ESSO FLEET NEWS

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SIGHTS AND SOUNDINGS

National Maritime Day

May 22 has been proclaimed National Maritime Day by President Lyndon B. Johnson and all Company vessels in port on that day will be requested to dress ship.

For the past 35 years Presidential Proclamations have designated May 22 as a day to honor the American Merchant Marine. It was on that date in 1819 that the *Savannah*, equipped with a boiler, steam engine and retractable paddle wheels (in addition to sails), set out from Savannah, Ga. for Liverpool on the first transatlantic voyage by a steamship.

Rolling Over the Bounding Main

A report from Wallsend-on-Tyne, England, where a 240,000-dwt. tanker is being built for a Jersey affiliate, has it that crewmen will "be issued bicycles while on board." Of course, it didn't say that the men will ride the bikes but can you imagine the Mate telling an AB to "pedal up to No. 1 Starboard and see if she's losing suction — and no coasting."

Transportation may be a problem on the acres of deck of the 1,100-footers and while we never thought of bicycles, we did wonder about non-skid, plastic-wheeled roller skates. They'd be OK for us —lots of good skates in the Fleet.

New Dispersant for Oil Slicks

A spray product that disperses oil slicks and promotes the natural disintegration of the oil without harming fish or other marine life has been developed by Esso Research and Engineering Co.

According to a Standard Oil Co. (N. J.) announcement, April 19, the new product, named Corexit 7664, is beginning to be carried aboard its

The meaning of this picture is that construction of Hull No. 1180 is underway on the ways at Avondale Shipyards, Inc., New Orleans. Standing on the first keel section to be laid down are, l. to r.: Edwin Hartzman, Exec. Vice President of Avondale; Bob Reed, Machinery Inspector and ex-Chief Engr.; Paul Balcius, Hull Inspector and ex-Third Mate; John Ireland, Construction Inspector in charge, and T. J. Fuson, General Manager of the Marine Department.

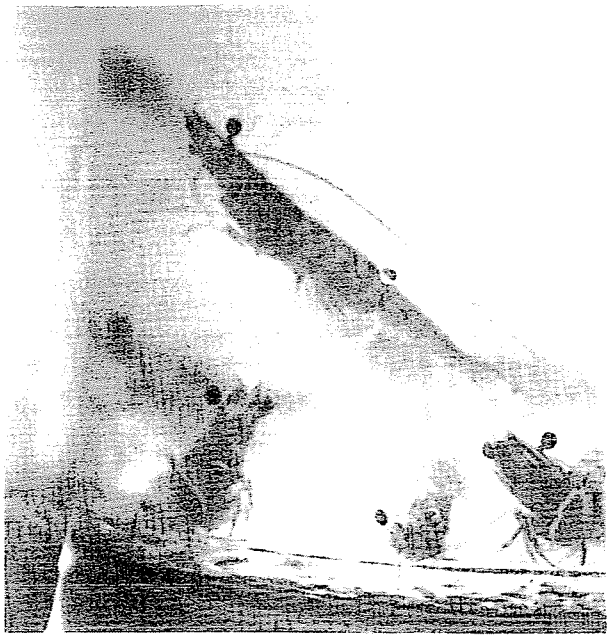
Hull 1180, the first of three 75,600-dwt. tankers Avondale is building for the Company, is scheduled for delivery in Aug. 1969.

Features of the vessels will include a revolving crane, port and starboard amidships, to handle stores and cargo hose and a stores landing platform. Across the entire forward part of the deckhouse, main deck, from port to starboard, will be the Steward's Dept. storeroom, galley, officers and crew messrooms and crew recreation room. Locating the storeroom forward will permit direct access for receiving stores without passing through accommodation spaces. Crew quarters will be arranged with a toilet and shower between each 2 rooms.

In the background of the photo is a States Marine-Isthmian Line cargo ship abuilding.



EXX-MOR-007200



Bug-eyed shrimp thrive in a jar of "Corexit 7664"-treated water at the University of Miami Institute of Marine Science.

125 tankers. It is expected that drums of Corexit 7664 will be placed aboard Humble tankers in the near future.

