At this time of the year it is customary for the Presidents of most companies to make a report to the stockholders concerning the results of the past year and to comment upon what may be expected during the ensuing year. The stockholders of the three Western companies are relatively few and all are key employees, who are fully informed of the progress and status of our activities and operations.

My primary concern, therefore, is not with the stockholders but with the real peers of our company — our employees, both stockholders and non-stockholders. This is said with deep sincerity and conviction, but not without self-interest. I hope, therefore, that the following brief review of our last year’s activities will please you and that our policies and direction will continue to merit your confidence and approval.

Despite the intense competitive conditions which prevailed throughout 1955, Western again has been able to record substantial gains in total activity during 1956.

As you will recall, we began the year 1955 with 39 seismic land crews, and six offshore crews, or a total of 45 seismic crews. By the end of 1955, we had in operation 40 seismic land crews and seven offshore crews, or a total of 47 seismic crews. This represents a satisfactory increase in our seismic activity and we all can be pleased with this record.

Our gravity work declined during 1955 and by the end of the year, we were operating only two gravity crews, or a loss of three crews from the previous year’s end. However, this phase of our work already is on the uptrend and at this date we have four gravity crews in operation.

Our greatest expansion in 1955 was achieved in our offshore work in the Gulf coast and in South America. As a result, we have become by far the world’s largest offshore seismic contractor.

With the completion of all the offshore work on the West coast, our two California offshore seismic crews were discontinued. Our increased Gulf coast activity, however, was more than sufficient to make up this loss so that we ended the year with a net gain of one offshore crew.

While our greatly improved instrumentation undoubtedly played an important part in our offshore success, the teamwork and unselfish efforts of all those, who, directly or indirectly, were involved in this phase of operations, also played a major role. Certainly the high production records maintained by our offshore crews clearly reflect the high efficiency and unparalleled morale of our personnel.

As we look ahead into 1956, we hear predictions of some recession in our over-all economic activity. I am convinced that the Oil Industry again will experience another prosperous year and that geophysical activity in the United States will remain at current levels. Foreign geophysical work will enjoy a healthy expansion.

I predict that Western will enjoy another successful year in 1956 and that we will reach a new high level of crew activity. Last year at this time, I stated that 1955 represented a challenge to us to surpass the previous year’s all-time peak of activity. We overcame that challenge in 1955 in brilliant form. With your continued whole-hearted support and co-operation we can be assured that 1956 will prove to be another excellent year for Western.
Rubbing shoulders with the relics of ancient history comes naturally to Western’s several Italian crews whose personnel often work within sight and sound of famous ruins and buildings familiar to most Americans through travel magazines, movies and history books. Like most seemingly idyllic situations, this one has its drawback—the crews are too busy discovering natural resources underground to enjoy the attractions above.

Since first beginning operations in Italy 15 years ago, Western Geophysical International successfully has ap-
plied new world methods to old world terrain, and has helped to discover many large gas fields in the Po River Valley and oil fields in the province of Abruzzi on the Adriatic coast. Under the direction of M.A. Boccalery, vice president and general manager of Western Geophysical International in Italy, Western crews have been in operation from the Swiss Alps in the north to the island of Sicily in the south.

Recent new discoveries have inspired predictions of large-scale oil production in Italy in the near future. From being a "have-not" nation of little or no natural resources, Italy now has a promising future based upon its potential oil reserves. Prime Minister Segni recently spoke of the day not too far distant when oil would be one of his country's leading exports. As a geophysical exploratory company, Western is proud to have had a key role in this tremendous change in the Italian economy.

Although petroleum production in Italy did not reach quantities of commercial importance until the present, Italy was one of the first countries of the world to initiate the search for hydrocarbons. Evidence of hydrocarbons was noted in the early centuries B.C. Tar pits at Bagusa in Sicily were utilized by the ancient Greeks. The Romans used the black ooze from seepages near Frosinone and at Tocco, which is near a recent, important oil discovery.

Petroleum concessions were granted in the fifteenth century and wells were excavated in 1680 near Montechino to extract petrol for medical uses. Industrial petroleum research, however, first was initiated in the 1860's. An oil field with commercial potential was discovered in 1870 near Parma with a well producing, initially, 20 metric tons (about 150 barrels) per day. Various Italian companies carried on widespread activity up to and since the appearance of Western International on the scene, which helped to open up the truly immense petroleum potential lying beneath Italy's rocks and valleys, its monuments and historical relics.

The first recording truck (the latest model developed at the time) and rotary drill to bring the name of Western to the Italian scene arrived in Genoa in early 1940 after two years of negotiations with AGIP, a government-controlled oil company. This first crew was headed by Michael Boccalery as party chief with Vincent Emanuel as observer. Their initial problems were to clear the tools and machinery through Italian customs and to train a complete field crew. The customs officials almost stopped operations at the outset as the words for various geophysical equipment didn't exist in the official customs directories, but eventually, after much international courtesy and temperment had been displayed, an operational procedure was established and the equipment was cleared for the use of the crew.

Despite the inexperience of the Italian crew members in exploration geophysics and in spite of difficulties with languages and regulations, the pioneer crew soon was operating efficiently and, within a year, the first geophysical structure was discovered near Lodi, about 35 miles south of Milan in northern Italy. This promising activity was ended abruptly when World War II erupted and the American personnel was returned to the United States. When this structure was drilled, in 1943-44, the first well was a producer. The area now is a fairly large gas field.

Drama marked the evacuation of the American personnel from Italy. The group of four, including Mr. and Mrs. Boccalery and Mr. and Mrs. Emanuel with their 10 pieces of baggage, left Italy from Genoa in December, 1940, and crossed southern France, along the coast, to Spain and Portugal. Mrs. Emanuel was seriously ill and had to be carried at every train change. These changes were many and occurred at any hour of the day or night. The trip, which normally is quite short, took seven days and seven nights. Upon arrival in Lisbon, they found their airlunes reservations had been cancelled due to inclement weather which meant that the mails and diplomats came first. After two weeks, the Emanuels finally embarked by ocean liner for the United States, following the Boccalerys, who had left the week before.
In 1947, operations were resumed when Party F-5 went to work in the area of Ferrara for SPI, a subsidiary of Standard Oil of New Jersey. Completely modern recording equipment was imported, but again the crew faced the problem of training new local personnel. A policy of training extra personnel to fill any positions on a crew as reserves and replacements was begun so that, now, Western in Italy operates entirely with local workers with the exception of supervisors, some party chiefs and one observer-supervisor. Today, Party F-5 is composed of a 100% Italian crew.

Success again followed the effective re-activation of F-5 operations. AGIP resumed exploration and four crews were engaged in these operations. Several structures soon were mapped by Western crews and the drilling which followed discovered several prolific gas fields in quick succession. With these discoveries, the demand for geophysical work increased and now there are eight Western crews operating in Italy, with the ninth being planned for immediate activation. Since 1947, Western crews have mapped many promising structures. AGIP, for which Western did most of the early work, had a very unusual discovery rate at the beginning with eight discoveries and no dry holes in the first eight wells drilled.

Italy is one of the most heavily populated countries in the world with more than 47,000,000 people who inhabit the territory at the rate of 405 persons per square mile. No one factor has more influence on the conditions surrounding geophysical exploration in Italy than the density of the population. It means that the countryside is one farm after another, closely settled with houses and immensely active people. The Italian people travel to their local destinations mainly by bicycle, although the countryside abounds in cars, trains and buses. The city of Ferrara is reputed to have the world’s highest rate of bicycle concentration per population, estimated at one bicycle for every two persons, including all ages and sexes. It is impossible to describe the reactions of Western’s American crew members the first time they have driven a truck through the rapidly moving swarms of bicycles and motor scooters in Ferrara, or any other city, especially during the noon hour and at evening quitting time.

Western crews have found that their activities are of great interest to the population. Everywhere that a crew...
Western conveyances sometimes are too large for the entrances to Italian farms. A fence-building detail tears down and then re-builds the stone fences which serve as boundaries throughout Italy. In general, the farmer and his workers enter the property across narrow wooden stilts.

