

ESSO FLEET NEWS

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Esso Scranton and Esso Dallas On Foreign Voyages

The *Esso Scranton* (Captain William N. Sims and Chief Engineer Ferdinand Villamore) is on this date enroute to Baton Rouge (due Aug. 15) after discharging U. S. AID cargoes at Sfax and LaGoulette, Tunisia. This is the third Tunisian voyage for the *Scranton* in the past 4 months. An idea of what it's like over there may be gained from these photos, taken by Chief Steward John J. Fernandes last April on the first voyage.

Next on the itinerary of the *Scranton* is her fourth India voyage, departing from Baytown about Aug. 18 for Bombay, Sept. 19 and Calcutta, Sept. 29.

Crossing the longitudes in the other direction is



This young man, tending his sheep and goats, also operated the rowboat between ship and shore at LaGoulette.



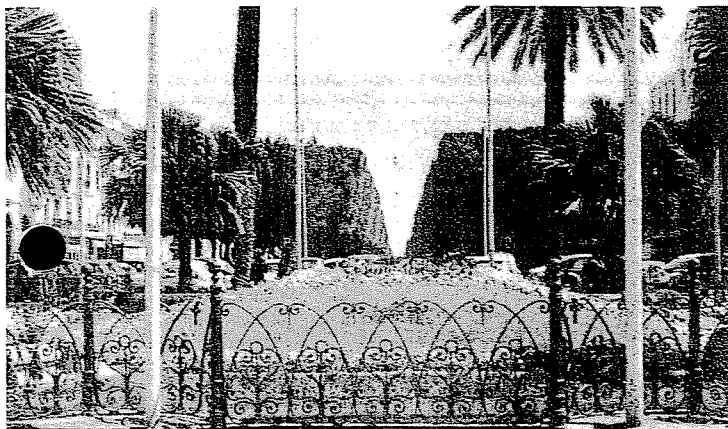
At a Sfax shopping center, 3 ladies get their heads together. Except for the fashions, could be almost anywhere.

Avenue de Paris, Tunis, is modern and attractive.



An open air cafe in Sfax. Chap at right center is wearing native headgear that would be appropriate in this country on certain mornings.

In another part of Tunis, natives feed their sheep.



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THE UNIVERSITY OF TEXAS AT AUSTIN

the *Esso Dallas* (Captain Vincent F. Lucas and Chief Engineer Robert I. Giddens), which left Lake Charles July 18 with a MSTS cargo of aviation gasoline for Guam, Aug. 15; Okinawa, the 19th, and Yokohama, the 22nd. Crew members were asked to bring back photos of native dancers and such for the *FLEET NEWS*, (Have to keep this publication lively, don't we?)



Acting on behalf of Humble's world champion lifeboat racing crew, Sydney Wire (right) Assistant General Manager of the Marine Division, presents a trophy of victory to Arnfinn Olsen, Materials Control Assistant and Coach of the crew. While the trophy certainly is a handsome symbol of victory, it might also be something of a peace offering, signifying that even though Mr. Olsen ran a pretty taut training schedule, all is forgiven.

Esso Lima Aids 23 Cubans

Captain Robert H. Stotts, *Esso Lima*, reported aiding 23 Cubans, including several infants, in a 20' fishing boat off Key West on the afternoon of July 24. The boat was overcrowded and without food, water, fuel or compass. The *Lima* supplied the Cubans' immediate needs, notified the Coast Guard and stood by until a Coast Guard boat arrived to take over the rescue.

"The first vessel this ship met — and within an hour after leaving the scene," Captain Stotts wrote, "was a Russian trawler on a heading that would have taken her toward the Cuban boat."

\$15,000 CYI Award

An employee at the Bayway Refinery, Linden, N. J., received \$15,000 for an idea which resulted in a cheaper process for making lubricating oils. It is the largest award ever made under Humble's Coin-Your-Idea program.

The award was made to Thomas J. O'Connor, a laboratory technician. His suggestion involved the elimination of an expensive solvent which had been added during processing of lube oils for trucks and railroad engines and which required a special step to recover. The idea also improved the quality of engine oil additive and reduced air pollutants.

