

ESSO FLEET NEWS

PUBLISHED BY THE MARINE DEPARTMENT, HUMBLE OIL & REFINING COMPANY



Vol. 10, No. 11

June 13, 1968

A Little Matter of Appreciation

The *Esso Baltimore's* call at Harbor Island, Texas, June 5 was routine in one way and noteworthy in another. The routine part was the loading of a cargo of crude and a 15-hr., 35 min. turn-around, which was very good but not exceptional.

What was noteworthy were 2 expressions of appreciation by men in the Fleet. One was the presentation of a ship's clock-barometer set and a check to the recently retired (March 1) John Trainor. It's not unusual for employees to be given gifts and checks upon retiring but this was a very sizeable check that represented almost Fleet-wide participation by licensed and unlicensed men. (The reason we say almost Fleet-wide is that collections from at least 3 vessels had previously been presented to Mr. Trainor.)

The initiative and facilities for making contributions were provided by the JSTOA, aided and encouraged by their Advisor, John Collins. The deep affection and appreciation felt for Mr. Trainor was clearly demonstrated by the fatness of the check. In Mr. Collins' words, "He is a most wonderful guy."

It is not difficult to understand the esteem held for Johnny Trainor by the men in the Fleet. His

long service (nearly 39 years) was part of it, as was his competence in servicing ships' electronic equipment. But more than that was his dedicated conscientiousness in maintaining his part of the job of keeping them sailing—and happy. And still more were the extra things he did that he didn't have to do—mostly little things but the kind that show a man really cares.

Johnny was all but overwhelmed by the generosity of the seagoing personnel. In a letter to the FLEET NEWS he said:

DEAR FRIENDS IN THE ESSO FLEET:

For almost 39 years I was associated with the finest group of men anyone could have the good fortune to know. You have been like brothers to me, with your many acts of kindness, a good word and a ready smile; and I carry away many memories of our experiences together. Your extreme generosity in the retirement gifts leaves me without enough words to tell you how much I appreciate and thank you for your kindness. You have been more than wonderful.

I count myself lucky to have such friends, and I also count myself lucky to have had the opportunity to work for such a fine Company.

I am sure you all know how much I enjoyed

Presentation of tokens of esteem to retired Electronics Specialist John Trainor aboard the *Esso Baltimore* at Harbor Island, June 5.

L. to r. are: Third Mate Fredrick W. Woodruff, MM Kenneth J. Lyons, Third Mate Joseph R. H. Gauthier, Mrs. Hodges, Chief Cook Jesse Sumter, MM James M. Hicks III, Chief Steward Lester M. Payne, Second Cook Fernando A. Ferreira, AB Herbert E. Curry, Mrs. Train-

or, Radio Officer John W. Heistand, AB Stephen Fayer, Mr. Trainor, Captain Howard G. McCartney, Chief Mate Bertram O. Christensen, Second Mate John C. Griffith, Port Steward D. A. Hodges, Chief Engr. Robert I. Giddens, First Asst. Sebastian L. Koep, OS Juan Lopez, Third Asst. Marshall Parsons.

The presentations to Mr. Trainor were made by Captain McCartney, pinch-hitting for the senior Master in the Fleet, Captain Harold Griffiths.



boarding your ships. I will miss all that — but just remember: the latch is off the door anytime you come my way — my wife and I would be more than happy to see you.

HAPPY SAILING!

D. A. HODGES HONORED

The other expression of appreciation aboard the *Esso Baltimore*, June 5, was a scroll and 2 savings bonds presented to Port Steward DeWitt Hodges by Chief Steward Lester Payne on behalf of the Esso Steward's Organization. The scroll, hand lettered in 2 colors and signed by 22 Chief Stewards, reads:

To DeWitt A. Hodges:

In appreciation for these past thirty-five years of cooperation.

More than just a Port Steward; more than just a boss; you have been to us, the Stewards, a real friend—a man who understands our problems and does that 'extra something' to help solve them. In short, you have SIMPATICO.

Both of these instances, we think, are in keeping with the thought expressed in a famous poem by Berton Braley, 2 lines of which are:

"If he earns your praise — bestow it; if you like him let him know it

Let the words of true encouragement be said..."

Dramatic, Rewarding Era Ahead, Wire Tells Maritime Academy Graduates

Sydney Wire, Assistant General Manager of the Marine Department and a member of the Board of Visitors of Texas Maritime Academy, was the principal speaker at the commencement exercises of the Academy on May 24.