A common occurrence for F-9 jug hustlers is to pass the jugs across Po Valley canals and ditches.

begins to work, people gather to watch. The scene takes on a festive air as the bystanders urge on the workers and then wait expectantly for the dirt spout to fly into the air and disperse when the shot is fired.

The typical crew in Italy begins its working day at 7:00 a.m., except in the northern regions in winter when, occasionally, the ground is frozen. Then work is begun at four or five o'clock in the morning to complete as much recording as possible before the daily thaw renders the fields too muddy. Longer driving time must be allowed than in the States. Trucks usually are left near the field when driving distances are more than 30 miles one way. The roads are narrow and frequently filled with bicyclists and animal-drawn carts, both causing traffic to move slowly. In small towns the highway is both the main street and the market place. In most towns market day is held twice a week. Traffic moves through a truck-width lane bordered on both sides by booths and parked in the center by shoppers and tradespeople.

Due to the population density, Italy's railroad system has thousands of grade crossings, particularly in the Po Valley. Bars or gates are required at rail crossings and are kept closed before and during train arrivals. Whether operated by remote control from the nearest station or manually by the gatekeeper, these bars remain closed for what is considered to be a safe time before the scheduled passing of the train. If the train is late or if, as on small back roads, the crossings are closed at all times, considerable time can be lost until the train arrives or the operator can be found to open the crossing temporarily. With as many as three and four train crossings on the way to the field, the choice of a travel route can be very important.

Before the arrival of the trucks at the field, the surveyor has obtained permission to enter. Ideally, permission should be obtained from a farmer-land owner but these persons are rare in Italy and so the surveyor seeks entry permission from the mezzadri (share-croppers), renters or foremen working for an absentee owner. Each crew surveyor carries an authoritative-looking document issued by the local prefetto (chief of police), who is the ranking provincial police officer in government administration. This document authorizes Western Geophysical International to "enter into private property to conduct research for hydrocarbons," and is interpreted by the surveyor to mean that land owners are required to allow entry.

There is so little really arable land in Italy that each square foot is tended and guarded carefully. Fearing damage to the much-valued soil, the farmer sometimes may refuse entry. In such cases the surveyor usually returns with federal police, who have complete jurisdiction outside city limits and can indicate that the document allows no disagreement. The considerable influence of a police officer's presence with the trucks can cause the permission to be granted. However, if a determined farmer meets the recording crew with a gun or a pitchfork, the shot point may be abandoned temporarily—the observer making the decision on the spot. When the farmer has been convinced that he will be well-compensated for damages, the crew returns to the shot point.

Every square inch of land in Italy not occupied by water, roads, houses and outcrops is under cultivation, making the country appear to be one continuous farm. Each farm is divided into small plots separated by irrigation ditches which are bridged by wooden structures the width of an ox cart. It is possible to shoot continuous profile lines with minimum direction changes by laying out the shot hole on the side of the spread which is accessible. In Sicily, due to the scarcity of roads, all of the work is of the cross-country variety which means that openings must be made in farmers' stone fences to enable trucks to pass. As a result, a fence-building crew of three or four men must be formed to re-build the stony property lines. Each party normally operates with a survey crew of three men. The surveyor then can act as a permitman to obtain entry permits and settle damage claims.

Aside from the intense cultivation, other principal prob-
Drilling anywhere in Italy mainly is a problem of getting the truck to the shot point as many detours must be taken in going from hole to hole. It is quicker to walk between holes than to drive so a third man is used on the drill to prepare slush pits in advance. With this advance preparation, the drilling can begin at once upon the arrival of the drill and water truck.

In sandy areas the holes soon cave in, so two charges are loaded simultaneously. The shallower charge is held in place by bronze loading poles with a drill stem lying across the last loading pole, which is horizontal on the ground. Due to the abrupt variations in weathering depth, the drill is kept close to the recording truck. A spudder or battipalo (pile-driver)—described in an early WESTERN PROFILE issue—is used which eliminates hole caving in gravel areas by pounding the casing (a 3½" drill pipe with steel point) down into the ground to the depth desired. The dynamite charge then is placed below the casing or, often, it is exploded in the casing.

Recording trucks are maneuvered as closely as possible to the spread center where all the cable is unreeled. The cable is dragged and spread by hand across the fields, crossing ditches, fences, rows of grapevines and fruit trees. Two hundred-foot jumper cables connect the recording truck with the center. These jumper cables are adequate most of the time but occasionally holes must be skipped if there is no means of entry to the shot point location. A recording helper takes the first two cable groups with corresponding seismometers and starts off—climbing fences and jumping ditches, followed by another with the second two groups, then a third and so on.

The recording cable is protected at road crossings by trough-guards made of old steel cable. Sometimes, especially in refraction, the cable is held above the road on poles. Stilts sometimes are used in crossing canals and

Swamps are abundant in the Po River delta area and equipment often must be transported by means of barges. Below, crew members load a shooting truck onto a barge. Then, at right, the barge is pulled up the waterway by a team of men as a bargeman keeps the craft on its course with the aid of a long pole. At its destination, heavy planks are placed from the barge to enable the truck to be disembarked.
survey stakes are used to dig under rails to pass the cable under railroads. On one or two occasions the cable has been dragged through homes, entering and leaving through doors and windows, when the building is so shaped that this seems more advantageous than offsetting the line or when the cable is too short to go around the farm house. The cable sometimes is passed through stables where the men must quiet the animals while the shot is fired. Six men, including the observer, his assistant and four helpers make up the recording unit.

Commands, when testing the groups, usually are passed along the spread by voice as it is not always possible to see very far. The observer hears, in any of Italy’s many dialects, “Gruppo tre non va bene.” (Group three isn’t going well.) When the connection and resistances have been checked and all are in order and the shooter has called out the charge and depth, the shout, “Fermi!” (Keep still!) is passed along the cable spread. The audience of women, children and passersby, which forms everywhere a crew works in Italy, shuffles to immobility. Shouts the observer, “Qualcosa si muove a Gruppo 231!” (Something is moving at Group 231!) and a nervous spectator is told to stop in his tracks. In refraction shooting, walkie-talkie sets are used to talk to the men along the spread.

When the observer is satisfied that all movement has ceased, the order to shoot comes—“Uno, Due.” Fuoco! (One, Two, Fire!) The order is given to move and everything and everybody does. The children shout; pretty girls simper at one another before the young men, passersby mount their bicycles and rush away. Everyone goes on about his momentarily interrupted business.

Obtaining explosives in Italy is a red tape-ridden operation. Every ounce of explosive from the manufacturer to the consumer is controlled by the police. A permit is required for storage. Another is required for the manufacturer to ship the explosives and a third authorizes the transport and the use of the material in the field. Each permit requires four to 10 documents—an enormous amount of paper work—before shooting in an area can begin. Stored explosives are under armed guard 24 hours a day, every day. The shooter must pass a shooter’s examination, must be deputized as a guardia giurata (deputy guard) and must carry special guard papers. All permits are in the shooter’s name which makes his job more secure than that of the party chief.

Western’s American crew members maintain that the expression, “Go to sunny Italy,” was originated by a summer tourist as it rains throughout the remainder of the year. Raincoats and rubber boots are standard issue for the crews, and although operations are not affected, doubtless many a porca miseria (pig misery) has been said by unhappy farmers after they have seen a crew plow through their fields of winter wheat. The supervisor eases their unhappiness, however.

Despite the inconveniences created by the different ways of life in the two countries, American crew members in Italy are ideally situated to enjoy world-famed resorts and tourist attractions. Each of the crews is located within easy distances of such renowned places as the French and Italian Riviera; the Swiss Alps, the Adriatic Coast, Vienna and other cities, as well as the countless art galleries, museums, historical sites and resorts within Italy itself. Crew members can take advantage of the many long weekends caused by the generous schedule of 17 national holidays. As a result, Western’s American personnel has the opportunity to enjoy, while on the job, the fabled sights of Europe which most of their countrymen merely dream of visiting.

