ESSO FLEET NEWS

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THE UNIVERSITY OF TEXAS AT AUSTIN

Company Steps-Up Pollution Prevention and Control Measures

A concerted effort is underway by Marine Department personnel to develop improved methods of preventing oil spills and quickly and effectively coping with them if they do occur. The effort is part of a worldwide pollution avoidance program, begun in 1964, in which all marine operations of Jersey affiliates are participating.

One of the projects now in progress is a survey of Company and customer terminals and harbor conditions at U. S. East Coast ports. Louis H. Staar, Sr. Transportation Allocator at Baytown, is making the survey in cooperation with the Branch Office Managers. The survey will be the basis for preparing a set of guidelines on how to deal with oil spills in each Branch Office area. Quite possibly some improved facilities for prevention, containment and dispersing of spills will also be recommended.

To provide more emphasis on preventing pollution in Florida ports, experienced men board vessels arriving with fuel oil cargoes to be sure that all possible precautions are taken to prevent a spill during the discharging of cargo and the start of ballasting. The men are representatives of the charterers of the vessels and work under the direction of J. H. Jorgensen, Jacksonville Branch Manager. Among those participating in the program are annuitants Einar K. Anderson, H. W. Bradbury, Captain R. W. Gwaltney, Captain William Mello and Luman A. Poole. Altogether they receive assignments to 20 to 30 ships a month.

Some valuable lessons in effective oil spill clean-up methods were learned after an unfortunate combination of circumstances resulted in a rather nasty contamination of part of the Port of Palm Beach. On Feb. 5 about 200 bbls. of a fuel oil cargo escaped overboard (probably through a defective sea suction valve) from a chartered foreign flag tanker. Although there was an oil spill boom to contain such a spill, it was improperly secured and as the tide went out, part of the boom came out of the water and the spilled oil escaped under it. A strong wind carried the spill across the harbor to contaminate a 3-mile area consisting of beach, sea wall, sponge coral, riprap, 60,000 sq. ft. of lawn, the boathouses and piling of a yacht club and 175 yachts.

After 6 weeks of locally supervised clean-up work had not been entirely successful, Asst. Port Captain Robert F. Stap was assigned to complete the job. He did it in 3 weeks.

Captain Stap found that some of the shore areas, particularly 3,800 ft. of sponge coral and 2,100 ft. of riprap had not been thoroughly cleaned. Trapped oil would melt in the sun and float out on successive tides, causing more contamination.



A striking after-and-before view of a fuel oil coated sea wall being cleaned by hosing (40 lbs. pressure) with sea water after spraying on a heavy-duty marine cleaner.

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Some yachts were cleaned 4 and 5 times. The solution involved daily inspections to determine the source of slicks, applying chemical cleaner and hosing down these sections with water of up to 125 lbs. pressure. Stones and pieces of cement road scrap had to be turned over by hand to expose and clean oil clinging to the undersides.

In a 1,300-ft. area extending about 40 ft. out from shore, Captain Stap found that slicks were coming from globs of oil which melted and spread in the heat of the sun. The globs were formed when, shortly after the spill, oil was sprayed with an emulsifier but not agitated, causing part of the oil to sink. These globs would come to the surface when agitated by tides, currents or a propeller wash. The clean-up required scouring the bottom with high-pressure hose to dislodge the globs and spraying them with dispersant as they surfaced.

Aside from learning more about effective cleaning methods, the Port of Palm Beach incident provided a better understanding of manpower, equipment and quantities of cleaner required in such operations. The incident also clearly illustrated that an ounce of prevention and a pound of containment are worth a ton of cure.

New MM/2P Training Program Starting

To fill vacancies that will be created by Pumpmen retiring during the next 6 to 8 months, another program to train candidates for the position of Maintenance Mechanic/2nd Pumpman is getting underway — after agreement with the Esso Seamen's Association.

Details of the program have been sent to Masters of vessels and may also be obtained from the Seagoing Personnel Section, Houston, and at Branch offices.

Briefly, the training is available to a limited number of regular employees in Deck, Engine and Steward's Depts. who can qualify, the principal qualifications being a desire to sail as MM/2P and adequate mechanical ability and aptitude. Many Engine Dept. men need only obtain a pumpman endorsement, learn the vessel's cargo system on their own time, obtain recommendations from the Master and Chief Engineer and request transfer to MM/2P rating in writing.

Others selected for the training will sign on vessels' Articles as Wiper but receive wages based on their Dept. seniority rating during the training period of approx. 6 months. If they should do MM/2P work because the vessel is short-handed in this rating, they will be paid MM/2P wages for such periods.

