ESSO FLEET NEWS

PUBLISHED BY THE MARINE DEPARTMENT, HUMBLE OIL & REFINING COMPANY

Volume 13, Number 3 February 15, 1971

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A PLAQUE for the best Inland Waterways safety record for 1970 was presented by R. C. Curtis, left, Marine general manager, to E. E. Claypoole, manager of the Baltimore Branch Office. Mr. Claypoole received the plaque on behalf of employees assigned to the Baltimore branch, which also includes those at Paulsboro and Norfolk. The group worked 201,480 manhours last year with only one reportable accident. The award was made during a two-day meeting in Houston attended by all branch office managers.

Safety Program Initiated For IWW

The Marine Department has initiated a new safety program designed specifically for use by its branch offices to improve working practices and reduce accidents.

The program centers around a safety coordinator appointed by the branch manager. The coordinator will hold regularly scheduled safety meetings, either ashore or aboard vessels, and periodically inspect floating equipment. He will also be furnished monthly safety posters prepared for marine use by the National Safety Council for posting at shore installations and in floating equipment and a monthly operational safety bulletin for distribution to Inland Waterways employes.

The inland firefighting training program currently held at New York, Baltimore, Paulsboro, Baton Rouge, and Baytown will be expanded to include Port Everglades and Boston.

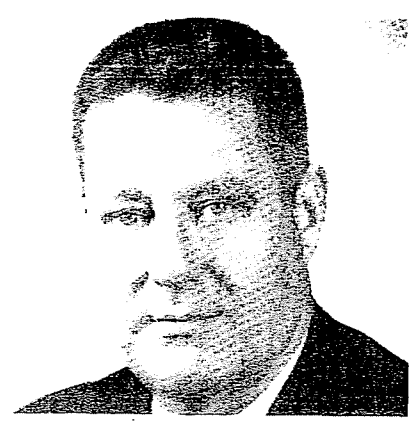
Gordon Named Asst. Operations Manager

James Gordon, formerly superintendent of Maintenance and Construction at Baytown Refinery, became assistant operations manager of the Marine Department, effective February 1.

Mr. Gordon graduated from the U. S. Merchant Marine Academy at Kings Point, New York, with a degree in Marine Engineering in 1944. He served as engineering officer in a Navy submarine tender in the Pacific from 1944 to 1946. He joined the Jersey Marine Department in 1947 and also saw sea service with its affiliate, Panama Transport Company. Between October 11, 1947, and October 1, 1951, he served in various vessels as 2nd assistant engineer, and 1st assistant engineer.

While with Jersey Marine, Mr. Gordon attended New York University and received a mechanical engineering degree in 1952. That same year, he joined Bayway Refinery where he served in various technical and supervisory positions until his transfer in 1968 to Baytown Refinery as assistant superintendent of Maintenance and Construction. He

(See GORDON, page 2)



Gordon

EXX-MOR-007580

IMPORTANT NOTICE

Be Sure Beneficiary Form Is Correct

Sent in your Family Adjustment Insurance Beneficiary Designation yet? If not, Ed Fischer, head of Marine Benefits and Claims, urges you to read the instructions accompanying the form carefully.

"We have received a number of the forms, but most of them were filled out incorrectly," he said. "Those who made mistakes simply did not follow the instructions which were attached."

Employees who made mistakes have been sent new forms and a sheet indicating their mistakes. "If after reading the instructions, should you have questions on how to complete the forms, please ask the master of your ship, a Branch representative, or call the Marine Benefits and Claims office in Houston," Fischer said. "We need the forms returned promptly."

Most of the mistakes have been made by employees who have completed and/or signed more than one of the three sections of the form, or have checkmarked and circled numerals in the Standard Designation section.

"Only **one** of the three sections should be selected, signed, witnessed, and dated," Fischer emphasized, "If more than one section is completed, then the form is void."

To establish necessary records for proper settlement under the Family Adjustment Insurance Plan in the event of death, it is necessary that each eligible employee complete the form and return it to Marine Benefits and Claims.

A 'First' For Barge

The Enco Port Everglades, push-towed by the tug Enco Sunshine State, loaded cargo at Baton Rouge Refinery for the first time since both units were christened last November. The tug-barge combination left Port Everglades on February 5, arrived at Baton Rouge on February 10, loaded a mixed cargo and returned to Port Everglades, arriving there on February 14. The barge and tow have been operating principally between Baytown Refinery and the Port Everglades terminal.



A 30-YEAR SERVICE EMBLEM and watch were presented to Captain James D. Lawton, master in the Esso Lima, when the ship was at Baytown recently. From the left are Captain Robert F. Stap, assistant port captain; Captain Lawton; Wilbur Cottle, manager of the Baytown Branch Office; Paul J. McEwan, head of Marine Personnel Services Section; and Captain T. K. Lawton, brother of Captain James Lawton and master in the Esso Lexington. Although the two brothers have undoubtedly passed each other many times in mid-ocean, this is the first time since 1957 that their two ships have been in port together.

Ship Radios For Help To Rescue Small Boat

The Esso San Francisco was sailing in choppy waters about 30 miles south of Miami on January 16 when at approximately 0430 a small boat was sighted rapidly blinking an SOS.

"We slowed our vessel and rounded up to offer assistance," explained Captain R. J. Boxwell. "By the time we had done this, the small boat had made it to a nearby buoy. We hove to off this position, unable to go very close due to shallow water. We contacted the Coast Guard at Miami and informed them of the situation and stood by until help arrived in the form of a commercial fishing vessel, which was nearby, followed soon by a Coast Guard boat. At 0730, we were released by the Coast Guard and proceeded on our way.

"Although we merely stood by during the entire event, all of the ship's personnel who were asked to be of service responded admirably and were quite ready to go further if the need seemed apparent," Captain Boxwell said.

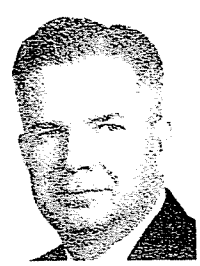
(GORDON, continued from page 1)

was named M&C superintendent in January 1970, the position he held at the time he was named assistant operations manager.

Stanley B. Haas, formerly assistant operations manager, replaces Wilbur W. Cottle as manager of the Baytown Branch Office. Mr. Cottle has elected to retire effective August 1, and until this time, he will assist Mr. Haas in the operation of the Baytown facility.



Haas



Cottle

Dividend Declared

The Board of Directors of Jersey Standard on January 27 declared a cash dividend of 90 cents per share on the capital stock, payable on March 10, 1971, to shareholders of record at the close of business on February 10, 1971.

This dividend is the same as that paid in the first quarter of 1970. Dividend payments for the full year 1970 totaled $3.75 per share.

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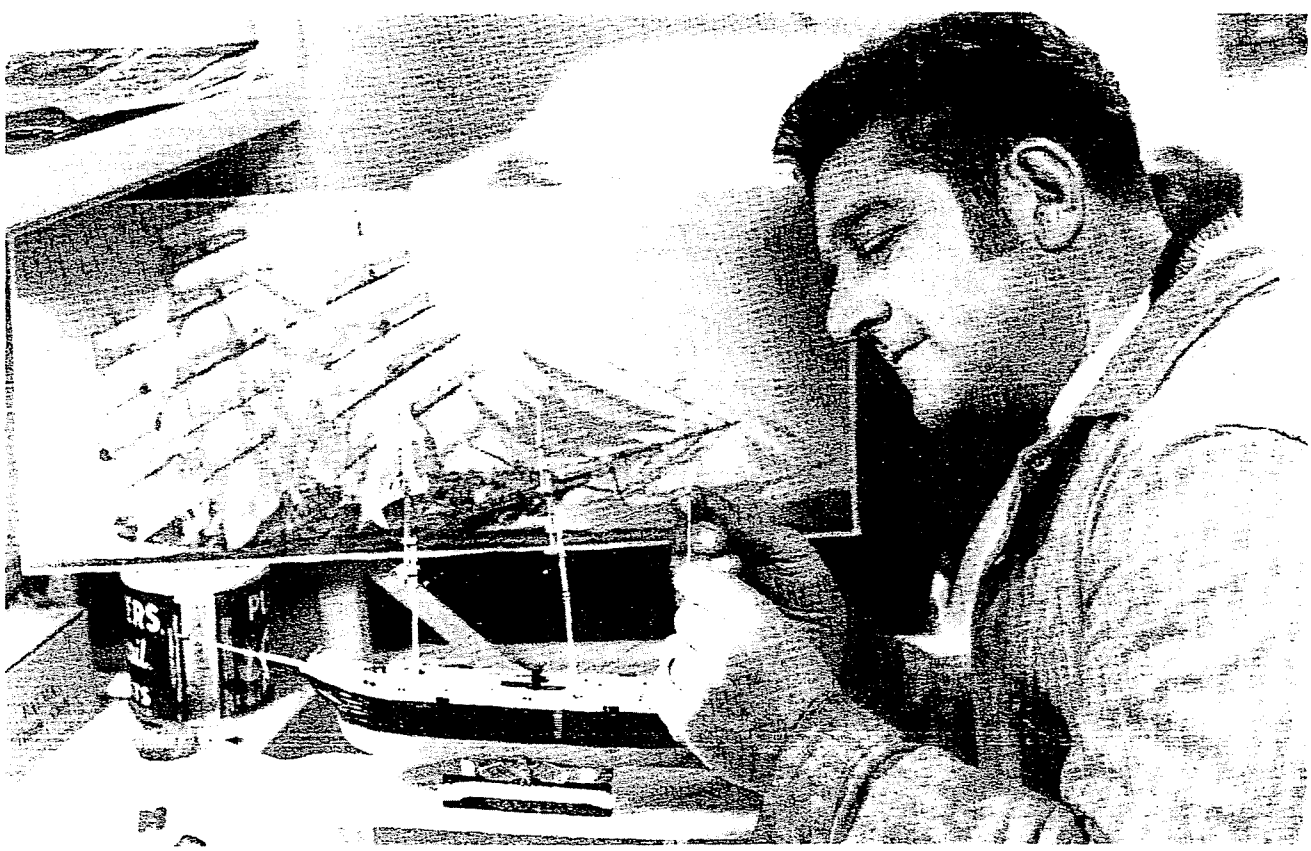
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TAFFRAIL TALK

