ESSO FLEET NEWS

PUBLISHED BY THE MARINE DEPARTMENT, HUMBLE OIL & REFINING COMPANY

Volume 14, Number 6 March 27, 1972

COPIED FROM THE COLLECTIONS IN THE CENTER FOR AMERICAN HISTORY
THE UNIVERSITY OF TEXAS AT AUSTIN

Humble Vessels Get Sanitation Award For 14th Year

The company and its oceangoing and inland waterways vessels have been honored by the U.S. Government, and have a framed certificate to show for it. The special citation reads: "Granted in recognition of the company's contribution to public health as evidenced by the award of a Public Health Service Certificate of Sanitation to each vessel operating in its fleet from January 1, 1970, to June 30, 1971." It is signed by Claude C. Edwards, commissioner, Food and Drug Administration, Department of Health, Education, and Welfare, Washington, D. C.

This is the highest award which the government agency gives to ship owners in recognition for the great care taken to provide a healthful environment for employees. This is the 14th consecutive year that the award has been made to the company.

In presenting the framed certificate at a luncheon in Houston on March 21, G. J. Brittain, operations officer, Interstate Travel Sanitation Branch, FDA, Washington, congratulated personnel in Humble ships and vessels for their efforts "where the action is." He pointed out that earning the award involves the passing of rigid inspections, made at random, of all food, food preparation and serving areas, potable water systems, and sanitary facilities aboard vessels. He said also that the Humble Fleet has long been considered a leader

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Among those attending the sanitation awards ceremony were, from the left: John Musselman, Interstate Carrier Consultant, FDA, Houston; John Conrad, from the Dallas regional office, FDA; Mr. Brittain; Mr. Wire; Jesse Sumter, chief cook, and John Caldas, utilityman, both from the *Esso Bangor* and on the board of governors, Esso Seamen's Association; and Harold R. Smith, steward in the *Esso Chester* and member of the executive committee of the Esso Stewards Organization.

Personnel In 'Esso Lexington' Collect Seawater Samples For Research Program

It would have been an unusual sight, to say the least—if someone had seen it from a passing ship. Here was the *Esso Lexington* slicing her way through the Gulf of Mexico at about 18 knots and lo and behold, a crew member (using a small boom, a tail-block, and a lanyard) was scooping up a bucket of seawater and hauling it aboard the ship. He repeated the process at short intervals.

Of course, this wouldn't have seemed so unusual if the passers-by knew that the *Esso Lexington* was participating in an ocean sampling test project, part of a Marine Research Program being conducted by Jersey Standard and affiliates. The project will involve the collection of seawater samples in various oceans of the world so that they can be analyzed for hydrocarbon content (including oil). It is known that water at the bottom of a deep ocean is several thousand years old and contains only hydrocarbons which are not a product of man's activity. Profile samples taken from nearer the surface can be evaluated and compared with those taken from the far deeper areas. From this comparison, scientists can "characterize" hydrocarbons from various oceans and determine which are the result of petroleum from ship and/or shore-based operations, and which are derived from various forms of marine life over which man has no control. This information will help experts in science, industry, and government establish baseline data that can be

(See **OCEAN SAMPLING,** page 4)

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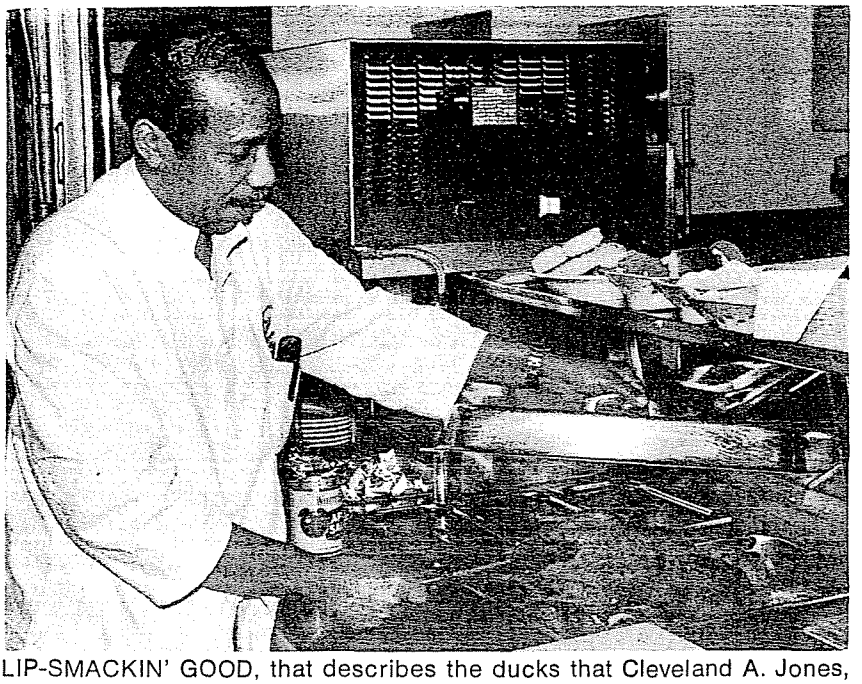
TAFFRAIL TALK



