

ESSO FLEET NEWS

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Inspectors Assigned To Specific Vessels

Each of the five inspectors in the Repair Section has been assigned a group of vessels over which he will have the responsibility for administering, budgeting, and supervising repairs. The inspectors, whose assignments become effective December 1, will continue to report to Repair Superintendent Kenneth W. Waldorf.

Inspectors and their respective vessels are:

John B. Ireland—*Esso Houston*, *Esso Chester*, *Esso Bangor*, and *Esso Philadelphia*.

Tony Koelemeyer—*Esso New Orleans*, *Esso Jamestown*, *Esso Washington*, *Esso Florence*, and *Esso Sunshine State*.

Karl I. Peters—*Esso Baltimore*, *Esso San Francisco*, *Esso Newark*, *Esso Baton Rouge*, and *Esso Boston*.

Joe C. Pronack—*Esso Miami*,

Diets Be Hanged: It's The Holiday Season

This is the season for good will, peace on earth—and stuffed stomachs, especially for seagoing employees who are sailing over the holidays.

Having just completed their big Thanksgiving Day dinner, they can now look forward to Christmas Day. For this meal, personnel in the fleet will eat some 500 pounds of baked stuffed cornish game hen, 200 pounds of baked smoked loin of pork, and 200 pounds of lobster—all prepared

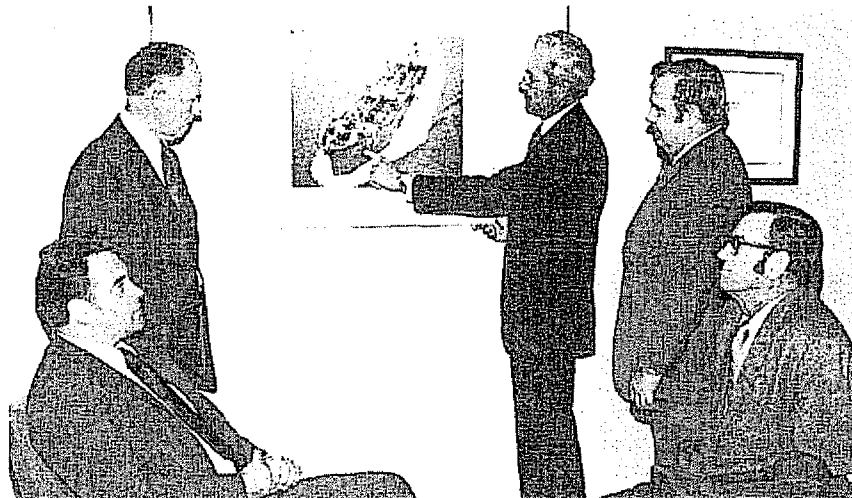
Esso Seattle, *Esso Huntington*, *Esso Lexington*, and *Esso Gettysburg*.

Ed J. Worrel—traveling inspector and trouble shooter. Also, he will maintain liaison between the Marine Department and the U.S. Coast Guard and the American Bureau of Shipping for matters pertaining to repairs.

and served by the best stewards, chefs, and messmen in any fleet in the world. Add to this olives, pickles, celery and carrot sticks, oysters, mountains of broccoli and hollandaise sauce, orange glazed yams, potatoes, some 120 hot mince pies, about 200 pounds of fruit cake, 700 packages of candy, and about 700 cans of salted nuts, plus other goodies that make up a holiday menu.

No sooner will the Christmas meal be digested when seagoing employees start preparing for another big "feed." On New Year's Day, they'll tackle some 325 pounds of smoked turkey, 400 pounds of roast sirloin of beef, 150 pounds of broiled rainbow trout, 200 pounds of plum pudding, about 100 black walnut and raisin pies, plus fruit cake, ice cream, and ample supplies of assorted cheeses, fresh fruit, candy, nuts, raisins, and other fare.

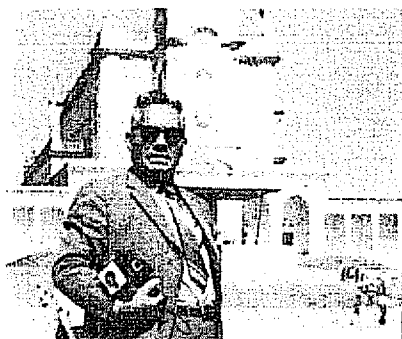
The Steward's Department began ordering holiday food last August. More than 700 menus were printed for distribution to ships. The logistics of getting the food aboard ships, some in widely scattered areas, is no small job in itself. The expert way that these special meals are prepared is a tribute to the outstanding efforts of men in the Steward's Department in each vessel. As one AB said: "There's just no way that I can think of for improving these meals—unless, of course, they could somehow be served in our homes where all of our families could enjoy them. I think my wife gets a little jealous when she reads the menu each year."