IT SEEMS THAT upon retirement, a large number of seagoing personnel do two things: first, they take a trip (by car) lasting from several weeks to several months. Second, they look for something to keep them busy. Such is the case of John D. Hall, Sr., who retired last June as a 2nd mate in the fleet where he had more than 33 years service. He writes that he and Mrs. Hall spent from July 7 to August 15 on an extensive motor trip around the U.S. Then they came home to Annapolis, Maryland, where Mr. Hall found employment by the State of Maryland in the courthouse at Annapolis. "I truly enjoyed my seagoing career, but I must admit that shoreside living and working is nothing short of great," he wrote to Ed Fischer, head of Marine's Benefits and Claims Section. "I want to extend to my friends and associates, both in the office and in the fleet, my appreciation for making my career a pleasant and rewarding one," Mr. Hall wrote, and added: "In summing up, I'd like to say that Humble's Benefit Plans and the employee's careful planning for the future make a real good combination for retirement life."

JELLYFISH may be useful in the balance of nature, but Captain Arthur Smith, master of the Esso Houston, knows one thing that they aren't good for—loading operations. Captain Smith reported that "millions of jellyfish" gathered in the water around his ship at Harbor Island and were sucked up against the intake valves, shutting off the vessel's supply of water to its condensation system. An estimated 10 hours delay in loading operations was caused by the incident. Sailors have given the jellyfish a more colorful name because of its unusual spherical shape: "Cabbage Head."

CAPTAIN AAGE PETERSEN, who was master of the Esso Gloucester (now Enco Gloucester) when he retired in 1957 after 34 years of service, writes from his home at 119 Oakleaf Drive in San Antonio, Texas: "I enjoy reading Fleet News because it is a wonderful way to keep in touch with former shipmates. I notice how the ships are growing bigger and bigger. I am growing bigger, too, as the years go by—an indication of how I'm enjoying life as a Marine Department annuitant."



A NUMBER OF Humble seamen build models of various kinds during their leisure time. But probably there aren't many who have been building model ships for as long as Ralph Giove, AB, in the Esso New Orleans. He has been putting them together for nearly 20 years, averaging about two a year. He builds some out of plastic, such as the USS Alliance shown here. These don't take as long as the models he makes from wood. He pays $75 and $80 for some wood-model kits. He built the 24-inch Cutty Sark, shown in the drawing, out of wood. "Counting the price of the kit and the time and labor that goes into putting one together properly, a commercial model builder would charge about $100 an inch, or about $2,400 for the Cutty Sark," he says. What did he do with the Cutty Sark? He gave her away —as he does most of the models he builds.

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EXX-MOR-007582

RECENT DEATHS

Captain Harry Stremmel, who retired from the fleet in 1946, died January 18 at the age of 88. He lived in Staten Island, New York.

Captain Stremmel first sailed in a company vessel in 1902 when he joined the bark Acme at Honolulu as AB. He later sailed as AB and quartermaster in two Esso steam vessels, the Atlas and the City of Everett.

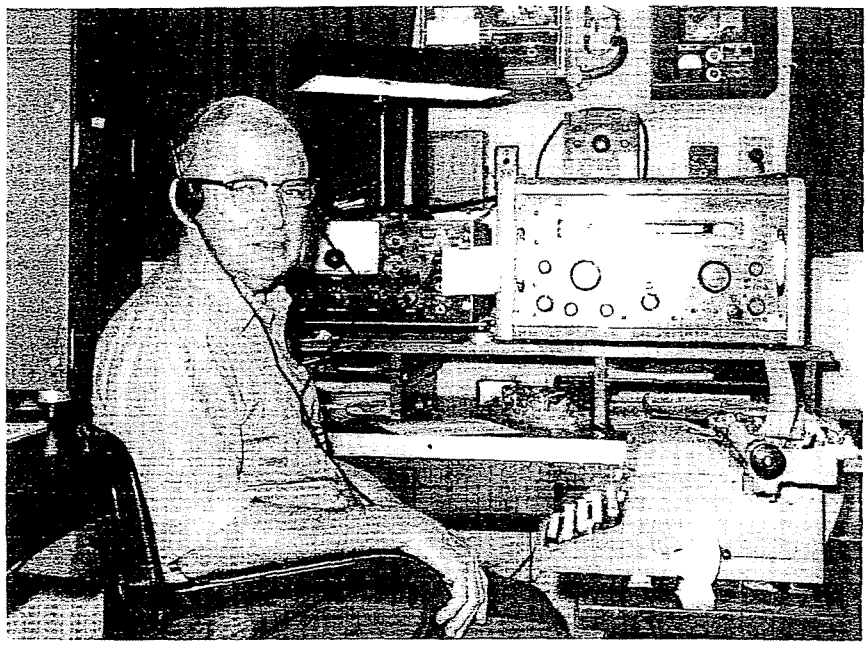
He left Jersey Standard in 1905 and for 17 years he served with various shipping companies, both at sea and ashore. He served as an officer in the Navy during WW I when he became commanding officer of the Kittery, a supply vessel.

He returned to the Esso fleet in 1922 as a chief mate. A year later, he became master and served in this capacity in several company vessels.

Captain Stremmel worked in several shore assignments for the company during his career. At the time of his retirement, he was mooring master and assistant port captain responsible for docking and undocking ships of the Esso and Panama Transport fleets in New York Harbor. He is survived by a a son.

Captain Julius G. Petersen, who retired from the Inland Waterways fleet in 1956, died at his home in Staten Island, New York on December 23, 1970. He was 79. In 1946, he transferred from Socony Vacuum Oil Company to the Esso inland fleet at New York as barge captain. He sailed in that capacity until his retirement in November, 1956, with more than 36 years of company service. He is survived by his widow, Mrs. Inga Petersen.

Ralph B. Petersen, Jr., died in St. Petersburg, Florida, on January 15. He was 64. Mr. Petersen joined the company as an ordinary seaman in 1932 in the Walter Jennings. Upon retirement, he was the second senior bos'n in the fleet. He had sailed in that capacity since December, 1945. His last assignment prior to retirement in 1966 was as bos'n in the Esso Huntington.



THE PHOTO ABOVE shows William A. Durio on his last voyage as radio officer in the Esso Lexington before he retired on January 1. His shipmates gave him a Polaroid camera and wished him a long and happy retirement on his "plantation" in Louisiana.

Robert McCammon Joins Marine Labor Relations

Robert H. McCammon, formerly in the professional recruiting section in the Employee Relations Department, was assigned to the Marine Department January 1. Mr. McCammon's primary duties will be in the field of labor relations with some assignments in training. He will report to Captain Don Graham, who was named the Marine Department's employee relations coordinator last October.



Mr. McCammon joined Humble in 1964 as a retail sales trainee in marketing. After various assignments, he was named sales supervisor in 1968. He transferred to the professional recruiting group in 1969.

He received a BS in Physics from the University of Redlands in Redlands, California. He is married and has a son.

Branch Managers Attend Two-Day Meeting

Managers of Marine Department branch offices attended a meeting in Houston on February 4 and 5, during which they reported on their respective areas of operation and listened to talks by Marine Department managers from the headquarters office.

Subjects discussed during the two-day session included operations and personnel procedures and pollution control costs. Marine General Manager R. C. Curtis moderated the meeting which also included a number of question and answer periods.

The following branch managers participated in the two-day event: W. W. Cottle, Baytown; S. V. Gardner, Baton Rouge; J. W. Bennett, Boston; E. E. Claypoole, Baltimore; A. Giallorenzi, New York; R. T. Williams, Jr., San Francisco; and J. H. Jorgensen, Port Everglades.

ESSO FLEET NEWS is published every other Monday for active and retired employees of the Marine Department, Humble Oil & Refining Co.; Russell C. Curtis, 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 4193, Houston, Texas 77001.