Most of the Western crews in Italy consist of 17 to 18 men—three on the surveying unit, five or six recording, three drillers, two shooters and four in the office. Office procedure in general follows Western’s standards in labeling, computing as well as picking and computing. Reflections are plotted on cross-section cloth sent from the States. General use is made of “TI” picks due to the area’s geology. A U. S. draftsman wouldn’t feel at home as razor blades and plastic forms and pens substitute for electric erasers and LeRoy sets.

From his office in Milan, Michael Boccarelly, now completing his twenty-second year with Western, directs the work of the eight crews in widely separated areas and with greatly diversified working conditions. “Bo,” as he is known to many, was one of the Company’s first party chiefs and brings a long experience in geophysical work in the United States, South America and Italy to his present post.

Helping Mr. Boccarelly is an American staff composed of Thomas P. Maroney, supervisor; Russel A. Kaminsky, observer-supervisor, and Party Chiefs William C. Calladare, Joseph C. Ross, John J. Amato, Donald B. Heaney, Dallas C. Morrow, George Kostashuk and David Scharf. Antonino Bucarelli and Ezio Trucchi are party chiefs of F-5 and F-80. Mr. Bucarelli (“Buc”) began with Western International as a computer. He has had considerable
Leading its cloud of dust, a Western truck is driven through a small Italian village on the way to a shot point location. Village residents, who travel locally by foot, cart, donkey or bicycle, have become accustomed to the seismic equipment and even a donkey, as at right, only flicks its tail as it turns from the truck’s path.

Small, but gay and interested audiences gather wherever a crew works in Italy. Right the spectators include a group of young girls and their intent black-garbed chaperone.

An Italian stamp commemorating the Fourth World Petroleum Congress, which was held in Rome, June, 1955.

Andrea Berardi, Avv., is legal adviser and agent for Western International in Italy.

Thomas P. Maroney is Field Supervisor in Italy and travels constantly among the crews.

Michael A. Boccalery vice president and general manager of Western Geophysical International in Italy, directs the affairs of eight crews and more than 150 people in a constantly expanding program of exploration. One of his efficient aides is Carla Andreani, secretary.

Refraction shooting from the coastline was practiced by Party F-5 during its stay at San Benedetto on the Adriatic coast of Italy.
experience with Aramco in Saudi Arabia as well as with Western. A newlywed, Mr Trucchi began as an observer and now heads F-80, one of Western's most recently activated crews in Italy.

Italian crew members, of whom 26 have worked with Western for over five years, bring to their work great interest and enthusiasm. With the company training program behind them, many have gone on to contribute ingenious suggestions and inventions to help make the work more efficient.

Cesare Grossi heads the administrative department in Milan. Mr Grossi has been with Western International since 1950. He is assisted by Sergio Trucchi, accountant and personnel manager. Sergio is the brother of Party Chief Trucchi and a "collector" of up-to-date office equipment and charts both on his own desk and in the office.

He and Adriana Prando, secretary, have worked with Michael Boccaleria since the re-organization of Western International following World War II. Carla Andreani, secretary to Mr Boccaleria, has studied in England as well as Italy.

Daniele Milvio, geophysical engineer; Mario Minelli, office boy, and newcomers Luisa Monziani and Anna Maria Banfi, who are typist and bookkeeping assistant, respectively, complete the Milan Office staff.

Western International's legal adviser and agent is Avv Andrea Berardi, who has served in these dual capacities since before the war, when he was engaged actively in the contact work which helped to establish Western in Italy's petroleum future. Avvocato (lawyer) Berardi maintains offices in Rome and handles all matters of Italian law from there for the L. A. Office.

Work in the Milan Office primarily is that of co-ordination of wide-spread crew activities and the transmission of supplies and orders between Italy and the United States. The staff of nine co-ordinates the work of more than 150 fellow employees in the field—a task complicated by governmental red tape (particularly in contributions and payroll deductions) and the many variations in local customs. One of the more exciting recent events in the Milan Office was the purchase of its first electric typewriter to help speed up the paper work.

The full magnitude of geophysical activity in Italy is impressive when it is realized that this is a country whose natural resources always have been considered to be very limited. Discovery of oil and natural gas beneath the surface of this narrow, rocky peninsula already has created a far-reaching change in Italy's economy and politics. Industry will be affected broadly and, in time, the standard of living and perhaps even the manner of living of the Italian people will change. The success of geophysical operations in Italy has accelerated interest in exploration throughout Europe and the Mediterranean area.

Western International has been one of the factors in this era of discovery in the Old World. It has played a significant part in the development of oil operations in Italy with over 12 clients served. In addition to the eight Western crews, AGIP now is operating several of its own crews using Western instruments and Western-trained men exclusively. With this reputation—earned through constant research and the application of the highest personnel standards—Western Geophysical International looks forward to participating in the steadily increasing geophysical activity in Italy.

The difficulties encountered in swamp operations in Italy required the development of a massive tractor—called a "snail"—which, when fully loaded with a drill, weighs about 20 tons. Seismic equipment can be moved without danger of sinking into the bogs. Below a tractor upon its completion at the foundry and, at left, two of the snails in use in the swamp near Ravenna. A drill is carried upon the tractor at left and a tarpaulin-covered recording truck upon the other.
PARTY PICKINGS

With fur, fin and feather in marsh and shallow water

The "loneliest man on Party 78" is Franklin Howell, surveyor, who spends most of his days on this platform a few feet above the rippling waters.

"That's some fish!" is the comment seemingly expressed by Ellis Falgoust as he prepares to place a seis overboard. Behind Ellis, from left, are Mitchell Dempster and Willie Kramer. The foul weather gear is a must for P. 78 crewmen in these shallow Louisiana lakes.

PARTY 78 — MORGAN CITY, LOUISIANA...

WILLIAM G. RIPPEY, Reporter
W. L. HARPER, Photographer

Geology was Wilbur Harper's college major at Mississippi State, from which he emerged with a bachelor of science degree. This, naturally led him to geophysical exploration. An ex-Marine Corps captain and a hobbyist photographer, golf, hunting and glee clubbing, "Willie" Harper has worked the marshes, swamps and shallow waters of southern Louisiana for Western. He and wife Helen occupy themselves with the activities, which Wilbur calls "devilment", of their two sons.

A search through the marshes of south Louisiana along the maze of canals and lakes probably would reveal the quarter-boat which serves as home for Party Chief WILBUR HARPER's boys during three weeks of each month. In the field, they are under the supervision of Party Manager J. B. GREEN of Morgan City, Louisiana.

Actually, two boats are required to house the 25 men and to provide space for relaxation each evening at the close of operations - relaxation for everyone, that is, except Maintenance Man R. D. Guidry, who is never without a task to perform. The crew departs for the "field" before dawn each morning, fortified with one of Cook THOMAS JEFFERSON's hearty breakfasts. They carry with them nourishing lunches which have been prepared hours earlier by RONALD COULON and GEORGE CORTEZ. In the early morning darkness, surefootedness marks the order of the day.

The "marsh and shallow water" operation is similar to both land and deep water operations, but is identical with neither one. Trucks are replaced by boats in the
respective units and for purposes of transportation. Inland waterways and lakes serve as roads through this tropical wilderness where fur, fin and feather are abundant. Yet there are occasions when equipment must be removed from the panels and carried by back through the dense undergrowth as the way is being cleared with machetes.

The surveying unit — first out in the morning — is under the capable direction of Surveyor FRANKLIN HOWELL of Jackson, Alabama. His stand is a wooden structure which lifts him barely three feet above the water in lakes ten feet deep and it is constantly harassed by the current's relentless pull. The gentle nudge of a boat can upset surveyor, transit, tripod, et al. From this tottering vantage point, Surveyor HOWELL directs Rodman ROME and Boat Driver MATHERNE (both LEROYS) as they stake out the

furnishes water to wash out the cuttings. EARL USEA mans the water valve and stacks more cuttings on the platform from below. When the drilling is finished, the casing extends from 70 to 100 feet down while three or four feet show above the water. Such projections obviously are hazards to night navigation and Driller GABLE never departs from the immediate area until he is certain that each obstruction displays adequate lighting.

