



ESSO FLEET NEWS

PUBLISHED BY THE MARINE DEPARTMENT, HUMBLE OIL & REFINING COMPANY



Vol. 8, No. 4

February 17, 1966

Stand By in a Hatteras Hurricane

The *Esso Houston* stood by the *Seatrain New Jersey* for 12¼ hrs., Jan. 27-28, while the north-bound freight car carrier battled to secure her cargo, which had broken loose in hurricane winds and raging seas.

The *Esso Houston* (Captain Fred G. Smith and Chief Engr. Clyde C. O'Neal) was also north-bound, having sailed from Baytown for Boston on Jan. 22. On the 25th, off the coasts of Florida and Georgia, seas building up and wind out of the SE, force 7 or 8, with rain squalls, gave a hint of bad weather ahead.

By 0800, Jan. 26, wind and seas had worsened so that Captain Smith reduced speed and changed course to prevent damage. Course was changed 3 more times during the day as the wind shifted to S of E and then SW.

"By 0100, Jan. 27, on my watch," Second Mate Edwin J. Fellows wrote, "the wind had shifted again — to NNW, force 12, or 95 mph. on the wind gage. Others saw it go to 100 mph. Some swells were up to 50' high."

Those were the conditions an hour later when R.O. Stephen Verbonich brought up the following message:

SS *Seatrain New Jersey* 35 35N 73 05W
Cargo breaking loose in very heavy seas request vessel vicinity to stand by may need assistance

Three ships answered the call, the *Esso Miami* and *Hess Voyager* in addition to the *Houston*. The *Houston's* log entry (in part) was:

0200 in lat. 36 10N, long. 73 30W pursuant to request from *Seatrain New Jersey*, vessel deviated

from voyage to proceed to stand by in case of need of assistance.

According to Captain Smith, "Weather conditions at the time — winds at and above hurricane force with mountainous northerly seas — made a turn and course toward the *Seatrain New Jersey* most hazardous. Vessel eventually attained position permitting a safe course toward scene."

"We were in constant touch with the *Seatrain* by radiotelephone and radiotelegraph," Second Mate Fellows continued. "Due to faulty Loran positions from the *Seatrain*, the southbound *Esso Miami* passed her on the way to the position given. When a corrected position was received, the *Miami* was unable to turn and come back.

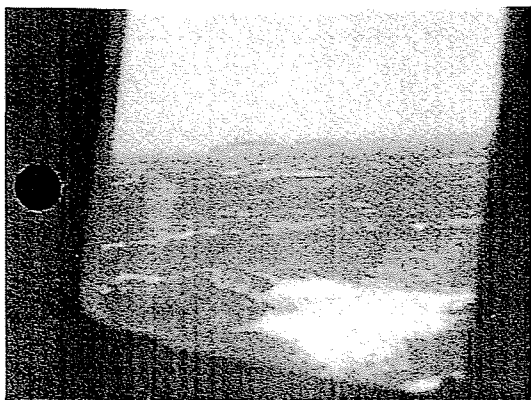
By 1125 we were in sight of the *Seatrain* and at 1211 were standing by. Wind was now NW, force 11, with mountainous seas, barometer 29.70 and rising fast. The *Seatrain* was lying dead in the water, pitching heavily at times but no rolling. With her engines stopped, she had found her most comfortable riding position.

