



FAR FROM THE FAMILIAR WATERS of the Hudson River, the old Robert Fulton looks strangely out of place in her new Bahamas home. Stripped of her paddle wheels and boilers, the one-time queen of the luxury fleet has been made over into a floating community center. On the pier beside her are pallets of pulpwood awaiting the arrival of the next barge to the mainland.

## SEA-GOING LUMBERJACKS DIRECT AMPHIBIOUS "FISHY-BACK" LOGGING

THE OLD ROBERT FULTON, a converted side-wheeler that once plied the Hudson River between New York and Albany, today is the nerve center of an amphibious logging operation that may be unique in the annals of lumbering.

Berthed at a new pier off Riding Point on Grand Bahama Island in the Bahamas, the Fulton is home, office, and service-shopping-recreation center for Mill Division personnel directing the work of native crews cutting pulpwood for our Jacksonville mill.

Timber cutting rights to some 300,000 acres have been obtained through a lease with the British Government. When cutting has been completed on Grand Bahama Island, perhaps within two years, the entire operation will be shifted 65 miles eastward to other leased areas on Abaco Island.

Two of the largest ocean-going deck barges in the world, PULPWOOD NO. 1 and PULP-

WOOD NO. 2, shuttle the Bahamas pulpwood to the Mainland in a "fishy-back" operation that delivers 3,600 tons of wood per trip.

The logs, still cradled in the immense pallets that carried them from forest to pier, are loaded aboard barge at Riding Point. The WILLIAM L, a new 65-foot tug, tows the barge to an ocean rendezvous 30 miles out in the Gulfstream, where the sea-going tug LINDEN takes over for the 300-mile haul to the mill.

Reforestation and reseeding is a prime consideration on Grand Bahama as it is at home. The entire Bahamas operation, in one respect, is part of the company's continuing conservation policy: our amphibious logging gives Southern forests a breather.

The endless cycle of regeneration will have begun even before our men move on to Abaco Island. Within 25 years Grand Bahama will again be ready for the sea-going lumberjacks.



A STRADDLE carrier arrives at the pier at Riding Point on Grand Bahama Island with a pallet load of pulpwood from the forests.



HUGE FORKLIFTS pick up the pallets left by the straddle carriers, moving them first to the pier and then, later, onto the barge.



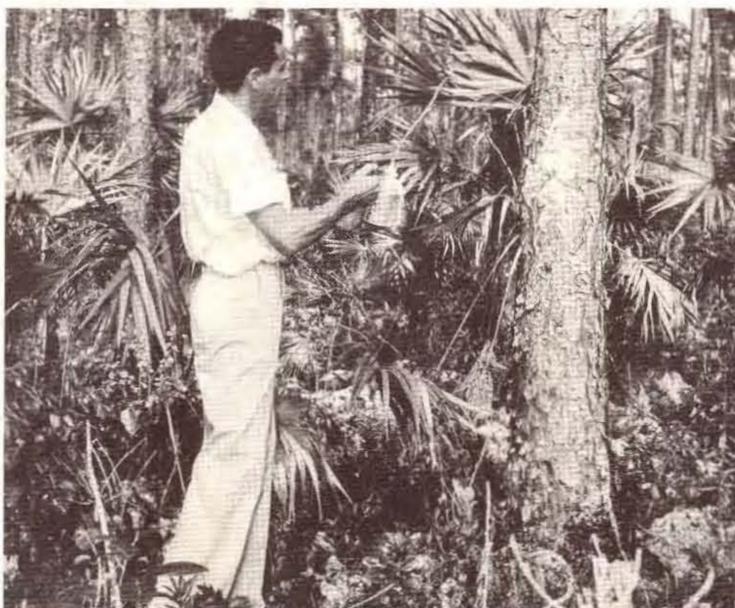
A WORKMAN atop one of the pallets appears dwarfed by its size. The pallets carry the logs from forest to the Jacksonville mill.



PULPWOOD NO. 1 being unloaded at Jacksonville. The pallets are so constructed as to permit stacking in two tiers on deck.



EMPTY PALLETS, double stacked, frame 15-year-old Artiss Heaman at play on Grand Bahama Island. The huge pallets, specially made for the Bahamas operations, weigh 2 tons empty, 36 tons loaded.



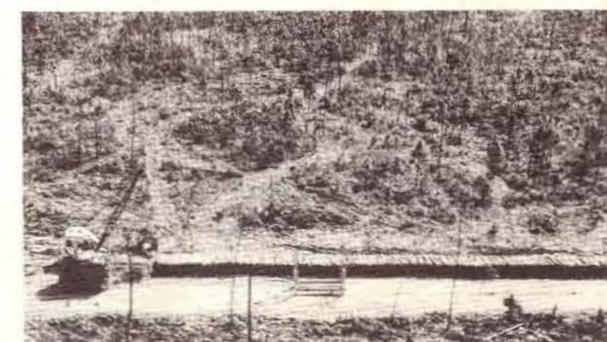
A SPLASH OF PAINT, sign of corporate conscience in the forest. Reforestation is a vital part of our Mill Division operations, and the mark Forester Jay Wise makes on this tree warns crews to save it for seed.