"This is a proud moment for each of you," Mr. Wire said. "An original license is the seafarer's passport. Whether deck or engine, it is documentary proof of 'payment of admission.' It signifies that the holder has met all of the qualifications required of a senior watch officer in an American merchant ship. It is a badge of honor, a passport to opportunity and, at the same time, it places on the holder, probably for the first time, really serious responsibility... the kind of responsibility that separates the men from the boys — and fast. That is why it takes years of work and study to qualify and that is why the examination and other requirements are not easy.

"You gentlemen are fortunate. You are embarking on your careers as ships' officers at an exciting time. Over the future span of years you will be a part of what will undoubtedly prove the most remarkable, the most dramatic and the most rewarding era in our maritime history. An era that will herald the debut of the barge-carrying ocean ship

such as the LASH concept and the SEABEE — new breakthroughs in containerization techniques, the roll-on, roll-off ship, the surface effect vessel, the gas turbine, nuclear propulsion, satellite navigation, countless forms of adaptations of the computer to ship operation and who knows, the 1,000,000-dwt. ocean tanker. Even the prospect of commercial undersea craft cannot be ignored."

Company Obtains Texas Offshore Leases

Humble has been awarded leases on four 5,760-acre tracts as a result of its high bids in a Department of Interior sale of oil and gas leases in an offshore area SE of Galveston. Humble, bidding with Texaco, was also successful in obtaining 7 other tracts at the sale, held in New Orleans, May 21. The leases will cost the Company \$140,135,400.

There were more than 600 bids submitted by oil companies on 141 of the 169 tracts the Government offered for lease off the Texas coast.

The Company has contracted for the use of a drilling rig and hopes to start drilling this month on one of the tracts. The depth of water in the lease area is about 100 ft.

Seniority List Activity

A comparison of the recently issued May 1 seniority lists for deck and engine officers with the Nov. 1, 1967 lists shows the following promotions and additions:

To Master

ALPHONSUS GREGAITIS JAMES D. LAWTON

To Chief Mate

ELNINE W. SCOTT BJORN I. GUNNLAUGSSON
JOSEPH E. JOHNSON

To Second Mate

ROY H. EWELL EDWIN J. FELLOWS
JEAN S. BROWER

Additions to Third Mates' List

EDMUND WYLOT JOSEPH E. SULLIVAN
FREDRICK W. WOODRUFF GILBERT J. THOMAS
FRED G. STEVENS

To First Asst. Engineer

JEROME J. McELBOY AXEL G. MILLER

To Second Asst. Engineer

CURTIS W. KEECH, JR. RONALD W. THOMPSON
JOHN F. KELLY DONALD K. JOHNSON

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

Contributions and suggestions are invited and should be addressed to The Editor, ESSO FLEET NEWS, Humble Oil & Refining Co., P. O. Box 1512, Houston, Texas 77001.

Additions to Third Asst. Engineers' List

ROBERT W. SPILLER, JR. WALTER S. SMALLEY
WILLIAM D. BURNS

Additions to Radio Officers' List

VINCENT H. BIRGE ALTON H. TSCHIRHART
REX G. CARPENTER GRANT C. WOODBURY

The promotions were mainly the result of 8 deck and engine officers who retired during the Nov. 1 — May 1 period. Similar activity is expected in the next 6 months when 9 Masters, mates and engineers are scheduled to become annuitants.

To cope with the shortage of Third Mates and Third Assts., about 30 maritime academy graduates are scheduled to join the Fleet during the next few months. The first 2, Third Mate Martin J. Farrell and Third Asst. Vincent S. Franzik, graduates of the New York State Maritime Academy, are now sailing in the *Esso Lexington*.

It is interesting to note that 36 men, 18 deck and 17 engine officers and 1 radio officer are presently on shore assignments.

Steward's Dept. Promotions

Port Steward DeWitt A. Hodges has announced the following promotions, all effective June 1:

