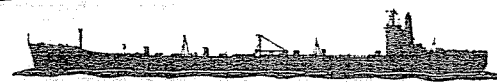


ESSO FLEET NEWS

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August 15, 1968

Deck Boy to Country Squire

Back in 1927 a 14-year old "junge" shipped out of his native Hamburg, Germany as a deck boy in a Cosmos-Australia Line Freighter.

Up in Francestown, N. H. (20 miles west of Manchester and 75 miles NW of Boston) there is a 100-acre estate named Snug Harbor Farm, the "squire" of which raises geese, Christmas trees and engages in other gentleman-farmerly pursuits.

The deck boy and the squire are the same person — Helmut H. Sturrow (AB, ret. May 1, 1968) — with 41 years and a wealth of experience in between.

After his first ship, Hank, as his shipmates called him, sailed in a few German and British vessels and in Nov. 1930, joined his first Company tanker, the brand new *J. A. Mowinkel*. He sailed in her for nearly 3 years, then was in other foreign-flag Esso tankers including the *J. H. Senior* when she suffered bottom damage in the Straits of Magellan in July 1939.

During World War II Hank was a skipper of U.S. Army landing craft and aircraft rescue boats and worked ashore as a rigger. He was in our U.S. Flag Fleet from July 1946 until his retirement, sailing almost exclusively as AB.

A heart attack prematurely cut short Hank's career in the Fleet. He spoke of it this way:

My last ship was the *Esso Florence*, on which I had a heart attack on May 20, 1967 and that ended my 40-year, most enjoyable seafaring career, especially the years in the Esso Fleet. I met a lot of good men there, ashore and on the ships.

I would like to point out the importance of the Company's sick leave benefits which I have enjoyed while I was down and out with my heart attack. I also have much appreciation for the help and advice I received during my sick leave from the Boston Office, in particular, Mr. Harold Gordon.

With best wishes and happy sailing to all my former shipmates, I remain, sincerely,

HELMUT H. STUROW

Hank and his wife Eva who, he says, "has

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THE UNIVERSITY OF TEXAS AT AUSTIN



Mr. and Mrs. Sturrow and summer and winter views of and from their Snug Harbor Farm in New Hampshire.



a very fine profession (registered physical therapist) and has helped a lot of people in her time," have had the New Hampshire farm for 14 years. Evidently Hank is one of those she has helped for he is far from being confined to a wheel chair. "Just bought a new Country Squire station wagon," he said. "My wife and I will do some traveling in the U.S. and Canada. Just joined the Humble Travel Club."

Hank also admits to some success in the stock market but he cautions others about trying to do the same and losing their hard-earned money. "One has to know what it is all about or one has to have a darn good broker," is his advice.

Marine Group Formed to Study Oil Transportation from Alaska

A 3-man task force composed of Stanley B. Haas, Asst. Operations Manager; A. D. Mookhoek, Economics and Planning Coordinator, Traffic, and Captain Robert F. Stap, Asst. Port Captain, has been formed to study the feasibility of tanker movements of crude oil from the North Slope of Alaska to both the U.S. East and West

Coasts, including the use of loading terminals under Arctic conditions. The group will also represent the Company in joint Humble-Atlantic Richfield marine studies relevant to the movement of the North Slope crude.

A huge oil deposit, reported by THE WALL STREET JOURNAL to contain an estimated 5 to 10 billion barrels, has been discovered on a 90,000-acre lease owned equally by Humble and Atlantic Richfield Co. and operated by the latter. The discovery is situated about 390 miles north of Fairbanks and 150 miles SE of Point Barrow, the northernmost part of Alaska.