Six Month Safety Score Best Ever

Men in the Humble fleet turned in their all-time best safety record for a 6-month period in the first half of this year. There were only 5 lost-time accidents reportable to the National Safety Council during that time, making a frequency rate of 1.55 injuries per million man-hours worked. This is less than half the injuries suffered in the first 6 months of 1962.

In this light, the 1963 results are real bright. Looked at in another way, though, the view is dimmer. For the first quarter of this year there were only 2 reportable injuries and the accident frequency rate was 1.19. A perfect month of April lowered that rate to .90. Then came one injury in May and 2 in June to boost the rate to 1.55. This isn't going to be the start of a trend, is it?

The half-year mark in the competition for the Marine Division's Certificate of Safety Awards (which have stricter requirements than the National Safety Council) shows 7 vessels still in the running. The following have operated accident-free from Jan. through June:

<i>Esso Bangor</i>	<i>Esso Jamestown</i>	<i>Esso Scranton</i>
<i>Esso Chester</i>	<i>Esso Lima</i>	<i>Esso Washington</i>
	<i>Esso Newark</i>	

Refinery Workers Reject OCAW

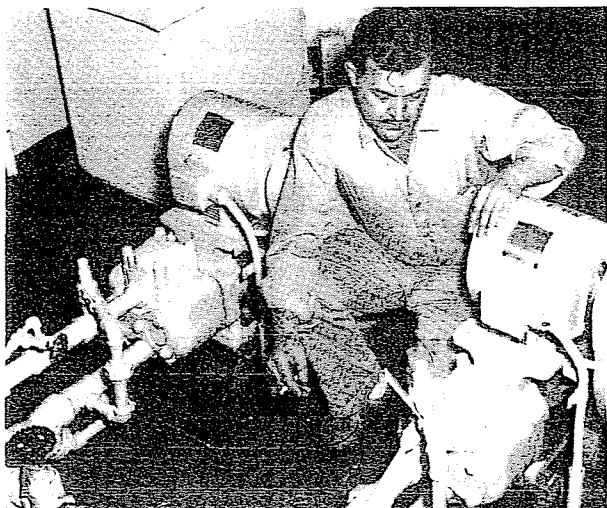
In an NLRB-supervised election at Humble's Baytown Refinery, July 9 and 10, the independent Gulf Coast Industrial Workers union scored a clear-cut victory over the Oil, Chemical and Atomic Workers union. The vote was 1,124 to 651, with 28 ballots for neither union and 8 void. 86% of the eligible employees participated in the election.

The decision of the Baytown maintenance, construction and process workers to return to an independent union came after 4 years of representation by the OCAW.

ESSO FLEET NEWS is published for the seagoing employees of the Marine Division, 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 1, Texas



John H. Metcalf, Oiler in the *Esso Boston*, looks at the drinking water pump he saved from the scrap pile. The pump cylinder block was almost hopelessly cracked last winter when it froze during a severe cold spell. He patiently "sewed up" the shattered block with about 3' of welds, using the ship's welding machine. He also relocated the handrails on a ladder to provide safer access to the stern tube bearing gravity lube oil tank.

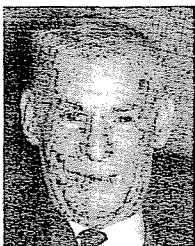
John learned how to weld in 1952 at a Newport News Shipbuilding & Dry Dock Co. school. He has 15 years' service in the fleet, is married and lives in Erwin, Tenn. He and his wife, Atlas, have two sons, Johnny, 12 and Jerry, 10.

OBITUARY

DAVID J. COX, 34, recently OS in the *Esso Dallas*, died in Wampee, S. C. on July 26 as the result of a shooting accident. He is survived by his wife, son, mother, 2 sisters and 2 brothers. Mr. Cox, whose home was in Indiantown, Fla., had 10 years' service in the fleet as Wiper.

WILLIAM O. WILKINSON, 76, retired Chief Engineer, died July 8 in the Bronx, N. Y. Surviving are his wife and 2 children. An annuitant for the past 17 years, Mr. Wilkinson served as First Asst. and Chief Engineer from Sept. 1929 until his retirement, Feb. 1, 1946. He sailed as Chief in 5 vessels throughout World War II.

