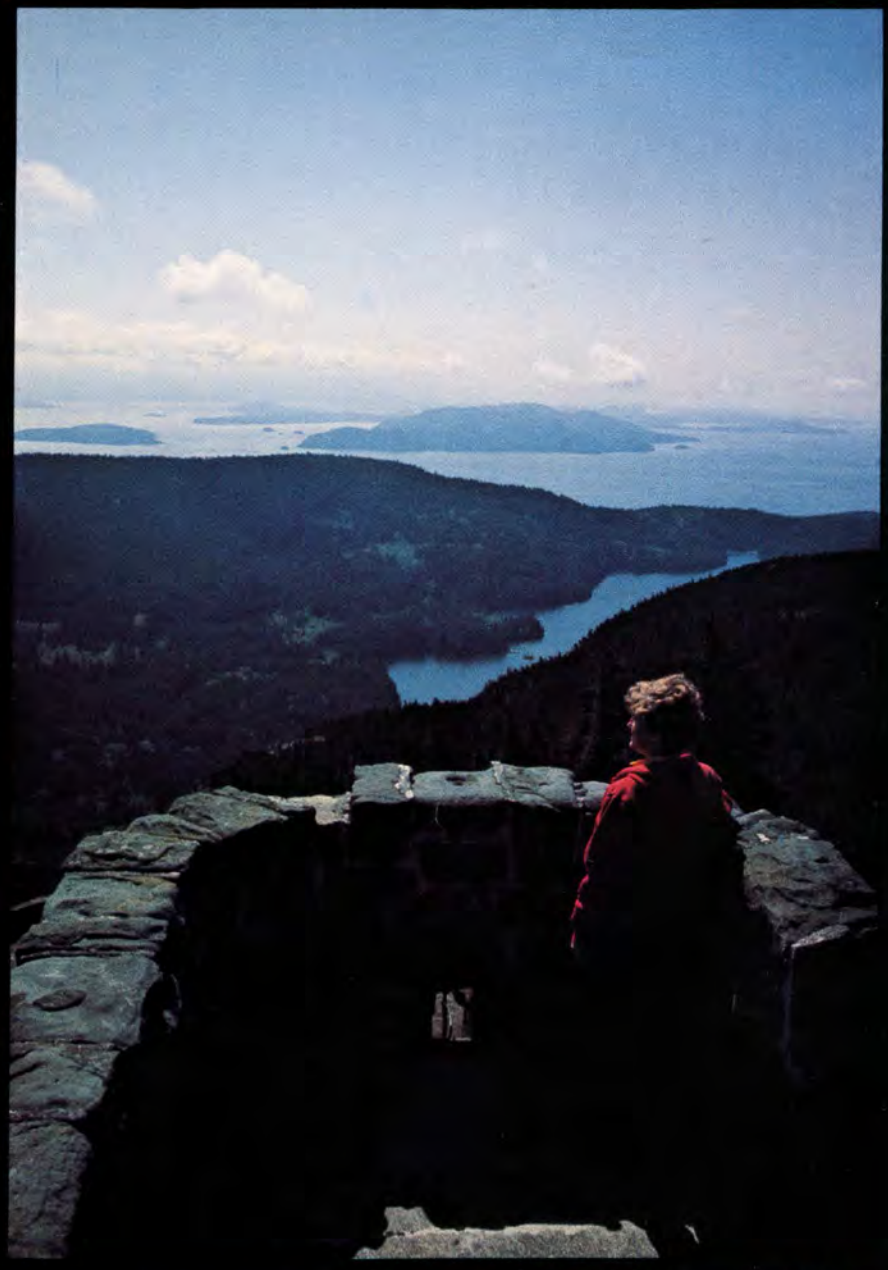
continued



Washington State super-ferry "Kaleetan" debarks customers at Orcas Island. Shaw Island is seen across the water

From the observation tower on Mt. Constitution in Moran State Park, visitors can see all 172 islands in the San Juan archipelago









Old Hotel de Haro, a Victorian survivor of the Lime Kiln days, attracts tourists to Roche Harbor

False Bay, aptly named by early sailors who ran aground here even at high tide

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The San Juans ... *continued*

channel between islands. Shaw is good living, private and quiet. Few islands not served by the ferry are settled with community groups; the required personally-owned transportation is too costly for most. But two or three houses or even singles can be seen nestled in the trees or anchored to the rocks, with planes on the strip and motor-yachts at the dock.

Orcas Island is the headliner of the San Juans. It possesses some captivating harbors, a magnificent array of watercraft, plus enough scenic vistas to keep a camera shutter warm. In separated, isolated glimpses, Orcas can look like many other places. A certain wide valley resembles Montana cow-country, while Deer Harbor, with its buildings of nautical gray and white, could be a New England village.