The shooting crew — composed of PAUL MARCEAUX of Kaplan, Louisiana, and BRENT SMITH of Pascagoula, Mississippi — follows in normal sequence, with the exception that as much casing as possible must be salvaged. Boat Driver SIMON DEMPSTER mans the motor-driven winch which raises the casing as the shooters disconnect the lengths and stow them at the bow. When casing proves to be unsalvageable, it must be broken off below the mud

intended line from a skiff with rods 12 feet long. Helpers PAUL JONES and CHESTER DAVID follow in the 30-foot Elinoi, driven by ANDREW BROUSSARD. They chain with a cable from a motor-driven winch, which is mounted on the stern. Wooden poles are driven for each recording and shot point; bamboo canes are used to designate seis points. Care must be taken in placing these markers to insure that they will not be swept away with the tides.

Following down the shot point line is JOE GABLE of Gulfport, Mississippi, with the drilling unit, in the Gulf, which is skippered by SILAS GRIFFIN. The drill is mounted on the stern and consists of a disposable bit, 16-gauge casing, centrifugal pump, two 24-inch pipe wrenches and two pairs of strong hands. Drillers GABLE and REYNOLD GREGORI provide torque with the wrenches while HORACE DEMPSTER connects new lengths of casing and the hose fitting from a platform mounted ten feet above. The hose

bottom with a "charge" in order to remove any hazard to navigation. Louisiana Conservation Agent, DUDLEY LABAT, better known as "FISHBRAI", is on hand to insure protection for the wild life making its home here.

Across the way, stands the 39-foot Jack A, the recording boat, with DRIVER LANDRY MATHERNE at the helm. Here, OBSERVER J A RASMUSSEN of Lander, Wyoming, and Junior Observer PAUL DRENNON, Spur, Texas, serve as the eyes and ears of the party. Their sidekicks, WILLIE KRAMER and ELLIS FAIGOUT, both of Kramer, Louisiana, and Driver MITCHELL DEMPSTER, man the skiff, the Kendall James, which serves as the seismometer boat. The seis, "planted" in the mud bottom of the lake by pole to gain the full effect of reflections, becomes wet and slippery when being retrieved.

As the party headquarters is located in Morgan City — usually about 100 miles from the field — little is known
of adverse conditions experienced at the prospect. The office force, composed of Computers DOUG GILLILAND, Westport, Mississippi, TOM GAVIN, New Orleans, Louisiana, and BILL RIFF, would find it difficult to understand just what the men in the field face, if a close liaison were not maintained. Strong winds can whip the placid inland lakes into large rolling swells at a moment's notice. Early morning fogs cast their white shrouds over the network of canals denying passage even to DONALD BAILEY on the large 52-foot BARBARA MAE which serves as supply boat.

Chartered seaplane and short wave radio service are at the party's disposal as the occasion demands. Full use of these facilities is made as is necessary to bring the operation to a successful completion. A hearty "Well done," from the client representative provides a satisfying end to an active day.

In warm weather dress, Battista Mantredini, with Party F-9, makes an opening under a roll through which the cable can be dragged across a railroad near Ferrara.

PARTY F-9 — FERRARA, ITALY

CARLO CAVALLETTO, Reporter

JOE ROSS, Reporter-Photographer

After nearly six years, F-9 still is punching holes in the sand, clay and peat at the lower end of the Po Valley, working out of Ferrara. We are working alone up here now.

The Italian winter has stamped around on F-9 this year. We are praying for snow or cold. Among other things, Ferrara is recognized in Italy for its girls, hemp (canapa) and its chilly winters. Dense fogs persist through most of the winter here at the bottom of the Po Valley and this winter has been unusually wet. When we aren't working in the rain, we are picking our way blindly through a dense fog. Sometimes, when coming in after dark, a man on foot precedes the trucks to help the drivers to stay on the road.

Our program is on plowed fields in recently reclaimed land, in some cases, through which transportation routes have not yet been built. While it is possible in the older zones to winch the trucks through the mud by using the fruit trees, in the newer areas there are no trees.

The latest crew function was a Christmas party for the crew members and their guests. The party was so successful that plans were made immediately for follow-up social events during the carnival season.

Since our last report, Joe Ross, party chief, and Corrado Paganello, second driller, were transferred to F-9 from F-57. Chief computer GIORGIO FORLANI was transferred to F-82 and our head driller, SILVANO BASAGLIA and our shooter's helper, SEVERINO MILANESI, were transferred to F-81. CARLO CAVALLETTO has taken over the duties of FORLANI and ERMANNO GRILLANDA has moved up to the position of head driller.

New additions to the crew are FRANCO RONCARI, junior observer trainee, GINO BANZI, draftsman; OTELLO BENAZZI and DINO TOSCELLI, helpers.

Party F-9 rates itself as the "party of champions." Its motto: a champion for every sport and a sport for every champion.

In the field of extra light track, we have the flyweight (44 kg.) SAURO FERRARI. The official party timekeepers have recorded that on a rainy Saturday (with conditions notoriously favorable) SAURO succeeded in carrying four type-FF jugs to group 1 in 20.4", beating by .3" the world record set in 1954 by our ERASMO PAVANI, notwithstanding four falls and three rolls while crossing ditches.
The sport of betting has in Corrado Paganelli its chief flag bearer. It is said that he has been able to lose 13 in a week, beating narrowly our observer, Carlo Can- ciani, and Palestino Villa, who tied at 12 bets lost during five consecutive working days. Villa, however, has an undisputed long-time record. During the 1953-54 soccer season, he entered the national soccer pool paired with Joe Ross. Villa was able to lose 36 consecutive weeks, covering the entire soccer season. This gave his opponent, Ross, free participation in the pool for the year. This record can be attributed to Villa's superior technical preparation.

Our champion in the fine art of hair-growing, jug-hustler Dino Toselli, called "Lanone" (Wooly), is acclaimed with enthusiasm by city and provincial hairdressers, shepherders and wool workers for his "David" hair style.

Jug hustler Otelto Benazzi is our major expert in the inimitable language of the farm. The fact that he occasionally mistakes the cable for the reins of his oxen should not be held against him.

Our draftsman, Gino Banzi, the splendid drinker, is our champion in the art of paying for drinks with the money of his guests. While Banzi modestly disclaims any great prowess in this field, his abilities are vouches for by Carlo Cavallebetti, Palestino Villa and, particularly, our shooter, Socrate Grazzi, who recently paid for the cognacs offered by Gino.

We also have Giorgio Marzocchi, our canal-jumping junior observer, who not only holds the crew broad jump record, but whose sister is a genuine "Miss." She recently was elected "Miss Ferrara." Naturally, Marzocchi is welcome to all social functions — as long as he brings his sister!

A water truck in snow country is still a water truck, even with treads. Hans Meyer, Party F-56, is at the controls.

PARTY F-56 — GRANDE PRAIRIE, ALBERTA...

EMIL RAWLYK, Reporter

A. C. TAYLOR, Photographer

Five years with Western has given A. C. (Cam) Taylor a native of Winnipeg, Manitoba ample opportunity to study the hinterlands of Western Canada. Prior to this, Cam traveled with the Royal Canadian Air Force for five years following his graduation from the University of Manitoba (bachelor of science degree). He delights in photographic pursuits and swimming. Married, Cam is the father of one child.

New bombardier equipment, a nucleus of old hands and a group of willing newcomers were combined in September, 1955, at Slave Lake, Alberta, to bring life again to "old F-56". After a shakedown cruise, we have been moving ever since. Freeze-up time found us moving ever north — the office to Grande Prairie and the field crew to northernmost British Columbia (three moose jumps and a rabbit hop from the Northwest Territories).
While waiting for the first results from the field, the office equipment was given a face lifting by all hands and the results justified the efforts. New furniture was built and the old furniture was re-finished.

