ESSO FLEET NEWS

PUBLISHED BY THE MARINE DEPARTMENT, HUMBLE OIL & REFINING COMPANY

Vo. 9, No. 10 May 18, 1967



Esso Florida on a trial run. The sky-scraper effect gives the navigator better vision when pushing a light barge. Note absence of conventional smoke stack.

New Towboat Esso Florida

To put it slightly unnautically, this is the new 4-story, 5-deck combination push-pull, towboat-tug *Esso Florida* which entered service May 14. She was designed especially to work with *Esso Barge No. 268* delivering hot asphalt from the Baton Rouge Refinery to terminals in Mobile and Tampa. The combination features were incorporated in the design to enable the towboat to push or pull her barge with maximum efficiency in the river, intracoastal waterway and open Gulf waters in which she is operating.

Built by the Shaupeter Ship Yard, Pascagoula, Miss., the *Esso Florida* measures 100′ x 29′ 6″ x 13′ 9″. Propulsion is by twin 8′ stainless steel propellers, each driven by a 12-cylinder, 765-hp. diesel. Except for starting, the engines can be controlled from the pilothouse. There are air conditioned quarters, including a lounge, for a crew of 5.

Barge No. 268 (266′ x 52′ 6″ x 17′) has been in service since last December, operating with a chartered tug. She has a V-notched stern for push towing and, although unmanned when underway, is equipped with an automatic system to heat and circulate "Humble Therm" heat transfer oil through coils in the cargo tanks. Asphalt is kept at about 250° and discharged by a 265-hp. diesel-driven, vertical, positive displacement type pump. A deckhouse on the barge also encloses a diesel-electric generator set to provide electricity for the cargo heater controls, Humble Therm circulating pump and lighting.

Other Inland Waterway Projects

Additional Inland Waterway equipment under construction includes:

Two 50′ x 20′ x 7½′, 440-hp. harbor tugs for bunkering service in the Houston-Galvestion area, delivery expected next month;

Two New York Harbor tugs, 105′ x 29′ x 13′9″ driven by 2 1,700-hp. (total) diesels through 2-speed reduction gears, delivery due in July;

One tug, a duplicate of those for New York, and a 264′ x 55′ x 17′, 31,000-bbl. petrochemical and clean products barge for the Philadelphia-Paulsboro area, both due this fall, and

One 285′ x 60′ x 17′, 42,000-bbl. bunkering barge for New York Harbor service.

EXX-MOR-007103



Captain Harold Martin

SYLVESTER D. RABADAN, Head of the Agency Section in the New York Branch Office, and his wife (you thought it was his daughter?) at a luncheon, April 21, celebrating his 40 years with the Company.

Sy started with Esso as an Office Boy on April 19, 1927, spent a few years in the Construction and Repair departments and, except for 2 years in Estimating, has been in Port Operations since 1936. He is in charge of entering and clearing vessels; Customs work; arranging for berths, tugs and pilots, and coordinating vessel movements in port — in general, performing the indispensable liaison work between ship and shore.

Teamsters File Objections to Election

On May 10 Teamster Local 866 filed a petition with the Newark office of the National Labor Relations Board, setting forth objections to the conduct of the election and proposing that the election should be set aside and a new election authorized and held.

The Labor Board will investigate the objections and give an opinion as to whether or not they are valid and whether a new election should be held or the Esso Seamen's Association certified as bargaining representative.

New Load Lines

The International Load Line Convention, 1966 revised the rules for determining maximum loading marks and as a result, some of our vessels will be able to load to deeper drafts, after certain modifications are made.

The first ship in the coastwise fleet to get new marks will be the *Esso Gloucester*, which is now at a Jacksonville shipyard. When she comes out, she will be about a 28,750 dwt. vessel (formerly 28,098 dwt.) and be able to load to 33' 6¾" International Summer Draft instead of 33' 1¾" Coastwise Summer. There will no longer be coastwise marks. The modifications include installing wire ropes between the pipe rails at the side of the ship and adding some valves in the sanitary lines.

With the required alterations, all of our vessels will, technically, be able to carry more cargo. Actually, many of them won't, at least very often. The *Esso Houston* and *Esso New Orleans*, for example, could carry more cargo without the new marks if channel depths permitted. The *Gettysburg* class and some of the 27,000-tonners will often reach their cubic capacity before they are down to the new marks, depending upon the weight of the cargo.

The Revised Educational Refund Policy

As announced in the last issue, the Company has increased its share of the cost of approved courses taken by eligible employees after Jan. 1, 1967. Here are the principal details as they apply to seagoing employees. (Ed.)