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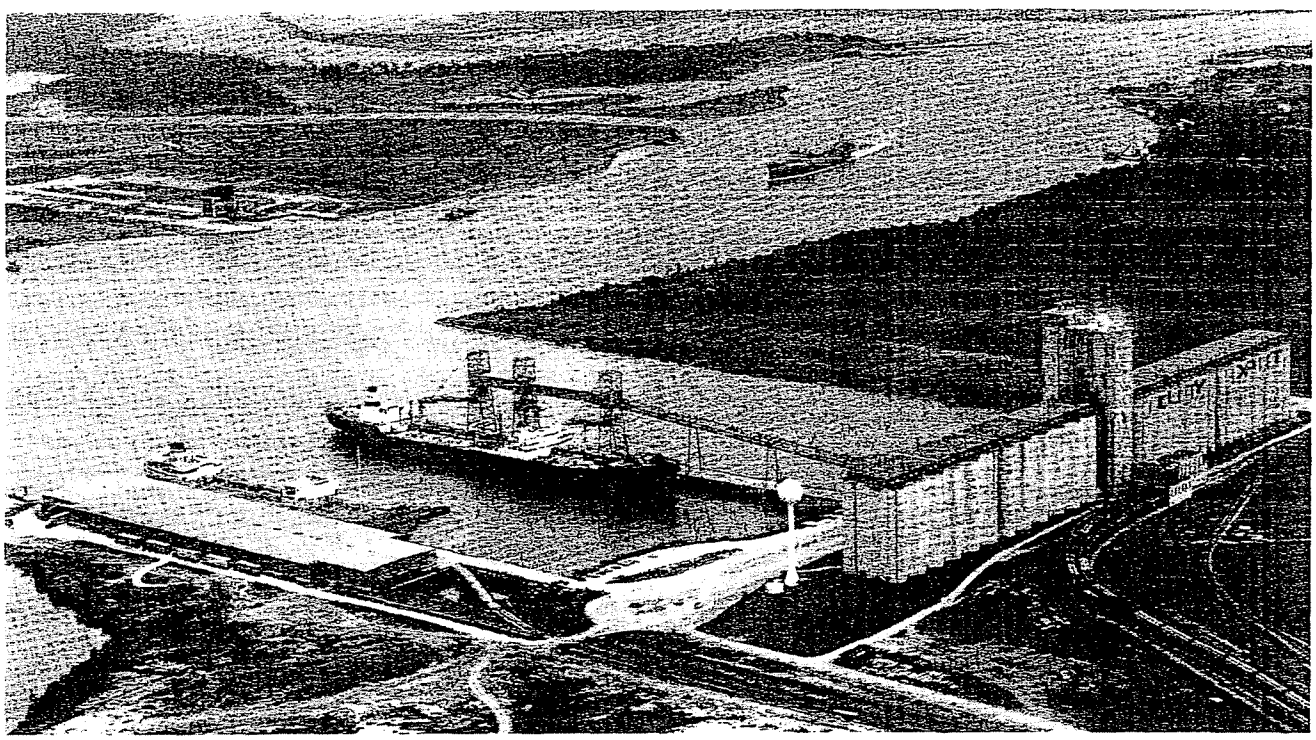
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The ESSO BOSTON loads wheat at the Equity Export Corporation grain elevators at the Port of Houston.

Esso Boston To Foreign Port

For the second consecutive year the *Esso Boston* departed May 4 for a foreign port. Last year the vessel traveled to Istanbul, Turkey with a shipment of grain. This year she is on her way with 48,800 tons of wheat destined for Calcutta.

The 50,000 DWT vessel docked at the Equity Export Corporation grain elevators at the Port of Houston April 28 to complete preparation for the trip and to load the grain.

Rose boxes were installed aboard the ship for emergency removal of water. Sounding pipes were installed and the cargo suction lines were sealed up to prevent grain from getting into the ship's lines. The *Esso Boston* also will be equipped with rubber fenders for protection while discharging into lighters offshore.

Similar preparations were made last year when the vessel was being readied for its trip to Istanbul. At that time 905 boxcars of grain totaling 48,000 tons, were loaded aboard the tanker.

This year the *Esso Boston* is under the command of Captain Jack Morrell. He was master of the *Enco Gloucester* when she

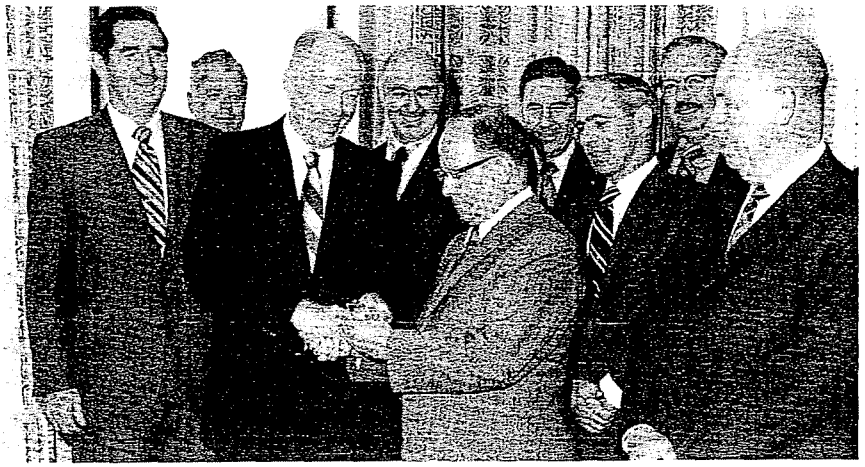
(See BOSTON DEPARTS, page 2)

Fund Has Third Option

A third investment choice became available to Humble Thrift Fund participants effective May 1. Brochures describing the new option have been sent to all seagoing personnel. Also a letter and material providing more detailed description of the new option were sent to all ships April 23.

Questions regarding the new Equity Portfolio plan should be directed to Paul J. McEwan, head of personnel services.

EXX-MOR-007584



Marine Department general manager R. C. Curtis presents Captain Harry Bansen with an annuitant emblem. Captain Bansen, who retired May 1 with 42 years of service was honored by Marine Department personnel recently. Attending the presentation ceremonies were from left: Sydney Wire, assistant general manager, Captain F. L. Hooper, port captain who retires June 1, Mr. Curtis, Captain Donald E. Graham, newly appointed employee relations superintendent, Captain Bansen, E. W. McNeil, Jr., administrative manager, Captain L. H. Earle, recently named port captain replacing Captain Hooper, Paul McEwan, head of personnel services, and J. G. Moffitt, operations manager.

Captain Bansen Wants To Start Again

Captain Harry Bansen retired May 1 with 42 years of service with the company. But if he had his choice he would like to be starting out again right now.

(BOSTON DEPARTS,
continued from Page 1)

carried grain to Pakistan last year.

This is the first load of grain carried by a Humble ship this year. Last year our tankers were involved in four movements of grain totaling more than 200,000 tons.

The *Esso Boston*'s scheduled calls are Trinidad and Capetown for bunkers, and Pondicherry, and Calcutta. At Calcutta, the ship will be met offshore by lighters for discharge. The 39-foot, five-inch draft of the ship is too deep for her to go directly to dockside.

The *Boston* is the second Humble ship on her way to India. The *Esso Newark* departed May 6 for Bombay with a shipment of lube oil.

"A seaman's life today is great compared to what it was like when I started out," says Captain Bansen, who began his Humble career as a 3rd mate aboard the *J. M. Danzinger* in 1929. "Being aboard ship is like living in a hotel. Air conditioned quarters were unheard of when I began my career," he continued. "And we had to stay on the ship over a year, sometimes two. Now the crew spends 80 days on and 40 off. Quite a change."

Captain Bansen says that not only have the ships become better equipped but the seamen are much better educated than when he started. "I can see a lot of progress in the way shipping is handled today."

The officers and men of the *Esso Huntington,* Captain Bansen's last ship before retirement, honored him with a going away party. He was presented with a combination clock-barometer set, a scrimshawed desk set, and a loose leaf folder signed by seamen throughout the fleet and marine personnel ashore.

Captain Bansen also was honored by Marine Department personnel in Houston April 26 with a special luncheon recognizing his retirement and service to the company. Those attending the luncheon included R. C. Curtis, Marine Department general manager and Sydney Wire, assistant general manager.

Now that he has retired, Captain Bansen says he has nothing special planned except an extended trip to the west coast to see his children, and then settle down at home to tend his flowers. Hunting and fishing also will play a role in his retirement plans, he says.

Pettersen Honored For Rescue Role

Kjell Pettersen, tugboat deckhand, Inland Waterways Fleet, was honored recently by the Life Saving Benevolent Association of New York for his role in rescuing a man from drowning.

Mr. Pettersen received a bronze medal pin and $50 for his part in the rescue of a seriously burned man who had fallen into the water following an explosion at a tank cleaning facility along the Kill van Kull in New Jersey in November 1969.