Families are the rule rather than the exception with the office staff. Cam Taylor, party chief, has wife Louise and son Ronald comfortably settled in the long, long trailer. Dieter Juergens, chief computer, wife Erika and daughters Joanie and Barbara are located in a house while Colin Riley, computer, wife Noella and son Colin Jr. have an apartment across the street. The girls in Grande Prairie are trying hard but Emil Rawlyk, computer-draftsman, remains single.

R G WALKER, Field Reporter
EDMUND FISCHER, Field Photographer

Since the re-activation of F-56, we worked a few months at Slave Lake and then moved to our present location. We are located in the muskeg country of northeastern B. C. Ours is not the only party up here as we have parties F-50 and F-60 for neighbors. It will be nice when these other crews are settled and quit borrowing all of our equipment. Party F-50 always seems to be complaining about Ron Swickey borrowing a few nails and pieces of pipe from Daugherity's Hardware Store. We wonder what they would say if Ron tried to borrow a welder or a D-6 cat, as he has from us.

There are not too many social or sporting activities as the days are too short and too cold, but in the summer those rods and reels undoubtedly are going to be put to good use.

F-56 has a smart recording crew headed by Ed Fischer. Ed finds that the work up here is a little bit different from the work on the plains of Saskatchewan, from which he came. His assistant, Hans Meyer, is of valuable help, since he has worked on several crews. We are lucky and glad to have him. We have a new fellow by the name of Jim Klassen working as our shooter. Helping these men, we have John Lane and Peter Batycki. Party Manager Grant Bates and Computer Ron Walker handle the affairs of the field office.

This field crew could be called a bachelor crew as everyone is unmarried except the manager. Everyone in the office in Grande Prairie is married except Emil Rawlyk. The married men are supposed to be giving him some good advice. It isn't known whether he is taking it or not but the last report was that the girls in Grande Prairie have him running and this doesn't sound like Emil.

All in all, everyone on the crew seems to be happy and content with the life in the bush, but we all do miss our families as does everyone who is away from them for any length of time.

That is about all from Party F-56. Here's hoping that we will see you again in the PROFILE.
PARTY F-50 — GRANDE PRAIRIE, ALBERTA...

CLIFF FENSKE, Reporter

Charles Selman began his career with Western as a senior draftsman and, in rapid order progressed through the intervening steps to party chief. A native of McGehee, Arkansas, “Charlie” acquired his bachelor of science degree in mathematics from Arkansas A & M, following a stint in the armed services as Air Cadet, A.A.F. A golf player and leather-and-woodworker, Charlie is married, and he and wife Mary have two children—a daughter Sheila, and a son, Scotty.

Checking in from God’s country (rumors are that no one else wants it), is Party F-50 which now has been reactivated for the third time. We all are re-accustomed, practically, to civilization since spending a six-week term at that widening in the Alaskan Highway—Fort Nelson.

Since coming to Grande Prairie, we have received our new party chief, CHARLIE SELMAN, and wish to take this opportunity of welcoming him, MARY, SHEILA and SCOTTY into our midst. They have adapted themselves quite quickly to the north country, we might add. CHARLIE has purchased a fine fur hat for protection against the elements. Although we smile, the hat looks well. MARY’s neighbors were concerned when she mentioned our Northern accent. Their reply “It’s you that have the accent, not us!” SHEILA also seems to be doing quite well in becoming a Canuck. We have her pronouncing the letter “Z” as we do — “Zed” instead of “Zee.” SCOTTY has no comment.

The other members of the office staff are BILL ROSS, chief computer; RALPH Scheidt, computer, and CLIFF FENSKE, computer-draftsman. BILL and CLIFF are on the public relations committee and have things under control while RALPH spends most of his time waiting hand and foot upon his newly-acquired wife from Saskatoon, Saskatchewan.

ALLAN ROBIDEAU, Field Reporter

JAN DEZEEUW, Field Photographer

In August, 1955, Western men from parties all over western Canada began to assemble at Fort Nelson, British Columbia. LINC WEAVER, driller and RENATO (RUSTY) RUSTICALLI, observer, came from F-10; BILL BENNETT, mechanic, and RALPH Oe, helper, from F-63; KEN JENKINS, helper, and VIC DAUGHERTY, party manager, from F-62 and SYL KREVENCHUK, surveyor from F-61. They were to begin summer bush operations with a brand new set of bombardier muskeg tractors in a remote area of northern British Columbia—300 miles from the nearest hardware store and 800 miles from Edmonton.

The first step was simple enough. The vehicles were loaded onto trucks and transported from Calgary to Mile 300 on the Alaskan Highway. Enough gasoline, powder, mud and bran to last until freeze-up came from Fort St. John.

At Fort Nelson, everything, including bunkhouses, was
transferred to small barges and pushed by power boat 70 miles down the Nelson River. From there on the new Party F-50 was on its own. Within 24 hours a campsite was cleared in the bush, the barges unloaded and the drills were at work.

At the time of writing, the boys feel equal to anything. Summer with its mud, mosquitoes and deer flies, fly camps and bears has been replaced by temperatures of 40 to 50 degrees below zero for long stretches, cold bunkhouses when the propane freezes and such short days that most of the crew does not see the camp in daylight for weeks at a time. Supplies always have been a problem, but we are becoming accustomed to ordering food and spare parts a month before we expect to use them.

Is the picture a dismal one? If so, this truly is not intentional. There are distinct advantages to working in the bush. Most of the boys prefer a life removed from towns where a man’s spare time is his own, untrammeled nature is all around and the food and lodging are good. They consider themselves lucky in being chosen for a bush crew.

Party F-50 hasn’t had an accident in over five months of operations and we all feel certain that this record can be carried on indefinitely.

New Western members on the crew, who wish to say “Hello”, are Jan DeZeeuw and Tom Underhill, jug hustlers, John Bagan, Art Lacey and Tom Anderson, drill helpers, Alan Fenton, rodman, and Allan Robideau, field clerk.

PARTY 7 — ROCK SPRINGS, WYOMING...

MRS. DOROTHY JONES, Reporter
RUDY BERLIN, Photographer

Party 7 has moved bag, baggage and families into what the natives proudly call “Wonderful Wyoming”. Rock Springs is located in the southwest section of the state. While Wyoming rightfully boasts some of the most beautiful mountains on the continent, they are not visible from here. Rock Springs has some coal mines and more free coal dust and cinders per square foot than anywhere else in the USA. The terrain is desert-like, with some small hills covered with sagebrush, sand and snow. It abounds in antelope, rabbits and large herds of sheep. The weather report usually mentions high winds and the temperature varies from 45 degrees below zero in the field in November to rain during Christmas week. There is adequate housing and good schools for the children.

Party Chief George Bynum is designing a revolutionary plan to use his motor boat, which at present is stored in Oklahoma. The plan calls for sails and combination skis and/or wheels, which might be suitable for Wyoming. George and Ray Jones, observer, debate their white elephants — motor boats vs TV sets.

Party 7 enjoyed two safety dinners in 1955. One in Ardmore, Oklahoma, in March and the other in Duncan, Oklahoma, in September.

There have been the usual number of coffees and showers shared by the doodlebug wives. Last summer, the crew enjoyed a picnic. A number of the crew families
visited their respective homes during the Christmas holidays. A 25-pound turkey with all the trimmings, plus one table covered with four varieties of pies and two cakes, were enjoyed by the Jones, Emerson, West and Mcdanells families and George Bynum, Rudy Berlin and Bill Mills. Local sports activities include the bachelors’ stalking the girls and a rabbit hunting contest between Ray Jones’ son, Howard, and Herman Emerson, shooter. So far, Howard is the victor.

The whole crew is enthusiastic about having received a new 45-trace magnetic tape recording truck. This device enables us to record each shot on a tape and later to reproduce the recording with any type of filtering desired. With this unit, records often can be improved without using additional time and dynamite. We also have found that the number of records obtained in a day approaches the number taken by an offshore party.

