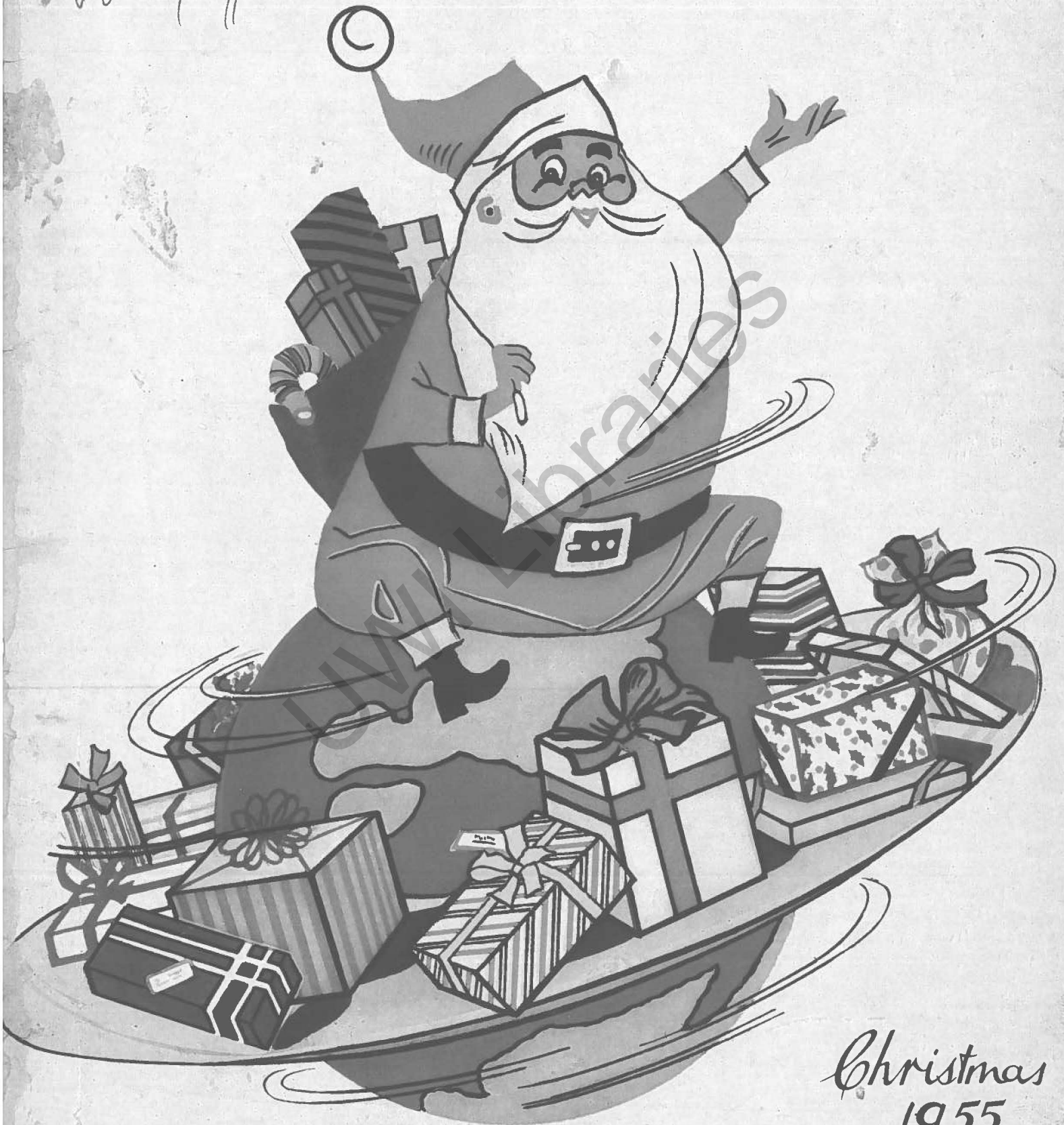


A.P. 6..S 53.

UBOTIMES

Vol 4 #5



Christmas
1955



SEASON GREETINGS

My wife and I send our sincere Christmas Greetings and good wishes for the New Year to all members of U.B.O.T. and to their wives and families. It is our constant wish to do everything we can for their welfare and happiness in the organisation to which we all belong.

The year now almost past has marked several milestones in the Company's history, notably that of record crude oil production. There are good grounds for hoping that, with the continued efforts and co-operation of all, the coming year may also be a fruitful one, both for the Company itself and in its contribution to the prosperity of Trinidad and Tobago.

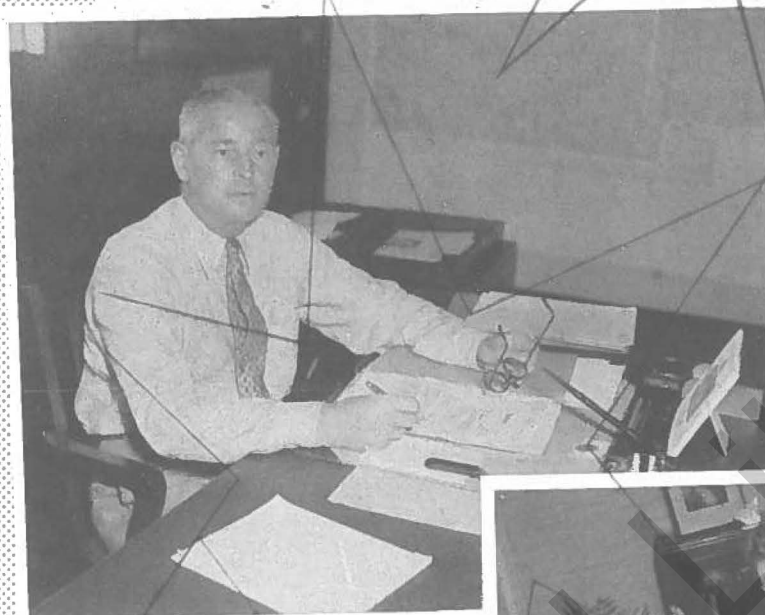
Edwards

On leaving Trinidad after our stay of three and a half years, my wife, my children and I have, with many regrets, to bid farewell to all the friends, new and old, whom we have known here during that time.

To all those who have, by their efforts, directly or indirectly, made possible whatever progress I have been able to assist in achieving during my stay, I am most grateful.

Speaking for my family and myself, I wish all of you a very happy Christmas, with good fortune in 1956 and in the years to come.

W. Hall



UBOTIMES

THE HOUSE MAGAZINE OF
THE UNITED BRITISH OILFIELDS OF TRINIDAD LIMITED
TRINIDAD — BRITISH WEST INDIES

VOL. 4 NO. 5

DECEMBER 1955

The Motor Show

London

October, 1955

THE LATEST models from Britain's car assembly lines were on view, together with those of other countries, at the International Motor Exhibition held at Earl's Court (London) from 19th to 29th October 1955.

This show, the 40th of the series, marked a new phase. For the first time since the war world production threatens to exceed world demand and the foreign exhibitor came to Earl's Court to fight for a place in Britain's home and overseas markets. The British Car industry however continued its upward trend and in the first half of 1955 produced 460,000 cars or one every nine seconds of the working period.

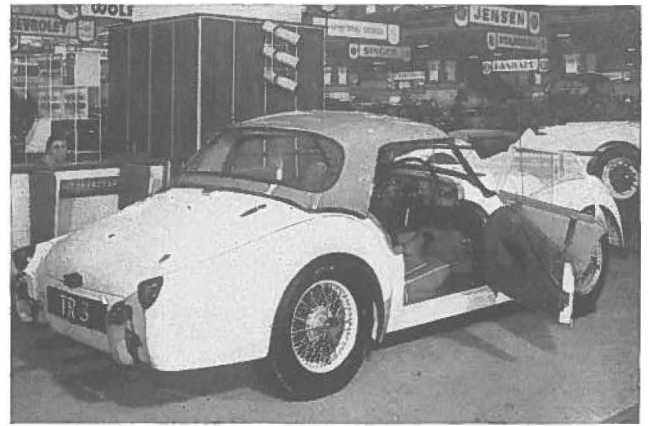
If the few wholly new British cars at this year's show are not revolutionary by foreign standards they are at least outstanding in the more orthodox field. Two Saloons—the "100 m.p.h." 2.4 litre Jaguar and the Sunbeam Rapier, were among the Sports newcomers and the open two-seater MGA proved a worthy successor to the famous MG. Midget.



The Vauxhall Cresta.



The Hillman Minx 4-seater Saloon.



The Triumph sports hard top T.R.3.



The Morris 2.6 litre Isis, a 5/6 seater.



The Standard Vanguard III—integral chassis and body construction.



The new Humber Hawk Estate Car.



The new two-door Sunbeam Rapier Sports Saloon.

A notable challenge in the family saloon market was given by the Standard Vanguard III whilst the Humber and Ford factories provided interesting models in the popular estate car class.

Looking at the cars of the world as a whole one finds that among British engines about two-thirds are four-cylinder types and the rest sixes. All are orthodox in-line units, and all are four-stroke, water-cooled.

The eight-cylinder engine represents more than 90% of the whole in American cars and the remainder, except for the Willys Jeep and the British built Metropolitan which are four-cylinder units, are fine examples of six-cylinder engines.

Among the Continental cars there are some eights and a few more sixes but the majority are fours although there are also a number of three and two-cylinder engines. The V type unit is most popular in the United States and they are not uncommon on the Continent. In Europe there is also variety in engine design in other ways. Nearly one and a half million of the post-war cars produced on the Continent are air-cooled units and there are also large numbers of two-stroke engines in use. The front-mounted engine is still the vogue but by the end of this year almost two million post-war cars with rear-mounted units will have found buyers.

Transmission systems in British cars are generally orthodox—a manual clutch and a three or four speed synchromesh gearbox. A few have automatic transmission and fewer still have a fluid coupling combined with an epicyclic gearbox. In the United States, however, the automatic transmission predominates.

There was nothing really new in accessories or "gadgets" but there is no doubt that the tubeless tyre is here to stay and it is now fitted to many of the new models as standard. Colour was the keynote of the Exhibition and on every side the brighter two-tone colour schemes of the exhibits made a gay and memorable scene.

The London Motor Show, as in previous years, continues to spotlight developments in this expanding industry and also in the international car manufacturing scene.



Newcomer to a famous range—the "Two-point-Four" Jaguar Saloon.

Postscript from Paris

AS USUAL, the Paris Salon preceded the London Motor Show, and without doubt the outstanding exhibit was the new Citroen DS 19. Among the features included in this new model are hydraulic suspension, power-assisted steering disc brakes and automatic clutch. Road tests of this model are awaited with interest.