The purpose of the policy is to give financial aid to employees who show enough interest in their own development to complete courses of study to maintain or improve the skills which are required in their work.*

Policy Rules

The training must clearly be of some benefit to the Company. There must be evidence that the employee can use the training and that his performance will benefit from it. There must be more than a reasonable expectation that he will be able to carry the load of his selected course of study.

An employee must be covered by the Company's Benefit Plan to be eligible for a refund. His application for a specific course and the educational institution must be approved prior to each enrollment period by the Marine Department's Personnel Relations Committee. Refunds will be made after completion of each course,

*The Company has broadly interpreted this "required in their work" condition. For example, an engineer who felt that a knowledge of welding would be useful in his job received an educational refund for such a course. Other men have been granted refunds for courses in refrigeration and air conditioning and electronics to gain knowledge and skill above the minimum required in their work. Similarly, an Able Seaman who took a course to prepare himself to pass the examination for Third Mate would, other things being equal, be eligible for a refund.

ESSO FLEET NEWS is published for the seagoing employees of the Marine Department, Humble Oil & Refining Co.: Joseph Andreae, General Manager; Sydney Wire, Assistant General Manager.

W. E. Gardner, Editor.

Contributions and suggestions are invited and should be addressed to The Editor, Esso Fleet News, Humble Oil & Refining Co., P. O. Box 1512, Houston, Texas 77001.

provided a grade of not less than "average" by the institution's standards is received.

Only accredited schools, plus vocational-type courses of study approved by the Personnel Relations Committee as appropriate for skill training, shall be covered by this policy. Correspondence courses will be approved if the school, in the judgment of the Committee, provides a satisfactory standard of education.

The training must be taken on the employee's own time. Employees on leave of absence are not eligible.

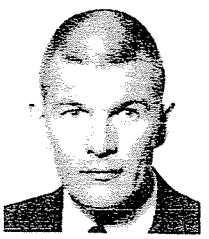
How It Works

If you meet the eligibility requirement and are considering a course that you think will comply with the above rules, the first thing to do is to write or call P. J. McEwan, Seagoing Personnel Section, in Houston and give him the details. Include information on the school, the course you propose to take and the cost. If these are approved, you may take the course, pay the required fees and then apply for a refund. Provided you pass the course, the Company will refund three-fourths of your actual cost for tuition, registration and other regular instruction fees, and required textbooks. If you are entitled to other financial assistance toward these same costs under Federal, state, or local legislation or from other institutional sources, the Company's refund will apply on the remaining portion of these costs.

TAFFRAIL TALK

Werner Zoepf (AB, ret. July 1964) writes from Germany: "Living happily near beautiful Heidelberg, driving the newest 'Jaguar XKE' and enjoying our vacations, i.e. touring Greece, Italy, France, Spain, Norway, Denmark and Sweden. I want to notify you that our son Alfred is going to graduate in June from M.I.T. As you may have heard, he studied on a Teagle Scholarship. I also enclose his engagement announcement.

"My wife teaches at Heidelberg College, a well-known boys school, so with my retirement money and her salary, we enjoy the luxury of a good living standard in Europe."



Daniel D. Withers, former Third Asst. Engr. in the Fleet, transferred to the Technical Staff, Houston, on May 16. Dan graduated from the U. S. Maritime Academy in 1961 and obtained a Master of Science degree at Washington University (St. Louis) in 1965. He worked on technical projects with the Maritime Administration for 4 years prior to joining the Company in Oct., 1965.

A card from Ed Dolloff, Second Asst. in the *Esso Miami*, shows a 1,300-year old temple on the seashore at Mahabalipuram, which is 37 miles south of Madras on the east coast of India. "Plenty of sightseeing to do here," Ed wrote, meaning in Bombay, where the *Miami* arrived April 20 and sailed May 11. Her next port will be Bahrain or Ras Tanura, then Singapore (for bunkers), Subic Bay, P.I. and Guam to discharge.

Also a card from Andy Bozicevic, Third Mate in the *Esso Scranton*, showing a typical (?) Ha-

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The Marine Department's Certificate of Safety is presented to the *Esso Lima*, May 2, by Sydney Wire, Asst. General Manager (right center). The hard-to-get certificate (only 7 vessels qualified in 1966) is awarded for a year's operation without a shipboard accident resulting in lost time or sick leave. A safety pennant, and special ball point pens and pencils to all crew members go with the award.