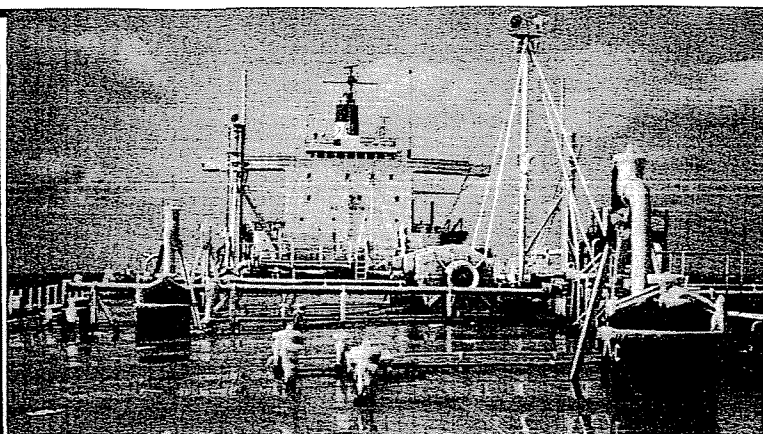
"At 1352 the *Seatrain* radioed that a railroad car was breaking loose and requested us to stand by as pre-arranged. An added comment was 'This may be it.' We moved in to one mile off, as did the *Hess Voyager*. At 1405 the *Seatrain* reported that the railroad car was secured and damage was not severe.

"We stood by through the rest of the day. Wind reduced to force 8 but seas remained high. At 0030, Jan. 28, in lat. 35 13N, long. 72 23W (about 155 miles due east of Cape Hatteras) we

Second Mate Edwin J. Fellows

(right) *Esso Houston* rolls to the force of wind and wave. (below) The *Seatrain New Jersey* about 1 mi. off.





Ice on deck after the temperature dropped to 20°.

were released from stand by duties by the USCG cutter *Conifer* and the *Seatrain*.

"At 0200 I heard the *New Jersey* tell the *Conifer* that they would try to get underway. Thirty minutes later she reported underway at 50 rpm. and 'OK so far'. During the day the seas made up again so that the *Houston* had to change course to ease ship. We all wondered how the *Seatrain* made out.

"A telephone call to their terminal at Edgewater, N. J. after I got off the *Houston* cleared up that question. The *New Jersey* had left for Puerto Rico again with another cargo. All came out fine — no one hurt and the ship undamaged.

Officers and Company Sign New Agreement

Terms of Amendment No. 6 to the contract between the JSTOA and the Company were agreed upon Feb. 14. The amendment, which extends the agreement to Nov. 1, 1966, provides wage increases of \$53 per month for Masters and Chief Engineers and \$37, \$32, and \$29 monthly for Chief Mates and First Assts., Second Mates and Second Assts., and Third Mates and Third Assts., respectively.

The overtime rate is raised to \$3.75 per hr. (from \$3.58) and certain improvements in working conditions are provided.

The amendment is subject to ratification by JSTOA members.

A Little Ship with Big Ideas

We think we are doing pretty well in the way of electronic-mechanical advancements in this country but we have company in the parade of progress, amongst which is little Finland (pop. 4,603,000).

A shipyard in Abo (95 miles WNW of Helsinki) recently completed the bulk cement carrier *Malarvik* for Skanska Cementaktiebolaget and she is quite some ship. She's only a little thing —

"A word of praise here." Mr. Fellows concluded. "Captain Smith spent about 36 hours on the bridge during all this, with the ship pitching and rolling. Quite a job, to be sure. Of course Radio Officer Verbonich was on the job, too. At times he was needed to raise the *Seatrain* on the radiotelegraph when we couldn't contact him by 'phone. I think the *Seatrain* crew must have done quite a job of securing their cargo. The pitching of their ship was something to see."

Esso Houston Rescues 2 Men on Feb. 4

There was a little excitement on the *Houston's* return trip to the Gulf, too. Early on Feb. 4, 2 men were taken off the dismasted and drifting sail yacht *After Five*, of New Smyrna Beach, Fla., about 38 miles east of Lake Worth.

Captain Smith said that the Lake Worth Coast Guard Station advised they would be unable to put a boat across the Gulf Stream in existing weather and requested the men be brought to westward of the Stream for transfer. As the *After Five* was drifting toward Little Bahama Bank, the men (L. Carol Avant and David M. Smith) were taken aboard and transferred to a Coast Guard boat off Lake Worth at 0836.

296'10" x 42'8" x 24'11", 2,950 dwt. and propelled by a 2,475 bhp. diesel. But what equipment!

She loads and unloads her cargo through a system of longitudinal, transverse and vertical screw conveyors and a chain conveyor, loading about 400 tons per hr. and discharging at half that rate.