STANLEY S. BAKER, 66, former FWT, died July 26 in Baltimore, where he had been a life-long resident. In addition to his 21 years in the fleet as Storekeeper and FWT, Mr. Baker had 8 years of U. S. Navy service and 6 with Maryland Shipbuilding & Drydock Co. He had been an annuitant since Oct. 1961, retiring on disability.



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TAFFRAIL TALK

Gentlemen of the fleet (and others tuned in on this wave length): hello again. Seems like we've been gone a long time, perhaps because we packed in quite a lot during our 2-week furlough. Went to the West Coast, got reacquainted with a perfect doll of a granddaughter, admired a brand-new doll-granddaughter, saw a sampling of Los Angeles (gorgeous weather), returned to Houston and then back East to New York to visit relatives and auld acquaintances not forgot. It was good to get away and it's good to be back—except for the work, of course.

* * *

Chief Mate Charles L. Hosch, who has been Harbor Expediter at Aruba for the past 4 years, has returned to the U. S. He is now on a special technical assignment in the Operations Dept. in Houston.

* * *

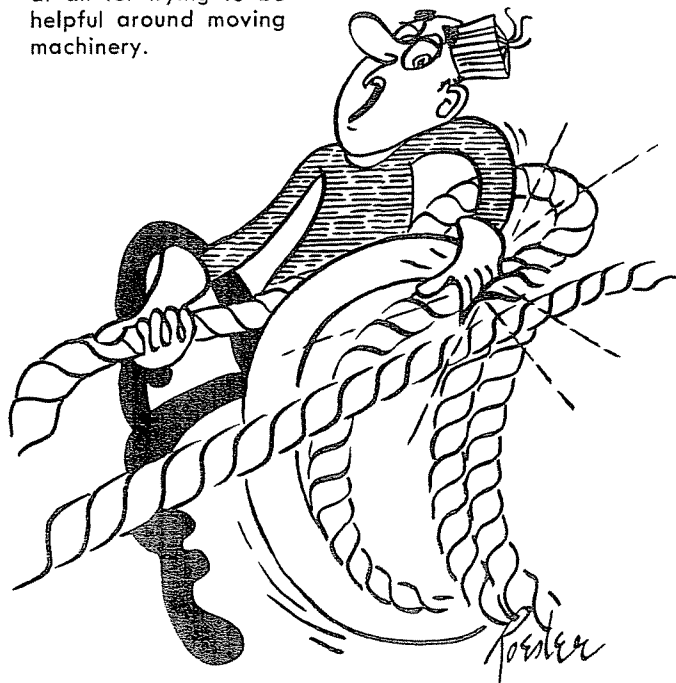
Miss Judith C. Ross, daughter of Third Mate Alton J. Ross, has been awarded a Walter C. Teagle Nursing Scholarship to attend the Jersey City Medical Center School of Nursing, starting in September.

The MIS-Adventures of

J. STUMBLEPRONE MC FRACTURE

Mac was "helping" the windlass drum take in a mooring line. Got his gloved left hand caught between the line and drum and his arm made a 1/4-turn with the drum before he was able to free his hand from the glove.

Phew! Must have been a frantic second or two there — but the only damage (other than scaring the heart out of him, or something) was minor cuts and bruises on the back of the hand. Sometimes, perhaps most times, you get no thanks at all for trying to be helpful around moving machinery.



William R. Bailey, recently FWT in the *Esso Boston*, was stricken with a heart attack July 9 at his home in Norfolk and was taken to Norfolk Public Health Service Hospital by his wife. According to a letter from Mrs. James A. Roach (Mrs. Roach, whose husband is Pumpman in the *Boston*, is a good friend of the Baileys) Bill was very pleased by the gift from officers and crewmen of his ship. "This shows how the Esso men are like a family," Mrs. Roach said, "when one of them is ill. the others remember."

Bill will be laid up for a long time after leaving the hospital, Mrs. Roach said and she urged any of his shipmates who can to stop by and see him or send a card. His address is: 4604 Larkin St., Norfolk, Va.

John J. Hanney, AB in the *Esso Newark*, and Mrs. Hanney have recently become the owners and managers of The Laurel House at 420 Central Ave., Spring Lake, N. J. They offer furnished apartments and rooms with guest kitchen privileges.