Lyle Powe came to Rock Springs from the L. A. Laboratory to train the crew in the use of the new truck. He then moved on to become observer with Party 36.

Among the new arrivals on the crew are Driller Earl Floyd, Surveyor John Hollander and Driller Louis West.

Since our arrival in Wyoming, Joe Barthelemey, recently with the Army, has taken over as supervisor, replacing Bill Fazakerly, who supervised our operations in Oklahoma.

PARTY 51 — COLUSA, CALIFORNIA . . .

MRS. JOE MELENDEZ, Reporter

W J PATTON, Photographer

Hello from Colusa — the land of high flood waters!

Since our last report, which was from Woodland, California, this crew has been in Willows, Oxnard and Paso Robles. Our stay in Oxnard was the most enjoyable since it enabled us to spend a wonderful summer down by the ocean.

Our Oxnard sojourn was made even more pleasant due to the fact that we partook of our first safety dinner at the Wagon Wheel restaurant there. This reporter never will forget the date of this joyous occasion because, as circumstances would have it, the Melendez family was having a date with the stork that same evening (the long-legged bird brought a girl) While in Oxnard, a
number of the crew members had very good luck in their quest for grunion during the grunion runs. These elusive little things actually exist as was evidenced by grunion fries at the homes of Richard Long, Charles Martin, Howard Quam and Joe Melendez.

Colusa has proved to be a paradise for the hunters and the fishermen on the crew. Although we arrived here toward the end of the fishing season, some of the boys managed to catch a few salmon. We have a vantage point with regard to fishing as the Sacramento River is only one and a half blocks from the office. The hunters on the crew have done much better. While the pheasant weren't too plentiful, the geese and ducks more than made up for this shortage. The entire crew has been kept supplied constantly with duck and geese by our generous hunters.

Party 51 became eligible for its second consecutive safety dinner in November and we all are proud and eagerly looking forward to observing the celebration dinner.

Our Christmas holiday gaiety was somewhat dampened here in Colusa by the sight of all those unfortunate families which had to be evacuated to this and other surrounding towns during the disastrous floods in the Yuba City-Sutter area. The population of this small town was doubled overnight. Most of these people suffered tremendous losses. They lost their loved ones, homes, stock and farms. In fact, some of the crew members can be thankful that they weren't evacuees themselves. When the crew first moved here, housing was very difficult to find and four of our families lived in Marysville and Yuba City for a time. Some of us moved only four or five weeks before the floods. This reporter’s former home in Yuba City was swept away.

Our crew personnel includes several new members since our last report. While in Willows, our surveyor, Jack Patton, wife Clara and their two small boys came to us from one of the Canadian crews. Shooter Tom Vanderford, wife Marlene and son are from Woodland. Bennie and Virginia Welborn, their two sons and daughter joined us by way of Ely, Nevada. Bennie is helping on our drills. Frank and Laverne Dunnepin and daughter came to us while we were in Oxnard. Driller’s helper, Allen Stephens is from Tulare. Alfred Swan joined us in Paso Robles. Alfred is helping on the jug line.

Surveyor Leonard Adams, wife Ruby and two daughters joined us in Colusa from Waldron, Colorado. Marvin and Marie Radons, with their two sons and daughter also came from Ely. Charles and Ollie Steinhoff came to us from Bakersfield and Mel Brooks from Santa Barbara. Adams is on our survey crew and Radons in on the drills. Steinhoff is helping on the jug line and Brooks is computing in the office.

A well co-ordinated bit of action on Party 51 shows Driller Charles Martin at the controls as Richard Long reaches for the drill stem and Ben Welborn prepares to direct it to the drill.

Our party chief, Jack Holbrook, usually can be found on those weekends when it is possible—catching the bus to visit his wife, Joyce, and son and daughter, who live in Santa Barbara. The other charter members of the crew include Joe Melendez, chief computer; Robert Anthes, draftsman, Fred Ferguson, observer; Charles Martin, driller; Warren Tufte, driller, and Richard Long, helping on the drills.

PARTY F-5 — PESCARA, ITALY.

antonino Bucarelli, Reporter

Alberto Chiari, Photographer

During the several months which have elapsed since Party F-5 made its first appearance in the PROFILE, the most outstanding event was the discovery of an oil field
All hands help when Party F-5 takes to the water. Antonio Barozzi, surveyor, carries supplies to the boat.

While Party F-5’s shooting boat reaches its position, the drillers help the shooters to prepare the charge. From left, Bruno Delle Vedove, driller; Giambattista Collini, shooter’s helper; Elio Spurio, driller’s helper; Rienzo Fontana, shooter, and Ezio Cornaggia, driller.

in continental Italy in the province of Pescara where the crew was working at the time. We appeared in the newspapers. This discovery confirmed the possibility of oil production within the country.

Party life, however, continued as regularly as it can with doodlebuggers. We have welcomed many new arrivals since our last report. Among them are Benito Musolino, assistant party chief, Enzo Bovallia, assistant surveyor; and Vincenzo Ferrone, assistant computer, all of whom are working in the office. Vincenzo is an amateur archaeologist and photographer. His pictures would do credit to any professional lensman.

Ezio Trucchi left us to become party chief of F-80. He was joined by Luigi Barberis, chief computer, and Antonio Barozzi, surveyor. Through the WESTERN PROFILE, may we send our good wishes to this new crew, which now is operating in central Italy.

Among our office staff we boast of Giacomo Sticca, computer, who recently appointed himself “father” of the crew. He helps the new men to find lodgings and on rainy nights, if a member of the crew returns from a vacation, Giacomo meets him at the station with an umbrella.

During the last summer, a boy named Maurizio was born to Elena Bozza and Bruno Delle Vedove, driller. Two marriages were celebrated — Alberto Chiari, surveyor, to Edda Chiussi of Parma and Antonio Barozzi, then assistant surveyor, to Marisa Magnani, also of Parma. If not home town romances, these at least were confined to one town.

When Antonio joined the crew as assistant surveyor, he was told to do everything that old-timer Chiari did, but it was not imagined that Antonio would follow instructions to the extent of entering into matrimony as well.

We recently completed a three-month survey in Ostia near Rome. At that time, we were rather worried because it was necessary to shoot huge charges of dynamite for our refraction program in a densely populated zone which is within sight of Saint Peter’s dome. All turned out for the best as the zone still is densely populated and Saint Peter’s dome still is standing.

Following this survey, the crew moved its headquarters to San Benedetto del Tronto on the Adriatic coast. San Benedetto is a summer seaside resort and we had hopes of spending the entire summer there. However, our hopes were not realized for, all too soon, our scene of operations was changed to Castrovillari. With the advent of winter, we again returned to the Adriatic shores — this time to Pescara, from which place this report is being written. Once again we think that perhaps this summer we will be able to frolic on the golden sands with the fairer of the species, speriamo (we hope).

We renew our warm greetings to all of our Western colleagues working on the various continents. In this period of research, which has led to important oil discoveries here in Italy, we have been privileged to play a leading role and we hope to maintain our position with continued success. Everyone here is full of enthusiasm and the spirit of co-operation prevails throughout all the phases of our local operations.
PARTY 75 — LAFAYETTE, LOUISIANA...

CAROL ANN CHAMPAGNE, Reporter

MRS. JAMES B. JORDAN, Photographer

Hello, once again, fellow doodlebuggers, from your swamp-swarmed buddies of Party 75. Although we’re kept as busy as bees, we still have a little time to let you know that we all are very much alive and kicking.

This busy beehive of ours truly is something to see. Just by watching our crew work, you can see that each member is putting effort into his (or her) work. We know, of course, that a map deadline must be met so each of us is pitching in.

Our field crew has doubled field operations in the past month or so, thus bringing in double the amount of records for the office personnel to process. This increase in production has necessitated the acquisition of a silk screen printer, ditto machine and a large carriage typewriter.

The silk screen printer has made record computing much faster and simpler; the ditto machine has made the processing of labels for records much faster and the large carriage typewriter has increased the amount of cross sections which can be laid out per day.