The most outstanding features, though, are on the bridge — or a better name would be operations center. There are 4 consoles. One starts and controls the main engine and its principal auxiliaries; another handles ballasting, de-ballasting and the diesel alternators; the third operates the cargo handling system, and the fourth is a data logger which has 100 check points, taking some readings every hour and others only when an alarm occurs. There are also 3 control stands for the variable pitch propeller.

The machinery control system is designed to leave the engineroom unmanned at night.

ESSO FLEET NEWS is published for the seagoing employees of the Marine Department, Humble Oil & Refining Co.: Joseph Andrae, 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.

Labor Board Reports on Election

The 22nd Region of the National Labor Relations Board, Newark, N. J., has concluded its investigation of the recent election in the Fleet and sent its report to the Washington office of the Board. The report recommends that the Teamsters' objections to the election be overruled in their entirety and that ESA be certified as bargaining representative.

Boston Loads to Cubic—and Then Some

Esso Boston (Captain Einar Skolem and Chief Engr. Aubrey G. Allen) sailed from Baton Rouge, Feb. 6 with a full full load (as in "low low price" radio and TV talk). She packed in 410,170 bbls., 686 bbls. more than her 98% full cubic capacity of 409,484 bbls. Tonnagewise, she had 49,275.21 tons out of a possible 50,403 on the new summer marks.

The cargo consisted of 11 grades of gasoline plus kerosene, diesel and heating oils. Draft at the dock (fresh water) was 38'11" forward and

39'1" aft. Alphonsus Gregaitis was the busy Chief Mate.

Do We Have Your Zip Code Number?

It seems to be getting more and more important to use zip code numbers in mail addresses and the time may not be far off when anything without a zip number may be subject to slow delivery or worse.

Therefore friends, 'twould be well to notify the Company, *especially* the Ships' Payroll Section, of your zip code if you want your Company mail (checks included) delivered in "zippity" time.

Raises in Licenses

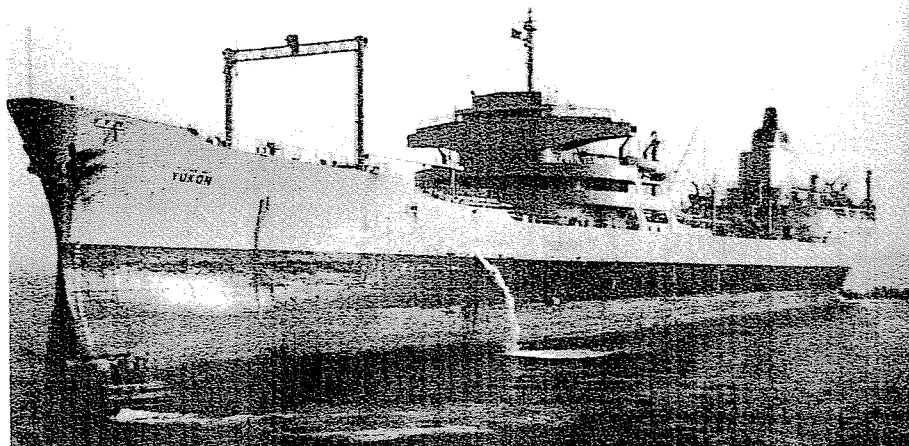
WILLIAM MOTTA — to Chief Engineer, 2/3/66*
CARLETON A. RANKIN—to 1st Asst. Engr., 1/24/66
ANTONIO S. ROSE — to 2nd Asst. Engr., 2/2/66
*Dates reported to Company.

These are views of and from the *Esso Seattle*, which is now enroute from Guam to Los Angeles (and then probably 'Frisco and Japan). On the outbound voyage (Lake Charles Jan. 3 to Yokosuka Jan. 30) there were 8 "unpacific" days — Jan. 21-28 — when conditions were more or less like those shown at left. Chief Mate Patrick J. O'Donnell is on the port kingpost ladder, escaping the wash of a sea and AB William B. Page, on the after bridge deck, is observing the technique.