Two copies of an excellent article "Rx for Burns—Cold Water," by Alex G. Shulman, M.D., have been sent to vessels. The article states that immersion of the burned areas in cold water or application of cold wet towels immediately relieves pain and seems to hasten healing.

The *Esso Lima* was the subject of a feature article on the first page of the second section of the NEW YORK WORLD-TELEGRAM AND SUN, July 10. The article, "Riding a Workhorse to Albany" was written by reporter Allan Keller and included photos of Captain Roland Parkhurst and AB James L. Miller. (Thanks to Captain C. F. Stober for the clipping.)

The *Esso Gloucester* (Captain James D. Lawton and Chief Engineer Clifford E. Lindsey) has taken over the Gulf—Florida ports "milk run" formerly served by the *Esso Greenville*. On July 29 she became the largest ship to call at Boca Grande, Fla., making a fast 13¼-hour turnaround and on Aug. 4, docked at St. Petersburg—first time for a Company vessel and also probably the largest ever at that port.

Walter H. Radut transferred to Company headquarters' Marketing Dept., Sales Engineering, Aug. 1. He was formerly a Project Engineer in the Marine Division.

WORDS OF THE WISE

Reason often makes mistakes, but conscience never does. — *Josh Billings*

The smallest good deed is better than the grandest good intention. — *Duguet*

Esso Dallas, Esso New York Get Safety Awards

The Company's Certificate of Safety Awards, for operation throughout 1962 without a lost-time personal injury accident, were made to the *Esso Dallas* and *Esso New York* on July 17 and 26, respectively. In the photo at right, Captain James G. Moffitt, Manager, Operations Dept., presents the certificate to Captain Vincent F. Lucas (right center). Chief Engineer Robert I. Giddens (left center) holds



a Jones F. Devlin Award which the *Dallas* earned for 1,672 days of accident-free operation.

At left, Wilbur W. Cottle, Baytown Branch Manager, presents the *Esso New York's* certificate to Captain Jack H. Morrell (center). Two more vessels are to receive similar awards.

JULY 1 RETIREMENTS

CAPTAIN JOHN B. REGAN. With 32 seagoing years behind him, including 3½ years in the Navy during World War II, Captain Regan has apparent designs for a new walk of life. He has applied for enrollment in the Graduate School of Education at the University of New Hampshire for the fall semester.



After graduating from the Mass. Nautical School in 1931, Captain Regan sailed with American Hawaiian and United Fruit before signing on as Bos'n in the Company's *H. H. Rogers* in Nov. 1933. He put in over 2 years as AB, advanced to Third Mate in July 1936 and was on his second assignment as Chief Mate when the *E. J. Sadler* was shelled and sunk on June 22, 1942. Following his naval service, he was Chief Mate and Master from Feb. 1946 until his promotion to Master of the *Esso Zurich* on Dec. 1, 1957. He had the *Esso New York* for the past 3 years.

Captain Regan is a Captain in the U. S. Navy Ready Reserve and a resident of Atkinson, N. H. He and his wife, Kathryn, have two sons, John B., Jr., 22 and Paul, 15.



CHIEF MATE ELBERT LEARY has 2 loves (well, 3, counting Mrs. Leary) the sea, whereon he has earned his livelihood for the past 33 years, and nature—such things as bird watching, animals and flower growing. Now that the sea career is over, he is turning to nature and expects to take a job with the Conservation Dept. or the Fish and Wildlife Service.

Between 1930 and '40, Mr. Leary sailed in coastwise ships and with the Dollar Line. He joined the *Esso New Orleans* as AB on April 3, 1941, was Third Mate for a year, then served in the Coast Guard from July 1942 to July 1946. He attained the rank of lieut. and was in several Pacific island invasions. Since 1946 he has been Third, Second and Chief Mate, retiring with 22 years of credited service.

Mr. and Mrs. Leary live in Saugus, Mass.