Simca also introduced a new Aronde 1300, which appeared in a number of different styles to suit all tastes and requirements. The new car is powered by a 1,290 c.c. engine developing 48 c.v. at 4,500 r.p.m. The two sports two-seater versions of this car have the Flash special engine with a higher compression ratio, developing 57 c.v. at 5,300 r.p.m.

The general tendencies at the Paris Salon indicate a growing popularity for the 'Spyder' or open sports car. It was apparent that more and more European manufacturers are including automatic transmission in their production models, and paying greater attention to the safety of the passenger. Finally, the influence of specialist body-designers can now be seen in the smaller standard production cars. These new body-styles, with their smoother lines and brighter colours, have certainly given a face-lift to European cars.



The new Citroen DS19.



The Peugeot 403 Saloon.

Employee Training

By F. DUTTON

FOR a long time our U.B.A.A. Football team has been one of which we can all be proud. Its performance has not been an occasional flash in the pan, but has been maintained year after year.

We cannot dismiss this wonderful record by saying, "simply because we have the best players". Other teams have their good players too, many of them individually better than ours, yet we maintain our supremacy. What are the real reasons? In football, as all other team games, individual brilliance is not so important, it is team work that counts more than anything else. Team work is achieved by careful selection of the best players, and by constant practice and coaching, in short, **SELECTION and TRAINING**.

The same principles apply in Industry. In the face of keen competition the industrial organisation which carries out the processes of careful selection of its staff for the jobs which have to be done and trains them to carry out these jobs efficiently, has the advantage, all other factors being equal.

Our Company is fully alive to this. Since 1949 we have had our Apprentice Training system, which, apart from its main function as a school from which our future artisans will spring has already produced a number of promising recruits to higher technical jobs. Less well known, but firmly established, are our schemes for Student Apprentices, Drilling and Production Trainees, and Regional Technical Scholarships. All these are concerned with the training of young men of good calibre as recruits to our Company.

The latest training development is designed to cater for older employees of U.B.O.T. who have not had the benefit of secondary education or specialised technical training. This development is known as the **EMPLOYEE TRAINING SCHEME**.

The scheme has several unusual features. For example, it provides for the formal training of selected employees on a full time basis for a period of six months. This six months

is provisional and if circumstances warrant, it may be extended. Trainees are drawn from all departments and are paid their normal wages during the training period.

The curriculum has been planned in relation to local conditions and the standard of education of the trainees. This feature is an important one. Employees who are selected and express their willingness to take the course need have no fear that the subjects taught will prove to be beyond their attainments. When selections are made the curriculum is planned to fit the trainees, which is quite the opposite of planning the curriculum and then trying to find employees who can measure up to it. This policy has dictated the provision of lessons in Arithmetic, English, and Engineering Drawing as the basis of the formal instruction. Other classroom subjects are Safety, Fire Prevention and Fire Fighting, Artificial Respiration; U.B.O.T. Organisation and the functions of all the Departments; Human Relations on the Job; courses in Job Instruction and Job Methods; and various others.

Activities are not, however, confined to the classroom. An important part of the training consists of Practical Work, for which trainees are drafted (for four afternoons each week) to departments or sections whose work has some bearing on the trainee's own job. In addition, group tours have been organised both within the Company, and to outside firms.

The first of these six-month sessions, for whom eighteen employees have been selected, was inaugurated by Mr. M. W. Godfrey, the Assistant Manager (Production), in the Conference Room on Monday September 12th.

The organisation and maintenance of the **EMPLOYEE TRAINING SCHEME** is the responsibility of I.R. & P. Department. The Training Supervisor (Mr. B. Sanders) is assisted by Mr. L. E. Connell (Asst. Training Supervisor) and Mr. L. Edwards (Instructor).

F. Dutton, Supervisor (seated centre), D. Lund, L. E. Edwards (standing left), and L. E. Connell (standing right), Instructors with members of the first Employee Training Group.

F. Dutton (Supervisor), receives a farewell gift from the Group.



Aviation Section

THE RISING tempo of business activity in the post-war years has demanded amongst other things a fast, dependable transportation system capable of moving executives from place to place with the minimum of delay.

This is particularly evident in the United States, where in the past ten years the growth of business flying has overshadowed every other field of Aviation to the extent that this fleet of aircraft is now flying the nation's skyways on business missions for more hours in any given period than all domestic airlines combined. One of the contributing factors to the demand for company-owned aircraft has been the inability of scheduled operators to provide the flexibility of service demanded by the business executive.

It can be argued that air travel only produces its true potential when long distances or flights over water are involved but in fact under favourable conditions and with the proper coordination of surface transport considerable saving in time can be effected in flights of 50 miles or, on some occasions, even less.

It is only natural that the Royal Dutch/Shell Group should be among the foremost exponents of this policy. Accordingly it was decided in 1952 to investigate the possibilities of air transportation in Trinidad for the purpose of streamlining by conveying Management and senior members of the staff between Point Fortin, the different fields, Port-of-Spain and Piarco.

A Miles Gemini aircraft was purchased in the U.K. early in 1953 and landing strips were prepared initially at Point Fortin and Penal, a strip was later added to provide facilities in the Ortoire district. With the arrival in the Colony of Mr. J. Findlay on the 12th August 1953, the Aviation activities came into full swing. On September 3rd, the unpacking and assembling of Gemini VP TB1 was completed and after a successful test flight the aircraft was awarded a local Certificate of Safety for flight.

Despite some early teething troubles the operations have continued to expand and now, besides providing facilities



The Hangar at Point Fortin.

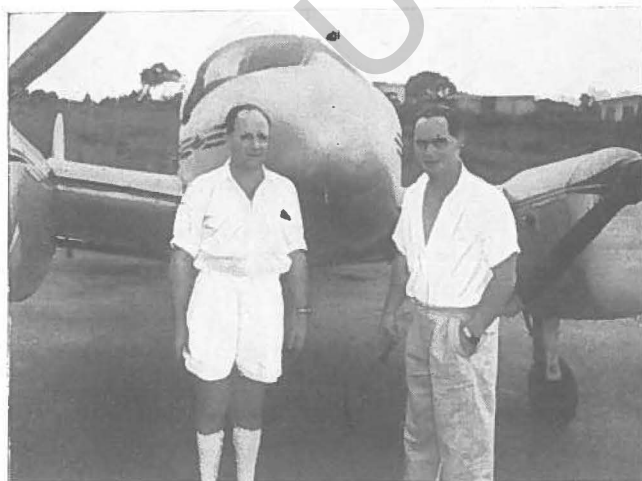
for air transportation within Trinidad, Company representatives are flown to visit customers and agents in many parts of the Caribbean.

Since the beginning of operations in 1953, 346 sorties have been flown, 130 landings have been made at Piarco airport, 94 at Point Fortin, 28 at Penal and 21 at Balata East. Flights have been made to the following territories in the Caribbean and Guianas: St. Kitt's, Antigua, Puerto Rico, Guadeloupe, Martinique, St. Lucia, Grenada, Barbados, Tobago, British Guiana, Surinam and French Guiana.

In all a total of 60,750 passenger miles has been flown in fifteen effective months making a monthly average of 4,050 passenger miles per month.

The work involved in the maintenance of modern aircraft is of a highly specialised nature and although the Miles Gemini in appearance might seem to present no difficulties with regard to serviceability, with its electrically-operated retractable under-carriage, full blind flying panel, instrumentation and radio equipment it has all the attributes of a bigger type of aircraft. It is unfortunately the complexity of the modern aircraft which makes it prone to periods of unserviceability since the malfunction of one of the essential instruments or controls renders the aircraft legally unfit for flight. It is to obviate in-flight troubles that a strict maintenance schedule is observed, the work involved being carried out in the aviation hangar at Point Fortin where Mr. Findlay is assisted by Mr. Kenmore Redhead who was transferred from the Transport Department to Aviation in December 1953.

Mr. J. Findlay, who is in charge of Aviation, learnt to fly in the Royal Air Force over twenty years ago and besides holding the requisite civil qualifications is an Associate of the Royal Aeronautical Society, holds a current Master Pilot's Certificate, is a graduate of the R.A.F. School of Navigation and was formerly a staff instructor at the Central Flying School. Prior to joining the Shell Group, Mr. Findlay was in charge of one of the largest flying training organisations in the United Kingdom and for his services in Training Command was a recipient of the Coronation Medal in 1953.



J. Findlay, Company Pilot/Engineer, with Group Captain Douglas Bader, Manager Aviation Department, Shell Petroleum Co., Ltd., London.

Long Service Awards

A GATHERING of some two hundred guests were at the Mahaica (U.B.) Club on 29th November for the presentation of long service emblems to employees with 25 years service and over. The presentations were made by Mr. G. L. Reid, General Manager, and the recipients included Mr. L. Paul who had completed 45 years service, three employees with 40 years, four with 35 years and forty-three with 25 years.

Before presenting the emblems, Mr. Reid made a short address in which he reviewed the history of the group and said that the Royal Dutch Shell/Group claimed to be one of the most progressive organisations in the field of industrial relations and in its treatment of its staff and employees generally.

He went on to say that U.B.O.T. employed more than 4,000 persons, of whom 96 per cent were British West Indians by birth. This indicated the large extent to which the Company's operations were conducted by local people. The small remaining percentage of non-West Indian staff comprised those who had specialised technical knowledge and experience, combined with particular administrative ability. Mr. Reid then pointed out that the Company was already training local men to acquire these special qualities but that it would, of course, be a somewhat lengthy process. Steady progress was however being made. Scholarships were being maintained at Universities and Technical Colleges in the United Kingdom where there were at present twelve U.B.O.T. students. A Scholarship at the University College of the West Indies had also recently been endowed. In Trinidad itself the Company maintained several scholars at Secondary Schools and also offered three Scholarships each year to sons of employees at the newly established San Fernando Junior Technical School. A well-equipped Apprentices Technical School was run by the Company at Point Fortin where there were some 60 boys receiving tuition in mechanical and electrical trades.

Referring to the long service awards, Mr. Reid said that emblems were awarded for accumulated service as distinct from continuous service. In other words all service with U.B.O.T. whether made up of one or more periods and all

service with other units of the Royal Dutch/Shell Group in other areas was added together to count as overall service for this particular purpose. Mr. Reid went on to say that he was pleased to see that the number of "silver jubilee" men still in service with U.B.O.T. amounted to 121 or one in thirty-four of the total complement. Those with more than ten years service numbered 1,400 or one in every three.

Emblems similar to those he was going to present were also being awarded to long service employees in London, The Hague, New York and in fact the smallest outpost in some remote corner of the world.

Mr. Reid then commented on the service rendered by Mr. L. Paul of the Production Department who had completed 45 years service. He said that Mr. Paul's service was even more remarkable when it was considered that he joined U.B.O.T. after he was thirty years old.