Orcas is not overtly commercial but there are restaurants, resorts, gift shops, and hotels. Moran State Park, encompassing 4800 acres, offers camping, fishing, hiking, boating, swimming, and a 2400-foot mountain named Constitution, with a sinuous road to the top. From there a 360-degree seascape showcases the entire San Juan group and Mt. Baker to the northwest.

Because of the close proximity of these islands, and the profusion of harbors, coves, and marine parks, the boating fraternity from California to Alaska frequents the San Juans. Marinas, supplies, and repairs are plentiful, making propellor wakes and snowy sails part of the visual fantasy.

San Juan Island is the seat of this county-surrounded-by-water. Its center of civilization is Friday Harbor, a lovely body of water and an attractive, very natural town. It caters to visitors with refurbished vintage hotels, good gift shops, an old-timey ice cream parlor and a pizza-oriented tavern. But essentially it's a straight-forward working town. Turning away from the lovely harbor, the traveler will find a fish cannery, a real salty-dog boatyard, and a University of Washington Marine Biology Lab where visitors are welcomed.

Roche Harbor, activated a hundred years ago by the west coast's largest lime quarries, survives as a resort area. The harbor is idyllic and is graced by the Hotel de Haro, a massive gingerbread-festooned masterpiece. Teddy Roosevelt stayed here once and the register is perpetually open to his signature.

Fishing addicts will like San Juan. Haro Strait has Ling Cod to 40 pounds and local resorts rent boats and suitable gear.

No matter the mode of travel, or individual tastes, the San Juan islands are accommodating. There are camping facilities on all ferry-connected islands. Moran State Park is the most modern, but San Juan County Park has the most spectacular sunsets. There are hotel/motel accommodations on all but Shaw, and several resorts whose amenities cater to individual preferences and wallets. For boaters, marine parks are located on ten non-ferry islands. The weather is normally clear, bright and cool.

A note of friendly warning: San Juan Island life is known to be addictive. Many oldtimers came to visit and just stayed on. The visitor who lets his guard down could find himself a permanent islander.

Purse-seiners (their nets close like a draw-string purse) work Haro Strait for salmon

Orange California poppies carpet a rocky promontory near the Lime Kiln light





San Juan County Park claims to be sunset capital of the Northwest





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Installations



LUFKIN C-228D-213-86 Unit, Mapco Production
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LUFKIN C-912D-365-168 Unit, Continental Oil Company, Ratliff City, Oklahoma



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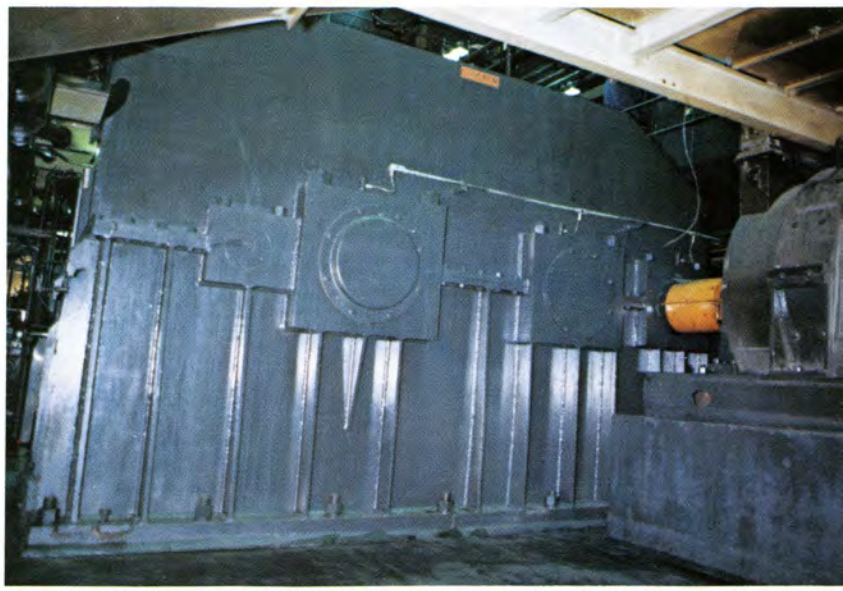
LUFKIN C-320D-256-100 Unit, Continental Oil Company, Harris Fletcher #1, Ratliff City, Oklahoma

LUFKIN Model DF1450 Speed Reducer transmits 3000 HP to drive a Banberry Mixer at the Uniroyal Plant in Ardmore, Oklahoma

LUFKIN C-228D-173-74 Unit (below), Paul Kloberdanz, E. Davis Field, Davis, Oklahoma









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Ocean Ranger in the Bering Sea

By MICHAEL MARK

All oil in Alaska isn't found under cold, desolate tundra. Some of it is found under cold, desolate water. With temperatures and wind chill factors reaching as low as the waves and winds reaching as high as the mountains, oil exploration off Alaska's rocky coast is a dangerous and serious business.