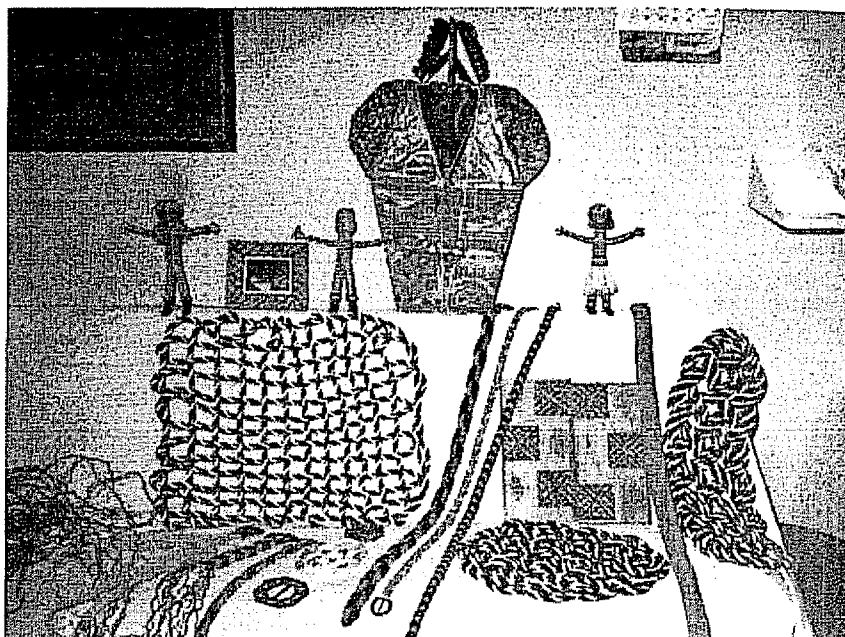
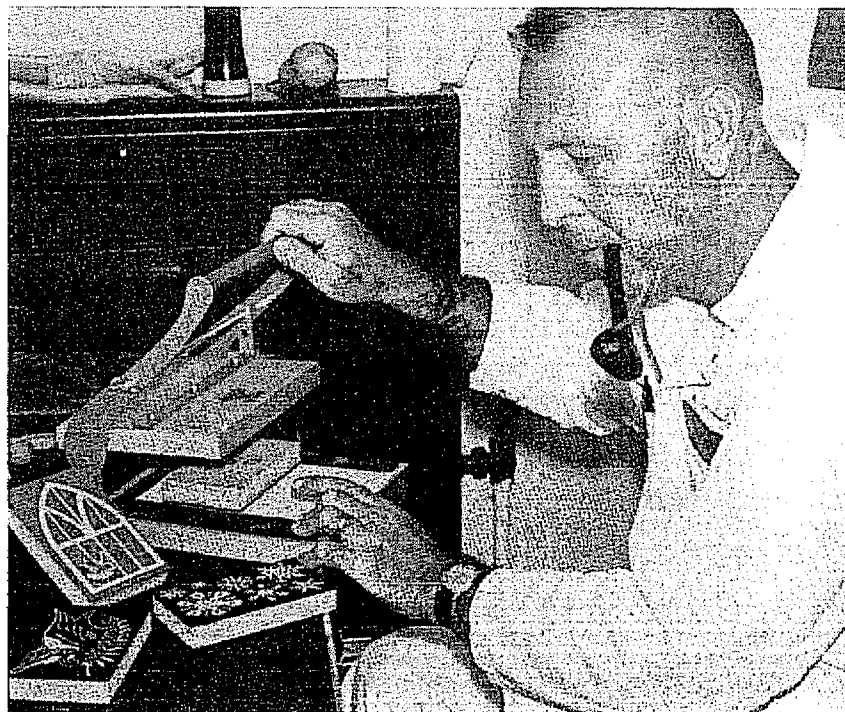
Repair inspectors who met in Houston recently to discuss their respective ship repair assignments are, from the left, Tony Koelemeyer; Ed J. Worrel, Jr.; Karl I. Peters, pointing to the *Esso Boston*, one of the vessels assigned to him; Joe C. Pronack, and John B. Ireland

TAFFRAIL TALK

WITH CHRISTMAS soon upon us, Michael Sharik, 3rd mate in the *Esso Chester*, is using most of his spare time to produce personalized Christmas cards. Actually, he started making Christmas cards several months ago when he and his wife decided to send "something out of the ordinary" in the way of Christmas greetings to relatives and friends. Mike bought a book on how to carve designs in linoleum. He also bought some tools, a few pieces of fleck board, ink, and a small press for printing the cards. After studying the book, he developed some half-dozen designs which he carefully carved out of linoleum, as shown here. It takes about five hours to carve a scene, depending upon how complicated it is, but only a few minutes to print a card. He attaches the linoleum to a fleck board block cut to size, inks it up, puts it in his small press, applies pressure, and zingo, another unusual, original, and personalized Christmas card is printed.



