ESSO FLEET NEWS

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Retired Radio Officer Called To Fill Emergency

Robert Endres probably holds the shortest retirement record in Marine Department history. He retired as a radio officer in the fleet on October 1. On October 26, he was called back to duty—temporarily.

"This retirement was so short that I didn't have time to forget a thing about my job," he said at his home in Baytown as he hurriedly packed his sea gear.

What happened was this: The *Esso Lexington* completed loading at Baytown Refinery early on October 26. As the vessel was about ready to leave, her auto alarm system was tested—and it wouldn't work. Even the best efforts of Al Tschirhart, land-based electronics specialist *extraordinaire* at Baytown, couldn't make it operate by the time the ship departed at 1025, bound for New York.

Never one to give up quickly, Al remained aboard with the agreement that he would work on the unit during the four hours that it took the ship to reach the Galveston bar where he would get off.

The *Lexington* was hardly away from the dock when it became obvious that Al would not be able to make the system operate. This, of course, meant that a second radio officer would have to be obtained to relieve the ship's regular officer, Linton Thomason, while maintaining round-the-clock radio watch.

This involved the efforts of several Marine Department employees, all working fast and in close cooperation with each other. A quick call to the Houston Office sent Paul McEwan and Stewart Edmonds into action to locate a radio officer, either on or off duty.

(See **RADIO**, page 2)

Get The Picture? Accidents Hurt

Sometimes, when we read about someone injured in an accident aboard ship, we make a mental note to be careful so the same thing won't happen to us. This is known as capitalizing on the misfortune of others, to put it bluntly. But this capitalization has its good point, too, because the other person's misfortune often sticks in our mind to the extent that we become more careful of our own actions and take steps to avoid such mishaps.

Injuries that seem to plague seamen the most are the kind caused by slips, trips, and falls. In September, for example, 5 of the 7 injuries suffered by men in the fleet resulted from accidents in this category.

From the following brief description of these accidents, you can supply your own mental picture of how each happened and how the accident could have been avoided. And the picture that sticks with you may save you from a similar fall, trip, or slip that could result in a painful, costly injury.

Picture this: A mate is walking along the deck checking cargo tanks. He's looking around from one to the other as he hurries along. He steps on an overlapping deck plate turning his right ankle. Feel the pain? He had to suffer for three hours before he could see a doctor who X-rayed the ankle, taped it up, gave the man a shot (ouch!) and some pills (bitter). After these "repairs," the mate was able to return to duty where he went about his work—very carefully.

And here's another ankle sprain. This one happened when an A/Oiler slipped off the edge of a rubber-matted wooden grate in the diesel generator room, turning his ankle so quickly and sharply that you could almost hear the crack of bones, in spite of the machinery noise. Excruciating pain. So much so that he had to be helped to his room where he quickly sank his foot and swelling ankle into a bucket of ice. Even the coldness didn't numb the pain. Bufferin couldn't do it either. The pain was so bad that the oiler had to leave the ship for medical aid when she reached port several days later. He was unable to resume his duties.

Can you see this one? A seaman is unkinking a wash-down hose. He gives it a couple of yanks and twists, just as he had done many times before, only this time the hose suddenly wraps around his feet. In the twinkling of an eye, the seaman trips and falls to the deck. Only time for one cuss word when a streak of pain shot through his hand and up his arm.

(See **ACCIDENTS**, page 4)

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Capt. Wend, Chief Engineer Allen Retire



ON HIS LAST VOYAGE before retiring on November 1, the officers and crew in the *Esso Newark* presented Captain Julius Wend with a fishing rod and reel, as shown here. Captain Wend joined the fleet in July, 1939, as AB in the *T. J. Williams*. Two months later, he was third mate in the ship. His first voyage as second mate was in the *M. F. Elliott* in June, 1940. Four years later, he was chief mate in the *Esso Nashville*. He sailed the *Birch Coulie* on his first master's assignment in June, 1948. Since then, Captain Wend served as master in various company vessels, mostly in the *Esso Newark* in which he has made six lube oil trips to India during the past six years. The picture above was taken as the *Newark* was returning from India on her way to the West Coast.

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There wasn't one available. But there was one highly qualified radio officer in retirement at Baytown—Bob Endres.

"Let's see if we can get him," McEwan said. In a flash, Edmonds phoned Endres (time: 1115), and found that he could go. He then called W. A. Scott, senior transportation allocator at the Baytown Branch Office, who arranged for a limousine to pick Endres up at 1230 and speed him to Galveston, and for a launch there to take him to the ship. He arrived in the area at 1400. The timing was so perfect that the vessel had to slow down only slightly for the radio officer to climb the ladder and for Al Tschirhart to scurry back down to the launch for the return trip to shore. He came back to Baytown via the limousine used by the departing Mr. Endres.

When the *Lexington* reached New York, the ailing equipment was repaired and Bob Endres caught a plane back home where he plans to continue his retirement and assume a more leisurely pace.