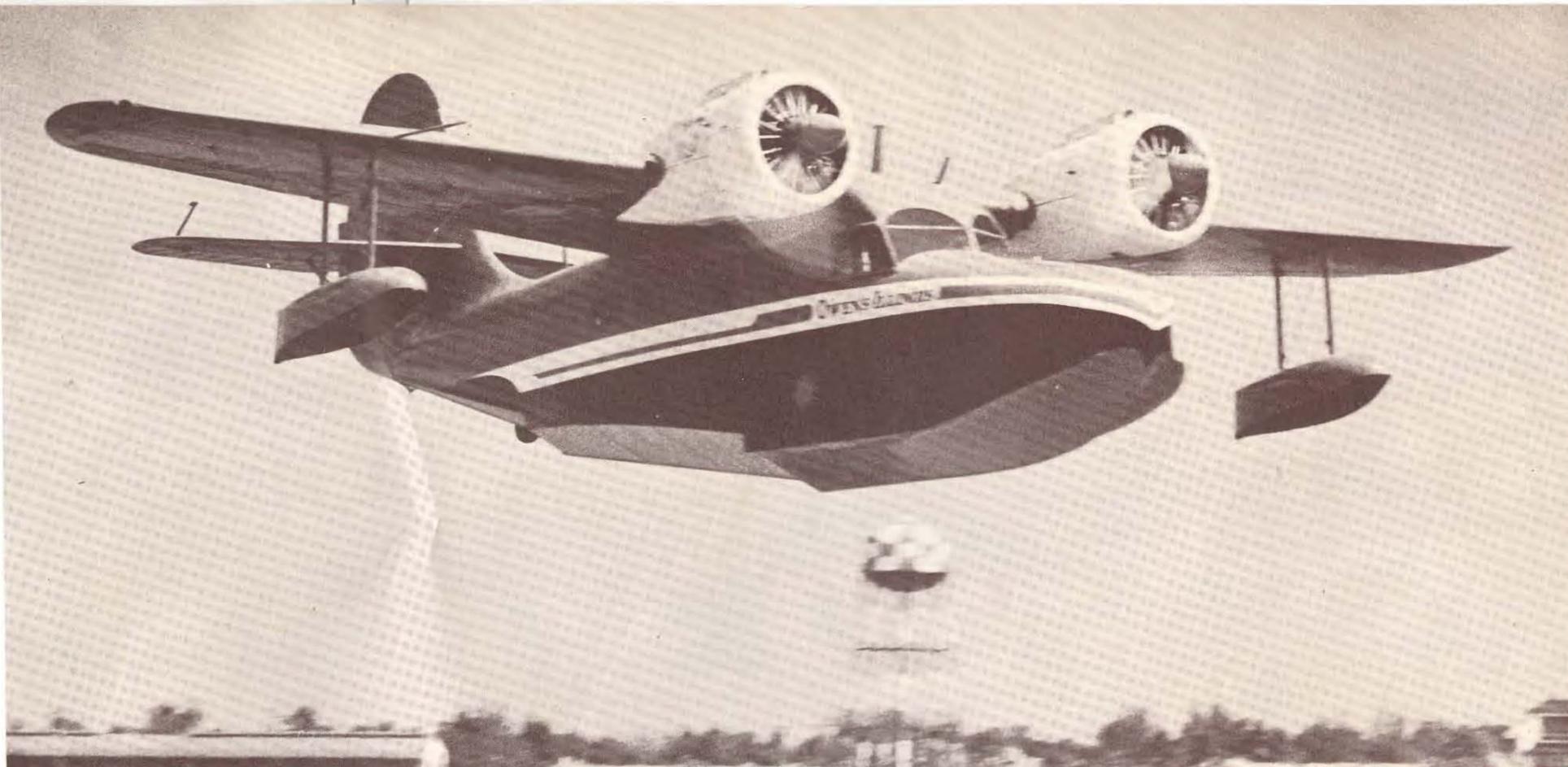
"THE GAP," a community of some 200 homes, was created by the company to house workmen and their families. It is five miles from the pier.



A SEA OF PULPWOOD on the pier at Riding Point awaiting arrival of the barge. The rounded tops of the huge pallets protrude in foreground.



SOME FOR TODAY, some for tomorrow. Trees in background, left as seedlings, assure steady reforestation for use of future generations.



TAKING OFF AT WEST PALM BEACH AIRPORT, the Grumman Goose heads for the Bahamas. Landing on sea or land, the Goose is an invaluable link between the mainland and our cutting operations.

IN ADDITION to ferrying personnel, the Goose carries in supplies and equipment, serves as an aerial observation platform for O-I foresters in scheduling the moves of the cutting crews.

## Company Planes Give Edge On Competition

The traveler who must visit Riding Point in the Bahamas has to take a commercial airliner from West Palm Beach, Florida, to the resort town of West End, the only airport on Grand Bahama Island.

