

# ESSO FLEET NEWS

PUBLISHED BY THE MARINE DIVISION, HUMBLE OIL & REFINING COMPANY



Vol. 5, No. 8

April 18, 1963

## SIGHTS & SOUNDINGS

We give a double dip of the ensign to W. W. Bryan, a Vice President of Humble, for this little gem in his April 9 address before the Tennessee Oil Men's Association, Memphis. Said Mr. Bryan, "The best place (for us) to look for a helping hand is at the end of our arm."

An item in the 2/7/63 FLEET NEWS entitled "Operation Bottom Warming" told about heating the bottom plates and interiors of tanks of the *Esso New York* so that Rust-Ban 191 could be applied during cold weather. Credit for suggesting the hull warming system was given to another of our "Old Pro" coating inspectors, Third Mate Gerald F. Smith.

Now comes a letter from Second Asst. D. H. Hettinger, of the *Esso Lima*, who is yet another coating inspector of some prowess. Mr. Hettinger does not take exception to any of the facts in the article but would like us to know that he used a similar heating arrangement on a coating job in West Germany as far back as Oct. 1961.

Mr. H. also expressed concern that "articles such as this might cause Port Engineer T. J. McTaggart to feel that his men are not on the ball and give the entire Dept. an inferiority complex". (Ha!-Ed.) Continuing with tongue in cheek, he adds, "The article did, in a small way, confirm my long-standing belief that Mates in general, are approx. two to five years behind Engineers in original and productive ideas." (Right here is where we duck.)

While there is seldom anything about accident reports to arouse mirth, this one is an exception. It seems a seaman bruised his shin on the coaming while stepping through a door to the fore deck. Question #26 in the report asks "What steps should be taken to avoid a recurrence of accident?" Answer - higher.

We have a letter from a man who asks "are the Mates supposed to issue a pair of rubber

gloves to every man on deck or are the men supposed to bum a pair from a dock worker . . . ?"

Good question. Three types of gloves may be requisitioned by vessels — Neoprene coated canvas gloves to protect hands from coming in contact with skin-irritating products, rubber gauntlets for electrical work and asbestos gloves for handling hot objects.

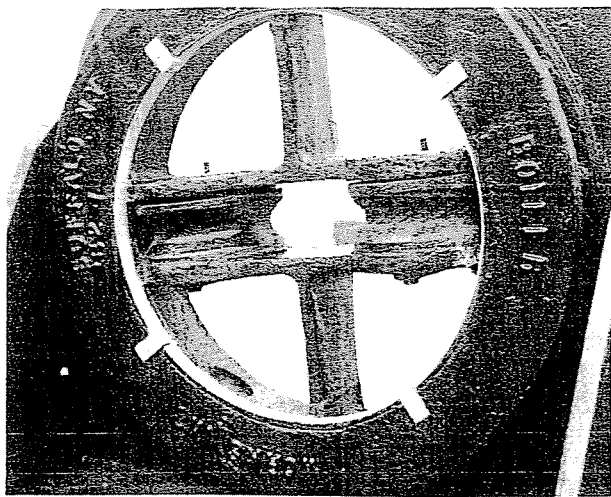
The MARINE REGULATIONS (article 398) state that "All crew members engaged in loading or discharge of aromatic solvents (Toluol, Xylol, Heptane and other similar products), caustic soda or liquefied petroleum gases, shall wear gloves furnished by the vessel . . ." Safety Circular Letter #68 also adds aromatic tar and fuel oil to this list of products.

There are no regulations for issuing gloves for warmth and comfort any more than there are for socks.

The *Esso Scranton* (Captain Victor T. Springer and Chief Engineer Thomas J. Bov) discharged part of her cargo at Sfax, Tunisia, April 8 and was given an official welcome by Tunisian and U. S. AID officials when she docked at Goulette (near Tunis) on the 11th. She is the first U. S. flag tanker to call at that port since World War II. Our Traffic Dept. has negotiated another Caribbean-Tunisian voyage for the *Scranton* after this one.

The *Esso Jacksonville*, on her second round-the-world voyage, arrived at Pearl Harbor, April 11 and is due at San Pedro on the 18th and Beaumont about May 3. She left Baytown, Feb. 1, spent five days at Bombay and Karachi (March 1-5 and 7-12) and left Bahrein in the Persian Gulf on the 16th. Captain William Hamilton reported from Bahrein that "everything going along normally so far".

A "Gallant Ship" award, the highest citation the U. S. Government can bestow upon a mer-



This is one of the *Esso Miami's* four "Oldman" universal chocks in which Chief Engineer Max D. Petersen installed a steel retainer ring (painted white). The ring is made of  $\frac{1}{8}$ th-inch flat iron, on the outside of which a strip of Neoprene rubber was riveted. Four clips hold the assembly in place.