To Chief Cook

JOSEPH MARTIN, JR. ARTUR D. B. MARTINS
LAWRENCE GONSALVES

To Second Cook

ISMAIL MULUK J. LORENZO M. ARMENDARIZ
ROBERT BAIRAN MANUEL FARIA
JULIUS E. ROHN EDUARDO DEOLIVEIRA

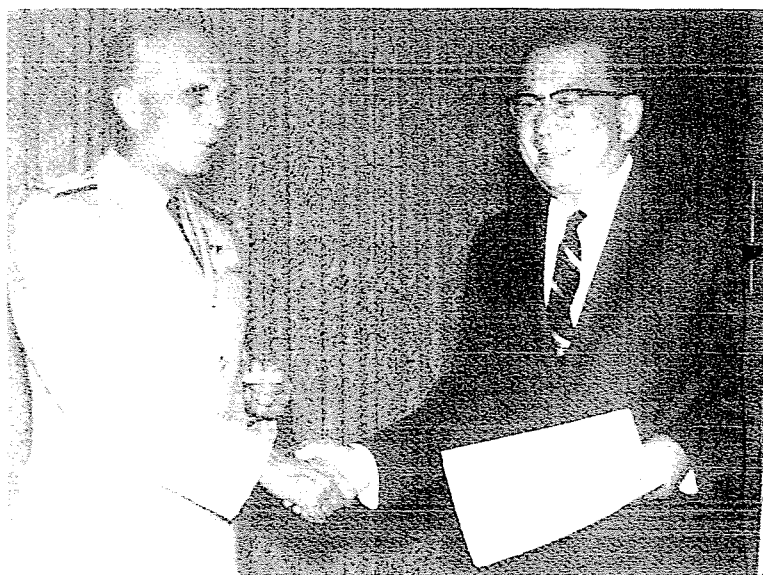
RECENT RETIREMENTS

ABLE SEAMAN HELMUT H. STUROW retired May 1 with 28 years of credited service which includes 9 years (Nov. 1930 - Nov. 1939) with Jersey's German affiliate, Esso Tankschiff Reederei. He joined the U.S. flag fleet (*Esso New Haven*) in July 1946 and sailed as Able Seaman and Deck Maintenanceman for 7 years and as AB since June 1953.

Mr. Sturrow was born in Germany and lives in Francetown, New Hampshire, with his wife Eva.

UTILITYMAN ALBERT W. CALE put in 16 years with Cunard and Furness Bermuda passenger liners before he signed on as Messman in the *Esso Bolivar* on Sept. 24, 1942. He made World War II voyages in 3 other vessels and continued in the Fleet until his mandatory retirement, June 1, with 25 years' service.

Mr. Cale lives in New York City and plans to visit his homeland, England.

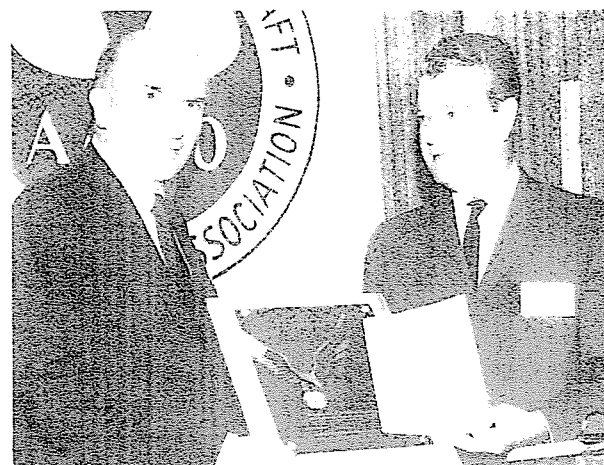


CAPTAIN CLARENCE S. LEE (r.) Master of the *Esso Florence*, had the pleasure of accepting from Admiral W. J. Smith, Commandant of the U. S. Coast Guard, the Jones F. Devlin Awards earned by ships' personnel in the Humble Fleet in 1967. The awards were made May 16 at the Downtown Athletic Club, New York, during an American Merchant Marine Institute-Marine Section, National Safety Council luncheon to honor the 1967 winners of safety awards in the ocean-going division.

Four Company vessels — *Esso Gettysburg*, *James-town*, *Lexington* and *Lima* — qualified for (and will later be presented with) Devlin Awards. They signify 2 or more years' operation without a lost-time accident reportable to the National Safety Council.

AT ANOTHER New York luncheon, held at the Whitehall Club, May 23, Al Giallorenzi (left) Manager of the Marine Department's New York Branch Office, received on behalf of Inland Waterway personnel, 2 safety awards from G. W. Gladders, President of G. W. Gladders Towing Co. and Chairman of The American Waterways Operators, Inc. Men in the Company's 5 towboats based at Baton Rouge won first place and the 2 towboats operating out of Baytown won fourth place among contestants engaged in push towing. Both Humble Branches as well as the second and third place winners (U. S. Steel and Mobil's Western Rivers) had perfect safety records for 1967.

The safety contest is sponsored by the AWO and National Safety Council.