CHIEF ENGINEER CARL M. ANDRUS. Except for 6 months in 1924-25, Mr. Andrus has been working with engines since he was a part-time mechanic and high school student in Blackwell, Okla. in 1920. He went to sea in mid-1925 and for 2 years alternated between freighters and tankers. His Company service of 36 years has been continuous since Aug. 1927, when he became Oiler in the *W. C. Teagle*. He advanced to Third Asst. in the *W. H. Tilford* in Jan. 1931 and had his first Chief Engineer's berth in the *Thomas H. Wheeler* on Oct. 22, 1936. After 5 years on the Night Relief Staff (1941-46) he returned to sea as First Asst. and Chief Engineer, serving in the *Esso Florence* for the past 9 years.



Mr. Andrus lives in Pompano Beach, Fla., has an 18-year old son, Craig, and a 34' fishing cruiser, *Mildred*, "named," he said, "for a girl friend—the one I married 27 years ago".

CHIEF ENGINEER ERNEST J. PALMER's hobby has been raising camellias (has one being named for him), azaleas and unusual flowers. Now, he plans to start a nursery in Savannah, Ga., where he lives with his wife, Maude.



In 1925, after 3 years in the Army and a try at railroading, Mr. Palmer went to sea with the Tampa Inter-Ocean Steamship Co. His 34½-year career in the fleet began in Oct. 1926 with a Fireman's berth in the *Charles Pratt*. He sailed as Third, Second and First Asst. during the 1930s and was promoted to Chief Engineer in the *Glenpool* on Oct. 24, 1942. He was Chief in 5 more vessels during the War, including the *Esso Concord*, in which he served for 9 years. Since Aug. 1953 he has been Chief in the *Esso New Orleans* and *Esso Gloucester*.

THIRD ASST. ENGINEER GLENN A. ARMIGER has had a 27½-year career in the fleet, all in the Engine Dept. After his first assignment as Wiper in the *Herbert G. Wylie* (Dec. 12, 1930), he was Fireman and Oiler for more than 8 years and a licensed officer from Aug. 1942 until his retirement. He shipped out in 6 vessels during the War, including 14 months as Second Asst. in the *Fred W. Weller*. For the past 10 years he has been Second and Third Asst., most recently in the *Esso Baltimore*.

Mr. Armiger is now living in Pittsburgh, where he may attend the University of Pittsburgh, but eventually he hopes to move to Florida.

RADIO OFFICER ABRAHAM M. GELS retired with a service record that spans 22 years without a break or a day of sick leave. He started just before the War (June 5, 1941) in the *Josiah Macy*, spent a year in the *Esso Providence* and another in the *Esso Dover*. He was also aboard the *Paul H. Harwood* during her 4-month voyage to Murmansk and Molotovsk in the winter of 1944-45. His last ship was the *Esso Newark*.

Mr. Gels and his wife, Dorothy, live in Dumont, N. J. Their future plans include extensive motor travel in the U. S. and a trip to Israel and Greece next year.

PUMPMAN CARROL L. CURRY's 19 years of seagoing service goes back to 1919 and the early 1920s when he sailed in such old-timers as the *Princeton*, *El Capitan* and *O. T. Waring* as Fireman, Oiler and Pumpman. He was in the Navy between 1922 and '28, then worked 18 years for the Union Tank Car Co. in Baton Rouge, Bayonne and Savannah. He returned to the fleet as Oiler in the *Esso Greenville* in Feb. 1947, was Second Pumpman for 3 years and Pumpman from March, 1950 to his retirement.



Mr. Curry lives in Gloster, Miss., not far from Woodville, where he was born.

July 1 Retirements (Continued)

PUMPMAN JACOB H. BUMGARNER retired with 19 years, 8 months' service, of which more than 16 years were as Pumpman. He started as AB in the *John Worthington* in Nov. 1942, survived her torpedoing in May 1943 (the ship survived, too) and continued throughout the War in the *Esso Norfolk* and *Esso Augusta*. He was Pumpman from July 1949 to his retirement.

Mr. Bumgarner sailed with the Quaker Line, Dollar and Texaco between 1929 and '33, then spent 6 years with the U. S. Forest Service in the Northwest and 3 years as a driver and checker in Detroit. He lives in Clermont, Fla. with his wife, Eloise, and is interested in baseball—especially his scrappy Little League team which, up to the end of June, had won 5 out of 7.