Our field crew, which is doing such a wonderful job, is comprised of: F. E. Talley, party manager; Neo Ferrari, observer; W. R. Brown and J. E. Clingan, junior observers; John Collins, helper; Leo J. Watts, surveyor and recording helper; W. T. Hayes, helper, and R. V. Edwards, cook. All are on the recording boat, The Ship Island.

Members of the crew on the shooting boat, The Rio Bravo, are Alva Kirk, shooter; C. E. Rodgers, helper; Carol M. Smith, helper; Frank McVay, helper; W. E. Fairchild, helper, and G. Ebehnoch, cook.

There are only three members left of the original Party 75 office crew which moved from Galveston, Texas, to Lafayette. They are Jimmy Jordan, party chief, Ray Richard and Benny Quintana, chief computers. After the crew settled here in Lafayette and work production was increased, the following joined the party: Jim Arledge, assistant party chief with several years experience in South Louisiana, Harold Bell, Maston Thompson, Lloyd Hansa, Hillman Southwick, Exo Simpson, Allen Gon, Dran and L. M. Herrington, computers.

The most recent additions to the Western family on Party 75, due to the increase in production, include Clarence Tribodeaux, computer; Moise LeBlanc, Charlene Landreneau, Herbert Wood, Freedman Ortego,
James Fullerton and Carol Ann Champagne, all computer-draftsmen, Lewis Adams and Emmitt Barnes, computers, and Hirschell Riddle, chief computer, are all transfers.

Computer-draftsmen Charlene Landreneau and Carol Ann Champagne find that being the only girls in an office full of men has its advantages and disadvantages. It is difficult, in a way, to know that your work output must be equal to that of the men. Yet, it is a wonderful feeling when you've found that your work has been satisfactory and up to par. The girls, however, do everything in their power to make it so. Charlene and Carol say, "If the men can do it, we can, too!"

All work and no play isn't good for the morale and the members of our party recognize this fact. We had a party a while back and it really went over big. Events of this kind help doodlebuggers to become better acquainted. So, then — we must have more parties.

**PARTY F-79 — VASTO, ITALY...**

**DAVID W. SCHARF, Reporter-Photographer**

Dave Scharf joined Western after a varied career beginning in his hometown of Los Angeles, California. He took his master of science degree at the California Institute of Technology. While serving as Operations Officer at the Naval Base in Palermo, Sicily, during World War II, he met and married a native daughter. He and wife Maria are expecting their first child in March. Dave came to his post with F-79 following a tour of duty with a seismic operation in North Africa.

Last September, after 14 months in sunny Sicily, Party F 79 moved to Vasto, in the region of Abruzzi, on the Adriatic coast of central Italy. The nearest city is Pescara, about 75 kilometers (45 miles) to the north. Like most provincial towns in Italy, Vasto is located on a hilltop and, overlooking the sea as it does, provides a striking panorama of a long sweep of coastline. Just below the town is a long, broad expanse of sandy beach. Although not very enticing at this time of year, the beach is something to look forward to if we remain here until summertime. Vasto and Pescara are the popular summer resorts for this region of Abruzzi.

Like most of Italy, this area is hilly and mountainous and there are practically no straight roads. Almost all of our spreads are drag-outs. We also have our drilling problems, due to loose sand and gravel near the surface. So, in addition to a regular rotary rig, we are using a battipalo. It pounds thick-walled tubing into the ground. The charge is loaded through the tubing, which then is withdrawn before the charge is fired.

Party F-79 has seen some changes in faces, as well as places, since its last report. **DAVE SCHARF** joined the
crew last October as replacement for Party Chief John J Amato. By publication time, John should be enjoying a well-earned vacation back home in Pittsburgh. The rest of the office force consists of Salvatore Calogero, computer; Corrado Rubin, assistant computer, and Domenico Di Casoli, draftsman.

In the field, Fulvio Gargano is handling capably the observer’s job, after having been promoted recently by J O Giulio Guidotti, the new junior observer. The drillers are Divino Piazza and Paolo Pasini, both of whom wear Western’s five-year service pins. Our shooter, Ercole Canali, is another five-year man with Western. Assistant shooter is Sergio Cattabelli. Mario Pescina operates the battipalo. Vincenzo Di Benedictis and Domenico Ventura are surveyor and assistant surveyor, respectively. Filling out the crew are the helpers Giacomo Castellano, Nicola Ciccotosto, Michele Di Nisio, Marcello Mechi, Fernando Serafini, Nicola Serafini and Giuseppe Tosto.

The evening of December 21, the entire crew gathered for a Christmas dinner at the “Autostello” — Vasto’s new and modern hotel. Ample justice was done to the excellent menu of “agnellotti in brodo” (lamb in broth) and the traditional turkey, followed by Italian pastries, fruit, coffee and liqueurs.

Best wishes to.

SNAP IT, SHUTTERBUGS!
Start your cameras clicking now! Details of a cover photo contest among Western family members will appear in the next issue of WESTERN PROFILE Watch for it and, in the meantime, watch for possible cover subjects for your magazine

Congratulations!
Gentile Caterina and Maddii Menotti, a daughter, Romana Licia, 5 lbs. 15 oz., November 22, 1955, Party F 12 • Carolyn Virginia and James B. Arledge, a son, 6 lbs. 8 oz., December 10, 1955, Party 75 • Betty and Richard Phillips, a son, Jeff Richard, 7 lbs. 11 oz., December 14, 1955, Party G-4 • Pearl and Earl Floyd, a daughter Teresa Loreen, born January 30, Party 7 • Helen and Raymond Nelson, a son, Richard Anthony, 7 lbs. 10 oz., January 12, Party 9 • Erika and Dieter Juegens, a daughter, Barbara Anne, 7 lbs. 12½ oz., January 15, Party F-56 • Amie Cleo and Joe Melendez, a daughter 8 lbs. 2 oz., June 3, 1955, Party 51 • Carolyn and Hal Harris, a daughter 7 lbs. 15 oz., February 1, Party 9.
Western salutes the
10- and 11-year safety men...

Three hundred and nineteen men of the Western family have earned the appreciation of the Company and their co-workers with the presentation of the annual Safety Awards. Of these 319 men, ten have earned the Safety Award for 10 and 11 years — the longest perfect safety records at the present time.

During their careers with Western, most of these men have progressed through many of the various field occupations possible in geophysical exploration and have known the hazards which exist for several types of work. Nonetheless, each man has maintained his enviable, perfect safety record for 10 or 11 years. Not only they, but their fellow workers, have benefited from their high safety standards — while maintaining safety for themselves, they have helped to prevent accidents to others.

Our congratulations and our wish for continued safety-perfect years to

YEARS AWARD

Guy N. Anders, Observer, Party 65 ....................................................... 11
Joe E. Buschmihle, Observer, Party 58 ................................................... 10
Charles E. Crawford, Party Manager, Party 37 ....................................... 10
Dawson Van Ewert, Permitman-Driller, Party 9 ....................................... 10
J. H. Fraizer, Driller-Supervisor, Midland Shop ...................................... 11
George E. Planck, Party Manager-Observer, Party 18 ............................... 10
Willis M. Skaggs, Observer, Party F-13 .................................................. 10
J. D. Sneed, Permitman, Party G-1 ....................................................... 10
James M. Taylor, Observer, Party 21 .................................................... 10
David B. Thompson, Surveyor, Party 32 ............................................... 11
Never did so few collect so much from so many

by Fred C. Ellis

Far be it from me to criticize the Bureau of Internal Revenue. As an accountant I am amazed and indeed awed, by the Bureau's efficiency. Never did so few collect so much from so many.

Consider just the problem of annually locating 45,000 taxpayers. Here the Bureau is uncanny. In 1954, my wife and I moved our trailer home 36 times, journeying deviously from the Florida Keys to northern New Hampshire, and back to the Keys again, by a different route. We were at times uncertain which State we were in, other than those of matrimonial and penury.