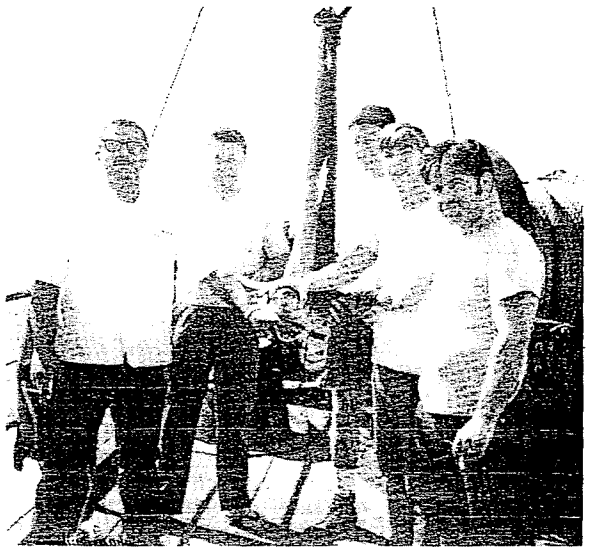
Aboard the *Esso Garden State* when the explosion occurred, Mr. Petterson dove into the water and swam to the injured man's aid with a lifeline from the tug.

Pereira Retires

JULIO P. PEREIRA, steward, retired May 1 with 29 years of service.

Mr. Pereira joined the company in 1934 as second cook in the *Princeton.* He first served as chief cook aboard the *Ethyl* in 1937 and as steward in the *Esso Utica* in 1947. His last ship was the *Esso Bangor.*

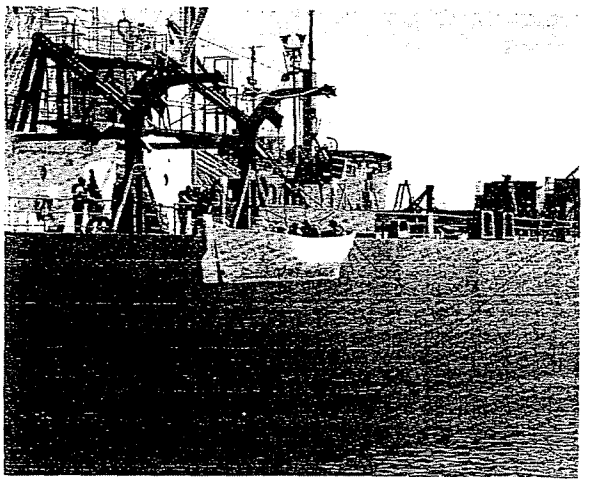
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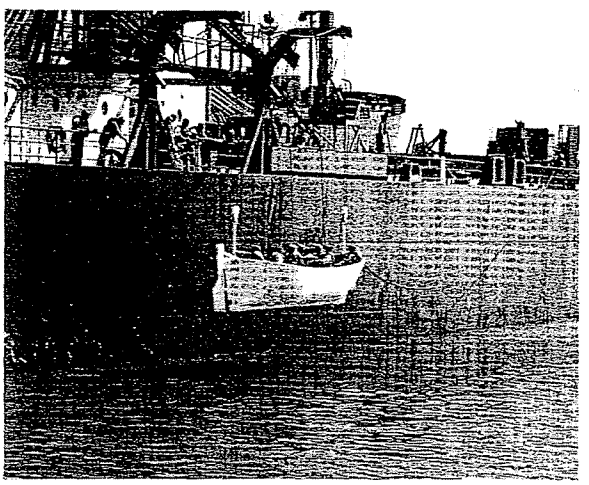


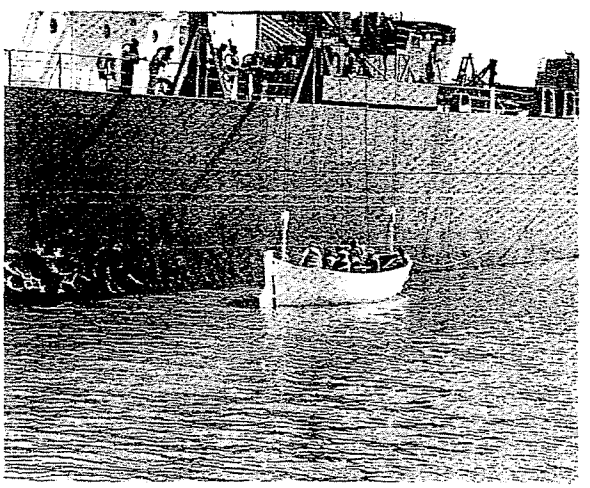
CREW MEMBERS of the *Enco Gloucester* found a non-paying passenger on deck one morning, writes Richard Ivey, messman. A shark had washed aboard the vessel during the night while the *Gloucester* was en route from Ventura to San Francisco. After encountering the rough weather and ice conditions of Alaska, being rocked by the San Fernando Valley earthquake, and now collecting sharks, one might wonder what other strange phenomenon lay ahead for those in the *Gloucester,* he tells us. From left in the picture are Joaquim Pires, baker, Harry Powell, AB, Bob Stehlgens, AB, Ivey. and Clarence Domingo, Jr., OS.

A SON AND HIS ACCOMPLISHMENTS are a source of pride to a father and Captain Arthur Moore is no exception. Captain Moore, master of the towboat *Esso Maryland,* is justifiably proud of the accomplishments of his son, Brad, on the basketball court. Brad, 6-4 pivotman for Hall-Dale High School in Hallowell, Maine, led his team to a 21-0 record and Class C State Championship with a 27 point plus per game average. The youth set a half-dozen records in scoring, assists and rebounds and was nominated and named to several high school post season all-America and all-state teams in Maine. His jersey number was retired, marking the first time the school had ever honored an athlete in that way.

SAFETY IS AN IMPORTANT part of operations aboard Humble ships. In the series of pictures at right officers and men in the *Esso New Orleans* are put through their paces in lifeboat drill procedures. Captain George Beck directed the activities which were conducted at Baytown just before the ship departed. The drill was carried out as a Coast Guard requirement. Captain Beck said Humble ships normally conduct boat launching drill once every three months.







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EXX-MOR-007586

RECENT DEATHS

LESTER H. ROBINETT, 53, died of an apparent heart attack at his home in Fairfield, Connecticut on April 12.

Mr. Robinett, who was medically retired March 1, 1971 with 22 years of service, joined the company as an AB in the *Esso Nashville* in 1948. He sailed in various company vessels throughout his career. His last assignment was as chief mate in the *Esso Seattle*.

SAMUEL W. ROYAL, AB, died of an apparent heart attack April 2 at his home in Richmond Hill, New York. He was 69. Mr. Royal joined the company in 1937 as AB and upon his retirement February 1, 1967, he was the second senior AB in the fleet. His ship for the last three or more years prior to retirement was the *Esso Huntington*. He was a member of the ETMA negotiating committee every year from 1946 to 1958.

SUNE ERIKSSON, 68, annuitant, died March 3 in the Sailors' Snug Harbor infirmary in Staten Island. Mr. Eriksson took disability retirement in 1963 with 17 years of service. He was a fireman/watertender.

Mr. Eriksson joined the W. H. Libby as fireman in 1945, was fireman/watertender in the F. H. Bedford, Jr. in 1946, and sailed in that rating until retirement.

JOAQUIM L. GONSALVES, 75, annuitant, died March 27 at home in New Bedford, Massachusetts. He had been in poor health for some time.

Mr. Gonsalves first joined the company in 1936 as second cook in the *Cerro-Azul* and sailed as chief cook with some breaks in service until 1942. He returned to the fleet in 1945 as chief cook in the *Esso Charleston* and sailed in various ships in that rating and as steward until his retirement in 1960.

Mr. Gonsalves is survived by his son Joao, who is a cook in the fleet, and two daughters.

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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 4193, Houston, Texas 77001.

The Mis-Adventures of

J. Stumbleprone McFracture



Mac was removing nuts from a spoolpiece on the midship cargo connections. When the wrench slipped, he struck his left elbow against the next flange. Although we weren't there, we feel safe in stating that this resulted in acute and instant anguish, accompanied by an emotional outburst of strong language.

Might it not be more prudent to keep the vulnerable elbows fairly close to the ribs during such operations? Gives you better leverage, too. Also, beware of loose-fitting open end wrenches; when you have a choice.

Esso Foundation Announces Grants

The Esso Education Foundation has announced three grants totaling $163,800 for experiments in higher education. Recipients are the University of Michigan ($74,000), Purdue University ($49,900), and Oklahoma State University ($39,900).

The grants were made under the Foundation's SPUR (Support for Promoting the Utilization of Resources) program. One of seven Foundation programs, SPUR underwrites innovations that promise to lead to more efficient and effective undergraduate education through better use of resources. Since SPUR was initiated in 1964, more than $2.2 million has been allocated for 56 experimental projects.

The grant to the University of Michigan will underwrite the development of a set of training and reference materials aimed at making computing resources accessible and understandable to the non-specialist.

The grant to Purdue will be used by the School of Mechanical Engineering to develop a system of computer-simulated engineering design.

At Oklahoma State University, faculty from the English, speech, and philosophy departments will develop an inter-disciplinary course in critical thinking.

The Esso Education Foundation is supported by Standard Oil Company (New Jersey) and a number of its domestic affiliates including Humble Oil & Refining Company, Esso Research and Engineering Company, Esso Production Research Company, Humble Pipe Line Company, and Enjay Chemical Company.

Last Lost-Time Injury In Esso Fleet March 19

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R. C. Curtis Accepts New Position

R. C. Curtis, Marine general manager since February 1, 1970, has been named a director and vice president for Esso Eastern Inc., a subsidiary of Jersey Standard. His position becomes effective August 1. He will be responsible for Exploration, Production, Gas, and the new Minerals Department of Esso Eastern which is moving its offices from New York to Houston this summer.