Refreshments were served after the presentation. The list of employees receiving emblems is as follows:—

45 Years : L. Paul (Production).

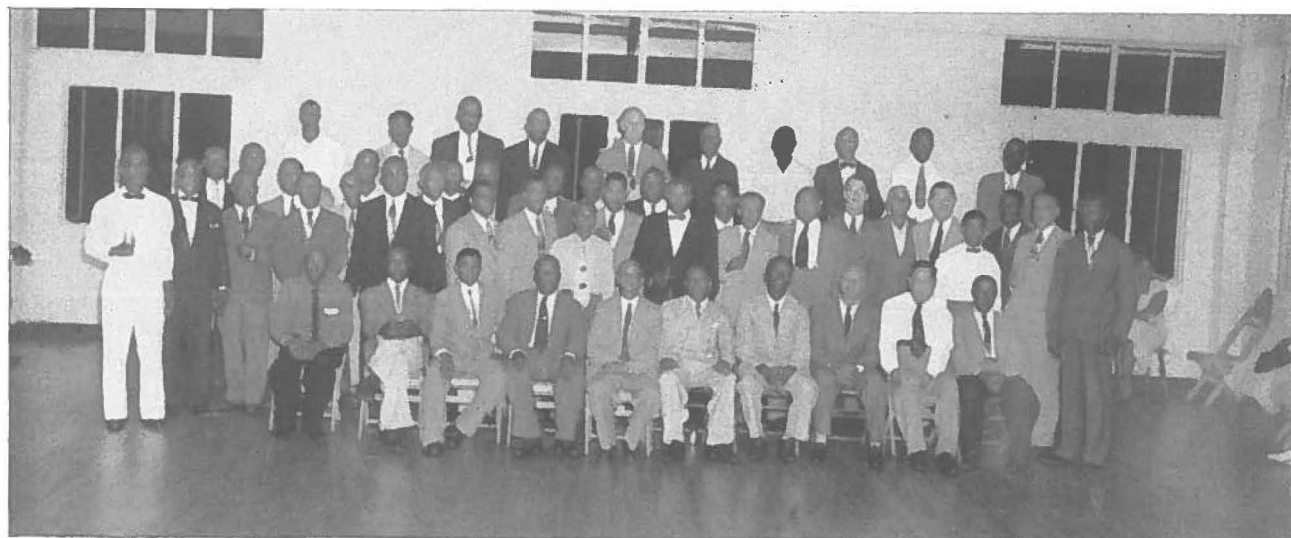
40 Years : F. Jackie (Production); H. Murray (Estate Police); N. Cuffy (Pensioner).

35 Years : E. Lawrence (Transport); H. B. Rostant and H. Arthur (Refinery); C. B. Mathison (I.R. & P.).

30 Years : E. Straker (Engineering); Ethelbert Reefer, Hem Williams and L. James (Refinery); S. Lambert (Materials); J. Andrews (Penal Field).

25 Years : V. George and H. S. D. Ifill (Production); C. Joseph (Exp. Engineering); A. La Fortune and J. Dumont (Drilling); A. P. Christie, A. H. Davis, J. A. Soverall, J. Prior (I.R. & P.); R. Baptiste and E. Smith (Estate Police); L. Bartholomew (Geological Draughting); E. L. Legall and E. C. Valentine (Materials); V. King and J. Daniel (Transport); J. Leslie, Kallee, R. Taylor, R. Badai, P. Ferdinand, A. Forrester, E. Lewis, G. Alexander, E. Montano (Engineering); W. Acco, S. Bowen, L. E. Nicome, Boodoosingh, N. Chance, A. Williams, K. Wiltshire, S. Minnier, B. Johnson, J. Murray, C. White, A. Felix, R. Nelson, N. Isaac, J. Frederick, J. Henry, E. Constantine and A. Phillips (Refinery).

Group photograph of recipients of Long Service Awards.



Producing Ubotimes

FOR AN article in this issue we have had our roving cameraman pay a visit to the Guardian Printery, printers of UBOTIMES, to take some shots of the production of a previous impression of our Company Magazine.

Since the year 1450 when the German, Gutenberg, invented the art of printing from movable types, the printed word has, from our very early infancy, in the shape of lettered blocks, controlled our whole thinking and learning. Yet only one in thousands has even a general idea of the art of printing, therefore we feel that this little article will serve to enlighten its readers as to the actual work involved in the production of our UBOTIMES.



Figure 1



Figure 2

Before printing can commence, it is the Editor's job to gather together the necessary items and articles which he feels will create reader interest, and in order to ensure a continuity of the magazine he makes certain to secure the subject matter for an issue well in advance. From experience, the Editor knows exactly how much text will be necessary to fill a page. He can therefore determine how many pages a certain article will make and how much matter will be required to complete the magazine. Once the Editor has assessed all this information, he then sends the copy to the printer.

The first stage it undergoes in the course of printing is, the type is "set" on the Linotype machine (Fig. 1) which could be described as a glorified typewriter that operates from a keyboard which releases brass matrices into an assembly box from which casts in printer's metal are made. The lines of type when cast appear as illustrated on the left hand side of Fig. 2. This type is passed on to the compositor whose duty it is to have a proof taken, which is read by a professional reader and checked for mistakes which are then corrected. The compositor then proceeds to do what is known as "to make-up the page" (Fig. 3), placing the blocks and arranging the size of the pages as illustrated on the right hand side of Fig. 2. When the pages are finally made up and the proofs passed as correct by the Editor, the magazine has then reached the stage of being prepared for the final printing. To do this the compositor "lays-down" the pages in a chase (that is an iron frame as depicted in Fig. 4), in such a manner that when the pages are printed and folded, they will run consecutively. By a series of iron wedges the type pages are "locked" into the iron chase, the whole then lifted bodily and taken to the machine room.



Figure 3

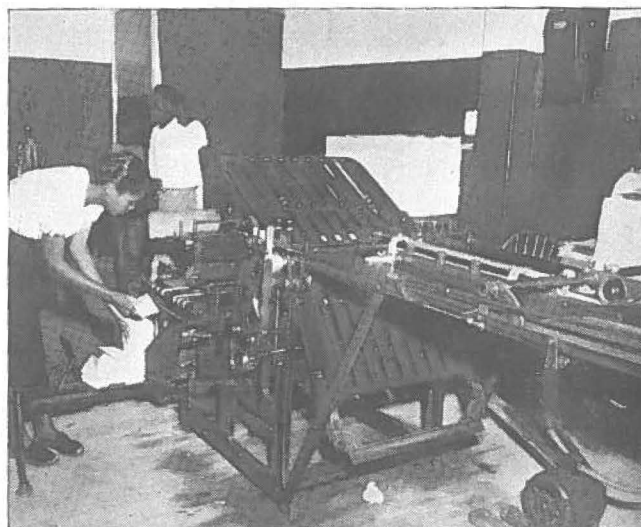


Figure 6



Figure 4

Fig. 5 shows the machine with the operator from the feeding end. The machine is fully automatic, the paper being fed into the machine by suction feeders and delivered into the delivery end, after being printed, by a series of grippers.

The machine-minder on receiving the forme, places it on the machine. Before it is ready to be printed the machine-minder now does what is known as "making ready" otherwise seeing that all the letters print evenly and the blocks are of the correct height so that the whole block receives the ink evenly and the details of the picture come out clearly when printed.

When the whole of the printing is completed, that is to say six formes of four pages each, and where colour is involved a second printing is also required, the completely printed sheets are sent to the bindery to be folded on the folding machine as in Fig. 7. The collated magazine is then wire-stitched together with wire staples as shown in Fig. 8. The stitched magazine is sent to the guillotine cutter to be trimmed evenly top, bottom and front, so that the magazine pages open separately.

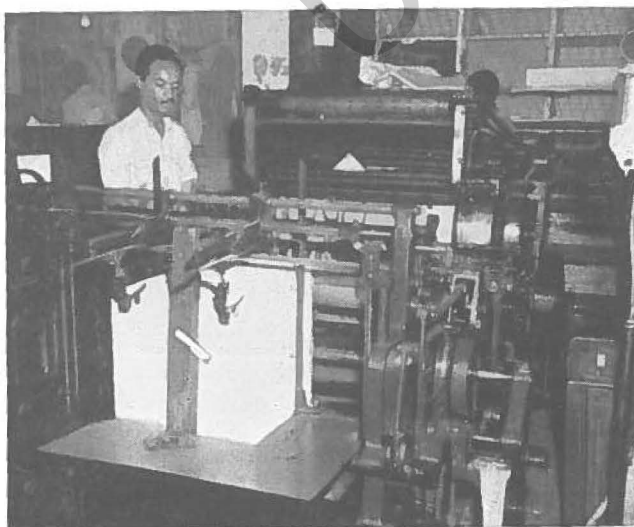


Figure 5



Figure 7

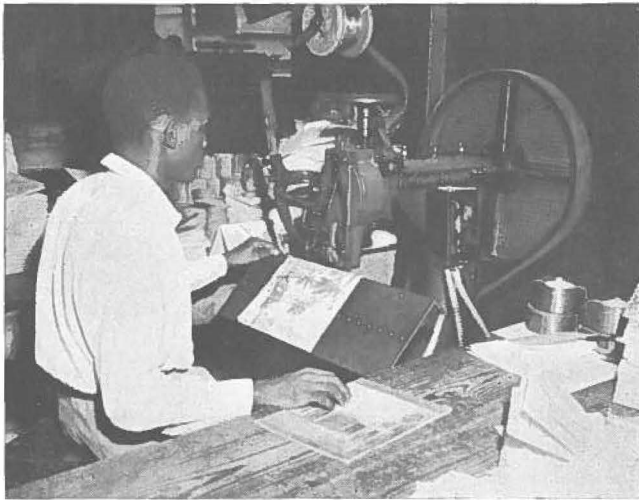


Figure 8

Fig. 10 shows discussions with the artist concerning the cover design, which is produced by an entirely different process known as lithography.

After the cover has been printed, it is "varnished" to give it the high gloss appearance. This is done by the sheet being passed through a machine, which first applies a thin film of varnish after which the sheet is carried along conveyer belts through a battery of Infra Red lights to dry it, thence through a cold air blower to harden the varnish and give it the high gloss.

There is an important feature of the work which has not yet been discussed, that is the making of blocks for the illustrations. Fig. 11 shows the subject being placed on the camera copy board to be rephotographed under powerful arc lamps. After the negative has been made it is "printed" down on a piece of sensitized zinc. The image on the sensitized zinc is processed in an acid bath which etches the zinc, bringing out in relief the image of the picture. When the block is ready it is mounted on a prepared piece of hard wood to the same height as the type, as illustrated in Fig. 12. After this operation is completed the blocks are sent to the compositor to be included in the page.



