



ESSEO FLEET NEWS

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'Lex' Speeds Up Operations To Relieve Critical Storage Problem

Because crude storage tanks at Baton Rouge Refinery were about full, and to avoid a costly shutdown of crude coming from offshore wells, an urgent dispatch was sent to the *Esso Lexington* on September 1. The dispatch requested her to speed up so as to arrive in New York ahead of schedule to discharge her cargo in minimum time, and make a quick return to Baton Rouge to load, thus relieving the critical storage situation.

"The speedup orders were received in time to permit us to make the high tide at New York which saved us about 10 to 12 hours," Captain Robert Kirby said.

Chief Mate Robert McGovern and Chief Engineer William McKay and their crews had the ship rigged for quick lightering upon arrival at Stapleton where two barges, arranged for by the New York Branch were ready and waiting. Ship's personnel also had the *Lexington* ready for immediate hookup and discharge operations when she arrived at Bayway where additional line handlers were on hand. All of these efforts resulted in a further savings in time.

"The *Lexington* discharged in 17 hours, the fastest turnaround that she has ever made," Captain Kirby said, and added: "We left New York at 0300 on September 4

and by 1400 on September 8, we were loading at Baton Rouge. The 298,000 barrels of crude we took aboard relieved the critical storage situation to the extent that no shutdown of lines from offshore wells was necessary.

"This is a case where the mission was accomplished only because of complete cooperation and fast work between the ship's personnel and those at shoreside locations," Captain Kirby pointed out. "This includes personnel in the Deck and Engine Departments who were instrumental in effecting the speed increase and rigging the ship for immediate discharge operations, those in the New York Branch and at Bayway Refinery, and employees at Baton Rouge who had lines ready for hookup the minute we docked there on our return trip," he added.

Tug, Barge Crew Rescues Two Boys From Water

While preparing to shift *Esso* Barge No. 12 from a tie-up berth at Getty Oil Company terminal at Delaware City (near Wilmington) at approximately 1545, August 8, the crew of the tug *Esso Delaware Valley* and *Barge 12* heard shouts for help from a small boy swimming off a beach south of the terminal.

J. A. Piercy, operations supervisor at Paulsboro, New Jersey, described the event as follows:

"Mate Wallace Jackson, with Deckhand Raymond Fernald, Cook Frederik Kaufman, and Bargeman Harold Bohlinger went to the aid of the drowning boy. Another older boy had also gone to his rescue, but because of the struggle the smaller boy put up, he had trouble

keeping his head above water. I viewed this from the dock at Getty Oil and saw the boy go under once.

"Mate Jackson expertly maneuvered the tug close to the boys and a life ring was tossed to them. Both were hauled aboard the tug by Fernald and Bohlinger.

"The drowning boy had taken in water and was very scared. The crew administered first aid as needed and after both boys had rested, they were placed ashore.

"Mate Jackson, Deckhand Fernald, Bargeman Bohlinger, and Cook Kaufman are to be commended for their alertness and fast action in making this rescue. Our hats are off to them for a job well done," Mr. Piercy concluded.

Humble Ships Escape Hurricane Damage; Three Are Delayed

Fortunately, the hurricanes in the Gulf of Mexico during September delayed only three company ships—none were damaged.

The *Esso Lima*, in port at Freeport, Texas, was delayed in loading gasoline for about 24 hours until threats of Hurricane Edith passed. Edith also delayed the *Esso Jamestown*, enroute from New York to Harbor Island, Texas, for about four hours.

The *Esso Philadelphia*, enroute from Everett to Baytown, took evasive action to miss Hurricane Fern, delaying the vessel by about 17 hours.

Marine Informed Of New Trademark Test Program

By now, most of us know that in October Humble will launch a test program in six U.S. cities to determine customer reaction to a new trademark. The trademark to be tested is EXXON, and the cities are Athens, Georgia; Zanesville, Ohio; Manchester, New Hampshire; Battle Creek, Michigan; Nacogdoches, Texas; and San Luis Obispo, California.

The objective of the test is to establish a single trademark as the unifying symbol for Humble's products and facilities throughout the United States. If public reaction to the new trademark is favorable, the company plans an eventual full-scale changeover to the new brand name, EXXON, probably late in 1972.