The main incentives for taking the training, of course, is to learn more and earn more. For example, using the 5-year continuous service rates, an AB, Oiler or FWT successfully completing the program and sailing as MM/2P would increase his pay by $153 per month, an OS $258.50 a month and a Messman or Utilityman $275. The 5-year MM/2P wage rate is $710 per month.

Welcome Aboard, Gentlemen

Our licensed officer ranks, depleted by attrition and lack of qualified men in the fo'c'sle to promote, received reinforcements this month. Twenty-three graduates of the Maine, Massachusetts, New York and United States maritime academies joined the Company — 15 as Third Mates and 8 as Third Asst. Engrs. Between July 1 and mid-September, 7 more graduates are expected, 1 each from the Mass., N. Y. and Texas academies and 4 from the U. S., Merchant Marine Academy.

The young men — they're all in their 20s — starting with us in June are:

THIRD MATES

	School	*First Ship*
Martin J. Farrell, Jr.	N. Y.	*Esso Lexington*
John M. Freeman	N. Y.	*Esso New York*
Albert R. Galik	U. S.	*Esso Florence*
Charles D. Hahn	N. Y.	*Esso Miami*
Robert C. Hamilton	U. S.	*Esso Newark*
Joseph J. Hazelwood	N. Y.	*Esso Florence*
Andrew S. Kirkland	N. Y.	*Esso Boston*
William Kobylack	N. Y.	*Esso Scranton*
Arthur S. Melanson	Maine	*Esso Washington*
Peter A. Nolan	N. Y.	*Esso Boston*
Roland R. Parent, Jr.	N. Y.	*Esso Baltimore*
Lawrence J. Rogers	U. S.	*Esso Baltimore*
James R. Tosney	N. Y.	*Esso Jamestown*
Gary M. Woglom	N. Y.	*Esso New York*
Bruce W. Young	Maine	*Esso Washington*

THIRD ASST. ENGRS.

Harold W. Abair	U. S.	*Esso Baltimore*
Michael J. Crosskill	Maine	*Esso Gettysburg*
Wynn F. Deschamps	Mass.	*Esso New Orleans*
Vincent S. Franzik	N. Y.	*Esso Lexington*
Steven J. Mulak	Mass.	*Esso Lexington*
Kenneth R. Pagano	U. S.	*Esso Houston*
William G. Reddan	N. Y.	*Esso Jamestown*
Joseph O. Roy	N. Y.	*Esso Washington*

An unusual problem arose on June 10 when 13 of the new Mates joined the Company — how to assign seniority numbers. Leo Whyte, of the New York Office, who is no stranger to personnel problems, handled the situation this way: he put slips

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W. E. Gardner, Editor

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of paper numbered 1 to 13 in a container and had each man draw out a slip. Seniority numbers were then assigned in accordance with the numbers drawn.

New Regulars

Temporary seagoing employees who have recently qualified for and accepted regular employee status include the following:

CARLOS BOGAR	JAMES G. MAUDE
EDUARDO DEOLIVEIRA	BRANDON H. ORCUTT
MANUEL FARIA	PETER C. OSBURN
SIGMUND F. KOSENSKY	GERALD SIAS
JOHN T. MATTE, JR.	NAPOLEAO B. VICENTE

The total number of seagoing men transferring to the regular employee rolls in the first 6 months of this year now stands at 49.

WORDS OF THE WISE

Make the best use of what is in your power, and take the rest as it happens.—*Epictetus*

Drinking has never helped a drinking man to do otherwise.—AB *Carl Vella*

Tact is the ability to describe others as they see themselves.—*Abraham Lincoln*

The world is full of willing people; some willing to work and the rest willing to let them.—*Frost*

TAFFRAIL TALK

Second Asst. CARL E. BROOKS, JR., and Second Mate WILLIAM R. TYRRELL have accepted assignments with Esso Chemical, S. A. as Field Technical Service Representatives in Europe. The assignments, effective mid-June, are for a minimum of 3 months.

ED COLE, Seagoing Personnel Section, Houston, will be working in the Baltimore Branch Office for 8 weeks, starting July 1.

MICHELE CAMP, daughter of JOHNNY CAMP (Asst. Port Steward, ret. Nov. 1, 1964) was graduated from the Academy of the Holy Name, Tampa with honors and has been accepted at Loyola University, New Orleans. Johnny and his wife Anna live in Wauchula, Fla., which is orange-growing country. "I sure miss the ships, the men on them and the gang at the office," Johnny said.

CAPTAIN HOWARD G. MCCARTNEY sent in a nicely written report of the ceremonies aboard the *Esso Baltimore* at Harbor Island, June 5, for John Trainor and Port Steward D. A. Hodges. The affairs were covered in the previous issue of the FLEET NEWS, except for these comments by Captain McCartney: "Mr. and Mrs. Trainor were quite pleased and after the picture was taken, there was a fine dinner enjoyed by all . . . Mr. and Mrs. Hodges were also quite pleased."