MANUEL L. CARDOSO, sent in this picture taken in Fatima in central Portugal. Mr. Cardoso, who made three trips to Portugal to visit relatives this year, returned to the U.S. recently and is now chief cook in the *Esso Baltimore*. "I plan to live in Lisbon, Portugal, when I retire and my monthly pension should permit me to live there like a king," he said. He pointed out that a good house can be built in Lisbon for about \$5,000.



MARLINESPIKE SEAMANSHIP is an art that is fast disappearing from our culture. However, Alban A. Antonio, AB, and Bruce S. van der Linde, third mate, both in the *Esso Seattle*, are doing their part in keeping the art alive, as shown in the accompanying picture. The three rope dolls on top of the settee are made with braided manila. Each has individual fingers and each took about 25 hours to make. But the two seamen have other talents, too. The kite, for example, is one of West Indies design put together by Alban. The picture frame is constructed from hundreds of burned matchsticks. On the seat of the settee are a square rope mat and a white square-knotted belt, with the rest of the belts being a "V" pattern of reds, whites, yellows, and blacks—all half-stitched, which Bruce says is one of the most painstaking of all designs. Also pictured on the seat are an ocean plat or companion mat, a prolong mat, and a set of six burned matchstick coasters in the process of being put together on two boards. "The spare time spent working the line and on these other objects has provided needed relaxation and a definite satisfaction in producing something useful," the two shipmates said.

New Method For Delivering Stores

New metal containers equipped with rubber tire wheels, such as the one shown here being loaded at Texas Marine & Industrial Supply Company in Houston, are being used by the Marine Department as a relatively inexpensive method to reduce costs of delivering stores to vessels arriving at Baytown.

Texas Marine, which delivers a major portion of provisions and stores used in company ships, fills containers with packaged goods which they mark for delivery to the proper department aboard ship. When full, containers are sealed, rolled into the supplier's truck, and hauled the 35 miles to Baytown where they are unloaded by a special truck-mounted winch and rolled to shipside, a distance of about one block. Each container, fitted with eye pads, is then lifted by dock winch to the deck of the vessel where the stores handling gang remove the packages and deliver them to the Steward, Deck, or Engine department, as marked.

In addition to saving time and reducing labor costs, the new method has several advantages over the old way which required unloading cases by hand and stacking them onto push carts for delivery to shipside. The containers are large enough to eliminate repeat trips from truck to ship, and they reduce chances of breakage, eliminate comingling of stores materials in supplier's trucks when delivering more than one vessel order, and promote safety through less lifting and handling.

Obituary

MARTIN URUBURU, who retired in 1960 with more than 40 years of service, died on October 24, at Massapequa, Long Island, New York. He was 76. Mr. Uruburu joined Socony Vacuum's inland fleet in 1920. He transferred to the

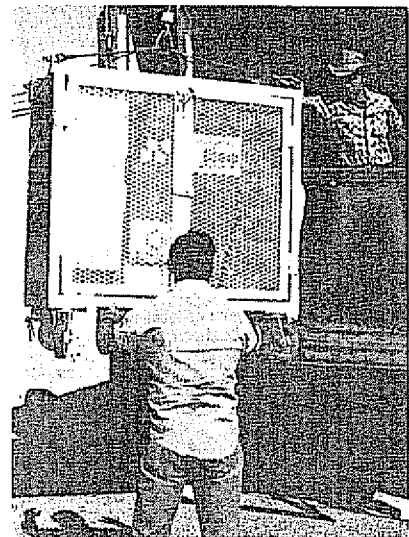


Fred W. Woerner, right, materials control assistant in the Marine Department, checks an order which Calvin Scott of Texas Marine is loading into a new metal container for delivery to a ship at Baytown. Upon arrival at Baytown, container is easily and quickly lowered from truck to ground via special truck-mounted winch, as shown below, and is then rolled to shipside.

Esso Standard fleet in 1946, and sailed in the capacity of tugboat oiler until his retirement.