The Ocean Drilling & Exploration Company (ODECO) was a long way from its home offices in New Orleans, Louisiana, when it set up drilling operations in the frozen north last fall. Keeping safety and reliability as prime requisites, ODECO had to devise a stable, mobile, safe drilling platform for the rugged waters in Alaska's Bering Straits . . . and they did.

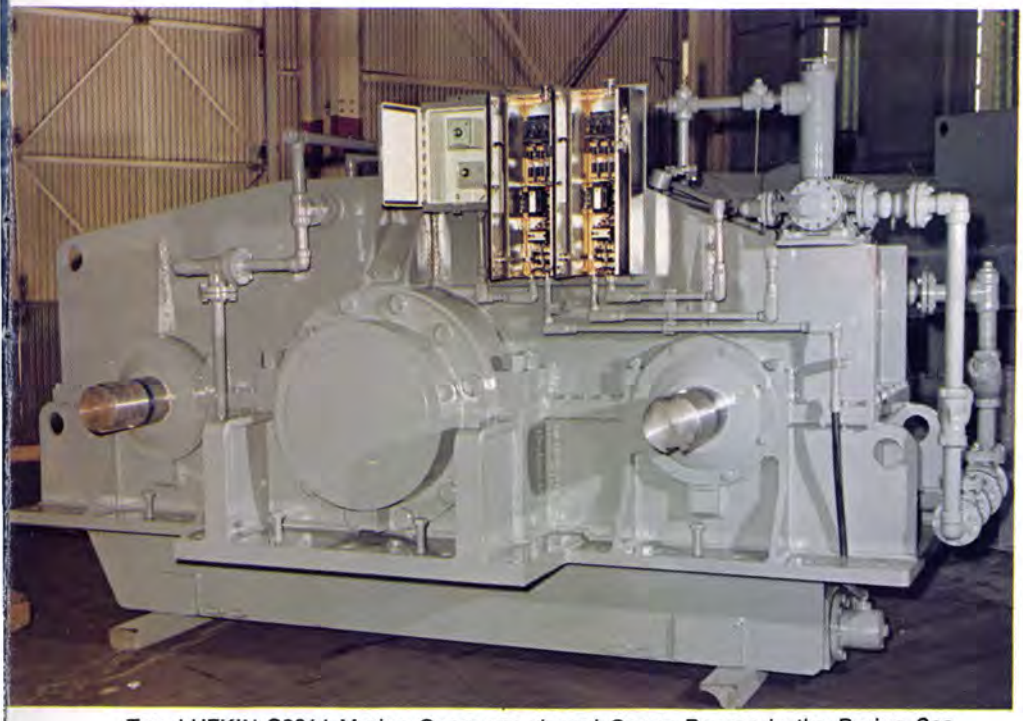
The *Ocean Ranger,* a new class, deep water, self-propelled, semi-submersible drilling platform is presently operating in the St. George Basin in the Bristol Bay area of the Bering Sea.

This mammoth drilling rig was specially designed to operate in a severe environment, in deep water, and at a great distance from a source of supply. It is 396-feet long, 262-feet wide, twin hull design with a 14,000 horsepower propulsion system.

Mostly special grade steel was used in construction and totals 14,500 long tons. The structure is rated ABS-AMS A-1 M for unrestricted ocean operations and is designed to withstand simultaneously 115 mph winds, a three knot current, and 110-foot waves.

Built by Mitsubishi Heavy Industries in Hiroshima, Japan, the rig traveled, largely under its own power, the 3000 miles to the Bering Sea averaging around five knots.

Oil Rig Photo: Ocean Drilling & Exploration Co., New Orleans, La.



Two LUFKIN C9614 Marine Gears are aboard Ocean Ranger in the Bering Sea

Two LUFKIN C9614 Marine Propulsion Gears, each powered by two 3500 horsepower DC motors, supplied the drive for the four-bladed, 12½-foot propellors.

These compound gears, having input via two pinions, combine power onto a single bull gear which in turn drives the propellor. Each pinion is driven by a 3500 horsepower DC motor at 330 rpm, with the gear reduction being 1.766:1.

The *Ocean Ranger* can accommodate 100 men in its living quarters and will drill at the 80-foot draft in water depths up to 1500 feet with the present mooring equipment. It is capable of drilling in water depths of up to 3000 feet with the addition of more anchor chain.

The deck will support 3500 long tons of supplies, enough to drill a 14,000-foot well. This load can be carried while the *Ocean Ranger* is in transit, while submerging to its drilling draft, and while drilling or standing by waiting on weather, all in storm winds up to 100 knots. It is not necessary to jettison any of this consumable load at lesser wind velocities.