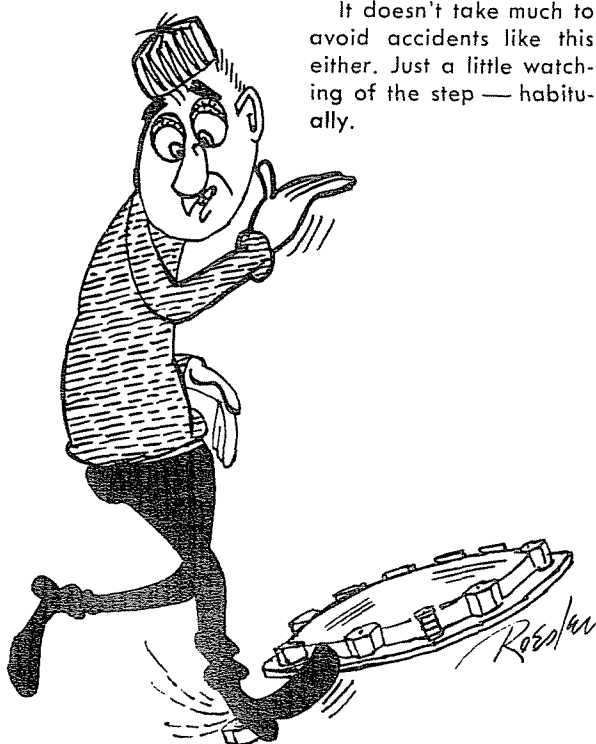
Mr. Haas, who heads the task force, just returned (Aug. 1) to Houston after 2 years in London. As Marine Planning Manager in the Marine Dept. of Esso Europe, he worked on the economics and budget aspects of 23 tankers of 150,000, 190,000 and 250,000 dwt. each which Jersey affiliates have ordered in the past 2 years.

The MIS-Adventures of

J. STUMBLEPRONE MC FRACTURE

It doesn't take much for Stumbleprone to get himself laid-up sometimes. Just a little nut underfoot or a step on the edge of a Butterworth plate and OUCH! (@ . . # % . . &) — there's a twisted ankle and 4½ days' lost-time aboard ship in one case and a sprain, fall and sick leave ashore in another

It doesn't take much to avoid accidents like this either. Just a little watching of the step — habitually.



30 Years' Service

CAPTAIN S. V. GARDNER
Manager,
Baton Rouge Branch Office
August 12, 1968

JOSEPH S. BURKART
Sr. Personnel Assistant
New York Branch Office
August 8, 1968



Baltimore Terminal to be Modernized

A \$1.7 million modernization of the Company's Baltimore Terminal and deepening of its access channel to accommodate the 75,600-dwt. tankers the Company is building was announced July 30.

Improvements at the terminal will include new mooring and unloading facilities, strengthening

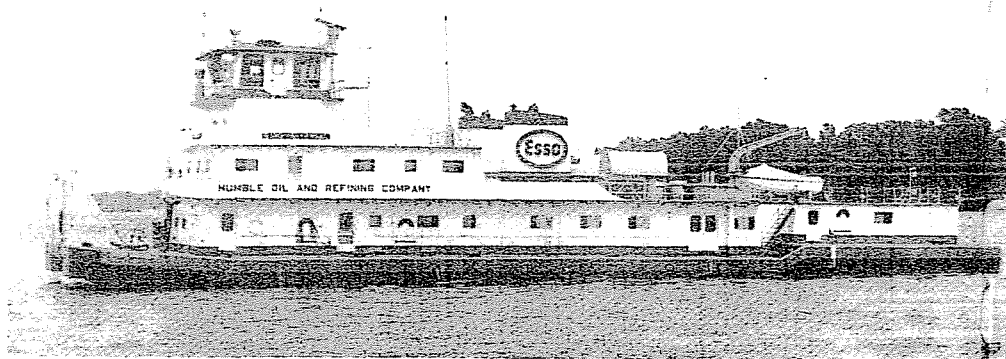
ESSO FLEET NEWS is published for the seagoing employees of the Marine Department, Humble Oil & Refining Co.: T. J. Fuson, General Manager; Sydney Wire, Assistant General Manager.

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.

THIS IS our new *Esso Arkansas*, which left Baton Rouge July 29 on her maiden up-river trip with her 8 new integrated barges. Her cargo is for Midland and Pittsburgh, Pa., a 3,600-mile, 21-day round trip.