L. to r. are: Port Steward D. A. Hodges; UM Jose R. Dias; Chief Cook Simplicio S. Aganad (kneeling); John Trainor, Baytown Office; MM George Souders; AB John H. Trainor, Jr.; OS Sidney Schmidt, Jr.; Port Captain F. L. Hooper; Chief Engr. Charles L. Chapman; Captain Roland E. Parkhurst; UM Durwood J. Hedgepeth; Captain Robert H. Stotts; Mr. Wire; RO Wallace A. Findlay; Chief Steward Joaquim G. Pina; Second Cook Richard S. Paxton (kneeling); First Asst. Everett Ballard; Herman Teller, Baytown Office, and A. B. Randall, Jr., Secretary, Port Safety Committee.



waiian scene — a guy in a loud shirt reclining beside a babbling brook and plunking a ukulele while 4 Hawaiian lasses proffer native fruits. Very colorful. Andy said, "Went surfing at Waikiki and made it up the first time. Took a one-hour lesson. It sure is beautiful over here."

The *Scranton* is due at Galveston today after a circumnavigation of the world.



RO Wallace A. Findlay

Crewmen in the *Esso Lima* line the rail to watch and assist as a 30-gal. can of food and water is lowered to 6 men in a Cuban fishing boat. The north-bound *Lima* sighted the distressed craft in the Florida Straits on the morning of May 5.

Captain Robert H. Stotts and Chief Mate Ormond A. Staples directed the assistance to the Cuban vessel (which also included replenishing their gasoline) and UM Jose R. Dias served as interpreter.

HERE'S a "funny" with 2 morals. A Steward's Dept. man (not in one of our vessels) put liquid soap in a milk pitcher, left it on the messroom table. A messman, thinking it some kind of juice, put it in the refrigerator. Later, an oiler came in and started to drink out of the pitcher — and right when the port supt. and a USPHS inspector were making a sanitary inspection. The inspector would have blown a gasket if the oiler hadn't started blowing soap bubbles.

The morals: 1. never use food containers for anything inedible; 2. never eat or drink from a common utensil.

SERVICE EMBLEM AWARDS

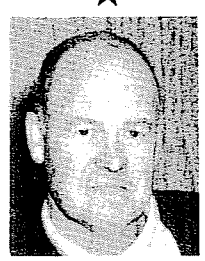
★ 20 YEARS ★



George Beck, Jr.
Chief Mate
April 23, 1967



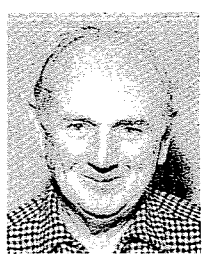
Torrance Inman
Second Mate
April 4, 1967



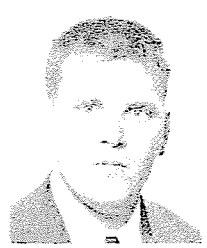
Dale M. Silcox
Second Mate
May 11, 1967



Leif Groneng
Third Asst. Engineer
May 8, 1967



Ronald J. McLean
Chief Steward
March 5, 1967



Harold J. Mercer
Ordinary Seaman
April 9, 1967

★ 10 YEARS ★

Robert W. Smith
Able Seaman
April 27, 1967

Judge L. Williams
Able Seaman
May 16, 1967

John E. MacKay
Oiler
April 5, 1967

RECENT RETIREMENTS



CHIEF COOK TEDDY A. CALARAMO. Born in the Philippine Islands, Mr. Calaramo served in the U. S. Army on his home ground (and in New Guinea) from 1942 to 1945. He joined the Company 2 years later, signing on as Second Cook in the *Esso Parkersburg* on Oct. 25, 1947. All but one of his assignments from then until his retirement May 1 (19½ years) were as Second or Chief Cook.

Mr. Calaramo and his wife Dorothy live in Woodhaven, N. Y. They have a son Ronald and a new granddaughter Cristina, whose charms they find irresistible.



UTILITYMAN HENRY KODER retired May 1 after 17 years in the Fleet as Messman and Utilityman. His first ship was the *Esso Norfolk*, in Dec. 1949 and his last, the *Esso Lima*, in 1966.

Mr. Koder was a timekeeper at the Federal shipyard, Kearny, N. J. from 1940 to 1949 and previously served in the U. S. Coast Guard. He and his wife Josephine reside in Bayonne and have 2 adult children, Geraldine and Henry, Jr.

WORDS OF THE WISE

You can depend on fat men — they'll never stoop to anything low.

The reason distant fields look greener may be that they take better care of them over there.

The trouble with being a good sport is you have to lose to prove it.

Happiness and virtue rest upon each other; the best are not only the happiest, but the happiest are usually the best. — *Bulwer*