Figure 10



Figure 11



Figure 9

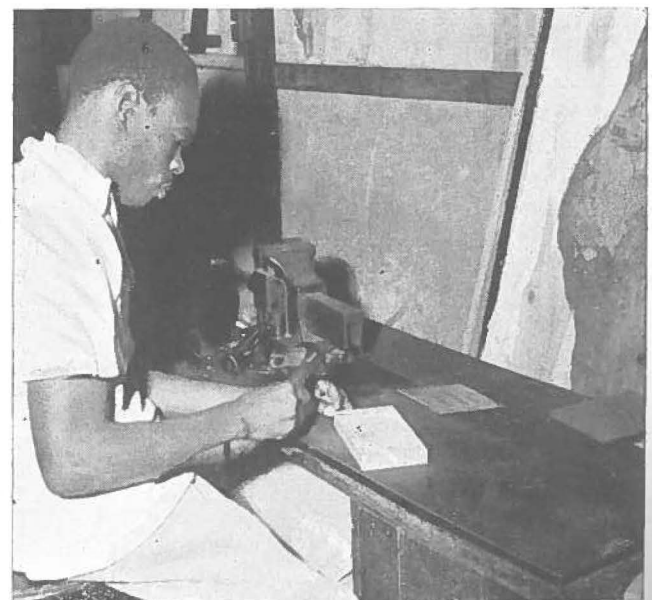


Figure 12



A BRIEF HISTORY OF THE OIL INDUSTRY

PETROLEUM in the form of seepage oil has been known and used for many centuries in Mesopotamia, Egypt, Persia, China and elsewhere for heating, lighting, road-making or building. Noah's Ark, the Tower of Babel and the Fiery Furnace are examples from the Bible, and Greek Fire from the Middle Ages. Marco Polo noted the "oil springs" of Baku on the Caspian towards the end of the 13th century and Raleigh reported on his use of the Trinidad Pitch Lake in 1595. In a number of other places where oil or natural gas is now being produced, its presence has been known for centuries from surface indications.

Up to the middle of the last century, however, almost all illuminating oil came from vegetable or animal sources, and early machines were lubricated by castor or whale oil. In 1850 James Young of Glasgow introduced a process for the distillation of coal or shale to make lamp oil and this was taken up in the U.S.A., where mineral oil was already known from seepages and salt wells. In 1859 the first well drilled specifically for oil succeeded at a depth of 69 ft. in Pennsylvania, and this is usually taken as the start of the industry, although small quantities were produced in Russia and Roumania in 1856-57.

The oil industry's subsequent growth can be conveniently divided into three main phases. At first kerosine was the important product, and the object of refining was to distil as much of it as possible from the crude. Lubricants and some fuel oil were also sold, but gasoline was burnt as waste. After the beginnings in Russia in 1856, Roumania in 1857 and the U.S.A. in 1859, production started in Burma in 1886, Dutch East Indies 1889 and Mexico 1901. An international trade grew up undertaken by U.S., British and Dutch companies.

By 1910 the development and increasing use of the internal combustion engine had created a growing demand for gasoline. Refining methods were improved and cracking was introduced in the twenties. Demands for fuel oil grew and many other new uses for petroleum were developed. U.S. crude oil producers extended their activities to overseas countries and there was a general expansion of the industry world-wide. Production started in Persia in 1911, British Borneo 1911, Venezuela 1914, Iraq 1927 and Saudi Arabia 1936.

In the last fifteen years there has been a still more striking increase in the size, range and technique of the industry. Consumption has more than doubled since 1938 and refining methods have greatly advanced. The increased demand has been met by new sources of supply, particularly in the Middle East, where production started in Kuwait in 1946 and Qatar in 1949, and by larger output elsewhere, due in part to notable technical improvements in production methods.

In round figures recent world expansion of production has been :—

1920	—	100	million tons
1930	—	200	" "
1940	—	300	" "
1950	—	550	" "
1954	—	700	" "

Independent Beginnings of Shell and
Royal Dutch

The two parent Companies, "The Shell" Transport and Trading Company and the Royal Dutch Petroleum Company began as independent and rival organisations towards the end of the last century.

The firm of Marcus Samuel and Company was formed in 1830 in London to carry on a general trade with the Far East, and manufactured goods of every kind which were sold in return for tea, jute, rice, and other commodities, amongst them the decorative polished shells then the vogue in Victorian households. The business grew rapidly, with an intimate connection with shipping, and 1890 Marcus Samuel (son of the founder) decided to enter the kerosine market in the Far East where the Standard Oil Company was already well established and Nobel Brothers were just beginning to make sales of Russian oil.

In 1891 Mr. Samuel contracted with Bnito, a Russian group of producers and refiners controlled by Rothschilds, for the supply of cased kerosine from Batum. When in Russia he had seen the first real tankers which were being operated on the Caspian Sea by Nobel Bros., and realising the value of the bulk transport for his business he ordered his first tanker, the "Murex", of 5,010 d.w.t. which made its maiden voyage in 1892 and he also began to set up bulk storage installations in Eastern ports.

By this time, petroleum was also being produced in the East Indies. In 1890 N.V. Koninklijke Nederlandsche Petroleum Maatschappij, now generally known as the Royal Dutch Petroleum Co., whose full title was "The Royal Dutch Company for the Working of Petroleum Wells in the Netherlands Indies", was formed to develop discoveries in Sumatra, and under the management of Mr. J. B. Aug Kessler, a refinery at Pankalan Brandan came on stream in 1892. Mr. Kessler was joined by Mr. Henri Deterding in 1896 and, faced with the competition of Samuels low bulk transport costs for Russian oil, the Royal Dutch began to acquire tankers and bulk storage installations and to set up its own sales organisation.

Competition Between the Companies

The two Companies competed with each other and with Standard. Samuel's reply to the Royal Dutch was to

obtain a concession for production in Dutch Borneo in 1896 and start a refinery at Balikpapan. By 1897 his oil business had become so extensive that he formed a separate company, THE "SHELL" TRANSPORT AND TRADING COMPANY LTD., to manage it, choosing the name of "Shell" from its connection with the older business.

"Shell" Transport and Trading continued to expand. Gasoline was now becoming of importance (Gottfried Daimler had produced the first motor-car in 1885) and as his Borneo crude had little gasoline content, Samuel contracted for supplies from the small independent Moeara Enim field in Sumatra, where the crude was of suitable quality. Then, when oil was discovered in Texas, he made a contract with the firm of J. M. Guffey to distribute Texan oil — largely fuel oil — and thus become the first oil company with world-wide sources of production. He was then well placed with supplies of gasoline, kerosine and fuel oil, in the future of which last as fuel for shipping he was a firm believer. Meanwhile Standard, determined to maintain its position in the Far East, made unsuccessful attempts to obtain control of both Shell and Royal Dutch.

Royal Dutch continued to establish itself and to extend drilling and production. A serious falling off of production in Sumatra in 1898 caused it to turn to Russia for supplies of kerosine, but by 1899 the difficulty was over and, furthermore, its Sumatra crude had a good gasoline content. In 1900 Kessler died and his place was taken by Deterding, who had considered the advantages of a working agreement with Shell.

Samuel, in turn, had now begun to run into difficulties. The Borneo crude was proving to be of poor quality and the refinery at Balikpapan was giving trouble, while Moeara Enim was unable to fulfil its contract; Shell thus found itself short of the important product gasoline.

First Merger, 1903

Both Companies were however now well established and in active competition with Standard, and the interests of the two were coming more and more closely into line. Moves towards an alliance had been made intermittently ever since 1892, and negotiations, begun again in the first years of the new century, resulted in the establishment in 1903 of a joint company, THE ASIATIC PETROLEUM COMPANY LTD. with Rothschilds as a third partner. Asiatic Petroleum, with Samuel as Chairman and Deterding as Managing Director, combined the distributing resources and sales organisations of "Shell" Transport and Trading Co. and Royal Dutch for all markets in the Far East, and became selling agents throughout the world for East Indies production. The marketing of other production remained separate.

The experiences of the next 3 years led inevitably to the great merger of 1907. Royal Dutch benefited greatly by being rich in gasoline supplies. Shell was less fortunate in having its strength in fuel oil, for which the demand was still far in the future; its source of supply at Spindle Top in Texas began to fall off seriously, and in order to keep the four largest tankers employed and to make good the loss in supply, Shell began to ship kerosine from Roumania. A further complication was the heavy demand for gasoline in the U.S.A., which caused Standard to unload large quantities of surplus kerosine to Europe at very low prices with heavy losses to their competitors. Royal Dutch was not selling Roumanian kerosine, but profited by the high gasoline prices.

Full Integration, 1907

Deterring had kept alive his hopes of a more complete merger with Shell, and events soon made it clear to both parties that a complete identification of interests was the best policy for both. Thus in 1907 a new agreement became effective and the Royal Dutch/Shell Group came into being. By this the two parent Companies, Royal Dutch and "Shell" Transport and Trading, became purely holding companies, having interests in the proportion 60%: 40% in two newly formed operating companies, THE ANGLO-SAXON PETROLEUM COMPANY LTD. in London and DE BATAAFSCHE PETROLEUM MAATSCHAPPIJ (B.P.M.) at The Hague, which together with the already existing Asiatic (now Shell) Petroleum Co.

(from which the Rothschilds later withdrew) were to manage the affairs of the Group.

At the time Samuel regretted the loss of independence involved by the merger, and in particular he was disappointed that his hopes of a big swing-over to the use of fuel oil for shipping had not been realised. But the events of the following years were to prove how satisfactory the alliance was to be to both parties, and that his faith in fuel oil was at length to be realised. At the announcement of the merger Samuel said :—

"The united Companies are on absolutely rock bottom, being their own producers, and producing oil as cheaply as it can be produced in any part of the world, whilst their geographical position gives them an indisputable command of the areas in which they trade.

They are their own carriers, passing the oil through their own installations, and distributing it through their own agencies. I cannot imagine any business, therefore, built upon a surer foundation."

Looking back on the early history of the Group's parent Companies, it may be noted that the Royal Dutch began as oil producers and refiners, and developed transport and sales as it became established, while Shell began as merchants and was forced by circumstances to expand backwards into transport, refining and finally production. They had reached the goal of complete integration from opposite starting points, for both had found that it is impossible for an oil company on a world scale to stop short of the complete range of operations.



Around the Departments

Appointments and Promotions

UBOTIMES congratulates the following on their promotions :—

Mr. A. L. W. Hyland of the Refinery Distillation to Senior Staff status.

Messrs. C. Bastien (Accounts), L. Harewood (Geological), P. George (Refinery), C. James (Transport) and J. A. F. Roberts (Materials) to Junior Staff status.