The purpose of the strap is to press the rubber ring firmly against the side of the chock. It prevents salt water from washing out grease around the ball bearings on which the inner part of the chock turns.

Mr. Petersen did some scientific calculating to form the straps to correct size. He used the formula  $C = \pi D$ ; where  $C$  = circumference,  $\pi = 3.1416$  and  $D$  = diameter. Remember?

chant ship. is to be made to the Lykes Bros. freighter *Dolly Turman* by the Maritime Administration. In addition, a unit citation goes to the entire crew, and the Master and the ten seamen in her lifeboat crew will receive Merchant Marine Meritorious Service Medals. (Captain Arthur W. Smith and eight officers and seamen of the *Esso Bethlehem* were awarded the medals in 1961 for the rescue of five persons from the yacht *Dutch Treat* on May 2, 1960.)

On Oct. 26, 1961 the *Dolly Turman's* lifeboat transferred the entire 47-man crew of the *Fukuzan Maru* to their own vessel in mountainous seas on the edge of a typhoon. Shortly after the rescue, an explosion rocked the Japanese vessel and she went down within two minutes.

A Sikorsky turbine-powered, boat-hulled helicopter, one of 28 ordered by the Coast Guard in a modernization and expansion program. The new aircraft will replace overage piston types and form new detachments to provide complete search and rescue coverage of the U. S. coastline. New helicopter stations are slated for Savannah in July and Galveston next fall.



## Service — With a Pleasant Expression

It's always a pleasure to watch a good man work—whether he is a Master on the bridge, an AB splicing a line or, yes, a messman waiting on tables. They all have at least one thing in common—competence, and usually a little something extra.



Robert N. Scott

We'd put Messman Robert N. Scott, of the *Esso Miami*, in this class—competent, with something extra. In his case the extra is cheerfulness. "You have got to like serving people," Scotty says, and he obviously does. He makes you feel welcome when you enter the messroom; gives you a smile and a few pleasant words.

But then, Scotty *should* know his business. He went to sea from his native Glasgow at age 12½, in the Donaldson Line's *Cassandra*. He was Captain's boy (Captain's tiger, they called it) when our late Steward Richard (Oxtail) Taylor was second chef. That was in 1914.

Scotty also sailed with the Anchor and Cunard lines as first class waiter until 1929, when he came to this country. He worked as an electroplater for the General Electric Co. in Bloomfield, N. J. until Dec. 1948, then went to sea again as Utilityman in the *Esso Buffalo*. He has been in our Steward's Dept. ever since.

Mr. Scott and his childhood sweetheart, Dorothy, were married in 1927 and now live in Hopelawn, N. J. They have a daughter and three grandchildren.

Getting back to Scotty's philosophy that you've got to like serving people—aren't we all serving people in this business? Sure, from the man at the gasoline pump to the man at the drilling rig.

## Stock Purchase Pool Makes First Quarter Distribution

Employee Thrift accounts have been credited with 54,673 shares of Standard Oil Co. (N. J.) stock as a result of pool purchase distributions for the first three months of 1963. Cost per share of stock was \$60.58, the average price of shares in the pool at the end of the quarter.

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

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Allocations by some 10,500 Humble employees who purchased Company stock on regular schedule during the quarter totaled \$3,312,090.34.

## Early Retirements Up to 157

Since March 1, 19 additional men have accepted the Company's Special Voluntary Early Retirement Offer, bringing the net total of such acceptances to 157. During the same period, two men (Second Mate Luman Poole and Second Cook Antonio Penha) retracted previous acceptances, making 125 rejections received.

The new prospective annuitants, with ranks and months in which retirement becomes effective are:

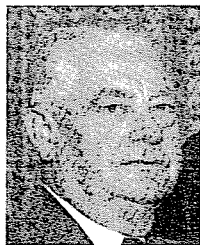
| Deck Officer       |       |   | Unlicensed, Deck       |        |   |
|--------------------|-------|---|------------------------|--------|---|
| Leary, Elbert      | 2nd M | 7 | Soderland, John G.     | Bosn   | 6 |
|                    |       |   | Abbott, Samuel T.      | AB     | 4 |
| Radio Officer      |       |   | McClelland, Charles W. | AB     | 7 |
| Curry, Joseph A.   |       | 7 | Unlicensed, Engine     |        |   |
| Engine Officers    |       |   | Bumgarner, Jacob H.    | Pump   | 7 |
| Stringer, Harry K. | 1st A | 7 | Hutson, Furman R.      | FWT    | 7 |
| Boitano, Albino A. | 2nd A | 7 | Thorpe, Carl           | FWT    | 7 |
| Bordelon, Emoor S. | 3rd A | 7 | Steward's Dept.        |        |   |
| Bowen, Neal        | 3rd A | 4 | Gomes, Victor          | Ch Ck  | 6 |
| Price, Francis     | 3rd A | 7 | Aguilar, Francisco     | 2nd Ck | 7 |
| Chief Steward      |       |   | Bonner, Calvin         | MM     | 6 |
| Garcia, James      |       | 7 | Kelly, James F.        | UM     | 7 |
|                    |       |   | Weaver, Joseph F.      | MM     | 6 |