Initial tests indicate that, unlike detergents cited for widespread damage to marine life after the *Torrey Canyon* accident, the new dispersant is harmless. It is also substantially more effective than competitive products tested in treating oil slicks, the Company said.

In toxicity tests at the Institute of Marine Science at the University of Miami, Florida, the mortality of shrimp and fish exposed to Corexit 7664 oil dispersant at 10,000 parts per million was not significantly different from those in untreated sea water. The tests also found that 4 other commercial detergents used for treating oil spills killed marine life in concentrations as low as 15-30 parts per million. Shrimp are used in this kind of water pollution work as they are sensitive to and react quickly to any kind of pollutant.

The amount of Corexit 7664 needed to disperse an oil slick will depend on the thickness of the slick and such other factors as wind, which may cause inefficiency in application. Based on laboratory data, as little as ½ gal. can disperse a 50-gal. oil spill. Depending on the size, shape and thickness of the slick, up to 5 gal. may be required under actual conditions.

When turbulence is applied to a dispersant-treated slick, the film breaks up into small, dispersed droplets. The dispersant also tends to prevent the droplets from forming a slick again. Such turbulence can be provided by wind, waves, a small propeller-driven boat or a high velocity fire hose. Final decomposition of the oil takes place by natural forces — mainly bacterial action.

Esso Research is working with manufacturers to determine the types of equipment needed for the most efficient application of the new product, whether it be from ships, docks, or small boats. It also is studying the possibilities of application from planes and helicopters.



All hands were all smiles when Herman M. Teller (center), Operations Supervisor at the Baytown Marine Office, received his 30-year service emblem (and gold watch) from Branch Manager Wilbur W. Cottle with the obvious approval of Captain J. G. Moffitt, Operations Manager. The presentation was made at a luncheon at the Holiday Inn, Baytown, on Mr. Teller's anniversary, April 30.

Andreae Ends Company Career



JOSEPH ANDREAE, formerly General Manager of the Marine Department, retired from the Company on April 1. His 32-year career with Jersey marine affiliates included 10 years with the Standard Oil Marine Dept. (1935-45), 9 years in Aruba as Superintendent of Operations, Asst. Marine Manager and Marine Manager for Lago Oil & Transport Co., Ltd. (1945-54), 4 years in London with Jersey's British affiliate and the Transportation Coordination Dept. 1954-58) and 4 years as Vice President of Esso Tankers, Inc. He became Asst. General Manager

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

W. E. Gardner, Editor

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of Humble's Marine Dept. in Dec. 1961 and General Manager in Jan. 1963.

During World War II Mr. Andreae served as Secretary of the Petroleum Industry Tanker Committee; Manager of Tanker Operations, Atlantic Coast District, War Shipping Administration, and assisted in establishing a WSA office on the Pacific Coast.

Mr. Andreae's most outstanding achievements occurred during his 5-year tenure as General Manager of Humble's Marine Dept. Under his leadership 2 of the largest and in many ways most unique vessels in U. S. coastwise service were designed and built and, in service, thoroughly justified the Company's investment in them. The success of these vessels led to the placing of contracts for 3 similar but slightly larger versions last year. In other ways, too, Mr. Andreae strengthened the Marine Department's economic position during a period when some doubt existed as to the ability of Company-owned tankers to remain competitively superior to other means of transportation.

TAFFRAIL TALK

FRED G. STEVENS, who was mentioned in the last issue as reporting an original Second Mate's license on April 18, was assigned to the *Esso Lima* as Third Mate on the same day. Fred joined the *Lima* at Boston on the 20th and after his first trip, Captain Donald E. Graham said he was "doing very well."

Fred studied for his license at the Seamen's Church Institute in New York for nearly 8 weeks and attended the Maritime Administration's radar school for another 1½ weeks. He "sat" 5½ days for the license in Portland, Maine, which was less crowded than New York and nearer his home in Wilton, N. H.

"It was rough going to school again after 28 years," Fred told us, "but it was worth it." He has over 13 years in the Fleet, sailing mostly as AB.