The following other promotions have been made :—

Messrs. L. Bailey, D. Fordea, D. Theodore, E. Baptiste, G. James, C. J. Piramo, C. Connell, and L. Whitley (Land & Legal) from Watchmen to Estate Constables, and Messrs. W. Cordner and J. Thomas from Estate Constables to Estate Corporals; Mr. Teeluckchan (Penal Field) from Watchman to Estate Constable; Messrs. B. Rampersad and F. Lewis (Penal Field) from Chargehand Motor Mechanics to Foremen; Messrs. C. Emmanuel, A. W. George (Turbine Drivers), R. Harding, N. Paul (Switchboard Operators), A. Gilbert (Engine Attendant) of the Refinery Power Plant, and L. Sweeney (Chargehand Electrician) of the Refinery Electrical Section, to Foremen; Mr. H. Jack (Refinery) from Plant Attendant to Plant Operator; Mr. D. Charleau (Engineering) from Plumber to Checker; Mr. E. R. Danclar (Engineering) from Checker to Clerk Grade II; Mr. F. H. Coombs (Engineering) from Chargehand Carpenter to Foreman Carpenter; Mr. A. Figaro (T.N.A.) from Pierman/Dockhand to Sailor; Mr. R. S. Meighoo (Materials) from Labourer to Clerk Grade II; Mr. R. Ramkeesoon (Materials) from Checker to Clerk/Checker Grade II.

Retirements, Transfers and Resignations

Mr. John Desmond Hall :

After about three and a half years of service with U.B.O.T. Ltd., Mr. John Desmond Hall, Assistant General Manager, has been transferred. Mr. Hall left Point Fortin on 23rd November last and has proceeded to the United Kingdom to take up an appointment there. Two days prior to his departure a presentation function was held for him in the Conference Room. Mr. G. L. Reid, General Manager, presented him with a 35 M.M. Kodak RETINA II Camera which had been subscribed to by members of the Staff. Before making the presentation, Mr. Reid referred to the sterling qualities of Mr. Hall. He said that Mr. Hall had brought to his duties a keen analysis, sound judgment, efficiency and fairness in all his dealings. These qualities, he said, had served to make Mr. Hall respected in U.B.O.T. and in the oil industry of Trinidad as a whole, and he felt sure that they would serve him in good stead in his new sphere of work. Replying, Mr. Hall thanked all those present for giving him such a beautiful gift. He went on to state that he had enjoyed working in U.B.O.T. There was one remark he said which Mr. Reid had used which had pleased him more than anything else and that was reference to his fair dealings. In the exercise of his office he had always tried to be impartial and if that was the estimate which the employees held of him he would feel that his time spent here had been worthwhile.



Mrs. W. Archbald making the presentation to Mr. J. L. Winter.

Mr. J. L. Winter :

After several years of service with the Company Mr. J. L. Winter, Chief Representative of the Port-of-Spain Office, has been transferred to North Borneo. Before his departure he was presented with a silver cigarette box which had been subscribed to by the Port-of-Spain Staff. Mr. R. W. Lucie-Smith, Head of the Land & Legal Department, has been appointed Chief Representative in Port-of-Spain to replace Mr. Winter.

Nurse Enid Thompson :

Nurse Enid Thompson, for many years a nurse at the U.B.O.T. Hospital, resigned at the end of October in order to get married. She was the recipient of gifts from her department and also from the Mahaica (U.B.) Club Literary Section.



Nurse Thompson is presented with a gift by Miss Archer from the members of the Mahaica U.B. Club Literary Section.

Mr. C. B. Mathison :

After 35 years of meritorious service with the Company, Mr. C. B. Mathison went on long leave on 1st December last prior to retirement. Mr. Mathison joined the Company at a very early age and after working for several years in the Accounts Department, he joined the I.R. & P. Department in the capacity of Staff Supervisor when the Personnel Section of that Department was being formed. In addition to the efficient and thorough manner with which he carried out his substantive duties, Mr. Mathison was a very active social worker. He was Secretary/Treasurer of the Point Fortin Child Welfare League from its very inception and did a lot to build it to its present state of efficiency. He was also Chairman of the La Brea-Cedros Local Scout Association since its formation and for many years he held various executive posts, viz : President, Treasurer of the Mahaica (U.B.) Club. Prior to his departure there were many parties and valedictory functions held in Mr. Mathison's honour, the chief of which was a Cocktail Party at the Mahaica (U.B.) Club at which several hundred were present and at which Mr. Mathison was presented with a silver-plated tea trolley.



Mr. and Mrs. C. B. Mathison say goodbye to the Mahaica (U.B.) Club Literary Section.

Mr. F. Dutton :

Another member of the Staff on transfer is Mr. F. Dutton who up to the time of his departure was Training Supervisor of the Employee Training Section. Mr. Dutton came to Trinidad in 1944 and after serving for some years in the Refinery, he was transferred to the I.R. & P. Department. He had the responsibility of organising and initiating the first Employee Training Course which began on 12th September last. Prior to his departure many valedictory functions were held for Mr. Dutton. He was the recipient of a beautiful pineapple electric lamp from the Employee Training Class, and Mr. R. M. Harcourt, Head of the I.R. & P. Department, presented him with an electric tea-kettle and a bathroom scale on behalf of the Staff of that department. Mr. Dutton left Trinidad on 18th November and will take up an appointment at Stanlow in the United Kingdom.

Mr. J. P. Scott :

The Materials Department bade farewell to the Movables Supervisor, Mr. J. P. Scott, who has been transferred

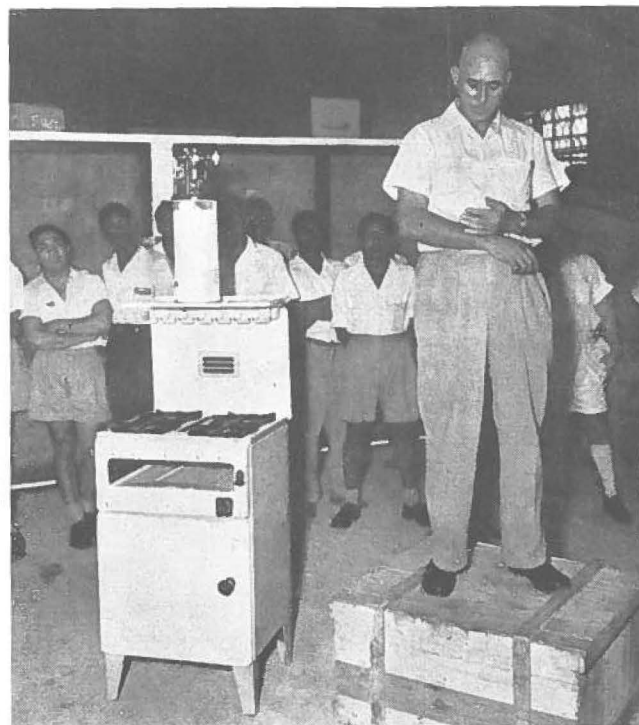


Messrs. Harcourt and Dutton exchange repartee at the I.R. & P. Dept. presentation.

to Borneo after nine years with U.B.O.T. A brief but well attended and enjoyable function was held in the Movables Warehouse on the 10th November. Mr. Scott was given a set of beautiful mahogany furniture. Mr. F. Clarke, Materials Superintendent, made the presentation on behalf of the department.

Mr. F. Le Blanc :

An enjoyable function was held in the Materials Department on the 10th November last in honour of Mr. Frank Le Blanc who has gone on long leave prior to his retirement. Mr. F. Clarke, Materials Superintendent, presented Mr. Le Blanc with a Progas Stove complete on behalf of friends and co-workers.



Mr. F. Le Blanc thanks his colleagues for their gifts.

Dr. D. D. Muir :

Also on transfer is Dr. D. D. Muir who was attached to the U.B.O.T. Hospital for many years. At an informal gathering in the department prior to his departure, Dr. Muir was presented with a silver cigarette box subscribed to by members of the department. He was also feted at the Kim Far Restaurant.

General Manager of S.L.D.C./P.M.C. Retires

After 33 years of service with the Shell Group, Mr. J. S. Kerbey, General Manager of Shell-Leaseholds Distributing Company, Limited, and the Petroleum Marketing Company (West Indies) Limited, left the Colony on October 1st, 1955, on pre-retirement leave.

On the 28th September a Farewell Party was held in his honour at the Shell Savannah Club, at which 180 Staff Members and their wives/husbands witnessed the presentation made to Mr. Kerbey by Mr. R. D. Nelson, General Manager/Designate, on behalf of the Staff and Employees of S.L.D.C./P.M.C. and the Agents of these two Companies.

Mr. Nelson, before making the presentation, praised Mr. Kerbey for the outstanding service he had rendered to the Companies during his tenure of office. Mr. Nelson assured him that he would always be remembered by the Staff for his wise and successful administration and for the manner in which he had taken care of their welfare.

In his reply, Mr. Kerbey said that the co-operation he had received from his Staff had made it possible for him to do the many things that were attributed to him. In concluding his remarks, he thanked his colleagues and the Agents for their very thoughtful gifts.

Recent Retirements :

Recent retirements from the Company's service include three very old Drilling hands. They are Messrs. G. Neverson (Toolman), M. Telesford (Toolman) and H. Trim (Truckman). UBOTIMES wishes these employees many years of happy retirement.