## Baytown Job Placement Center Closed

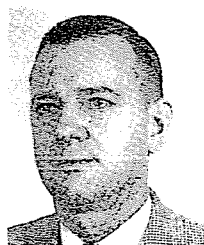
The Job Placement Center at the Baytown Refinery's Community Building No. 2 was closed on April 1 because of the small number of requests for assistance in finding new jobs. W. A. Scott, who spent several months at the Center, has returned to the Seagoing Personnel Office at the gate to the docks.

During his placement work, Mr. Scott found 45 jobs for 43 seagoing men (two men were placed twice). He will continue to keep in touch with employment opportunities for the benefit of employees and annuitants who want assistance.

## 30 Years' Service



Port Steward  
DeWitt A.  
Hodge  
March 12, 1963



Repair  
Inspector  
John B.  
Ireland, Jr.  
January 7, 1963

## TAFFRAIL TALK

Third Mate Paul W. Leatherman returned to the U. S. Public Health Service Hospital, Baltimore, Md., on April 1 for an extended stay. Mrs. Leatherman writes that he would appreciate hearing from his friends and shipmates.

Lawrence F. Walsh, who sailed as a Purser from 1948-51 and worked in the Operating and Traffic depts. for nearly 12 years, retired on April 1. He is now working for a ship broker in New York.

\* \* \*

A greater poverty than that caused by lack of money is the poverty of unawareness. Men and women go about the world unaware of the beauty, the goodness, the glories in it. Their souls are poor. It is better to have a poor pocketbook than to suffer from a poor soul.—Thomas Dreier

## SERVICE EMBLEM AWARDS

### ★ 30 YEARS ★



Robert I. Giddens  
Chief Engineer  
July 7, 1962



Cleveland A. Jones  
Chief Cook  
December 16, 1962

### ★ 20 YEARS ★



Elbert Leary  
Second Mate  
May 5, 1961



Davis L. Abernathy  
Second Mate  
December 16, 1961



William J. MacClymont  
Third Mate  
January 29, 1961

### ★ 10 YEARS ★

David G. Aguilar  
June 28, 1961

Warren J. Allison  
Sept. 30, 1961

Stanley R. Anthony  
May 19, 1961

Alban A. Antonio  
April 27, 1961

James V. Bearisto  
May 23, 1961

David P. Beam  
May 27, 1961

Melvin F. Bomhoff  
April 5, 1961

William J. Cain  
Dec. 6, 1961

John L. Carroll  
Dec. 7, 1961

David G. Caskey  
Aug. 10, 1961

Baltazar Contreras  
Sept. 16, 1961

Jose P. DeVale  
May 26, 1961

Robert V. Endres  
April 27, 1961

Charles T. Hudspeth  
April 4, 1961

Frank A. Hudy  
June 3, 1962

Mitchell McEwan  
June 10, 1961

Philip Pfender  
Aug. 26, 1961

Francis L. Picou  
May 5, 1961

James A. Roach  
Aug. 8, 1961

Donald T. Robinson  
Dec. 14, 1961

Julio R. Rodriguez  
July 6, 1961

Louis Shelbrick  
Dec. 9, 1961

Joao B. Silva  
Oct. 13, 1961

Joaquim D. Sousa  
Aug. 28, 1961

William E. Stanley  
June 14, 1961

Ling Ah Tay  
May 4, 1961

Gordon H. Vaag  
Sept. 8, 1961

Juan Videla  
Dec. 25, 1961

Herman L. White  
June 16, 1961

Werner Zoepf  
Jan. 12, 1962

## RECENT RETIREMENTS

SECOND ASST. ENGINEER TRAVIS W. McCARY retired from the Company on March 1 with 15 years' service but he plans to continue going to sea for five more years. Then he intends to retire again and raise cattle. He has a 200-acre farm in Center, Texas and 40 head of Charolais cattle.