TAFFRAIL TALK

BJORN I. GUNNLAUGSSON, *Captain* Gunnlaugsson. Suh. took the *Esso New York* out of New York. June 3. on his first voyage as Master. The vessel loaded gasoline at Guayama, on the south coast of Puerto Rico, for discharge at New York.

SECOND MATE JOSEPH M. STULTZ is on a temporary shore assignment at Baytown to relieve Sr. Dispatcher LOUIS H. STAAR while Mr. Staar is on a special assignment in connection with oil pollution control.

BILL SESTO, son of EMIL SESTO (Bosn. ret. Feb. 1. 1958) graduated June 8 from Rochester Institute of Technology, Rochester, N.Y. Emil is a transplanted Staten Islander who has been living in St. Petersburg, Fla. for the past several years.

JAMES R. LANGEN (FWT, ret. Nov. 1962) visited the Office June 10. He looks fine, is thoroughly enjoying retirement and still makes chairs in bottles. Jim had 10 years' service in the Fleet and 33 years in the Navy, including both world wars.

The Military Sea Transportation Service has exercised an option to extend its charter of the *Esso Seattle* for an additional 4 years from May 18, 1969.

Sakes alive! Shell Oil has started to use 70,000-ton tankers as lighters for its 200,000-tonners while European ports are being deepened to handle the larger vessels. And topping that is Gulf's plan to trans-ship crude in 100,000-tonners from its new Bantry Bay, Ireland, terminal, which will be supplied by six 312,000-ton mammoths. The *Universe Ireland*, first of the 6, is expected to be completed in Japan in August.

They are going to considerable lengths to enforce air pollution control regulations in New York. Last month heavy black smoke was observed billowing from an excursion steamer in the Hudson

River. An Air Pollution Control Bureau officer drove from Brooklyn to Rye, N.Y.—about 35 miles—to present the chief engineer with a summons when the vessel docked.

Have you heard about the manicurist who married the chiroprapist? Now they wait on each other hand and foot.

New Regulars

Temporary seagoing employees who have recently qualified and accepted regular employee status include the following:

FRANCIS X. BOYLE	JOEL E. NELSON
HERMAN R. CUMBEE	WALTER J. ROWLEY
PAUL JACKSON, JR.	ROBERT N. SHERIDAN
DENNIS L. MARBLE	PEDRO D. VALE
DEFOREST MARSHALL	GRANT C. WOODBURY

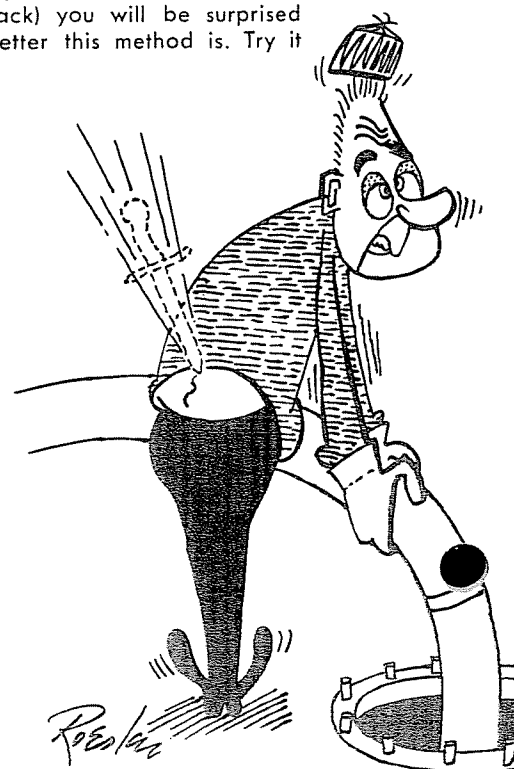
The MIS-Adventures of

J. STUMBLEPRONE MC FRACTURE

This is just one illustration of how Mac was stabbed in the back—with pain—while lifting the wrong way. He was assisting in heaving a tank washing hose and machine out of a cargo tank. Another time he got it trying to lift an anchor claw, and again while rigging wooden paint staging.

In all these cases, and many more, the injury was caused by putting too much strain on the "small" of the back, which can't take it, and not enough of the load on the leg muscles, which can.

Once you learn to keep your back as straight as possible and lift with your leg muscles (you learn fast if you have ever had trouble with your back) you will be surprised how much better this method is. Try it next time.



SERVICE EMBLEM AWARDS



20 YEARS



Joseph M. Stultz
Second Mate
January 16, 1968



Donald K. Johnson
First Asst. Engineer
April 25, 1968



Herbert F. Eddy
Ordinary Seaman
December 19, 1965