LIP-SMACKIN' GOOD, that describes the ducks that Cleveland A. Jones, chef in the *Esso Philadelphia,* roasted up recently to serve at the evening meal. Chef Jones has been performing his culinary duties in the fleet for 38 years, making him the oldest in point of service of any chef in the fleet. "I guess that I have helped prepare a million meals since I joined the fleet," he said. "I told the company that I was 16 to get the job when actually I was only 15—but it was only a little lie because I was nearly 16," he recalls.

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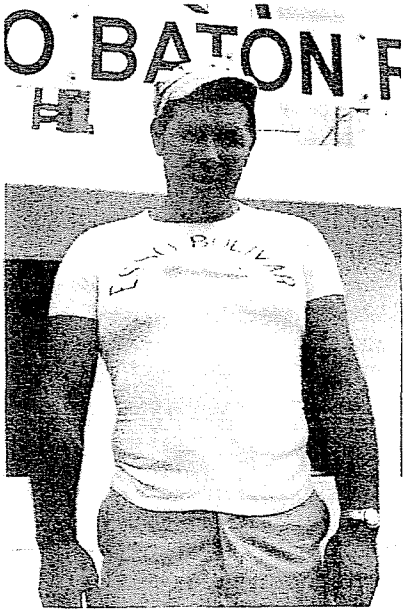
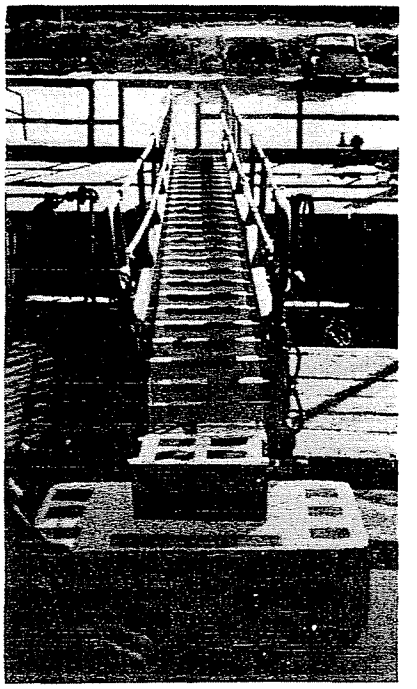


REGINOLD F. POWELL, AB, models a T-shirt of the *Esso Bolivar* vintage. Although the *Bolivar* is no longer in the fleet, the T-shirt has been passed along until it came into Mr. Powell's possession several years ago. The ship's name was handlettered by Clyde M. Sargent, AB, who has since retired and now lives in Mexico. The shirt has probably seen a lot of action, especially during WW II when the *Bolivar* was one of several tankers assigned to transporting supplies to the vitally important refinery at Aruba. During one of her voyages, she had to be abandoned under terrible shellfire, but she was later reboarded by several of her crew and brought into port. She was out of service for nearly five months, but she came back and still set an impressive wartime transportation record. Without the supplies furnished by the *Bolivar* and the other ships, the refinery at Aruba, one of the most important key bases of petroleum supply in the world, could not have continued operating.



IF THIS isn't the safest gangway in the fleet, it is probably the most brightly painted one," said Captain Charles H. Parker, master in the *Esso Miami.* The color picture that he sent (from which the black and white reproduction, above, was made) showed a freshly-painted, sparkling yellow gangway. The interlocking steps were also bright yellow. Although steps are available on requisition, those being used in the *Esso Miami* are special—they were made by crew members. The non-skid "box in box" arrangement (the top box fits into the large lower one) provides a safe, easy way to enter and leave the gangway. "With improvements like these, and if all officers and men remain alert and perform their jobs safely, we may be able to set a million manhour safety record on this ship," Captain Parker said.