Last Lost-Time Injury
In Esso Fleet
October 13



AUBREY ALLEN retired from the Humble Fleet on November 1 as chief engineer. He is shown at the left as Sydney Wire, assistant general manager, Marine, reviewed his career record before a group of Marine Department employees who gathered to wish the chief a happy retirement life. Mr. Allen plans to hunt and fish and (around Christmas time) cut Christmas trees. He has some 7,000 trees on property at his home in Brooklyn, Connecticut. Customers tag their trees early in the year. About a week before Christmas, Mr. Allen cuts and shapes the trees for decorating. He joined the fleet on July 26, 1931, as oiler in the *Harold Walker*. He served in various vessels, becoming third assistant in 1932, advancing to second assistant in 1936, and then to first assistant in 1940. In 1944, he became chief engineer in the *Esso Springfield.* He was a charter member of the JSTOA and served on its executive committee in 1950 and 1951.

'Esso Miami' on West Coast

The *Esso Newark* is in Todd Shipyard in San Pedro, California, for repairs. The *Esso Miami* arrived at Benicia Refinery with a cargo of PGO from Baton Rouge on October 31. She will remain in West Coast trade until mid-November.

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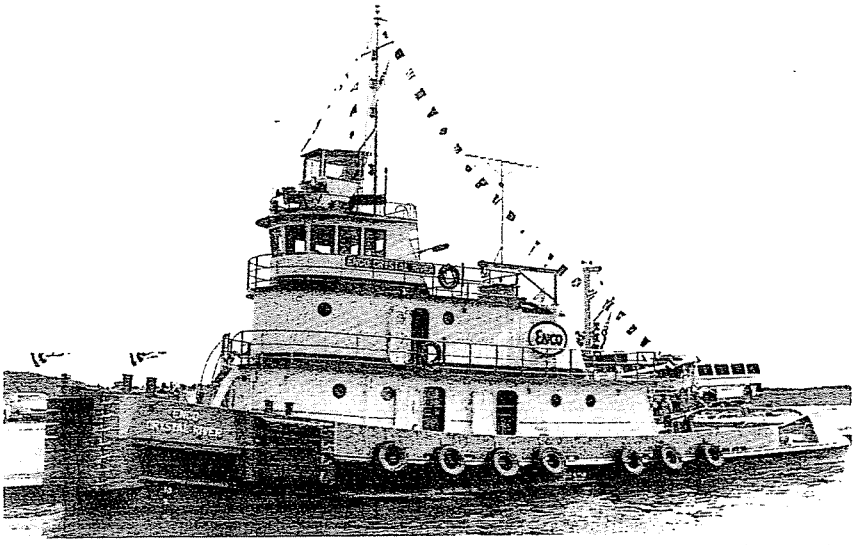
'We Have Best Record At Baytown,' Says Von Stultz

Records are meant to be broken, especially loading and discharging records set by our oceangoing tankers. And when a new record is established, officers and crews have a right to be recognized for their efforts. We do that now by quoting a letter written to *Fleet News* recently by Joseph Von Stultz, chief mate in the *Esso Washington:*

"In the September 27 issue of *Fleet News,* I read with interest your account of the fast loading record set by Captain Herbert Swift, Chief Mate Charles Zeman, and Chief Engineer James Fowler and the crew in the *Esso Gettysburg.* They loaded some 291,000 barrels of heating oil and diesel fuel in 13.9 hours at Baytown Refinery. *(Ed. note: The article went on to say that this was the fastest time that a 41,000-dwt ship has loaded in the past 12 months.)* If you will check the records, you will find that on October 17, 1970, Captain Arthur Smith and Chief Engineer Clifford Lindsey, and crew members in the *Esso Washington* (in which Von Stultz was chief mate) loaded 289,205 barrels of heating oil in 8 hours and 30 minutes and discharged 48,000 barrels of clean ballast simultaneously, all at Baytown. Total time at the dock was 11 hours, 29 minutes."

Jersey Earnings Up

Nine months earnings of Standard Oil Company (New Jersey) and its affiliates worldwide are estimated at $1,083,000,000, equal to $4.83 a share on the average number of shares outstanding. This is an increase of 21.1 percent compared with results for the same period last year of $894,000,000 or $4.04 a share, after restatement for a proportionate share of last December's Venezuelan tax increase.



Enco Crystal River when she was christened at St. Petersburg on August 27, 1970. The tug was designed by the Marine technical staff.

'Enco Crystal River' Tow Transferred

The *Enco Crystal River* tow, which has been in service in Florida since early 1970 when the tug and barge were built, has been transferred to Norfolk, Virginia.

The tug and her 30,000-barrel barge departed Tampa on October 17 and loaded crude at Port Everglades for delivery to Delaware City on the way to the Brewer Drydock Company at Staten Island, New York. While in drydock, new heater units and additional insulation will be installed to prepare the tow for cold weather operations.