ODECO felt that mooring reliability in severe operating conditions was probably the most important consideration in the *Ocean Ranger's* design, both for the safety of the crew and for the protection of the environment. By increasing the number of mooring lines from eight to 12 and providing larger lines, the *Ocean Ranger's* total mooring system is 66% greater than anything ODECO has previously used.

Building this gargantuan drilling rig, keeping safety and reliability in sight, cost plenty. It was ODECO's opinion, based on years of operating experience in some of the world's toughest areas, that such expense was the best and surest way to achieve structural and operating security.

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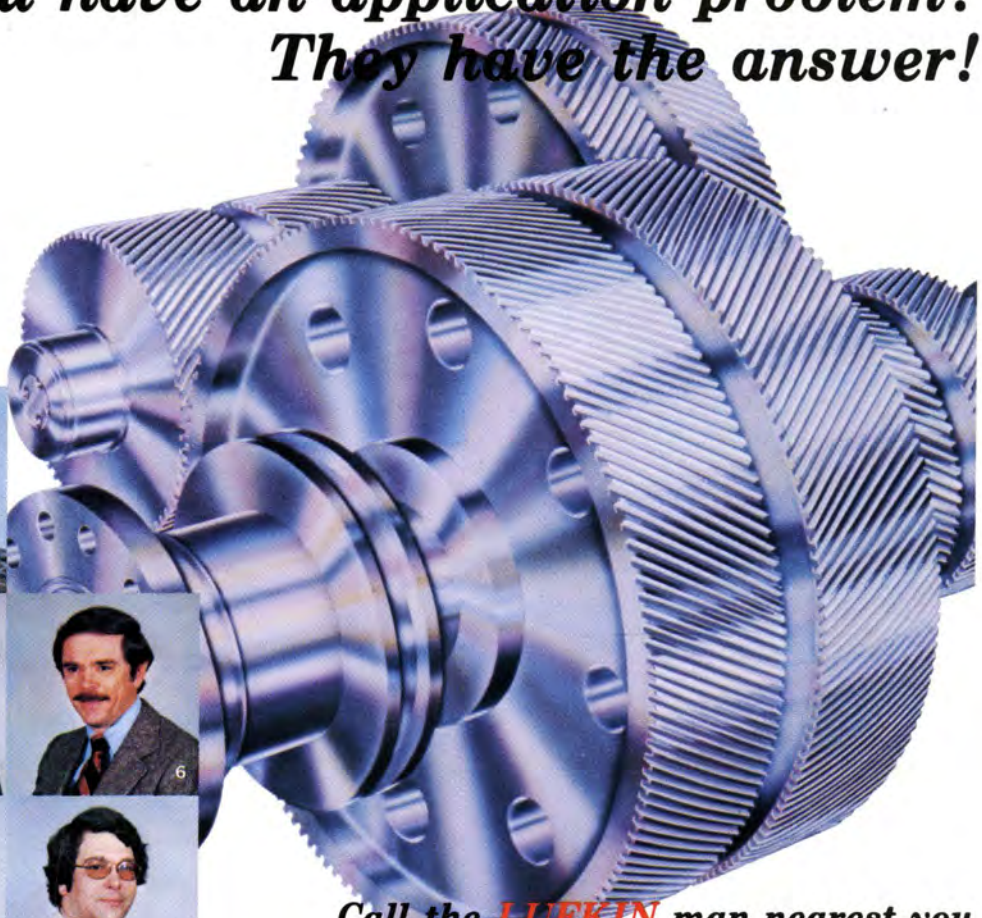



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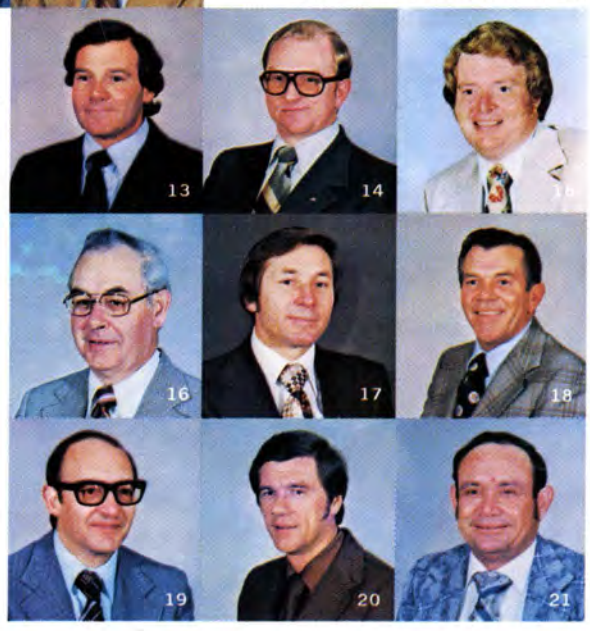

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