Second Asst. Engr. CURTIS W. KEECH, JR. has accepted an assignment, effective May 1, as a Coating Inspector for the 75,600-dwt. tankers being built for the Company at Avondale Shipyards, Inc., New Orleans.

Radio Officers may look for the difference between the pay they received since Nov. 30, 1967 and the rates negotiated in the recently ratified Amendment No. 4 in their May 15 pay vouchers. We say "look for" advisedly as you may *not* see it. It all depends upon the computer doing its job right the first time.

The pay adjustment will amount to $345 plus perhaps some overtime for most Radio Officers.

WORDS OF THE WISE

The burden becomes light which is cheerfully borne. — *Ovid*

Unless we think of others and do something for them, we miss one of the greatest sources of happiness. — *Ray Lyman Wilbur*

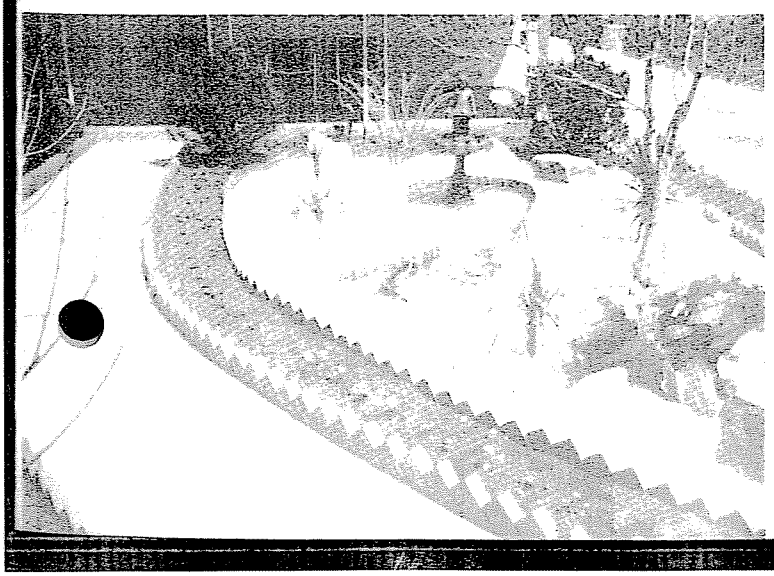
We see here 2 views of a landscaping project planned and executed by Chief Steward Alvin P. Bergeron *(Esso Houston)* and his wife Ernestyne. The location is the front of their home in Marrero, La., which is across the Mississippi from New Orleans.

The Bergerons did quite a job on the approximately 8′ x 16′ plot. The curving cement walk is bordered by flower beds edged with bricks. Also brick-edged is a rock garden containing 1,400 lbs. of marble chips, 1½″ deep; a goldfish pool with statue-fountain, circulating pump, artificial frog and live goldfish; various cacti; a "money" tree; piece of river driftwood, and rocks.

Underlying the brick-bordered area is black plastic sheeting (to prevent weeds) with slits cut in it for the cacti and tree. The bottom and sides of the pool are cement, painted green. A garden hose was used to shape the pool and then Al sprinkled flour over it and removed the hose to avoid cutting it with the spade.

The whole thing took 10 days of hard labor and $175 of hard money. New England readers may be surprised to know that the rocks cost 9 to 14 cents a pound.

"It was all the wife's idea," Al said, "and she pitched right in and helped." Anyway, beats nursing grass.





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RECENT RETIREMENTS



MESSMAN JOSEPH WEINREB was given the red carpet treatment on the night before he left the *Esso Gloucester* for paid leave and retirement. There was a surprise steak dinner with shrimp cocktail, salad, Welsh rarebit, vegetables, chocolate sundae, a specially prepared and decorated cake, and enough folding money to keep him in La Coronas for many moons.

Joe served in the Army and Air Force as cook, mess sergeant and food service in North Africa, Italy and Alaska during and after World War II and became manager of a Baltimore restaurant in 1949. He will never forget his first ship in the Fleet, the *Esso Burlington*, in Oct. 1952. "We picked up a fishing boat off Florida," Joe said, "and stood by until the Coast Guard came. The captain of the boat told us he was getting married the next day. I have often wondered if that captain did get married, if he is still married to the same woman, and if he is still grateful to us for picking him up."