USNS *Yukon* being eased alongside the *Seattle* to receive part of her cargo at Yokosuka. The *Seattle* then loaded another cargo at Sasebo for Guam.

Photos by UM Clifford R. (Bob) McClellan

Pumpman Per S. Esten repairs a broken telemotor line, Jan. 26, during a lull between storms. Other damage included a bent tank top strongback, torn lifeboat cover and 2 broken porthole covers.



TAFFRAIL TALK

One of our constant readers has suggested that we print the 2 lines of Robert Burns' poem "To a Louse" which follow the 2 lines that were printed in the last issue, to wit:

O wad some power the gift t'gie us
To see oursel's as others see us.

We are happy to comply with this suggestion — and we're not saying that just because the reader happens to be our Asst. General Manager. The 2 following lines are:

It wad frae monie a blunder free us,
An' foolish notion.

If ROBERT GARCIA, OS in the *Esso Dallas*, seems anxious for more overtime it's probably because he has a new incentive — ROLAND JAY GARCIA, his second son, born Jan. 8. Officers and crewmen in the *Dallas* took up a collection for the "wee un" which left Bob speechless with appreciation. He and his wife Edna live in Baytown.

STEVE M. ENGLISH, Repair Superintendent, is making good progress in recovering from a mild heart attack.

It's refreshing to talk to some of the new men in the Fleet, especially those who have sailed with other outfits. They are often very appreciative of the caliber of men we have, the good food, living accommodations and working conditions, in contrast to what they had — things like 4 men in a room, different type personnel and 2 weeks' vacation after a year of service.

By saying it's refreshing we don't mean that we hear a lot of complaints from older employees. There are some, of course, but it's human nature to tend to keep to ourselves things we are satisfied or pleased with and sound off about those that strike us otherwise.



WORDS OF THE WISE

It is part of the cure to wish to be cured.

Seneca

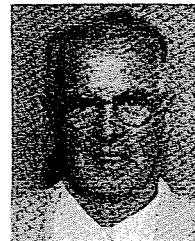
The greatest difficulties lie where we are not looking for them. — *Goethe*

Humility leads to strength and not to weakness. It is the highest form of self-respect to admit mistakes and to make amends for them.

— *John J. McCloy*

He who slings mud loses ground. — *Anon.*

RECENT RETIREMENTS



CHIEF MATE LUMAN A. POOLE. Starting his seagoing career with Cities Service in 1932, Mr. Poole sailed in unlicensed ratings for 14 years and, after becoming a licensed officer, joined the *Esso Scranton* as Third Mate in June 1947. He advanced to Second Mate in

Feb. 1950 and continued in that rank and as Chief Mate until his retirement, Feb. 1. He has 18 years of credited service.

Mr. Poole and his wife Helen have been residents of Ft. Lauderdale, Fla. for 24 years. They have 2 children, James and Julie Anne. Luman's hobby is horses — the racing kind — and he has thought about buying one, or half of one. He favors the back half because he won't have to feed it.

ORDINARY SEAMAN JAMES A. NORTON's first ship in the Fleet was the *Esso Philadelphia*, which he joined as Crew Messman in Nov. 1946. He alternated between Deck and Steward's Depts. until June 1954 and since then has been OS. He retired Feb. 1 with 18 years' service.

Mr. Norton was born in Elizabeth, N. J. and lives in Houston.

SERVICE EMBLEM AWARDS

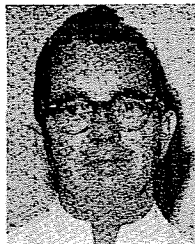
★ 20 YEARS ★



William W. McKay
Chief Engineer
August 21, 1964



Thomas E. Buchanan
Bos'n
November 18, 1963



John R. McNeil
Messman
August 29, 1962

☆ 10 YEARS ☆

Robert S. Massenburg
Able Seaman
December 2, 1965

Paul L. Wood
Able Seaman
November 8, 1965

Karl B. Trickle
Ordinary Seaman
December 19, 1965