Mr. Curtis joined The Carter Oil Company in 1937, soon after graduating from Texas A & M University with a degree in chemical engineering. After serving as a roustabout and performing other jobs in oil fields, he became an engineer for the company, serving in Tulsa and Oklahoma City until 1942 when he joined the Air Force.



R. C. (Rusty) Curtis

In 1945, he returned to the company as an engineer in the Production Department at Tulsa. In 1947, he became assistant division engineer at Oklahoma City and was named division engineer in 1948. Since then, Mr. Curtis served as division production manager at Billings, Montana; division manager at Mattoon, Illinois; vice president and later president of Jersey Production Research Company at Tulsa; assistant general manager and later general manager of Humble's Southwest Region, becoming general manager of Humble's Minerals Department in 1966. He held this position until February 1, 1970, when he was named to head the Marine Department.

A new general manager of Marine had not been named at *Fleet News* presstime.

Personnel In Enco Gloucester Complete Two-Day Fact-Finding Voyage In Alaska

The *Enco Gloucester,* with only a short time remaining before her retirement from the Humble Fleet, has just completed a fact-finding voyage to Port Valdez, Alaska, site of a proposed trans-Alaska pipeline terminal on Prince William Sound.

The *Gloucester,* which normally operates along the California coast and to and from terminals in Cook Inlet, Alaska, arrived at Valdez on June 9 and spent about two days in the sound where her crew conducted tests to determine what difficulties, if any, might be encountered in anchoring tankers there, and to determine the quality of radar targets in the area. Tests were performed with completely modern instrumentation, including Loran, two radar units, and a direction finder. Strain gauges were installed on the ship's anchor windlass brakes to record the pull in pounds on the cables during anchor tests. The *Gloucester* entered the port at Valdez and turned back into Prince William Sound to

(See **GLOUCESTER**, page 6)

Captain J.G. Moffitt, F. Aimes Smith Are Named To New Posts

Captain J. G. Moffitt, Marine operations manager, has been named to fill a newly created position of Advisor to the General Manager, effective July 1.

F. Ames Smith, currently environmental conservation manager, Marine Department, will replace Captain Moffitt as operations manager. Concurrent with this move, responsibility for all environmental conservation activities will be placed under Operations.

"In this new position Captain Moffitt will be primarily responsible for advising on pending legislation, on regulations affecting Humble Marine transportation, and on activities of marine industry trade associations related to

(See **MOFFITT**, page 6)

EXX-MOR-007588



Participants in the presentation ceremony in the Houston Office where Humble received the National Weather Service's Public Service Award were, from the left: Arthur Talamantes, meteorological officer for the Port of Houston; R. C. Curtis, Humble Marine Department general manager; R. H. Venn, Humble vice president and director in charge of the Marine Department, who received the certificate for the company; and Ervin Volbrecht, meteorologist in charge of the Houston National Weather Service office.

Tanker Fleet Gets Public Service Award For 20 Years Weather Reporting At Sea

For 20 years ships in Humble's Esso Fleet have been voluntarily reporting weather conditions at sea to the National Weather Service. The weather service uses the daily reports, along with those from other sources, in producing weather charts and making frequent radio forecasts used by ships and other interests in maintaining shipping schedules and protecting life and property at sea. The marine reports are also helpful to fishermen, boating enthusiasts, and others who use the water for recreational purposes.

In recognition of the fleet's 20 years of 100 per cent participation, the National Weather Service on June 7 presented its Public Service Award to the Humble Company. Accepting the award on behalf of the company were R. H. Venn, Humble vice president and director in charge of the Marine Department, and R. C. Curtis, general manager of Marine.

Of particular interest to the National Weather Service are reports sent in by ships in the hurricane season which usually lasts from June to November. Because many ships in the Humble Fleet sail in the Gulf Coast storm belt, they are considered as one of the weather service's best sources of information. The director of the National Weather Service recently wrote to masters of Humble vessels and others asking them to be prepared to transmit reports during the hurricane season now in effect and urging them to send special messages while sailing through stormy conditions. "Your reports are important supplements to the normally sparse oceanic observational network our forecasters must rely on for preparation of tropical advisories and warnings for high seas broadcasts," the director said.

Weather reports are prepared in code by one of the ship's officers trained in making the delicate observations called for in the report. The ship's radio officer sends these coded reports to a U.S. Coast Guard receiving station or other participating government or commercial radio station in the zone where the ship is navigating, as designated in his Marine Weather Services booklet. Reports are normally sent at 0000 hours and at 1200 hours GMT. A more detailed report is sent by mail from the ship's port of call. Of course, during storms and hurricanes, the radio reports are issued much more frequently than twice daily. Sometimes, the weather service may request a ship in an area of suspected storm development to make special observations at frequent intervals to enable the weather service to study the situation and be prepared to plot the storm's path and issue reports quickly should it become necessary.

All of the information received from ships at sea is funneled into the Weather Service's National Meteorological Center (NMC) at Suitland, Maryland. There, along with information from other sources, the reports are assembled and compiled instantaneously by sophisticated, high-speed computers into national and international maps on which expert meteorologists make the final notes of weather conditions and forecasts. Although ship's masters and others cannot do anything about changing the weather, they can anticipate weather by having good large-area forecasts provided by the National Weather Service as well as the more specialized local forecasts furnished by private concerns.

The NMC transmits about 450 facsimilie charts and 200 teletypewriter messages daily, and distributes more than 2,500 copies of weather maps. Information flows out of NMC on some 40 teletypewriter circuits (the same circuits used in receiving the messages from local weather stations) to participating radio stations and on a dozen facsimilie circuits—curcuits which transmit weather maps and computer-prepared satellite photomosaics. In the U.S. alone, there are more than 1,000 facsimilie receivers. Weather information goes to other nations and to ships at sea over international cable and radio links from coastal relay points.

Meteorologists point out that even with today's weather satellites and other exotic weather surveillance systems, they would be seriously hampered without the ship's reports from sea on exact readings of barometric pressure, humidity, wind, ocean temperature, and other weather elements.

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EXX-MOR-007589



Receiving the Jones F. Devlin safety awards for five ships in the Humble fleet are, seated from the left, Al Giallorenzi, manager of the New York Branch Office, and Al Randall, Marine safety officer. Standing from the left are James J. Reynolds, president of the American Institute of Merchant Shipping, and Captain Jones F. Devlin, retired vice president in charge of operations for the United States Lines, originator of the awards.

Five Ships Get Safety Awards

Five Humble ships came in for industry-wide recognition on June 8 when they, along with ships owned by other companies, were presented Jones F. Devlin Awards for outstanding personnel safety records.

The awards were made during the Annual Ship Safety Awards Luncheon held in New York and co-sponsored by the National Safety Council's Marine Section and the American Institute of Merchant Shipping (AIMS). About 150 representatives from all segments of the U.S. maritime industry and top-flag rank U.S. Coast Guard officers attended the luncheon during which the Devlin Awards were presented to 70 ships of 16 different U.S.-flag companies—more than double the awards given last year.

Awards were presented to ships that operated for two or four consecutive calendar years without a lost-time personnel injury reportable to the National Safety Council. Ships with personnel operating five or more injury-free years received Special Awards. The *Esso Gettysburg* received one of these latter awards with a record of more than five years without a lost-time personnel injury.

Other Humble vessels receiving Devlin Awards are the *Esso Chester* and the *Esso Houston*, four-year awards; and the *Esso Bangor* and the *Esso Dallas*, two-year awards. The awards will be presented in the near future to these vessels.

"Safety is fast becoming the watch word of the American Merchant Marine," said James J. Reynolds, AIMS president. "In the past year, the maritime industry has conducted what amounts to a national campaign to promote safety at sea, on the docks, and in the shipyards. The results are heartening as measured by the dramatic increase in the number of excellent safety records of vessels and companies being honored here today. They illustrate graphically that our shipping fleet is the safest and our seamen the best cared for in the world."

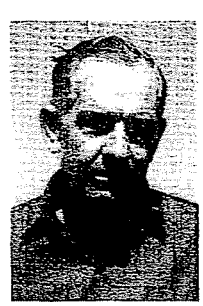
Two Ships To Load At Ras Shukheir In Gulf Of Suez

After discharging grain in Pondicherry, India, the *Esso Boston* will load crude at Ras Shukheir in the Gulf of Suez about July 1. Under charter to Shell Oil, she will deliver the crude to Shell's refinery at Deer Park near Houston, This is the first time that a Humble ship has delivered oil to a Houston port from the Suez area.

Another Humble ship is scheduled to load crude at Ras Shukheir. She is the *Esso Newark* which sailed from Paulsboro on May 6 with lubes for discharge at Bombay. She arrived there on June 9 and is scheduled to arrive at Ras Shukheir for loading crude about June 28. She will deliver the oil to Humble's refinery at Benicia, California. The *Newark* is scheduled to remain on the West Coast to replace the *Enco Gloucester* which will be retired from the fleet soon.

The *Esso Gettysburg* was the first Humble tanker to load crude at Ras Shukheir. She did this in October, 1968, in a port surrounded by Russian ships—which may have contributed to the crew's discomfort while loading products in 110-degree weather. They found discharging the crude at Yorktown, Virginia, a much more cooling and enjoyable experience.