We figured the F.B.I. wouldn't be able to track us down, and it didn't. We saw nobody following us. But come January, 1955, our Form 1040 arrived promptly, albeit by way of Pacific Palisades, California; Anaheim, California; Berlin, New Hampshire; and Islamorada, Florida. Imagine that, just to get $33.99.

I had hoped the Administration would have simplified Form 1040. Along with [it] came 16 pages of fine print. I made a rough estimate that each taxpayer received, free, mind you, 21,000 words of dissuaded law, and condensed accounting instructions, straight from an authentic, unpolluted source. A more dreary piece of literature has never been my misfortune to have to read. No "Letters to The Editor"; no sports or crime news to speak of; no news pictures; no cheesecake and no comic strip, though God knows a political cartoonist could work for years on the material provided in that Form 1040.

In a sincere effort to find out what Form 1040 really required, in words of not over three syllables, I bought an Income Tax Guide, 205 pages also in fine print, in excess of six cents per page. It provided reading matter for days and days of poor fishing weather. The text was reasonably clear, but the contiguity was poor, and the plot was so obvious that I had the villain and the victim spotted in the first chapter.

All joking aside, Form 1040 points out the progress of American political philosophy with exceeding clarity. Consider just two lines of the Tax Rate Schedule:

Over $2,000 but not over $4,000... Tax $400 plus 21% of excess over $2,000.

Over $300,000... Tax $235,480 plus 91% of excess over $300,000.

As I read that... "From each according to his ability," the first half of the socialist's creed came to mind. Maybe the socialist doctrine is half right. The government seems to think so. Maybe the government is half socialist and nobody has noted the position we have quietly reached, except 4,207 top taxpayers who get chiseled for a total of $1,401,000,000, or an average of $333,016 a year apiece.

Now I think a citizen who can pay taxes of $333,016 a year is a valuable piece of government property, and should be given the utmost in medical and psychiatric care at government expense. Anybody who can make such a contribution to the B.I.R. should be cherished like a Grand Champion Black Angus bull. I'm strongly in favor of knocking off that $16 a year, to make the tax an even $333,000, as a gesture of encouragement and good-will. I'd even go so far as to send him the Congressional Record, free, so he would know that his $333,000 is being wisely and economically disbursed.

Now that the Bureau of Internal Revenue has the collection service so nicely sewed up, I feel it is time to do something about public relations. Personally, I'm somewhat at a loss to put my finger on the tangible benefits presumably accruing to a taxpayer just nicked for $333,000. The least the Bureau could do would be to give him an award to wear in his button-hole. Something like the Red Cross button. Better, a rosette like the Legion of Honor—say the Grand Double Cross of the Immaculate Conception, with a gold star for tax payments over $400,000.

Why shouldn't Form 1040 be accompanied by a Profit & Loss Statement; a break-down of expenditures for the preceding year; a list of liabilities, including contingent liabilities of all degrees; and above all, the plans of the management for the coming year? I rather feel the net would show a ratio of 64 in taxes to $5 in benefits.

Also the taxpayer should have some choice indicating what he would like to support with his tax contribution; i.e., relief of indigent wheat farmers and dairymen, support of U.N.; atomic explosions in Nevada; investigation of the stock market; payments to ranchers who improve their own land, and even the reduction of the national debt. Maybe the government couldn't do much about it, but the taxpayer wouldn't know that, and he'd feel better temporarily.

I think Form 1040 should point out to the public, as I do now to a smaller group, that if we could have a balanced budget, and redeem a modest 2 billions a year of the bonds outstanding, we would be out of our present debt in 138 years. My great-grandchildren won't be paying for the extravagances of today's government—for I have no descendants. But yours will.

Finally, I think the back page of Form 1040 could be commercialized and made to pay a big profit. It should be worth a million dollars a year to some progressive drug firm. What a spot for an advertisement of a good headache remedy!

The camera startles Sue as she rocks her baby to sleep. Her parents are Mr. and Mrs. Ray Richards, Party 75.

Reading to her doll engages Cindy Jordan, daughter of Rebecca and James Jordan, Party 75.

Jimmy, son of Joan and Gene Kline, L. A. Office, energetically goes it alone at 19 months.

Best perch for Candy, daughter of Mr. and Mrs. Ed Gaulke, Party 34, is the top of the family automobile.

The kites catch the interest of Byron Massey, 11 months old, son of Olive and Harvey Massey, Party F-69.
**They Serve**

Service Anniversaries  December, January, February

21 YEARS
Fraizer, Jay H.

18 YEARS
Crawford, Charles E.

17 YEARS
Di Guilio, Fred
Ellsworth, Frank

16 YEARS
* King, Delbert F

14 YEARS
* Hardin, Clarence

13 YEARS
Borenec, Edmund
Bouchillon, Thomas

12 YEARS
*Ivy, Robert L.
Holbrook, Jack
Jones, John P

11 YEARS
Lacina, Robert H.

10 YEARS
* Gibson, Roy E.
* Guess, James A.
Harsh, Loren T
* Hill, Chester W
Honeycutt, Frank S
Jordan, James B
Knox, William A
Rush, James W
Watson, Richard L

9 YEARS
Hull, Lowell D.
Johansen, Nels B
* Renick, Loy E
Wallace, John W
* Welch, Cecil A

8 YEARS
* Gately, Lonnie J
Grantham, Joe F
* Holder, James P
Kahler, Paul H
* Konig, Willie R

7 YEARS
* Hall, Charles E
Howe, Russell
Larsen, Melburn J
McDaniel, Joe D
* Parr, Albert C
Ryan, Gerald
Sergeant, Thomas
* Tuft, Warren M

6 YEARS
Gillespie, Johnnie
Hunter, Victor H
Kaziechko, Stanley M
Rasmussen, Julius
* Sullivan, William F
Trippel, Richard
Wood, Leon

5 YEARS
Barneec, Dan
Belosci, Edward G
Brasko, John D
* Henry, Eugene
Linder, Leonard
May, John
* Morrison, James M
Stark, Dorothy A
Tysort, Milton H
Webb, John W

4 YEARS
Abbott, Gerald H
Anton, William V
Bauman, Myrtle H
* Cummings, Willie R
Fischer, Edmund R
Gibbons, Charles H
Harmon, James C
Henry, John E
* James, Mickey L
Jost, Freddy A
Kerry, Leonard E
Krevenchuk, Sylvester
McGehee, Harry W
Murray, Philip E. Jr
Nelson, Robert A
Newman, Harry
Nordlund, Stanley H
Rados, Marvin H
Warren, Frederick L
Wong, Thomas G

3 YEARS
Beauchamp, B. D
Brannon, L. B
* Carter, David L
* Fanshier, David
Green, Wilbur E
Grieve, Brian
Langston, Benjamin L
Miller, Ralph
Nordlund, Allen C
Pankiw, William H
Quarry, Rachel I
Sanders, Rudolph
Stephens, Marvin
* Sternes, John M
* Ursery, Lonnie G
Walton, R. C
Wilson, George L

2 YEARS
Anderson, Don C
Berlin, Rudy C
Buitron, Oscar A
Burrows, Leslie S
* Collins, John W
Connet, John H
Couill, John T
DeWald, Omar E
Dormandy, Garry W
Griswold, James
Hesser, Clifton A
Hilmer, Chris
Hontart, Henri T
Howard, James W
* Hughes, Leslie C
Hudz, Philip H
Joyner, Henry P
Kalakaiolo, Russell
Kalnay, Richard L
Kerry, Vernon A
Massey, Harvey H
* Mathewson, John C. C
McQuillans, Gerald F
Phillips, Aaron R
Pickering, Raymond
Ray, Wilbur D
* Rogers, Richard C
Schmidt, William C

*Interrupted Service

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The Front Cover
The past and the future meet near the ruins of the Greek Theater in Siracusa, Sicily, where a Western crew searches for underground treasures to help the future growth of the ancient land of the Romans.

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Ida Keel McCleery, Editor
A street scene in Castrovillari, Italy, where a Western crew was located. Photograph by Vincenzo Perrone, Party F-5.