Built by the St. Louis Ship Division of Pott Industries, Inc., the *Arkansas* is 150'x44'x11' and is powered by 2 12-cylinder, 2,400-hp. diesels, each turning a 9' propeller in a Kort nozzle. Except for starting and stopping, the engines can be controlled and monitored from a console in the pilot house. Quarters and lounges for a crew of 11, mess-room and all-electric galley are air conditioned.



The *Esso Arkansas'* barges measure 1,040'x108' in their 2-abreast, operating position and have a cargo capacity of about 200,000 bbls. One of the lead barges is equipped with a diesel-powered, retractable bow thruster that can be started, stopped, raised, lowered, speed

and directionally controlled electrically from the pilot house.

With the addition of the *Esso Arkansas*, Humble has 4 modern river tows operating from the Baton Rouge Refinery, the others being the *Esso Pennsylvania*, *Esso West Virginia* and *Esso Tennessee*.

the pier and modifying pipelines between dock and tanks.

The channel will be dredged from about 37 ft. down to 42 ft. from our terminal to the point where it joins the Main Channel off Ft. McHenry.

Work on the docks will begin in the last quarter of this year with completion of the overall project expected in the fall of 1969. This will roughly coincide with the delivery, in August, and December, 1969, of 2 of the 3 75,600-ton vessels being built for the Company by Avondale Shipyards, Inc., New Orleans.

Marine Library Receives \$100 or More From 60% of the Fleet

This year, 12 vessels in the Humble Fleet (one more than in 1967) donated \$100 or more toward support of the American Merchant Marine Li-

brary Association's "Library of the High Seas." It was the 7th year that the *Esso Baltimore* reached or bettered the \$100 mark and the 4th year for the *Esso Newark*.

The 12 top contributors are as follows:

Esso Florence	\$163	Esso New York	\$103
Esso Washington	138	Esso Gettysburg	102
Esso Chester	125	Esso Houston	102
Esso Newark	111	Esso Lima	101
Esso Boston	110	Esso Lexington	100
Esso Baltimore	108	Esso Seattle	100

TAFFRAIL TALK

LOUIS H. STAAR, Sr. Transportation Allocator at Baytown, has been appointed to act as Asst. Port Captain while Captain Bob Stap is serving on the Arctic marine transportation task force.

ESSO GETTYSBURG crewmen, by virtue of no lost-time accidents during 1966 and 1967, were recipients of a Jones F. Devlin Award by the hand of Captain S. V. Gardner, Baton Rouge Branch Manager, on July 31.

L. to r. in the photo are: Chief Cook Idilio F. Gomes; Third Asst. James M. Ware; Chief Engr. Franklin E. White, Jr.; Second Mate John D. Hall; Lt. Commander

Ed Walsh, U. S. Coast Guard (to be Executive Officer at Nashville, Sept. 1); Third Mate Herbert D. Sexton; Captain James A. Mercer; MM Kenneth D. Warthen; Captain Gardner; MM Lindsay B. Fant; Second Cook Fernando A. Ferreira; Radio Officer Carroll W. Saunders; Chief Steward Gerald C. Jones; MM/2P Adrian Martinez, and Charles L. Holladay, Baton Rouge Office.



JOSEPH M. STULTZ, who has been relieving Mr. Staar at Baytown for the past few months, is now Chief Mate in the *Esso Lima*.

Third Mate ROBERT H. DUNHAM, who joined the Fleet in June 1966 after graduating from the U.S. Merchant Marine Academy, is temporarily assisting in the Jacksonville Branch Office.

Esso Florence has been filling in for the *Esso Bangor* and *Esso Huntington* during their repair periods, transporting lubes, solvents, alcohols and other critical products. She loaded 18 grades Aug. 6-7 at Baytown for discharge at New Haven and 3 New York terminals. This is no small accomplishment, as the *Florence's* cargo system is only partially segregated. The multiple grades were handled successfully by expert planning of the loading and discharge sequences and extreme care by the ship's personnel in carrying out the plans.