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

Contributions and suggestions are invited and should be addressed to the Editor, ESSO FLEET NEWS, Humble Oil & Refining Co., P. O. Box 2180, Room 4195, Houston, Texas 77001.

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Nolan Named Senior Personnel Assistant

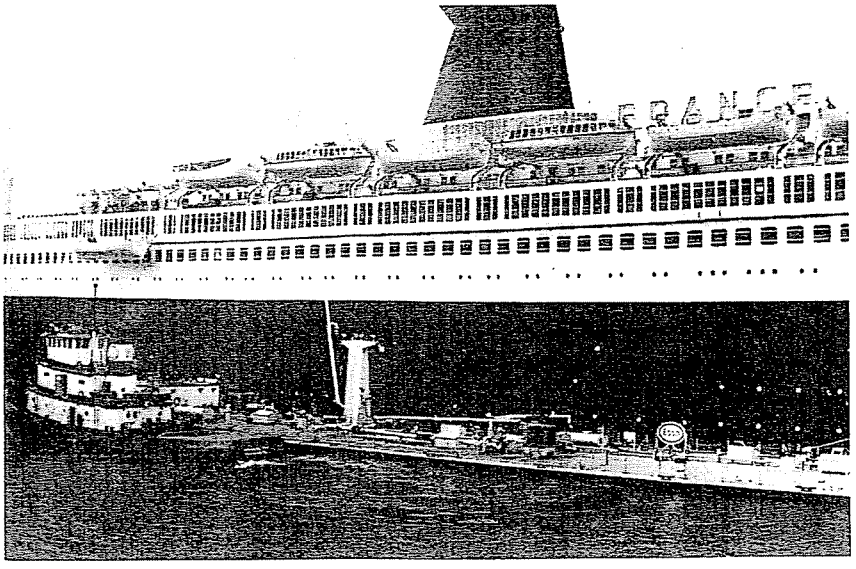
Peter A. Nolan becomes Senior Personnel Assistant in the New York Branch on April 1. He replaces J. S. Burkart who was recently named Employee Relations Representative there.

Upon graduating from the New York State Maritime Academy in 1968, Mr. Nolan joined the Humble Fleet as third mate in the *Esso Boston*. He came ashore to Marine Department headquarters in Houston in June, 1970, to work in Logistics and Planning and later in Administrative where he was program coordinator for the Marine



Officers Conferences. He returned to the fleet as third mate in the *Esso Huntington* in October, 1970. In June, 1971, Mr. Nolan transferred to the New York Branch where he has been serving as Transportation Allocator.

Big Barge Services Big Luxury Liner



ESSO BARGE NO. 33 and the tug *Esso Empire State* are shown here bunkering the luxury liner *S.S. France* in New York on January 10. This marks the first time that *Barge No. 33* was used in bunkering service. The vessel, delivered to the company last March, operated temporarily in fuel oil service in the Norfolk area. In December she entered New York Harbor service, delivering cargo from Bayonne Plant to terminals in the harbor area and to the Consolidated Edison power station at Indian Point located on the Hudson River near West Point. Because the order from the *S.S. France* was so large, the huge barge was used to make the delivery in a minimum of time to enable the liner to meet a sailing deadline. Officers and crew involved in the initial bunkering operation were, in the *Esso Empire State,* Edward L. Good, captain; Charles White, mate; Frank J. Zwingraf and Tom L. Allen, deckhands; and Johnny Horgen, steward. In charge of the barge were Captain Gus H. Nelson and Peter H. Irons, mate. The 300-foot barge can carry more than 54,000 barrels of cargo in her eight tanks and uses two 4,000-barrel-per-hour pumps to deliver fuel through hydraulically operated 8-inch flow booms.

SERVICE AWARDS

30 YEARS

Lester M. Payne
Steward
February 27, 1972





WILLIAM KATROS, F/WT, who completed 30 years' service on February 6, receives watch and service emblem from Sydney Wire, assistant general manager, Marine Department.

SANITATION.....from page 1

among company fleets.

In accepting the award for the fleet, Sydney Wire, Marine Department assistant general manager, paid special tribute to oceangoing and inland waterways personnel for their efforts in maintaining equipment and performing the kind of good housekeeping that makes such awards possible. "It's comforting to have somebody from the government come by and pay us such an honor," he said.

Twenty tankers and 21 inland waterways vessels came under inspectors' eyes during the year. They had a near-perfect record.

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EXX-MOR-008003

Firefighting School Opens At Baton Rouge; Baytown To Follow

It's school time again—time for firefighting schools, that is.