After retirement, May 1, with 15½ years of continuous service as Messman, Joe plans to work as a waiter at the Oyster Bay Restaurant in Baltimore. "I invite my friends to come see me," he said, adding with a grin, "bring money."



UTILITYMAN THOMAS J. FLOOD served with the Armed Forces in North Africa in World War II and worked as a purser and paymaster before joining the Company as Officers' Messman in the *Esso Norfolk* in Dec. 1949. He was Utilityman for practically all of his 18 years in the Fleet, sailing most recently in the *Esso Baltimore*.

Mr. Flood retired May 1 and has no plans for the future but, he said, "Time will not be heavy on my hands." He lives in Jersey City, N. J.

OBITUARY

THIRD MATE ANTON A. K. LEIRO, 49, died of an apparent heart attack at his home in Houston on April 28. He is survived by his wife Nelda and 4 children: Robert, 22; Karen, 20; and Maureen and Kathleen, 13-year old twins.

Born in Norway, Mr. Leiro had 15 years of continuous service in the Fleet, starting as AB in the *Esso Bridgeport* in Feb. 1953. He sailed as AB and Third Mate until May 1965 and regularly in the latter rank since then. His last ship was the *Esso Jamestown*.

SERVICE EMBLEM AWARDS

★ 20 YEARS ★



Melvin J. Erb
Able Seaman
April 20, 1968



George Greavu
Fireman-Watertender
June 2, 1967



Albert L. Erickson
Ordinary Seaman
April 15, 1968

★ 10 YEARS ★

Luke Clarke
Ordinary Seaman
May 9, 1968

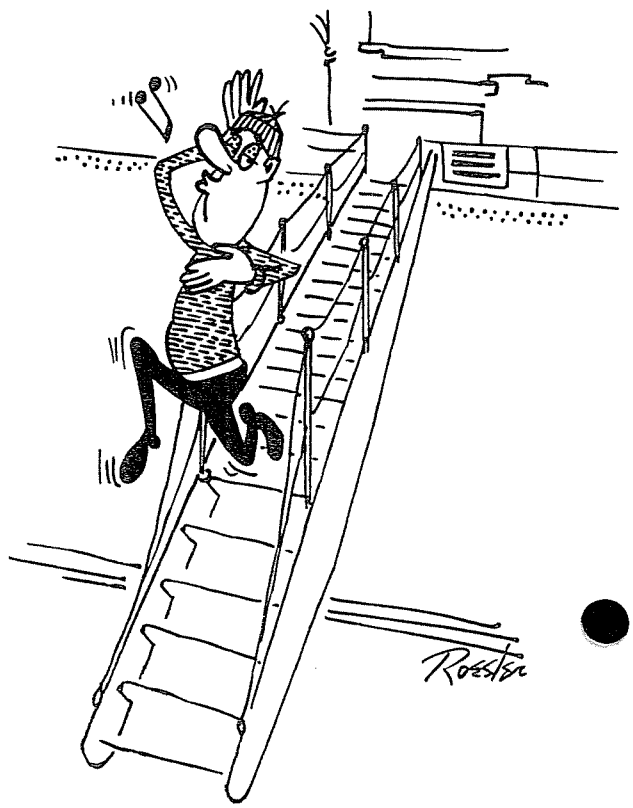
Emery J. Jones
Messman
November 3, 1967

The MIS-Adventures of

J. STUMBLEPRONE MC FRACTURE

This is just about the way Stumbleprone looked going down the gangway except that the angle was much steeper. Cloppity clop clop clop he went, no hands on rails, exhibiting all the sure-footedness of a jackass on a mountain trail—and about one-half the sense. The ass has a 4-point stability factor but Stumbleprone has only 2. One false step and he would be a crumpled heap on a cold cement dock.

And what was the payoff for taking such a risk to save 15 or 20 seconds? There wasn't any. He was only going to take a walk up town.



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