Fire & Safety and Red Cross News

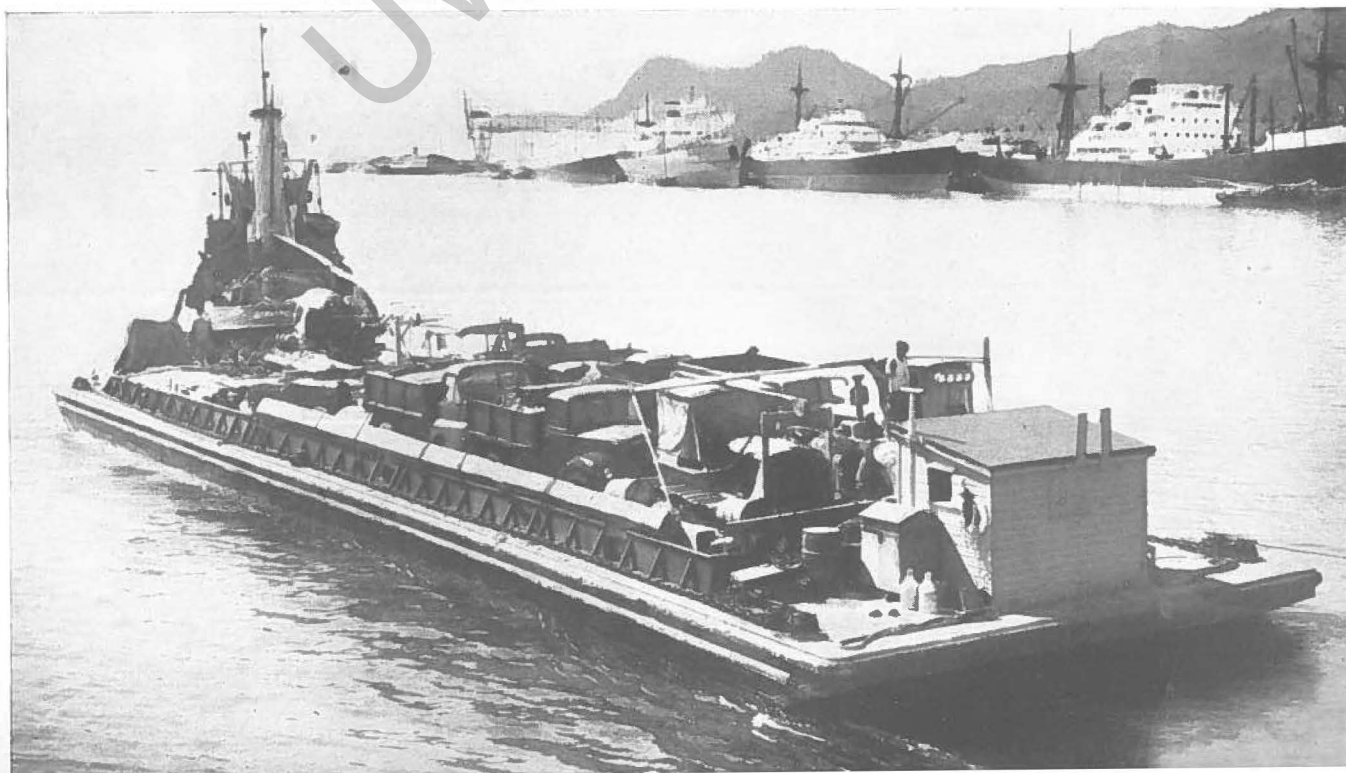
Shell Contributes to Hurricane Relief

Hurricane *Janet*, the tenth of the season, roared through the Caribbean on September 22 and 23, devastating the Islands of Barbados, Grenada, and Carriacou. Barbados, although suffering extensive damage and a number of fatalities, did not receive the full force of the hurricane, but Grenada and Carriacou were in the hurricane's direct path. Widespread damage was done throughout the two Islands, and for several days they were without water, light or communications. Roads were impassable, thousands were rendered homeless and the death roll is estimated to be more than 150.

Relief campaigns were promptly organised throughout the West Indies, and U.B.O.T. Ltd., was among the first to render assistance. Supplies of disease-preventing oils (4,500 gallons of Malarial and 165 gallons Dieldrex 15) to the value of \$4,000 (B.W.I.) were hurriedly shipped to the stricken areas, and a cash donation of \$1,500 was made to the relief funds through the Petroleum Association of Trinidad. At the request of the Governor, arrangements were made with Compañía Shell de Venezuela for the loan of a helicopter, with which an aerial survey of the damage was made. Because of blocked and damaged highways, the helicopter was also used for delivering much-needed food and supplies to isolated communities. The entire cost of the use of the helicopter is being borne by Compañía Shell de Venezuela as a contribution to the Hurricane Relief Fund.

U.B.O.T. lent the authorities their Barge T.9 to transport the helicopter to Grenada, which is beyond the flying range of the machine. The barge, laden also with other equipment and supplies, was towed to its destination by the Port Services Tug *St. Patrick*. The Group tanker s.s. *Rosa*, at present on charter to the Petroleum Marketing Company, was lent to the authorities for the transport of fresh water, and donations of food, clothing, and money were made by individual employees through the local Red Cross and other relief organisations.

The U.B.O.T. barge "T.9" leaves for Grenada with the helicopter and other equipment and supplies.



McNaughton-Jones Cup :

The Point Fortin Detachment 25-M finished third in the First Aid Competition for the McNaughton-Jones Cup, held at Penal on 1st October, 1955.

Lady Young Cup Final :

The Island-wide First Aid Competition for the Lady Young Cup was held on Saturday 19th November, 1955, at Skinner's Park, San Fernando. Point Fortin Detachment 25-M, present holders, represented the Southern Division in the final and emerged winners after a keen contest. The Cup was presented to Mr. A. Arnasalam, Fire & Safety Section, by the Hon. Adjodhasingh, Minister of Communications and Works.

Fire & Safety :

Mr. Stokely Joseph, Fire Equipment & Maintenance Fitter "A", resigned his post on 8th November, 1955, to assume duties in the Trinidad Police Force. "Stoks", as he was known among his workers, was the recipient of a Parker Pen and Pencil Set which was presented to him by Mr. J. Logan, Fire & Safety Officer.

Education and Training

Apprentices Technical School :

Results of the City and Guilds examination recently received revealed that U.B.O.T. Apprentices Technical School has again obtained a high percentage of passes in this examination. UBOTIMES wishes to extend congratulations to the Principal and Staff and to the students for this very outstanding performance. The detailed results are as follows :—

Electrical Installation Work—2nd Year Special :

Messrs. A. Khan, R. Lal, L. Lawrence, N. Mohammed, and C. Sebastien (1st Class).

Machine Shop Engineering—Intermediate

Messrs. A. Saunders and H. Smith (2nd Class).

Mechanical Engineering—3rd Year Special :

Messrs. A. Bridgemohansingh, C. Ramsey, D. Singh and A. Harrington (1st Class); Messrs. P. Gazzee, C. Gregorio, A. Joyeau, R. Maraj, G. Raghunanan, K. Ramsaran, A. Shah, and M. Williams (2nd Class).

Electrical Arc Welding (Technology) :

R. Wiltshire (2nd Class).

Motor Vehicle Technician's Work :

L. Broomes (2nd Class).

Electrical Installation Work—Course "B" :

Messrs. R. Mangaroo and S. Ramphal (2nd Class).

* * * *

The Apprentices Technical School Club recently held its Annual General Meeting and elected the following officers :—

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|-----------------|---|
| President | — Mr. D. Lund (Actg. Training Supervisor) |
| Vice-Presidents | — Messrs. R. K. Dubrisingh, and J. B. Beccles |

- | | |
|---------------------------------|-----------------------------------|
| Secretary | — Mr. John King |
| Treasurer | — Mr. Alvin Dorset |
| Members of Management Committee | } Messrs. E. Abdool, and H. Smith |

The Apprentices Technical School continues to be a centre of interest to visitors from many parts of Trinidad and elsewhere. The Staff of the School recently had the pleasure of welcoming a party of 30 members of the Trinidad Chamber of Commerce.

Scholarships :

We are pleased to announce that U.B.O.T. has awarded scholarships to the San Fernando Technical Institute to the following sons of employees :—

1. Hugh McKinley Young, son of Mr. Charles A. Young of the Refinery Laboratory.
2. Eudean Greaves, son of Mr. Samuel A. Greaves, Foreman of the Utilities & Electrical Section of the Refinery Engineering Department.
3. Stephen Morrison, son of Mr. E. F. Morrison of the Secretariat.

The awards were made on the recommendation of the Principal of the San Fernando Technical Institute, and were based on the entrance examination of that Institute which was held in October last. The scholarships will be tenable for a period of 2 years at the end of which it is hoped that the boys will have reached a sufficiently high standard of efficiency to enable them to gain entry to U.B.O.T.'s Apprentices Technical School, or to proceed to higher technical studies at the San Fernando Technical Institute itself. Places have been reserved at the Hostel attached to the San Fernando Technical Institute and candidates will be required to reside there during the period of their training. U.B.O.T. Ltd. will be responsible for the payment of tuition fees, for the provision of the required text books and stationery and for the fees for boarding and lodging at the Hostel.

UBOTIMES extends congratulations to the above-named lads and to their proud parents and wishes the candidates a very successful future.



H. M. Young



E. Greaves



S. Morrison

Employee Training :

As part of the programme for the Employee Training Course, a number of educational tours to places of interest in various parts of Trinidad are being arranged. The students have so far visited the Trinidad Cement Factory, Claxton Bay, the Power Plant of the Trinidad & Tobago Electricity Commission at Penal, the new U.B.O.T. Offices at Port-of-Spain, and the Administration Buildings of the Harbour and Port Services, Port-of-Spain.

Mr. L. E. Connell of the Employee Training Section of the I.R. & P. Department returned from the United Kingdom on the 11th November after a course of study in connection with Employee Training. As a result of Mr. Dutton's departure, Mr. Connell now assumes direct control of the Employee Training under the direction of Mr. D. Lund, Acting Training Supervisor.

Also returning from the United Kingdom were Messrs. E. E. Andre, K. E. Edwards and C. R. Commissiong. Mr. Andre spent a number of months in that country doing a course in Hospital Administration. Both Mr. Edwards and Mr. Commissiong spent some time in the United Kingdom doing courses in Accountancy.

Items of Local Interest

On Saturday 5th November the Company moved from its old home at Shell House, 15 Abercromby Street, Port-of-Spain, to new and more commodious quarters on the ground floor of the new Standard Life Insurance Company's building in Marine Square.

Shell House which was acquired by U.B.O.T. in 1919 has been the Port-of-Spain headquarters of the Company for over 35 years.

The building and site has been sold to the "Trinidad Guardian" who will shortly demolish the existing structure to make room for extensions to their premises. A sketch of the old, and an artist's impression of the new offices are reproduced on the back cover.

Crude Production and Refinery Throughput :

In the month of October, U.B.O.T.'s production of dry crude averaged 18,774 barrels per day, which is an all-time record.

For the first time the Refinery processed over one million barrels during the month, and the simultaneous achievement of record production and record processing reflects great credit on all concerned.

Weekly Newsletter :

In 1945, realising the importance of keeping every employee fully informed of the life and work of the company and conscious of the valuable contribution which a House Magazine could make towards this end, U.B.O.T. launched a quarterly magazine, UBOTIMES. In 1956, in response to the ever-growing demand for up-to-date and accurate information about day-to-day matters, the Company hopes to publish each Friday, beginning on the 6th January, a newsletter called UBOTOPICS which will contain all announcements of Births, Marriages and Deaths, in addition to most of the news which now appears in the section entitled "Around the Departments". UBOTIMES will continue to feature all articles of general interest and photographs of important events.

Cake Icing Graduation :

On Monday 14th November there was a most interesting display of cake icing at the Mahaica (U.B.) Club. The occasion was the graduation ceremony of the cake icing class of the Ladies Section of the Club. The course in cake icing had been going on for the previous three months under the capable management of Mrs. Halls, wife of Mr. S. E. R. Halls of the Accounts Department. There were 30 ladies in the class and 26 of these displayed work on the the night of the graduation ceremony. The exhibits which were arranged in three sections, novelty, plain, and glasswork, attracted a great deal of attention and evoked very favourable comments from those in attendance. Prizes were awarded in the three sections and these went to the following :—

Novelty	— 1st Mrs. V. Williams
	2nd Mrs. M. Jackdeo
Plain	— 1st Mrs. C. Wheeler
	2nd Mrs. R. Singh
Glasswork	— 1st Mrs. I. Kilgour

Judges for the occasion were Mrs. Jack Prior, Mrs. E. F. Morrison, and Mrs. E. C. Warner. Their decision was unanimous and all agreed that theirs was a most difficult job in view of the high standard of exhibits.