The unit will carry heavy fuel oil from the Humble terminal at Sewell's Point, Norfolk, to the company's power plant customers in the Chesapeake Bay area. It is expected to start service about December 1.

Personnel making the transfer with the *Enco Crystal River* are Captain Stanton L. McLaughlin; Henry L. Scott, captain/mate; Erben D. Scott, mate; George A. Posten, Kinzer W. Moore, and Dillard Nickelson, all holding tankerman/deckhand ratings; Stephen E. Elias, cook; and Michael DeRosa, cook/utilityman.



RICHARD LEWIS, first assistant engineer in the *Esso Florence,* was presented a 30-year service emblem and watch when the ship was in port at Port Everglades, Florida, recently. Shown in the wheelhouse, where the presentation ceremony was held, are, from the left: Charles Ruggerio, chief engineer; Mr. Lewis; Dan Newman, operations supervisor at Port Everglades; Mrs. Lewis; Captain Arnold McBride; H. C. Nielsen, transportation allocator at Port Everglades; and John Sachs, manager, Port Everglades Branch.

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Obituary

Harold L. "Flash" Gordon—A Man's Man

The fleet has lost a real friend, one who would gladly go out of his way for anyone, anytime, anywhere. Harold L. "Flash" Gordon's big heart gave out on Sunday, October 24, while he was on vacation with his wife, Mary, in Sarasota, Florida. He was 60 years old and had almost 36 years of company service.

Flash was initially assigned as messboy in the *George C. Henry* at $40 per month in 1934. Within a year, he had advanced to bos'n in the *Princeton* at twice that pay rate. In 1939, he filled his first officer's berth as third mate in the *E. J. Sadler.* He was second mate in the Panamanian flag ship *H. H. Rogers* under the command of Captain Clinton W. Hayes when on February 21, 1943 she was torpedoed without warning in enemy action and sunk while in convoy about 600 miles off the Coast of Ireland. Fortunately, all hands were saved.

After first serving as chief mate in the *Thomas H. Wheeler* in April, 1943, he transferred to the *Sharpsburg,* a War Emergency Tankers, Inc. vessel, and was serving in this vessel in 1944 when she was struck by a Norwegian ship during a heavy fog at the entrance to the Port of Liverpool. The *Sharpsburg,* loaded with thousands of barrels of aviation gasoline, burst into flames. Flash Gordon was instrumental in getting the crew off the vessel, saving many lives.

He later transferred ashore to the Marine Department of the Colonial Beacon Oil Company in Boston where he served with distinction as industrial relations assistant until 1968 when he transferred to the New York Branch Office to succeed C. L. "Leo" Whyte upon his retirement as Employee Relations representative. Indicative of the esteem in which Flash was held, the wife of a seagoing employee wrote the *Esso Fleet News* at that time to say that he "was always most helpful, kind, and sympathetic, no matter how busy he was. His courtesies to those of us who sit and wait are greatly appreciated. Best wishes to Mr. Gordon in his new area."



Harold L. "Flash" Gordon

Yes, "Father Gordon," as he often called himself, was a very remarkable fellow, a man's man —one who truly will be missed— but certainly not forgotten.

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Feel it? The seaman did. He automatically grabbed his right thumb, got up, and rushed for quick first aid. After soaking the swelling thumb in salt water ("didn't know a thumb could cause so much pain"), he returned to light duty until the ship docked and he could see a doctor. The victim and his bandaged thumb returned to duty with no lost-time.

Picture this: An engineer removes a grating in the lower engineroom so that he can crawl down through the opening to apply a cordobond patch to the main lube oil discharge sensor. OK so far. When he finished the job he carefully crawled back to the grating level. Then he slipped and fell back through the opening, raking the skin on his left side (OOH, that stings), bruising his left hip bone and twisting his knee—a double Ouch! No lost-time injury, but painful.

This one's easy to picture because it often happens to seamen, with varying degrees of injury: A seaman starts down a ladder. The vessel rolls. He slips, missing the first step. It's not hard to imagine the kind of sound his body made as it bumped and bounced its way down the steps to the bottom of the ladder. Pain shot from his ankle—or was it from his toe, or e'bow, or arm pit? All were badly "damaged"—so much so that the seaman missed two watches before he returned to duty—still very much aware of his aches and pains.

With the mental picture that you have formed while reading about these injuries, you can easily see how each could have been avoided. Doubtless, your solutions would include the usual warnings that you've heard so often at safety meetings and read so repeatedly in safety bulletins—look where you're going, don't be careless in doing a job, be prepared for the unexpected, etc.—all so good that if we apply them to ourselves, injuries resulting from slips, trips, and falls will be either eliminated or drastically reduced in the future. Time will tell.

ESSO FLEET NEWS is published every other Monday for active and retired employees of the Marine Department, Humble Oil & Refining Co.; Emmett A. Humble, General Manager; Sydney Wire, Assistant General Manager.

GENE LEGLER, *Editor*

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