SERVICE AWARD



20 YEARS

Talbert Edenfield

AB

May 23, 1971

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Parents Commend Personnel In Esso Philadelphia

Personnel in the *Esso Philadelphia* were commended in a letter from the parents of two boys who along with two friends were adrift in rough water off the coast of Manasquan, New Jersey, recently.

The parents, in their letter to the Marine Department, said:

"This is a letter of commendation and thankfulness. On May 6, our two sons and their two friends were adrift off the coast of Manasquan, New Jersey. They were spotted by one or more of the crewmen on your ship, the *Esso Philadelphia*. Your captain (Captain Charles Hosch) responded immediately to the situation by heaving to alongside them and radioing for help from another ship nearby.

"This second ship changed her course and hove to on the opposite side of the boy's boat. Your captain also radioed the Coast Guard at Point Pleasant and both the ships stood by for about an hour and a half protecting the boys until the Coast Guard came and took their boat in tow.

"We wish to congratulate your company for having such fine able seamen on its ships. We also realize that disruption of this ship's schedule cost your company a lot of money, and we want you to know that everything is very deeply appreciated."

WHY TAKE A CHANCE?

According to insurance companies, the average life span of a male is 68 years (70 for females). With this as a basis,

YOU LIVE about
35,740,800 minutes, if careful.
YOU COULD DIE in
1 minute or less, if careless.
Odds in favor of carelessness and accidents: 35,740,800 to 1.

WHY TAKE A CHANCE?



"TO OUR FRIEND and shipmate, Frank Picou, we, the officers and crew, take great pleasure in presenting to you this little token of our everlasting friendship. We wish you many years of happy retirement." Personnel in the *Esso Dallas* presented this message and a cash gift to Frank Picou during his last passage before retiring. Picou joined the fleet as a messman in the *Esso Annapolis* in 1951. He transferred to the Deck Department that same year and sailed in various deck ratings during his career, his last assignment being AB in the *Esso Dallas*. Shipmates on hand during the gift presentation were, from the left: Herd LeBlanc, oiler; James Carney, third assistant; George Mathis, AB who made the presentation in behalf of the crew; Herman Cumbee, OS; Frank Picou; Joseph McCarthy, third mate; Billy Hudson, OM; Robert Mapp, OS; and John Rhem, AB.



SERVICE AWARDS. Two Baytown Branch Office employees were presented service awards recently. Arthur Irwin, left, received a watch and service emblem for 30 years service and Byard Sooy, Jr., center, received a 20-year service emblem. Both men are transportation allocators at Baytown. Wilbur Cottle, right, who until his retirement August 1 is serving as advisor to the Baytown Branch manager, made the presentations. Mr. Irwin joined the company in 1941 in the Marine Office Services Department in New York. He served in various positions in that city, including the Personnel Section, the Port Information Section, and the Payroll Section until 1961 when he transferred to the Houston Office as an employee in the Marine Payroll Department. He moved to the Baytown Branch Office in 1968 as transportation allocator. Byard Sooy began his career with the company in 1951 as field clerk in the Marine office at Baytown. He later became port dispatcher, the position he held until 1967 when he was named transportation allocator.

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EXX-MOR-007591

Seamen's Union Slashes Major Benefits

Editor's note: *The Baltimore Sun* on May 9 ran an article under the headline: "Seamen's Union Slashes Major Benefits." The story was written by Richard Basoco, Maritime editor of *The Sun.* The following excerpts were taken from that article:

"Facing a continuing crisis in shipboard employment opportunities, the National Maritime Union recently made public its decision to eliminate two programs designed to aid unemployed members and to make it harder to qualify for pension benefits.

"The unlicensed seamen's union's actions are perhaps the most dramatic evidence to date of the impact on the men and women in the shipping industry of the unceasing decline of the United States merchant marine.

"Generally, what the decisions mean is: 1) As of June 30, seamen who are unable to find a job after returning from an illness or vacation will no longer have their unemployment compensation supplemented by $28.50 a week; 2) as of June 30, seamen laid off from regular jobs—for example, on ships deactivated or scrapped because of age or uneconomical operations—will no longer receive severance pay, which in some cases amounted to $800 to $1,000; 3) as of January 1, 1972, seamen will have to work 280 days a year for a full year's credit toward pension benefits. The current requirement is 200 days.

"The union said it had informed the membership of its decisions previously, but just recently announced them publicly in *The Pilot,* the union's official publication.

The magazine indicated that the union simply could no longer afford to pay supplementary unemployment and severence benefits and that the pension trust would be jeopardized if the eligibility requirements were not stiffened.

"The decision to end the supplementary unemployment benefits at a time when many ships are being laid up—casting additional members on the beach—has not been greeted with enthusiasm by the union's rank-and-file.

"But of still greater concern to them is the increased eligibility requirements for pension benefits.

"Gaston Firmin-Guyon, one of the leaders of a group of NMU dissidents, said that the 280-day requirement makes it very much harder to qualify for a year's pension benefits. He pointed out that it's hard to make 200 days now unless you have a regular job.

"A union spokesman estimated that as many as 5,000 seamen whose seniority gives them preferred employment opportunities, are now employed.

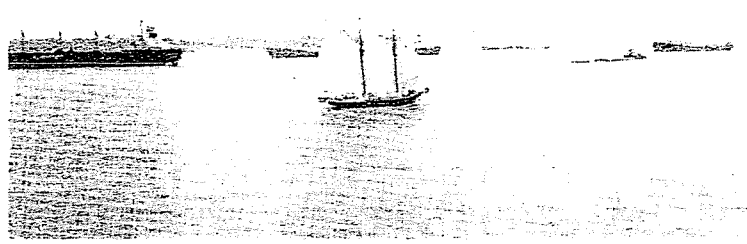
"Mr. Firmin-Guyon said that—in conjunction with an earlier ruling requiring a seaman to have 280 days of employment in the three-year period to maintain his preferred seniority status—the union's action jeopardizes the pension expectations of thousands of members."

The Baltimore Sun article further pointed out that Mr. Firmin-Guyon predicted that by next year as many as 3,000 to 4,000 members will have totally lost their eligibility for pension benefits by having been unable to find 280 days of work since 1969, much less working 280 days a year to add to existing pension credits.

DEATH

GILBERTO V. PONCE, 57, died of a heart attack on June 4 at Baytown, Texas. He had 17 years service in the fleet. Mr. Ponce joined Humble in 1952 as a utilityman in the *Esso Manhattan.* He resigned in 1957 and returned to the fleet in 1959. His last assignment prior to his death was OS in the *Esso New Orleans.* He is survived by his widow and two married daughters.

TAFFRAIL TALK



"BOAT TRAFFIC WAS HEAVY in New York Harbor on May 22, Maritime Day," writes Captain Ed Mahoney, master of the *Esso Florence.* He took the accompanying picture while awaiting a berth at Bayway. "The sail boat was proceeding to Princess Bay, Staten Island, to take part in a small boat parade to Manhattan. Ships in the background were waiting tide and berth space like we were. That's the *Esso Baltimore* at the extreme left," he wrote. In commenting on the Verrazano-Narrows Bridge in the background, Captain Mahoney said: "If Verrazano had arrived last night like the *Florence* and the *Baltimore,* in dense fog, I don't believe that he would have found New York Harbor like he did in 1524. Thanks to good ole radar and Loran, we modern sailors are luckier."

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GLOUCESTER, *cont. from page 1*

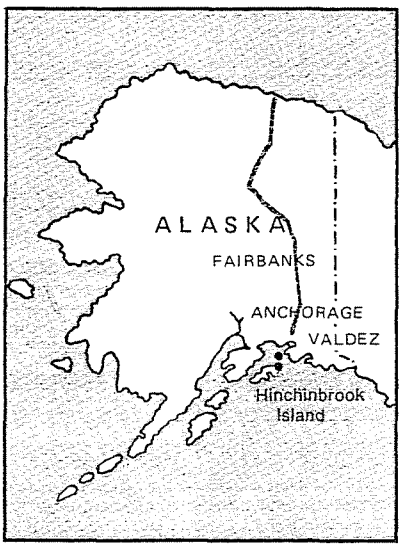
test the anchorage sites south of Knowles Head and north of Hinchinbrook Island.

Information gained from the tests will be used by the U.S. Department of Interior which is interested in determining the feasibility of tanker operations in the area around Valdez.

Humble is one of seven oil companies planning to build, operate, and maintain an 800-mile, 48-inch pipeline to deliver crude from Alaska's North Slope to the ice-free port of Valdez. The project is now more than a year behind its original schedule as a result of a court injunction stemming from the National Environmental Policy Act of 1969, and an injunction based on native claims to Alaskan land.

Present plans call for a maximum pipeline capacity of two million barrels of crude per day with about three tankers, averaging 110,000 dwt, loading per day at Valdez for delivery to West Coast ports.

Captain J. G. Moffitt, Marine operations manager, was aboard the *Gloucester* to observe the tests. Captain Sebastian Masuzzo is master of the vessel.



Enco Gloucester made tests near Knowles Head (top dot near Valdez) and Hinchinbrook Island (lower dot). Solid line shows route of proposed 800-mile pipeline from Prudhoe Bay to port at Valdez.