The winners with Mrs. Maul, Secretary, Ladies Section, and Mrs. S. E. Halls, Instructress.

Photographic Competition :

From the entries received for the photographic competition it would appear that the contestants have misinterpreted the instructions regarding the type of pictures required. In asking for a typical scene of Trinidad or Tobago, the judges had in mind the wonderful scenery, both inland and coastal, which is to be found so easily in these beautiful islands.

In order to give competitors another chance to submit entries, the closing date of the competition has been postponed to 15th February 1956. All entries should be sent in a sealed envelope addressed to the Editor UBOTIMES clearly marked Photographic Competition, and should be accompanied by a slip giving a brief description of the scene together with the contestant's name and address. These details should not be written on the back of the photograph. The names of the prize-winners and the winning photographs will be published in the March issue.



We extend a welcome to the following who have joined the Staff of U.B.O.T. Ltd. :—

Mr. D. L. Asjes (Administration); Messrs. L. Riemersa and E. O'Connor (Engineering); Mr. H. M. Shenouda

(E.X.D. Penal); and welcome back the following who have recently returned from long leave :—

Mr. G. L. Reid (Administration); Mr. J. Findlay (Aviation); Dr. N. W. Ahin and Mr. E. E. Andre (Medical); Messrs. J. D. Boon and W. Paterson (Drilling); Mr. R. P. Brown (Field Administration); Mr. L. C. Allcock (Penal Division); Mr. S. T. Waite and Dr. W. L. Buning (Geological); Mr. K. E. Edwards (Accounts); Messrs. L. A. Owen and A. D. Tahirali (Refinery); and Mr. D. A. Williams (Engineering).

We bid adieu to the following who have left on transfer or pre-retirement leave :—

Mr. J. D. Hall (Administration); Mr. J. L. Winter (Port-of-Spain Office); Mr. W. L. Retera (Engineering); Dr. D. D. Muir (Medical); Messrs. F. Dutton and C. B. Mathison (I.R. & P.); Messrs. R. M. Ancey and J. P. Scott (Materials); and Happy Holiday to the following who have left on long leave :—

Mr. C. W. Weetink (Drilling); Mr. A. G. Verdaasdonk (Production); Messrs. H. J. de Verteuil, B. L. Decle and E. A. Pullinger (Penal Division); and Mr. A. H. C. Bras-seur (E.X.D.).



of the Camp Services Section, and Mrs. Reyes. The marriage ceremony was performed at St. Paul's Anglican Church, and the reception was held at the home of the bride's aunt in San Fernando.

Mr. A. Pereira of the Port-of-Spain Office Shipping Section, was married to Miss Monica Rodriguez on the 16th October. The ceremony was performed at the Holy Rosary Church.



Mr. Clarence Carol of the Ordering Section, Materials Department, joined the Order of the Benedicts on 24th September last. His bride, the former Miss Gloria Reyes is the eldest daughter of Mr. Errol Reyes



We extend congratulations to the following :—

Mr. D. Lund, Acting Training Supervisor of the Apprentices Technical School, and Mrs. Lund, on the birth of a son.

Mr. Norbert Charles of the Mov-

ables Section, and Mrs. Charles, on the birth of a daughter.

Mr. G. Lee Fai of the Accounts Department, and Mrs. Lee Fai, on the birth of a son.

Mr. Delbert Charleau of the Camp Services Section, and Mrs. Charleau, on the birth of a daughter, Anne Marie.

Mr. R. Rampaul of the Accounts Department, and Mrs. Rampaul, on the birth of a son.

Mr. A. George of the Camp Services Section, and Mrs. George on the birth of a son, Lennox Dean.

Mr. L. Alexander of the Estate Police Force, and Mrs. Alexander, on the birth of a son.

Mr. J. F. Torry of the Penal Division, and Mrs. Torry, on the birth of a daughter.

Mr. F. A. Wilson of the Refinery Department, and Mrs. Wilson, on the birth of a daughter.

Mr. F. Lee Foon of the Accounts Department, and Mrs. Lee Foon, on the birth of a daughter.

Mr. F. Cudjoe of the Refinery Department, and Mrs. Cudjoe, on the birth of a daughter.

Mr. H. Waldrond of the Medical Department, and Mrs. Waldrond, on the birth of a son.

Mr. A. R. B. Wilson of the Refinery Shipping Section, and Mrs. Wilson, on the birth of a son.

Mr. W. Dekker of the Drilling Department, and Mrs. Dekker, on the birth of a daughter.

Mr. J. Sutherland of the Penal Division, and Mrs. Sutherland, on the birth of a daughter, Roslyn Anne Marie.

Mr. H. Dillah of the Penal Engineering, and Mrs. Dillah, on the birth of a daughter, Latifa.

Mr. R. Seedial of the Penal Engineering Office, and Mrs. Seedial, on the birth of a son.

Mr. Ancel Ramberan of the Penal Materials, and Mrs. Ramberan, on the birth of a son.

Mr. Errol Guiseppi of the Penal Exploitation, and Mrs. Guiseppi, on the birth of a daughter.

Obituary

It is with deep regret that we record the following deaths and offer our sincerest condolences to the families concerned :—

Vanney McSween, Refinery Rail Transport Section, who died on the 26th September, 1955 at the U.B.O.T. Hospital, Point Fortin.

Norman Greenidge, Field Electrical Section, who died on the 25th September, 1955 at the U.B.O.T. Hospital, Point Fortin.

Cecil Maloney, Engineering Building Section, who died on the 6th November, 1955 at the U.B.O.T. Hospital, Point Fortin.

Mrs. B. Pogson, wife of Mr. H. H. Pogson of the Engineering Department whose death occurred at the U.B.O.T. Hospital, Point Fortin, on the 28th September. The internment took place in Barbados.

FOOTBALL



Once again UBOTIMES has to go to Press when the football season has reached its most interesting stage and those of our readers who are not within easy contact of local news will have to wait for the March issue to get the final results of the various competitions in which the U.B.A.A. sides have taken part.

As was reported in the previous issue, U.B.A.A. together with most of the leading teams in the Colony, have adopted the "third back" system of play and discarded the "roving centre half" type which in the opinion of your reporter, has caused Trinidad football to lose a great deal of the entertaining and lighthearted touch to which fans have been accustomed all their lives. Most of the fans realise, however, that if Trinidad and the West Indies are to achieve World fame in the Soccer arena, as their cricketers have done on the cricket fields, then they must adopt the style generally accepted by the World teams of today.

S.A.F.L. First Division :

Reviewing the results of U.B.A.A.'s efforts in the current season to date we find that they have successfully defended their title as champions of the Southern Amateur Football League. As was reported in our last issue the position at the half-way mark saw Forest Reserve leading the League with U.B.A.A. a close second. We dropped another point in a drawn game with L.A.S.C. to start the second round and it was obvious that we were going to need outside help if we were to overtake the leaders. L.A.S.C. duly obliged by defeating Forest Reserve 4—1 and with U.B.A.A. taking maximum points from Apex, T.P.D. and Spitfire they were back in the running. Forest Reserve made no further mistakes and the final match between them and U.B.A.A. decided the issue. U.B.A.A. by virtue of a superior goal average had only to force a draw to retain the title and this they did holding the challengers to a 1—1 tie in a hard-fought game played on the Goddard Memorial Field at Forest Reserve. As League champions U.B.A.A. have now earned the right to meet Sporting Club, champions of the Port-of-Spain League for the Gooden-

Chisholm Trophy and Hurricanes F.C., champions, Southern Amateur Football Association, for the Danboline Cup.

By defeating Apex F.C. by 1—0 in the Southern Zone Final, U.B.A.A. also entered the final of the F.A. Trophy and will now meet the winners of the Northern Zone in a match to be played in Port-of-Spain.

The truth of the old adage "Never count your chickens until they are hatched" was once again proven in the final of the Coronation Cup when contrary to our hopes and expectations Spitfire F.C. defeated U.B.A.A. by 2—1. Our opponents scored twice in the first five minutes of play and try as they would, U.B.A.A. could only reduce the deficit by a solitary goal. Congratulations Spitfire! U.B.A.A. have also been defeated in the other Knock-out Competitions sponsored by the S.A.F.L.

S.A.F.L. 2nd Division :

Fourteen teams are taking part in this Class and the League competition is being played in two Divisions. Last season readers will recall U.B.A.A. sponsored two teams in the 1st Class and only one in the 2nd. The experiment was not an unqualified success however and this season they have reverted to the policy of one 1st Class side and "A" and "B" XI's in the 2nd Division. The "A" team has dominated its division in no uncertain manner and has the enviable distinction of completing their League fixtures without being beaten, and so qualifying to meet the winners of the other division for the League Championship and Johnson Shield. In the twelve games played they conceded but six goals while scoring 27. This team have also entered the final of the Knock-out tournament for the Christian Cup. The "B" team while not enjoying the same success as the "A" were always a force with which to be reckoned and did not concede all four points to any of their opponents. In the Knock-out competition they forced the "A" team to a third replay before capitulating.

Apprentices Football :

The June graduation robbed the Apprentices team of many of its former stars and they are having a rough ride in the Inter-Oilfields Apprentices Tournament for the Rowdy Cup. To date they have yet to record their first win but seem to be enjoying their football. It is hoped that the experience gained this season will stand them in good stead in the next.

Representative Football :

The S.A.F.L. have virtually won the Inter-League Championship for the third successive season as their nearest rivals the Northern Amateur Football League not only have to win their final game but score a 52—0 victory to better S.A.F.L. on goal average. No fewer than eight

U.B.A.A. players have represented the S.A.F.L. during the season, the three regulars D. Charleau, D. Griffith and R. Baptiste, together with H. Bridgeman, F. Hackett, C. Drayton, L. Steele and G. Worrell.

The first named trio have also been invited to tour Surinam with the Trinidad Amateur Football Association side in December. Congratulations to you all.

BILLIARDS

Three U.B.A.A. players took part in the Island-wide Competition held in Port-of-Spain a few weeks ago. Hubert Gordon, Vernon "Doc" Sylvester, and Raymond Scott, are to be congratulated on their gallant efforts to put U.B.A.A. in yet another section of the local sporting world. They all gave very creditable performances but were beaten in the first round. Gordon however made one of the highest breaks of the entire series. We hope to see more cuists coming forward to support their efforts.