RECENT RETIREMENTS



CHIEF MATE JOHN H. CORRIGAN must be somewhat pleased with himself for he has taken the advice he gives to others — "Over 28 years with Esso allows for retirement without giving up good living, so boys, stick to it. Good luck."

Mr. Corrigan "stuck to it" to the mandatory retirement age, although you wouldn't know it to look at him. He joined the Fleet as OS in 1939, got his license in 1943 and made wartime voyages as

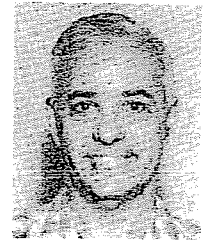
Third and Second Mate. He was Industrial Relations Assistant ashore from Aug. 1944 to May 1948 and Second and Chief Mate from then until his retirement, Aug. 1.

A native of New York, Mr. Corrigan attended Columbia University and worked in Wall St. before going to sea. He now lives in Daytona Beach, Fla. with his wife Jean. He is a good golfer — 9 handicap — "which will be less," he said, but added a disturbing note, "wife has a 5 handicap."

SECOND ASST. ENGINEER JOSE J. DUARTE was messman and cook with several companies between 1929 and Sept. 1936, when he joined Esso's *E. T. Bedford*. "This was a very good move," he said, "as the Company treated me very good. I wish I had come earlier."

Mr. Duarte's 30 years in the Fleet were divided between the Steward's and engine depts. He was Second and Chief Cook until Dec. 1943, then Wiper, FWT and Oiler during the remaining War years. In March 1946 he became Third Asst. in the *Esso Buffalo* and continued in that rating and as Second Asst. until retirement, Aug. 1.

"The family (wife Benilde and daughters Elizabeth, 15 and Fernanda, 14) and I just returned from a month in Portugal, which we enjoyed very much," Mr. Duarte said. He was born in the Cape Verde Is. and lives in New Bedford, Mass.

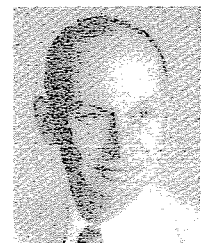


PUMPMAN DONALD GENUNG, after 21 years, 8 months in the Fleet and 4 years (1941-45) in the Coast Guard, says "Going to sea is quite unusual in itself and I find after 27 years, the memories are quite pleasant."



Don was AB and 2nd Pumpman in the *Esso Charleston* from Dec. 1946 to Feb. 1950 and MM/2P and Pumpman until his retirement, Aug. 1. He lives in Jacksonville, Fla., on a street with an intriguing name — Dee Gee Drive. Do you suppose...?

ABLE SEAMAN WILLIE D. HELMS is starting his retirement Aug. 1 with the purchase of a new self-contained Travel Trailer in which he and his family (wife Estelina, daughters Debbie 12, Nancy 9, and Judy 4) plan to see a lot of the United States. A native and resident of Brundidge, Ala., Willie owns a 200-acre cattle farm and 165 Herefords which, he says, are doing fine.



Joining the Fleet in May 1945, Willie had one assignment as OS but all the rest of his nearly 23 years' service was as AB.

"I enjoyed my seagoing career with Esso very much," Willie said, "and I would like to say best wishes to all my shipmates."

SERVICE EMBLEM AWARDS



20 YEARS



W. J. Van Nostrand
Second Mate
July 9, 1968



John R. Van Colt
Radio Officer
July 10, 1968



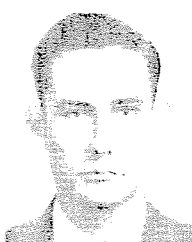
John Melnick
Able Seaman
April 23, 1967



James T. Dalton
Able Seaman
July 1, 1968



Joseph F. Sala
Oiler
September 13, 1967



Matthew M. Matherne
Fireman-Watertender
June 27, 1968