REVISITS TUG. Mrs. Lawrence G. Rawl, who christened the *Enco Sunshine State* last November at Port Everglades, Florida, revisited the tug at the Baytown Refinery docks recently. Mrs. Rawl, her husband who is Humble Marketing vice president, and their three children toured the vessel and later visited the barge, *Enco Port Everglades,* which was loading products at a nearby berth. In the picture, Mrs. Rawl, Mr. Rawl (in striped shirt), and their children watch as the tug captain, Carl Borup, adjusts the radar. At the right is Captain Bob Stap, assistant port director, who explained navigational aids to the visitors. The *Sunshine State* is one of the most modern tugs in the industry and the *Port Everglades* is the largest barge in the world. It has a capacity of 270,000 barrels of product and a 31½-foot draft.

RECENT RETIREMENTS

JOHN OLIVO retired June 1 as FWT in the *Esso New York*. He began his seagoing career as OS in 1950 in the *Esso Wilmington.* He later became wiper and served in this capacity in various company ships. He received his FWT rating in 1952.

LEMUEL J. KELLEY, retired on June 1 as pumpman. He joined the fleet in 1930, served variously as fireman, oiler, and pumpman until 1944 when he left the fleet. He rejoined the company in 1946 as pumpman in the *Esso Wilmington.* His last ship before retirement was the *Esso Jamestown.*

JING MING was employeed in 1951 as messman. He sailed on a number of the company's earliest vessels such as the *Esso Springfield, Esso Memphis,* and the *Esso Parkersburg.* After a period of sick leave, he retired on June 1.

ESSO FLEET NEWS is published every other Monday for active and retired employees of the Marine Department, Humble Oil & Refining Co.; Russell C. Curtis, 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 4193, Houston, Texas 77001.

MOFFITT, *continued from page 1*

our business," said General Manager R. C. Curtis. "He will be called upon at times to represent the Marine Department in government and industry matters," Mr. Curtis added. Formerly, the responsibility for following and analyzing legislation and government regulations was assigned to the Logistics and Planning Section of Marine. These responsibilities will be taken over by Captain Moffitt.

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ESSO FLEET NEWS

PUBLISHED BY THE MARINE DEPARTMENT, HUMBLE OIL & REFINING COMPANY

Volume 13, Number 20 October 11, 1971

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Ships Set Turnaround Records

Two ships set new turnaround records for vessels in the 40,000-dwt class in September.

The *Esso Lexington* arrived at Baytown Refinery at 2235 on September 21, and 13.2 hours later she cast off her last line, headed for Bayway with some 295,000 barrels of mixed crude.

The *Esso Washington,* after discharging crude and PGO at Bayway, departed for the Baytown docks, arriving there at 1135 on September 25 to load 286,000 barrels of Esso heat medium. In just a fraction over 12 hours after arriving at Baytown, she left the dock on her way to Northville, Long Island.

Officers and crews in both ships had all tanks, lines, and other equipment ready for hookup immediately upon arrival at Baytown. Shoreside personnel there were ready and waiting to make the hookups and start pumping products. As a result of these operations, each vessel was able to shave about seven hours off its previous average turnaround time.

Captain Tom Lawton is master of the *Lexington* and Herbert Trenoweth is chief mate. Captain William Falvo is master of the *Washington* and Joe Von Stultz is chief mate.

'San Francisco' In Service

The *Esso San Francisco,* scheduled to depart Sun Shipyard in Chester, Pennsylvania, on September 24, did not leave there until October 2. The delay was caused mainly by the magnitude of a coating repair job in the forepeak tank which required a great deal of staging and sandblasting. Removal of sand from the sandblasting operation further delayed the ship.

'Esso Dallas' Sold On October 8

The *Esso Dallas,* after discharging grain at Pusan, Korea, left there on September 29 for Singapore where she was transferred to her new owner, Esso Transport Company, Inc. on October 8. Esso Transport plans to use the ship in western hemisphere trade, operating mostly out of Caribbean ports.

The grain trip to Pusan, with Captain Bob Stap as master and Jack Stillman as chief mate, was the first for the veteran tanker which had carried more than 125 million barrels of crude oil and products in her career. She was mostly in East Coast trade. The *Dallas,* along with the *Esso New York* and the *Esso Miami,* all in the 28,000-dwt class, was built in 1950 at Newport News, Virginia. Only one other tanker currently in service in the fleet is older than the *Dallas* and her two sister ships. This is the *Esso Lima,* built in 1949.

The *Esso Dallas* is the second ship sold this year. The other, the *Enco Gloucester,* was sold on August 11.

The sale of the *Dallas,* which brings the fleet more in balance with the current supply and demand situation, leaves Humble with 19 oceangoing tankers which it owns, and one which the company operates, the *Esso Seattle.*

Personnel assigned to the *Dallas* were flown back to the states where most went on paid leave. The rest were reassigned.

Tape Used To Protect Navigation Charts



New ideas are always welcome in the fleet, and here's one thought up by Wesley F. Besse, Jr., third mate in the *Esso Baltimore.* Mr Besse is shown here applying a 1-inch-wide strip of Scotch tape (the kind you can write on) to the permanent course lines on a navigation chart. This makes the chart last longer as marks made on the tape can be erased. Also, dividers do not tear the chart. He also applies tape to the latitude measurement scale on the side of the chart to protect it from divider pin holes. A very clever idea and one that others may like to try.

EXX-MOR-007594

Their Job: Looking For Trouble

Looking for equipment trouble —that's part of their job.

It's also part of their work to see that any trouble relating to breakdowns reported by ships' officers is remedied quickly, efficiently, safely, and properly.

Who does all of this? Humble's five Marine repair inspectors, all experts in their profession and all carefully selected for the vital job of keeping the company's fleet of tankers on the go with a minimum of costly delays or downtimes.

Although they see that repairs are made properly after something breaks down, they spend much of their time in preventive maintenance work—looking for possible sources of trouble and eliminating them before they have a chance to develop. In performing their preventive maintenance duties and supervising repair work, they are on call day and night, traveling thousands of miles a year by land, sea, and air to board company vessels at various ports of call.

During the course of their work, they inspect everything, including cargo, communications, and electrical systems; hulls; boilers; turbines; propellers; and food storage equipment. In addition to carrying out Marine Department regulations while performing their jobs and making ship repairs, they work with shipyard personnel, American Bureau of Shipping surveyors, the U.S. Coast Guard, and others during surveys and inspections which involve our vessels.

John Ireland, the senior member of Humble's inspection team, joined the company in October, 1932, as a wiper. He later advanced to fireman, then through the engineering ranks, sailing as chief engineer for the first time in 1946. On April 15, 1952, he transferred to shoreside operations as a construction inspector for Humble at Newport News, Virginia. He later served as Humble's construction superintendent at Avondale Shipyards in Louisiana during the construction of the *Esso San Francisco,* the *Esso Baton Rouge,* and the *Esso Philadelphia,* the three largest coastal tankers ever built in the United States.



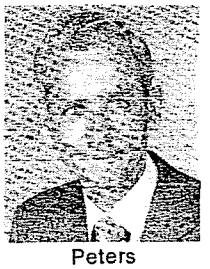
Ireland



Worrel



Koelemeyer



Peters



Ashwell

Ed J. Worrel, Jr., was employed by the Marine Department as a construction inspector in May, 1969. He has many years of experience as a shipyard engineering inspector. In 1932, he joined Southern Pacific Steamship Company in New York where he obtained his chief engineer's rating. He resigned from this company in 1937 to sail on larger vessels in this same rating with the American Oil Company. In 1940, Mr. Worrel joined the Hartford Steam Boiler Insurance Company as an engineering inspector, resigning from this position in 1942 to join the U.S. Coast Guard where he served until he retired as a captain in 1969. He joined Humble's Marine Department in May of that same year as a construction inspector (he also served with John Ireland when the company's three largest tankers were being built at Avondale) and became a repair inspector in July, 1970.

Tony Koelemeyer joined Humble's Marine Department in January, 1971, as a repair inspector. From 1954 to 1960, he worked for the Netherland Navigation Company in Holland as ship's engineer. From 1960 to 1966, he served as staff supervisor at a ship repair yard in Rotterdam, then he joined Goodyear's engineering division in Toronto, Canada. After serving there for about two years, he became a staff supervisor at Sun Shipyard in Chester, Pennsylvania, the position he held when he was employed by Humble.

Karl Peters, with some 25 years of ship-board experience, was chief engineer with American Trading and Production Corporation in New York. He served as a repair inspector at various times during his career with this company. He retired in early 1971. Mr. Peters joined Humble as a Marine Department repair inspector on March 1.

Warren Ashwell is the newest repair inspector in the Humble Marine Department. He served in the Engine Department in ships of the Grace Line from 1944 to 1947. He then joined Gulf and South American Steamship Company as a third assistant engineer and later became chief engineer. In 1952, he was named repair inspector for this same company, and in 1968, he was promoted to supervisor of the Maintenance and Repair Section. He was employed by Humble on September 28, 1971.