BASKETBALL

To date there has only been one Basketball team in Point Fortin, an independent club by the name of Michigan. During the past two years they have been playing in the Intermediate League run by the San Fernando Association of which they became champions each year. Following this venture a U.B.A.A. team is now in formation and officers of the Basketball Section have already been elected. An improvised court has been prepared and is now in use for training. UBOTIMES wishes this new Section of the U.B.A.A. every success.

LATE NEWS

Before going to Press we are able to advise readers that in the first of their three finals, U.B.A.A. defeated Sporting Club of Port-of-Spain for the Gooden-Chisholm Cup by a score of 2-0.



U.B.A.A. 1st XI
Back Row: J. Philipps, D. Charleau, L. McQueen, F. Hackett, D. Griffiths and H. Bridgeman.
Front Row: G. Worrell, C. McMillan, R. Baptiste, L. Steel and F. Brewster.

CRICKET

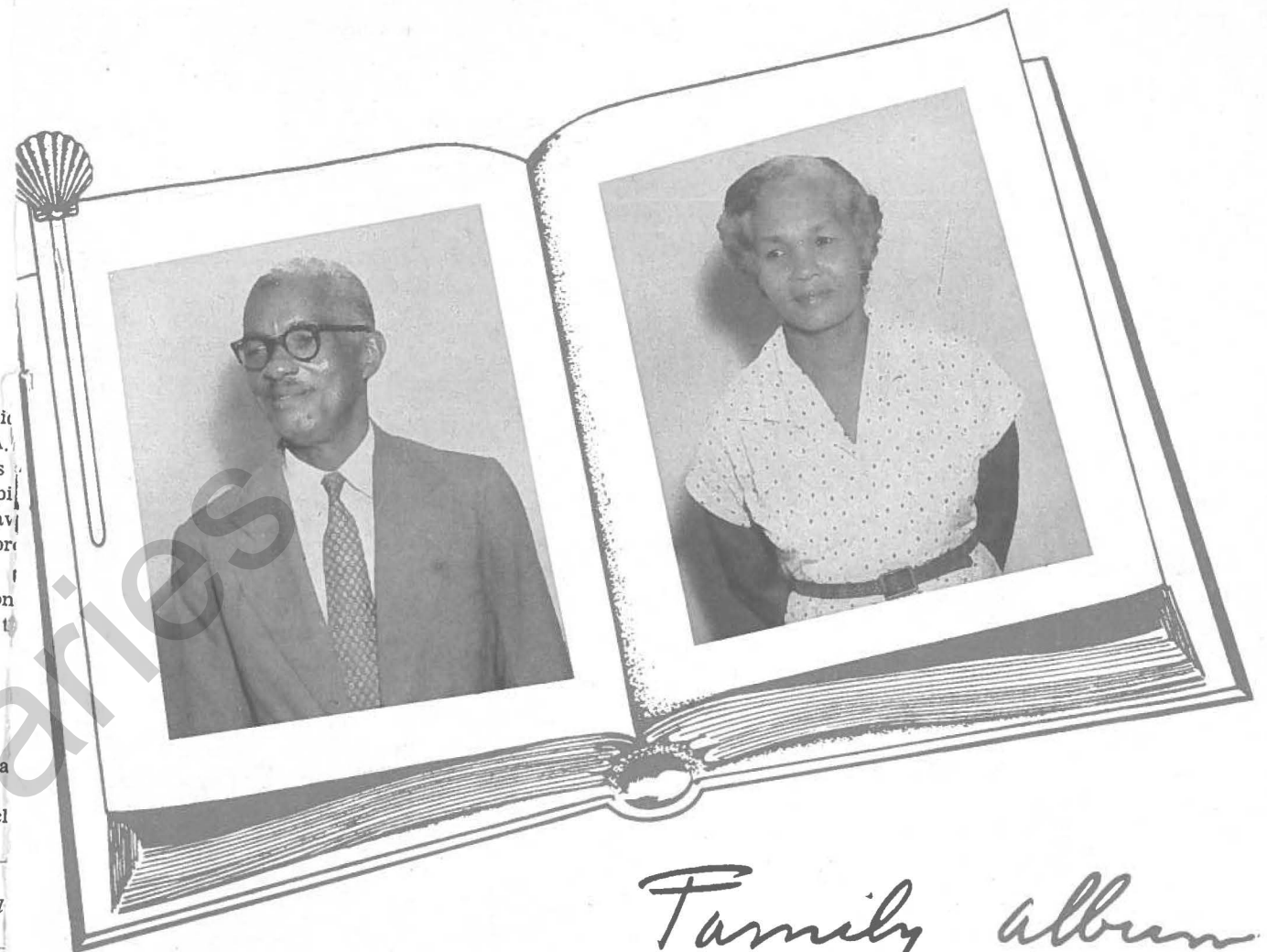


The publication of this issue of our magazine indicates that a new Cricket season is almost with us. U.B.A.A. again compete in the St. Patrick League competitions the 1st XI are preparing to defend their title as champions. The majority of last season's successful team are still available and they do not intend to relinquish their position without a struggle.

The Annual General Meeting of the Cricket Section U.B.A.A. will be held early in January and it is hoped that all members will make an effort to be present.

BOXING

Yet another Section has begun to show itself U.B.A.A. sporting activities. This is the Boxing Section and our pugilists are confident that before long they will making a name for themselves in amateur boxing circles. We wish them the best of luck in their endeavours.



Family album

VICTOR HERMAN BRADSHAW was born on the 11th October, 1901, at Belmont, Port-of-Spain. He received his early education at the Belmont Wesleyan School. After completing his elementary education, he was sent to be trained for a course in shorthand with a view to embarking on a commercial career. Observing that the fascination of mechanical things had a greater influence on his son than commercial studies, his father wisely encouraged him to follow his heart's desire. After serving an apprenticeship he came to Point Fortin in August, 1920, and immediately started working at the Machine Shop.

Despite long hours of work Victor found time for sport. He helped to establish the first football club in Point Fortin of which he was a member. He also helped to introduce boxing and was a useful sparmate to his younger brother who was one of the leading middleweights in the South at that time. He also participated in athletics and road walking races.

By dint of hard work and steady application, he was appointed foreman of the Machine Shop in 1932, a position which he has held ever since. In January, 1950, he was a member of the Senior Staff. During World War II he was an active member of the Point Fortin branch of the Win The War Association and rendered useful assistance as Vice-Chairman of the Grow more Food Committee.

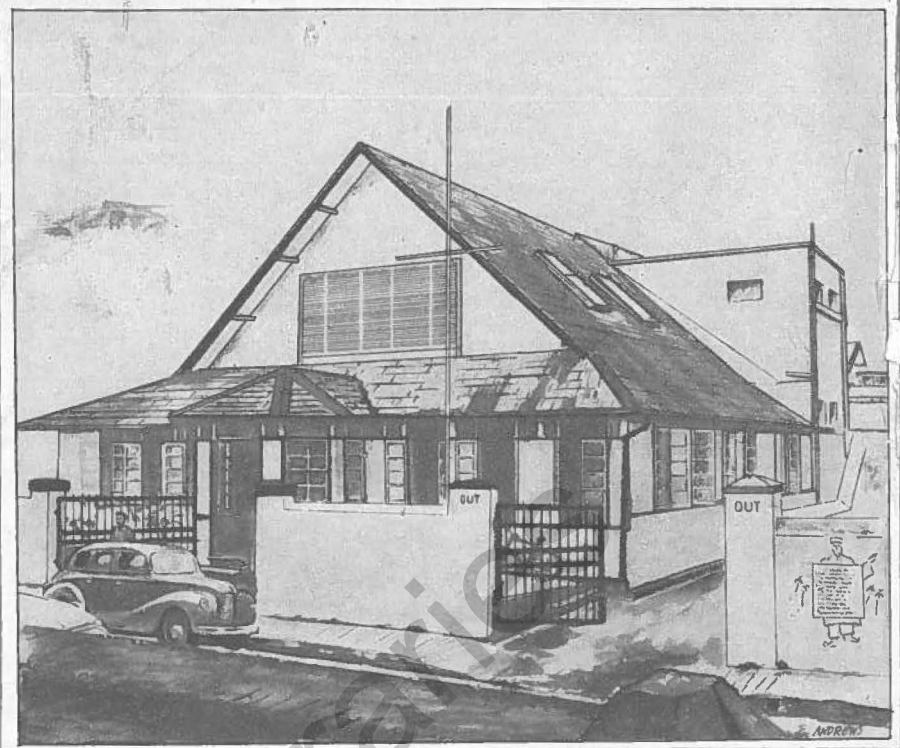
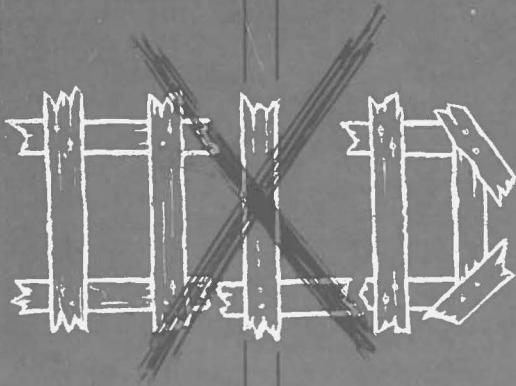
On May 25th, 1933, Mr. Bradshaw married Miss Carmelita Antonio, daughter of a popular resident of Point Fortin, and, to date, they are the proud parents of thirteen children (possibly the largest family in Point Fortin today). Two boys are employed by the Company, one as an electrician. The other, Leonard, seems bent on following his father's footsteps and is at present serving his apprenticeship at the U.B.O.T. Apprentices Technical School.

Another boy, Victor, Jr., is at Fatima College, Port-of-Spain. A daughter who recently resigned as a teacher at the Point Fortin Government School has left to further her studies in England.

Though kept busy by ties of work and family, Mr. Bradshaw has enjoyed a fair measure of club life and has served for a number of years as Chairman of the Point Fortin Carnival Committee and has helped to bring the standard of Carnival to its present place in the forefront in South Trinidad. Present hobbies are gardening and fishing.

Mrs. Bradshaw had always cherished the wish of becoming a Nurse but had been prevented from this ambition because of her marriage and family life. However, her large family of children has given her ample opportunities of exercising those sterling qualities associated with the vocation of a nurse and the care, attention, affection and devotion, which she bestows on her children are reflected in their smart turn out and appearance on all occasions. Apart from her normal pursuits of cooking, washing, sewing, etc., Mrs. Bradshaw finds time to help supervise a little parlour to augment the family income. She also finds time to do some work for the Point Fortin R.C. Church of which she is a devoted member.

Mr. Bradshaw's advice to the youth of today is — "Fear God, respect your parents and elders, stick to your job, learn to do something and keep doing it after you have learned it."



and



NEW