The schools, attended by personnel in oceangoing and inland waterways fleets, will be scheduled as vessels arrive at Baytown and Baton Rouge.

Instruction takes place both in the classroom and outdoors where personnel have the opportunity to actively participate in putting out several types of fires, such as one simulating a blaze in the galley or enclosed space in a ship; a fire around a leaky pipe; a packing gland fire; and a propane blaze.

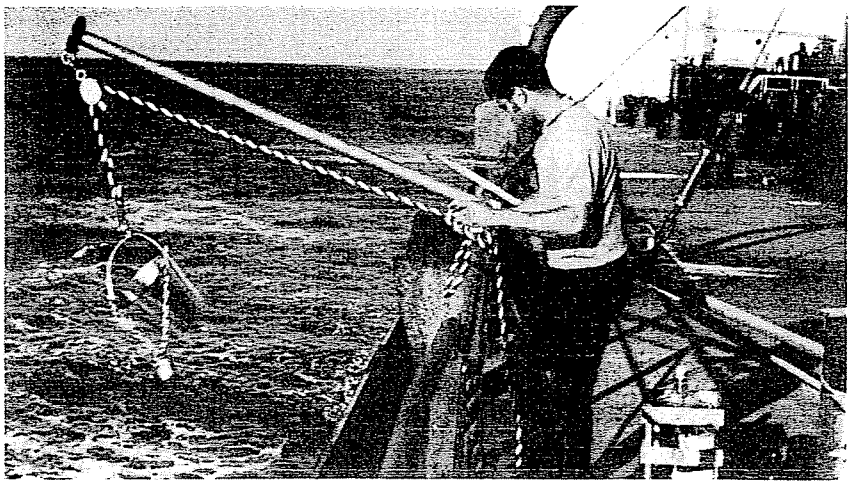
It's highly important that personnel who have not attended a training session, or who have not taken a refresher course recently, do so at their earliest opportunity. A number who have taken the training have reported that it has helped them lessen their fear of fire.

The first firefighting school of 1972 was held at Baton Rouge Refinery on February 25. Personnel from the *Esso Baltimore* and the *Esso Washington* attended this school.

The spring session of the firefighting school at Baytown Refinery is being held between March 28 and April 17. Other sessions will be scheduled at later dates, according to Baytown Refinery management. Arrangements are being made to hold firefighting training sessions in other locations.

Obituary

JOSE L. FRAGA died in La Coruna, Spain, on February 19. He was 79. Mr. Fraga joined the company as OS in September, 1933. Shortly thereafter, he sailed as AB and continued in that rating in numerous vessels until his retirement on March 1, 1956. He had nearly 21 years of company service. He is survived by his widow and a brother.





John Soares, above, OS in the *Esso Lexington*, used stainless steel bucket to collect seawater sample while ship was underway. At right, Third Mate William H. Chambers mixed seawater sample with a chemical in a jug, causing hydrocarbons to settle out of water which he poured off. Remaining liquid containing hydrocarbons was stored for laboratory analysis ashore later.

OCEAN SAMPLING, from page 1

used to evaulate the several control methods being considered to protect the marine ecology.

The *Esso Lexington* was the first ship for which procedures were developed and in which equipment was tested to determine the most practical and efficient method for obtaining and evaluating samples. The collection procedure was in two phases, with near-surface samples taken at the side of the vessel to a depth of 6 to 12 inches and subsurface samples collected through a bleeder valve on one of the ship's sea water cooling pumps. On the initial voyage from Bayway to Baton Rouge, B. G. Phillips from Standard Oil Company (N.J.), and T. D. Searl of Esso Research and Engineering Company worked with the officers and crew to perfect the procedure. On the return trip, the crew easily handled the sampling unassisted. The entire job had to be performed under laboratory conditions while the ship was underway. A man's fingerprint inside a container, for example, could add some 10 parts per billion of organic acids and esters to a seawater sample. (Esso Research and Engineering Company scientists, one of the Jersey Affiliates participating in the research program, can isolate hydrocarbons at a level of about 5 parts per billion, and less. Therefore, any "outside" contaminants could greatly affect the results.)

Walter B. Devine, engineer in the Humble Marine Technical Section, photographed initial tests as they were performed during the ship's ballast voyage from Bayway to Baton Rouge. His pictures will be used to illustrate a text describing step-by-step procedures for taking seawater samples and making hydrocarbon extractions. The text will be distributed by ER&E personnel to ships as they become involved in the research program.

If all goes well, the project should be underway by midsummer, probably along four major trade routes.

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