AUGUST M. HROVATIN, Senior Bos'n in the fleet, began his sea career 53 years ago as a deck boy with the Lloyd Triestino Line. He was in Isthmian, American South African and Shipping Board vessels until he joined the Company's *H. H. Rogers* as AB on July 8, 1929. His 33 years' service was without a break and with only 37 days of sick leave. He sailed as Bos'n

from May 1936 until his retirement, including 5 ships in World War II and almost 8 years (1945-53) in the *Wallace E. Pratt*.

Mr. and Mrs. Hrovatin have a summer home in the Bronx, N. Y. and a winter place in Puerto Rico.

ABLE SEAMAN CHARLES W. McCLELLAND has been in the U. S. Army (7th Cavalry, 1923-25), a Coast Guardsman (cutter *Modoc*, 1930-35), a carpenter (1936-41), rigging supervisor (North Carolina Shipbuilding Co., 1942-45) and newsstand owner (1946-7). For the past 15 years, beginning in Feb. 1948, he sailed in the fleet as AB and DM.



A long-time resident of Wilmington, N. C., Mr. McClelland has some fishing to "catch up on" and plans to remodel the interior of his home. He and his wife, Shirley Lee, have 5 children, aged 31 to 23.



ABLE SEAMAN HENRY RASMUSSEN. Born on a small island off the coast of Norway, Mr. Rasmussen went to sea in fishing boats at age 15, shipped out in freighters and fullriggers, put in 3 seasons on the Great Lakes and turned to yachting in 1926. He was in the crew of 3 America's Cup contenders—the *Vanitie*, *Weetamoe* and *Rainbow*—and at one time was a

Florida fishing guide for President Hoover. When yachting declined, he worked ashore as a ship rigger until he joined Esso in Dec. 1947. He sailed as AB and Bos'n for all of his 15½ years in the fleet.

"Now," Mr. Rasmussen said, "I intend to take life easy, spend a lot of time fishing and take a trip to Norway with my wife, Lilly." The Rasmussens live in Brooklyn.

OILER ROY BLEDSOE worked for the Southern Pacific R.R. in California years ago and that's where he and his wife, Bernice, plan to retire. He intends to be "active in politics and catch up on a lot of fishing."



Mr. Bledsoe shipped out of San Francisco with the Dollar Line and Army Transport Service in the 1920s and later sailed with the Grace Line, Lykes Bros. and several others. He joined the Esso fleet as Fireman in the *Joseph Seep* on May 29, 1937. His 21 years, 4 months' service was intermittent until Oct. 1945 and continuous thereafter. For the most part he sailed as Oiler, just recently in the *Esso Baltimore*.



OILER RICHARD J. LEONARD's experience includes service in both the Army and Navy, evaporator man with a gelatin company, refrigeration man in a cold storage plant and, since April 1944, a seaman. He sailed with Isthmian, United Fruit and Isbrandtsen before signing on in the *Esso Charleston* as FWT in June, 1945. He was Oiler for most of his 17

years, 9 months in the fleet.

Mr. and Mrs. Leonard, of Lowell, Mass., have a married daughter and 4 grandchildren—a girl and 3 boys. "My hobby," Mr. Leonard said, "is fixing the boys' toys and bicycles—and that keeps me busy."

FIREMAN-WATERTENDER JACK LAW was born in England and worked on a farm in Canada from age 9 to 17. Next came 2 years in a stone quarry, a few months in the Canadian Army, a year in Detroit factories, 10 years in Great Lakes shipping and then the Esso fleet. Jack's 29½ years' service began as Fireman in the *Beaconhill* on Dec. 3, 1931. He served in several Engine Dept. ratings, was Machinist, Oiler and Pumpman in 4 vessels during the War and FWT from Nov. 1954 to his retirement.



Mr. Law and his wife, Mary, live in Orange, N. J. but are thinking of moving to Florida. Wherever they live, Jack has no fear of boredom—he has great confidence in his wife's ability to find things for him to do around the house.



SECOND COOK MANUEL J. RODERICK was a chef in several restaurants and had 5½ years in the Navy (served as Chief Commissary Steward in a mine sweeper during the War), before he joined Esso. He had a continuous 15 years in the fleet from June 1948 to his retirement, sailing mostly as Second Cook and Baker.

Mr. Roderick and his wife, Cecilia, live in Lynn, Mass., where he is now working as cook at the Elm Tree Diner.