Captain HAROLD GRIFFITHS ran into a little excitement when he arrived home on paid leave, May 18. This is what he wrote:

"When I arrived home here in Deerfield Beach, Florida, everyone was talking about the ship ashore

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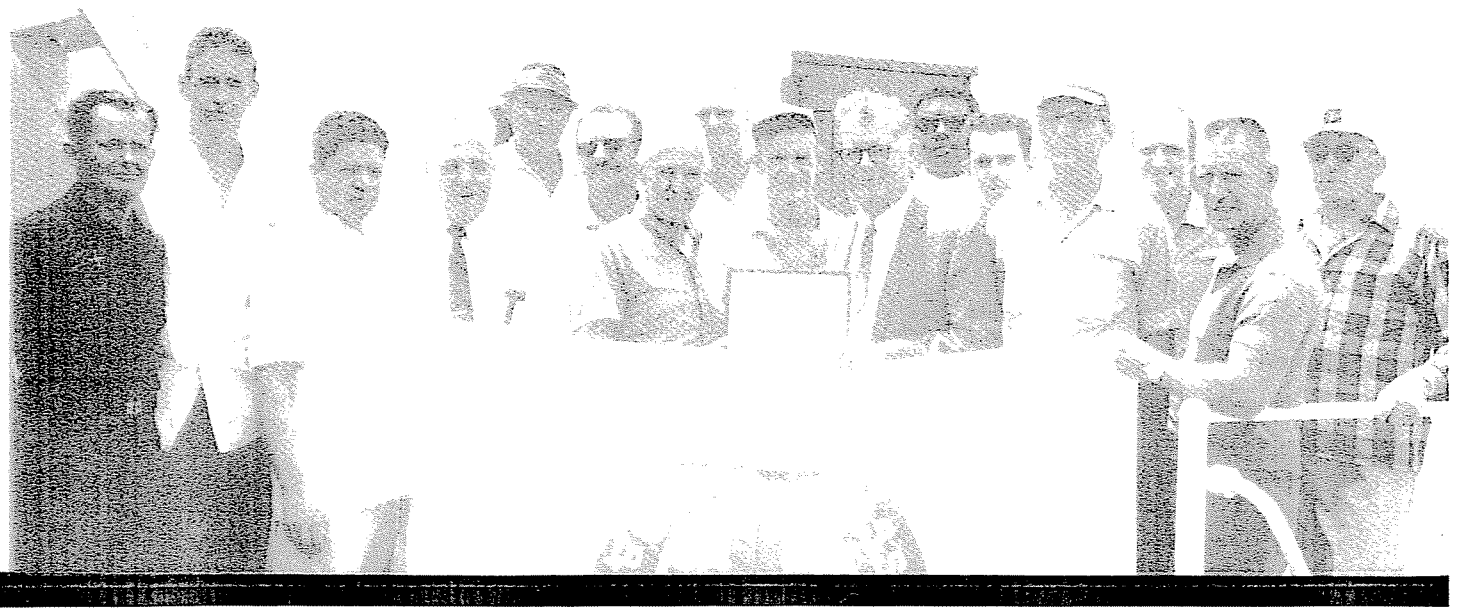
THE OCCASION for this gathering aboard the *Esso Lima* at Baytown, June 11, was the presentation of a Jones F. Devlin Award by Port Captain Frank L. Hooper. The *Lima* earned the honor by operating throughout 1966 and '67 without a lost-time personal injury accident.

In addition, each crewmember received an attractive pen and pencil set from the Company.

In the photo, l. to r, are: Pumpman Alonzo B. Beever, Messman Willie Pridgen, Chief Cook Joaquim D. Sousa, Safety Officer A. B. Randall, Chief Engr. Edwin L. Wages, Second Mate Francis E. Salt, Captain R. E. Parkhurst, Chief Mate Roy O. Berg, AB Horace E. Tillman, Jr., Captain Hooper, OS Ralph R. Sias, OS Charles J. Matyi, AB Joel E. Nelson, Third Mate Fred G. Stevens, Second Mate Joseph M. Stultz (on temporary shore assignment) and Third Mate Wiley B. Shirley.



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a half-mile north, in the township of Boca Raton (half-way between Palm Beach and Miami Beach). Everyone had been to see her and as she was almost alongside the dry sand, many had written their names on her side with white chalk. When I drove up to look at her, I recognized her as the *Inverrosa,* one of our old Lake tankers known as the Mosquito Fleet. Lago Oil, of Aruba, had quite a large fleet of them. They were long, wide and shallow (draft 13 ft.) carried about 20,000 bbls. and ran daily between Lake Maracaibo and Aruba, supplying the refinery there. Not yet dredged was the San Carlos Channel between Lake Maracaibo and the Gulf of Venezuela.