All of Mr. McCary's service was in licensed Engine Dept. ranks. He came into the fleet as Chief Engineer in the *Fort Robinson*, which was purchased by the Company in Feb. 1948 and renamed *Esso Binghamton*. For several years he sailed as First Asst. and Chief Engineer and had five special assignments as Advisory Chief.

Mr. McCary and his wife, Mildred, have a daughter, 18 and a son, 15.



THIRD ASST. ENGINEER ALLEN CREECH. Perhaps it was three years in the Army (1924-27) that made Mr. Creech decide on a seagoing career. He joined the *J. M. Danziger* as OS in Jan. 1933, was Wiper, Fireman and Oiler in the *Beacon* and, by June, 1938, Third Asst. in the *T. C. McCobb*. He sailed throughout the War as Second and First Asst., spending

nearly two years in the *Dartmouth*.

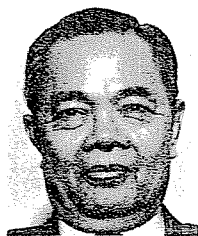
After three years ashore as a stationary engineer, Mr. Creech rejoined the fleet in Dec. 1949 and until his retirement, March 1, served mostly as Third and Second Asst. He and his wife, Patricia, live in Bayonne, N. J.

BOS'N ALEXANDER F. LANGE was born in Russia and was an arc welder in China from 1928 to 1940. He worked for a welding concern and a shipyard in Shanghai and for the Tsingtao and the Canton & Hong Kong railroads.



Alex first went to sea as a coal passer in the Greek ship *Victoria* in May, 1940 and survived the torpedoing of that vessel off London seven months later. After two more wartime years in a Swedish vessel, he joined Esso on June 4, 1943 as AB in the *Beaconoil*. He served 16 months in that ship and 15 months in his next, the *W. H. Libby*. He was Bos'n for 16 years prior to his retirement March 1 with nearly 20 years of credited service.

Residents of Staten Island, N. Y., Mr. and Mrs. Lange have two children, Alexander, 13 and Linda Ann, 10.



CHIEF COOK RAFAEL M. NILO was 15 years old in 1914 when his mother sent him to Manila to go to school. Instead, he went to work as a longshoreman and then signed on in an American schooner bound for Australia. After the ship was wrecked in the Solomon Islands, Mr. Nilo got another sailing vessel to California, where he shipped out in U. S. Shipping

Board, Standard of Calif. and American Hawaiian vessels.

Mr. Nilo had 24 years in the fleet. His service was continuous as Chief Cook from Dec. 1939 and included 11 vessels during World War II. Since retiring March 1, he has moved from New York City to Phoenix, Arizona.

MM/SECOND PUMPMAN JESSIE A. SCHOOLING, a resident of Baltimore, started his 19 year career with the Company in the *G. Harrison Smith*. He sailed as Wiper, FWT, Oiler and Storekeeper for 24 months in that vessel between 1942-44. He was also Oiler in four other vessels during the War years. From Aug. 1952 until his retirement on Feb. 1, he served as MM/2nd Pumpman and Oiler, most recently in the *Esso Greenville*.



OILER LOUIS MAROT retired March 1, 41 years after he signed on in his first Company tanker, the *John D. Rockefeller*. He was in and out of the fleet during the 1920s and early 30s but sailed continuously as Oiler from Aug. 1934 on, for a total of 32 years of credited service.

Mr. Marot was a survivor of the torpedoed *Esso Aruba* on Aug. 28, 1942 and continued throughout the War in the *Fred W. Weller* and *Beacon*. His last ships before retiring to his home in West New York, N. J. were the *Esso Dallas* and *Esso Huntington*.

SECOND COOK BRAULIO L. VILLANUEVA. Born in the Philippine Islands 65 years ago, Mr. Villanueva was a school teacher before he decided to be a seaman. He started with Standard of Calif. in 1924, served nine years in the U. S. Coast Guard before and during the Second World War and also sailed in several dry cargo ships and tankers. His 15 years of continuous service in the Esso fleet — beginning with the *Esso Bridgeport* in Feb. 1948 and ending with his retirement, March 1 — was as Second and Chief Cook.



Mr. Villanueva and his wife, Maria, live in Bayamon, Puerto Rico. They have a daughter, Gloria (married to a U. S. Army Captain) and two sons, Pedro and Raul.



MESSMAN RUDOLPH TAYLOR retired Feb. 1 with 24 years in the Steward's Dept. The *H. H. Rogers* was his first ship (Dec. 1937) and he served continuously until May 1945, shipping out in eight vessels during the War. He returned as Second Cook in the *Esso Raleigh* in March 1946 and has been Messman and Utilityman for the past 11 years.

Mr. Taylor was born in England and makes his home in New York City.