

## *The Balding Eagle*

ESHS Class of 1944

Newsletter of November 2008

Bet you thought we forgot about you. No way, we're back mean and onery as ever, so listen up. **CALL TO GENERAL QUARTERS -- THIS NOT A DRILL.** Next October 2009 the ESHS reunion will celebrate the 80th anniversary of the school's first graduating class. A special celebration is being planned and your presence is greatly desired. Please complete the enclosed registration form if there is a possible chance you might attend. It would be helpful to have these back by December 31, 2008.

### WIDEN'S WORLD

Chevron, for the past several years, has conducted bus tours of the refinery as part of it's public relations program. This usually occurs in early November. Since we had to cancel a previously planned trip to the east coast, we decided to take advantage of this year's tour. Reservations were required and buses ran on the half-hour from 9:30 AM to 12:30 PM. Several hundred people participated.

It must have have been 1953 when I was last in the refinery. It has changed a lot. There are a great many more tanks, towers, and refinery equipment consisting of new cracking units and various other types of distillation and processing equipment. The tour guide told us there was 5000 miles of pipeline within the refinery property line. If there is such a thing as a clean refinery, this is it. No litter or randon piles of construction material. It is a very discipined environment. It was possible to recognize the old original machine shops and maintenance sheds. The old crude stills and cracking plant locations have been replaced with new units, not necessarily in the same locations. The main pump house where Milt Goodhart's dad and mine worked, is gone. The inspection lab, where I worked after WWII, is in the same location as are the officess. The old wharf is gone, lost to a storm during the early 1950's. Instead of the wharf, or pier if you prefer, there are four marin lines leading off shore located by buoys as hook up points for ships to discharge their cargo. Three are the most we have seen at any one time unloading cargo.

The refinery processes about 250,000 barrels of transportation fuel a day. It supplies Southern California with 20% of it's gasoline and LAX with 50% of it's jet fuel. It continues to employe about 1,800 persons plus, from time to time, some 3,500 contractor personnel installing new facilities or maintaining them.

In addition to all of the distillates running through the various processes, there is a final end product of coke that in some circumstances would be considered a waste product. In the refinery, however, it is just the final product that is picked up by dump truck and trailer rigs to be moved out of the refinery every hour on their way to Long Beach harbor to load the coke aboard cargo vessels headed to China for use in their steel industry.