At this point he will discover that the world's fastest means of transportation has sped him across 60 miles of Gulf stream to a point 75 miles from his destination. He is, in other words, 15 miles farther from Riding Point than he was before he left Florida.

There are no buses. If he can find somebody willing to take him to Riding Point from West End, he must bounce the 75 miles over indifferent roads in a taxi.

This travel problem is of little concern to the Bahama tourist people because there's nothing at Riding Point anybody wants to see anyway, from the tourist viewpoint. But it does concern O-I's Woodlands Division because since 1956 we have been cutting pulpwood there to help supply our Jacksonville mill.

Quick, direct communication between the mainland and Riding Point was essential to the success of the operation. That's where the

Grumman Goose, an amphibious five-place plane, entered the picture.

The Goose is one of five planes in the "O-I Air Force." The work assigned the other four may not be as colorful or dramatic as that performed by the Goose, but gauged by any yardstick the company planes have become as important as production machines in today's business world.

Another of the five planes works for the woodlands operations. That one, a Cessna 190, is based at the Tomahawk mill in Wisconsin. The other three, based in Toledo, include a twin-engine Beechcraft and two converted DC-3's, the amazingly reliable twin-engine transport.

There is nothing unique any more about the company plane. American firms own 26,000 of them, compared with only 1,300 planes on scheduled commercial airline runs. They are essential partly because this country is liberally sprinkled with places just as hard to reach by commercial lines as Riding Point.

There are, for example, more than 6,000 airports in this country—and only 550 of them are served by scheduled airlines. And, even if commercial planes happen to go

where you want to go, they do not always go when you have to.

It is impossible to put a price tag on the job done by the company plane. How much is it worth to have an executive rested and ready to do business at the right time and the right place, or the influence of a big customer who might not have visited you if he had to waste time on commercial lines?

What is it worth to have a vital piece of equipment delivered quickly to a plant whose equipment faces costly shutdown time without it? Or, in the case of the woodlands planes, how do you put a price tag on the time saved in aerial "timber cruising," surveying forests that are barely accessible any other way?

The company plane gives its owner an edge on competition because it enables executives to reach decisions more quickly.

As of June of this year the five O-I planes had totaled 3,376,648 air miles without injury to personnel or damage to aircraft. Translated into air time, the figure represents approximately two years of unending flight by a DC-3 cruising at 200 miles an hour.

In space age terms it is seven

round trips to the moon and 135 orbits of the earth from pole to pole.

Eight pilots fly the five O-I planes. Roger Byrne, who has been flying the Goose from West Palm Beach to the Bahamas several times a week for the past three years, has extensive wartime flying experience as well as several years' time on TWA planes on overseas flights.



Roger Byrne

Ed Marquardt

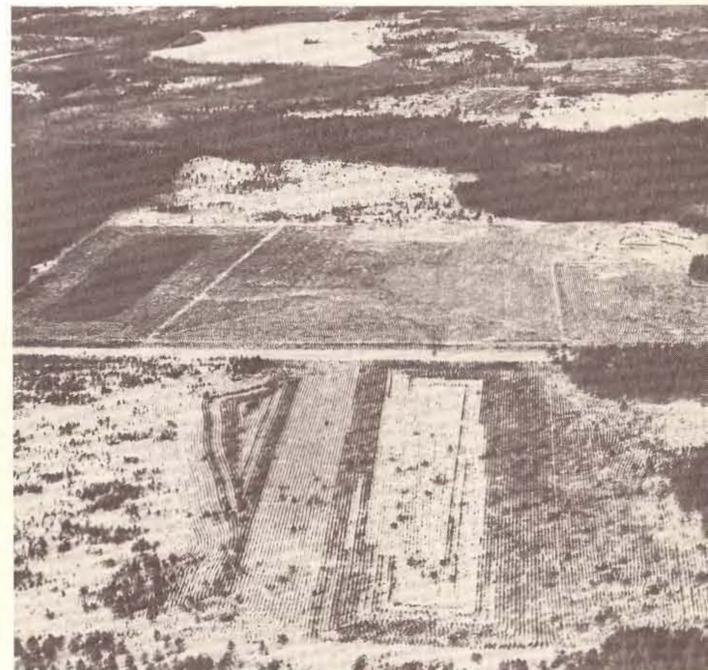
Ed Marquardt, one of the pioneers of Wisconsin flying and the only O-I pilot who holds another position in the company, is safety director at the Tomahawk mill when he isn't cruising through Wisconsin skies to keep a watch on our timberlands from the Cessna 190.



ONE OF THE COMPANY'S TWO DC-3'S. Company planes save valuable time, permit management to make better and faster decisions.



WILLIAM M. ROBERTSON, O-I sales manager for drug and chemical industries, catches up on some paperwork aboard one of the DC-3's.



VIEW FROM THE CESSNA 190. Timber cruising from the air permits inspection of areas that would be difficult to reach otherwise.