Teagle Scholarship Award

Thomas Olsen, son of Toralf Olsen, tug captain in the New York Branch, inland waterways operations, has received a scholarship from the Teagle Foundation to attend the Massachusetts Institute of Technology where he has been accepted in the School of Science. He was salutatorian in a class of 795 students graduating last June from the Fort Hamilton High School in Brooklyn, New York.

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EXX-MOR-007595

RETIREMENTS

Four employees, representing a total of nearly 80 years of service in the fleet, retired on October 1.

Of this number, ROY O. BERG, chief mate, retired with the longest service—some 23 years. He was employed in January, 1948, as third mate in the *A. C. Bedford.* In July, 1948, he became the second mate in the *Wallace Pratt,* and advanced to chief mate in July, 1951, while assigned to the *Queenston Heights.* His last ship was the *Esso Gettysburg.* He lives in Rockport, Massachusetts.

KARL B. TRICKEL joined Humble in 1955 as utilityman in the *Esso Huntington.* In January, 1956, he sailed as OS in the *Esso Brooklyn* and advanced to AB in February, 1967. His last ship before retiring as AB was the *Esso Houston.* He lives in Rahway, New Jersey.

Four Ships Delayed

Four oceangoing tankers were significantly delayed by long lived Hurricane Ginger as she roared her way through an area south of Cape Hatteras. The *Esso Baltimore* was delayed more than 80 hours when, starting on September 29, she encountered high seas, driving rain, and gale-force winds. She hove to several times with her screw turning as low as 22 rpm. Other vessels forced to take evasive action, causing them to reach their destinations late, were the *Esso Washington,* delayed 43 hours, and the *Esso Philadelphia,* delayed 42 hours. The *Esso Chester,* in port at Charleston, delayed her departure by 19 hours to miss Hurricane Ginger. None of the delays caused any serious supply or rescheduling problems.

Last Lost-Time Injury In Esso Fleet September 15



ROBERT ENDRES retired as radio officer in the *Esso San Francisco.* He had been regularly assigned to this vessel since January, 1970. He was employed by the company as a radio officer in 1951. While enroute from Boston to Chester, Pennsylvania on September 1, a group of Mr. Endres' friends gathered to wish him a happy retirement life. Captain R. J. Boxwell, second from the right, is shown presenting a cash gift to the chess-playing radio officer. The gift was from shipmates in the *San Francisco* and in other vessels in which Mr. Endres served. A message was also sent to Mrs. Endres stating that Bob would be home soon and wishing them a long, happy retirement life. The couple plans to buy camping equipment and spend much time under the stars. They live in Baytown, Texas.

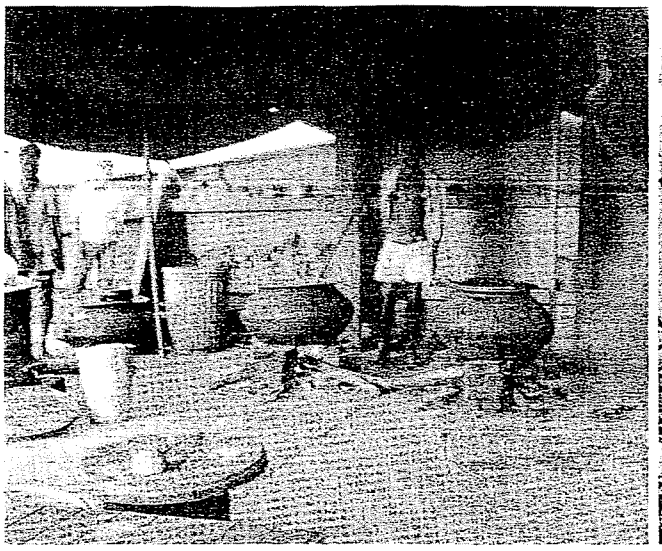


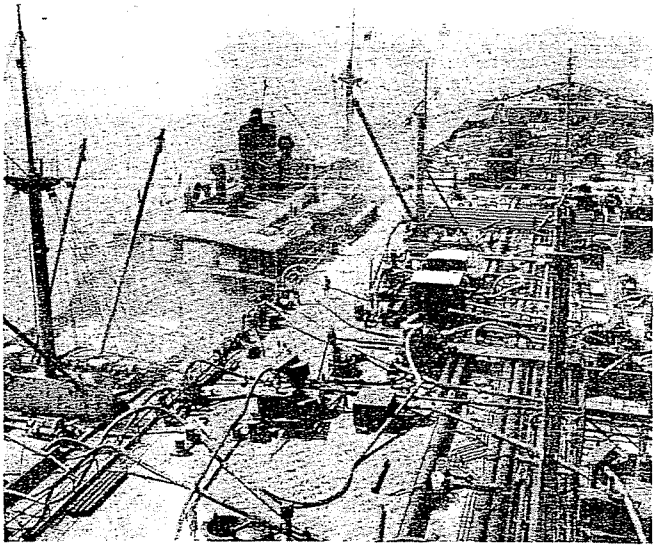


Shipmates in the *Esso Lima* celebrated KOLBJORN HANSEN's retirement twice—once on deck (above) when they gathered to present a gift from the officers and crew (with Captain William J. Falvo doing the honors) and again when just before supper he was surprised by the presentation of a specially-baked, colorfully-decorated cake baked by Chief Cook John Abshire and Baker Jose Oliveira. AB Hansen is shown at right holding the cake as Chief Cook Abshire and OS Manual De-Brito, left, look on. Mr. Hansen was employed as AB in the *Esso Greenville* in July, 1951. He lives in Pawtucket, Rhode Island.

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OBITUARY

PHILIP PFENDER, messman, died on September 23 at Atlanta, Georgia. He was 66. Mr. Pfender was born in Germany and came to this country shortly before WWII. He joined the U.S. Army in 1941, obtained his citizenship while in the service, and joined Humble in 1951. His first assignment was messman in the *Esso Shreveport.* He sailed in the Steward's Department until his retirement in April, 1970. He is survived by his widow of Riverdale, Georgia.

FRANCISCO T. BARROS, 71, died in St. Luke's hospital at New Bedford, Massachusetts on September 18. He started his seagoing career as second cook in the *Christy Payne* in June, 1937, and served as chief cook in various vessels for the last 19 years of his nearly 23 years of service.

ALEXANDER PRATT, who retired from the fleet as chief engineer in December, 1957, died at age 71 on August 31 at Miami, Florida. He joined the company as wiper in the *F. Q. Barstow* on April 30, 1929, and sailed in various unlicensed ratings until obtaining his third assistant license. His first assignment in a licensed capacity was in the *W. H. Tilford* in November, 1931. Mr. Pratt sailed continuously as chief engineer from May, 1947, until his retirement. His last vessel was the *Esso Washington.* He is survived by his widow.

THE ACCOMPANYING PHOTOGRAPHS are part of a collection brought back to the states by Captain Ed Mahoney who served as expediter in the *Esso Houston* during grain discharging operations in India recently. The picture at left shows a cook and his helper who set up cooking pots on deck to feed the large number of Indian stevedores, mechanics, and machine operators who came aboard soon after the *Houston* dropped anchor at Pondicherry. At one time, nearly 300 men had established living quarters on the deck where they worked, slept, and ate. For food, they brought large quantities of rice, mutton, chicken, and fish curry. Part of the 62,700 tons of grain was discharged at Pondicherry, after which the *Houston* moved to Saugor Roads at one of the mouths of the Hooghly River, about 85 miles south of Calcutta, to discharge the rest of the cargo. "The Indian crew of stevedores, mechanics, and others did not remain on board the ship during the move," Captain Mahoney said. "They went ashore and traveled by rail to a point near Saugor Roads where they were picked up by ship and brought to the *Houston* to set up housekeeping all over again." At both locations, wheat was discharged into dry cargo vessels, as shown in the picture at right. "We were in port during the period of the "Bore" tides, some of which reached 23 feet in height. Local representatives said that these were the highest tides ever encountered here. Because of the ship's location, the incoming tides did not affect our operations, but we had to run our engines for three or four hours to hold position when ebb tides up to seven knots occurred. We also weathered several days in which sheets of blinding monsoon rains sent everybody scurrying for shelter. Men even crawled into the ship's tanks to escape the rain and wind," Captain Mahoney said. The *Esso Houston* is now enroute from Mena Al Ahmadi to Paulsboro under charter to Mobil. She is scheduled to arrive at Paulsboro about October 27. Captain Phil Babcock is master of the *Houston,* Roy Ewell is chief mate, and Colos Bennett is chief engineer. At *Fleet News* presstime, plans were being made to deliver stateside mail to ship's personnel by helicopter as the vessel passes Capetown, South Africa—a service never before attempted by the Marine Department, except when the *SS Manhattan* was on her Arctic voyages.

LENNES A. TALBOT, died on September 17 at Baton Rouge, Louisiana. He was 65. He retired as chief engineer in the Inland Waterways Fleet in July, 1963. Mr. Talbot joined the company as deckhand on December 16, 1922, and served in the old Lighterage Department's steam sternwheel towboats. He sailed in various unlicensed and licensed capacities aboard the company's Mississippi River vessels and was promoted to chief engineer on September 1, 1944. His last vessel was the *Esso Tennessee.* Mr. Talbot is survived by his widow, two sons, and a daughter.

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