"There were a number of 'Invers' — such as *Inverlago, Inverruba,* and *Inverrosa.* Some larger ones, carrying 40,000 bbls., the *Maracay, Bachaquero,* were in the Normandie Beach Invasion.

"The *Inverrosa* had been sold and made into a self-unloading ore carrier with 2 cranes mounted aboard for discharging. The *Inverrosa* carries her old name and same hailing port, London. She has a Bahaman crew."

Captain Griffiths enclosed 2 May 22 newspaper clippings with his letter from which we learn that the *Inverrosa* went aground in rough weather on May 8. She was obviously in light condition to get so high up on the beach. A salvage crew had moved her about 15 ft. seaward and we presume she has been refloated.

Esso Scranton is off on another voyage to the Arabian Sea, Indian Ocean and Bay of Bengal which, as far as we can see, is the biggest "bay" in the world. It's 840 miles across, and that's about the width of Texas. She loaded lube oils at Baytown, Houston and Port Arthur, June 25, 26 and 27 and is scheduled to discharge at Karachi, West Pakistan, Aug. 5 and Chittagong, East Pakistan about Aug. 17. She will bunker at Trinidad and Durban, South Africa enroute and if they keep her on course, it should be a 14,813-mile trip.

The complement is as follows:

Charles L. Hosch	Master	Joseph C. Silva	OS
*Neo H. Robinson	Ch. Mate	Floyd L. Harris	Pumpman
Theron A. Guire	2nd Mate	Harold C. Spaulding	MM/2P
William Kobylack	3rd Mate	Denver S. McCasland	Oiler
Roy T. Pearson	Ch. Engr.	Arthur D. Rose	Oiler
John F. Kelly	1st Asst.	John Hrisko	Oiler
William Uftikowich	2nd Asst.	William Klingelhofer	FWT
James R. Libby	3rd Asst.	Armando J. Gomes	FWT
Linton P. Thomason	Radio Off'r	James A. Perkins	FWT
William B. Page	AB	Daniel E. Alves	Ch. Steward
Anthony Lazarczyk	AB	Manuel L. D. Cardoso	Ch. Cook
Carl B. Blaisdell	AB	Eduardo Oliveira	2nd Cook
Ivy E. Etheridge	AB	Henry Miranda	MM
Kolbjorn Hansen	AB	Agustin Loredo, Jr.	MM
Thomas C. Randall	AB	Domingo Y. Estrada	UM
Donald M. Kelly	OS	Herman E. Eller	UM
George A. Mathewson	OS		

*Mr. Robinson is making his 8th trip to the Indian Ocean area in the *Esso Scranton.*

"Everybody keep safe and healthy," J. Stumbleprone McFracture said, "and be especially careful going around that Cape of Good Horn."

Esso Dallas, meanwhile, loaded jet fuel at Amuay and Aruba, June 13 and 14 and will discharge at Taiwan (Formosa) and Okinawa about July 12 and 15 after bunkering at Yokosuka. At some point in the vastness of the Pacific she may "speak" the *Esso Seattle* on an opposite course from Manila (June 25) for the Panama Canal and, about July 23, the U. S. Gulf.

SERVICE EMBLEM AWARDS

20 YEARS



John F. Kelly
First Asst. Engineer
February 29, 1968



David A. Dolan
Second Asst. Engineer
May 26, 1968



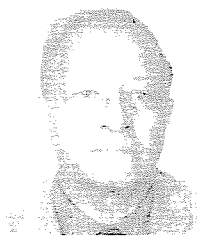
Alonzo B. Beever
Pumpman
March 2, 1968



Adrian Martinez
MM/2nd Pumpman
June 16, 1968



Jesse E. Campbell, Jr.
Able Seaman
January 7, 1968



Antonio G. Penha
Second Cook
June 14, 1968

10 YEARS

John F. Christianson
Able Seaman
June 13, 1968

Lanus W. Fisher
Able Seaman
June 27, 1968

Jose J. Baptista
Second Cook
June 12, 1968

OBITUARY



Dr. John G. Hewitt, 62, former Medical Director of the Marine Dept., died June 2. He had been living in and near Washington, D. C. since he retired on Jan. 1, 1962. Surviving are his wife Florence and 3 daughters.

Dr. Hewitt had 29 years' service with the Company. A native of Douds, Iowa, he received his degree of Doctor of Medicine from the State University of Iowa in 1929 and was on the staff of several U. S. Marine Hospitals before he joined the Company in July 1932.

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