Watch For It

A four-page leaflet titled "Changes in Savings and Investment Program Provisions" is being mailed to ocean tanker and inland waterways employees who have less than five years of Thrift Plan participation. As this leaflet contains a condensed summary of changes to the Savings and Investment Program related to Internal Revenue Service rulings, it is important that each employee with less than five years of service study it and keep it on file for ready reference.



Three Third Mates Join Seagoing Fleet

Three third mates, all academy graduates with BS degrees in marine transportation, have joined the Humble Fleet. They are William J. Deppe, Robert W. Nilsen, and Edward J. Stegle, III.



Deppe

Mr. Deppe, a State University of New York Maritime College graduate, joined the fleet on September 27 as third mate in the *Esso Boston*. Besides his interest in a seagoing career, Mr. Deppe is a student of economics and astronomy. He also likes music, reading and sports. He played on the lacrosse team at S.U.N.Y. He is married and lives at Mastic Beach, New York.

Robert W. Nilsen joined Humble on October 16 as third mate in the *Esso Miami*. He is a graduate of the United States Merchant Marine Academy at Kings Point where he was a member of the wrestling team. He is also a scuba diver. Mr. Nilsen wants to eventually work into a shoreside position. He is single and calls Minneola, New York, his home.

Edward Stegle is a Maine Maritime Academy graduate. While at the academy, he was a member of the yacht club and worked as a producer at a radio station. In addition to yachting he likes scuba diving, golf, bowling, and snow and water skiing. Mr. Stegle joined the fleet on October 10 as third mate in the *Esso Lexington*.



Nilsen



Stegle

Teagle Scholarships Help Pay Way For Students

Sons and daughters of six employees have been awarded Walter C. Teagle Foundation Scholarships for the school year that began this past September.

Brian R. Burke is a freshman at Tulane University where he is using his scholarship to help finance his way to a BS degree in math. His father is James L. Burke, 2nd mate in the *Esso Huntington*.

Karl Bozicevic, son of Andrew Bozicevic, chief mate in the *Esso Bangor*, has also been awarded a

Teagle Scholarship to attend Tulane University where he is a junior working toward a BS in chemistry.

John E. Kelly, who has completed four years of undergraduate work at Tulane with the aid of a Teagle Scholarship, is continuing under a Teagle Medical Scholarship to work for his Doctor of Medicine degree at Tulane. His father is John F. Kelly, 1st assistant engineer in the *Esso Bangor*. Another of Mr. Kelly's sons, Richard, is attending Cornell University under a Teagle Scholarship. He is a junior and is working toward a BS degree, majoring in biology.

Teagle Nursing Scholarships for the current school year have been granted to:

Laurie C. Lewis, who plans to obtain a BS degree in nursing from the University of Rhode Island. Her father is Paul W. Lewis, tugboat captain in the New York inland waterways system.

Claudia F. Murdock, who is attending Herbert H. Lehman College in the Bronx, New York. She is the daughter of James C. Murdock, pumpman in the fleet.

Edith G. Tyler, who is taking her nursing training at the University of Alabama. Her father is Charles H. Tyler, 2nd mate in the *Esso Bangor*.

When Scholarship Applications Are Due

Due dates for Teagle Scholarship applications for the 1973 school year are as follows:

January 1 is the deadline for applications for Teagle Foundation Scholarships at any of the eligible colleges for undergraduate study to begin in September, 1973.

May 15 is the deadline for applications for Teagle Medical and Theological Scholarships to begin in September.

June 15 is the deadline for Teagle Nursing Scholarship applications to qualify at schools beginning in September.

All applications should be sent to Paul McEwan in the Marine Department Houston Office.

Baton Rouge Has Best Safety Record

Inland Fleet employees in the Baton Rouge Branch, on November 7, completed one year without a disabling injury. This represents more than 560,000 man-hours of work.

In a letter to Branch Manager Sam V. Gardner, Emmett A. Humble, Marine Department general manager, congratulated employees involved in setting the record and said:

"As is always the case in good safety performances, the real rewards are already enjoyed by your people working without pain and suffering and inconveniences which injuries always create. I am also aware that the Baton Rouge Branch is currently ahead of all other competitors in the National Safety Council Towing Industry Safety Contest. The most recent report indicates that the Baton Rouge Branch has worked more man-hours with a perfect record than any of the other 66 participants in all 5 divisions of the contest . . . I trust that continued interest on the part of every employee will help maintain this excellent performance."

ESSO FLEET NEWS is published every other Monday for active and retired employees of the Marine Department, Humble Oil & Refining Co.; Emmett A. Humble, General Manager; Sydney Wire, Assistant General Manager.

GENE LEGLER

Editor