The announcement of the test was made Monday, September 20, to Marine Headquarters employees and others in the Houston Office. At the same time, Marine branch managers, who met in Houston on the preceding Friday, made the announcement to their respective groups. This included



Two versions of Humble's new trademark, EXXON, will be tested in a total of 33 service stations in six cities, beginning October 4. Though shown here in black and white, both will be in color. The oval will be solid red with white letters; the rectangular version will have red letters on a white background with the heavy bar and border in blue.

office and all tug and barge personnel who could be contacted on Monday. Those who could not be reached were notified later.

Also on Monday, Sydney Wire, Marine assistant general manager, met in New York with representatives of four fleet employee associations to inform them of the new trademark test program.

Personnel not assigned to vessels received the announcement in letters mailed to their homes. Those in vessels at sea were noti-

fied upon arrival at various ports.

The full story of the new trademark test program is being carried in the *Humble News* which was mailed first class to the homes of all employees on Thursday, September 23. The *Humble News* coverage also includes a question and answer interview with Board Chairman M. A. Wright on why Humble needs a single nationwide brand name. Copies of the *News* are being distributed to vessels as they reach port.



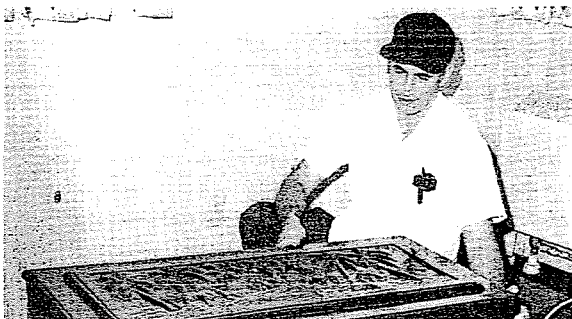
PERSONNEL IN THE "ESSO BANGOR" were recently presented a Jones F. Devlin safety award for sailing two consecutive calendar years without a lost-time injury reportable to the National Safety Council. The last lost-time injury in the *Bangor* occurred on May 17, 1968. Although the award was from this date through December 31, 1970 (958 operating days), the vessel's injury-free safety record is still intact. From the left are: Alberto DePina, CM; Kenneth P. Naley, chief pumpman; Zun Fah Sun, chief cook; David Fernandes, steward; Arnulfo Tovar, second cook; Jerry Sauls, OM; Raymond B. Hurley, radio officer; James Beairsto, second engineer; Charles Laratta, chief engineer; Captain Roy Merritt, who received the award on behalf of the ship; Jack Ertl, first engineer; Albert Fellows, assistant port engineer; and Al Randall, safety officer.

Fast Loading Time

The *Esso Gettysburg* loaded a total of some 291,000 barrels of heating oil and diesel fuel in 13.9 hours at Baytown Refinery on September 8. This is the fastest time that a 41,000 dwt ship has loaded in the past 12 months. Captain Herbert J. Swift is master of the *Gettysburg*. Charles Zeman is chief mate and James Fowler is chief engineer.

As usual, quick turnarounds are accomplished through the efforts of ship and dock personnel, and by refinery employees who make the products available in the right amounts at the right times. Let anyone ashore or in the ship fail to perform his duties properly, or a piece of equipment fail because it has not been maintained properly, and all hopes of a quick, efficient turnaround vanish.

TAFFRAIL TALK



LEO OLIVERIA, JR., steward in the *Esso Boston* which recently returned from India, shows a hand-carved rosewood chest that he purchased in Madras. "I was a little worried for a while because I had to take the shopkeeper's word that he would send it 300 miles by rail to our ship at Pondicherry," Leo said. "In fact, I worried almost up to the ship's departure time, but the chest arrived just a couple of hours before we left and it was admired by the crew all the way back to the states."

IF YOU LIKE to fish, you may want to accept this invitation from Captain William Hamilton the next time you vacation in Florida. Captain Hamilton, who retired from the fleet in 1968, lives in Homosassa Springs (that's on Highway 19 between Tallahassee and St. Petersburg). "My homestead is on a canal with entrance into Homosassa River, about 10 miles from Crystal River. We live on Canal Street—no house number, but I'm in the

phone book. If any of my ex-shipmates who happen to be in the area will stop by, there'll be an extra fishing pole waiting for him."



UNDER THE SUBJECT of "Choice Bit of News," Captain William J. Falvo, master of the *Esso Lima*, sent a letter to *Fleet News* about the upcoming marriage of Alfred Goncalves, OM, shown here. "We took up a collection which was presented to Alfred by James Libby, Jr., third assistant, with our best wishes for a happy marriage," Captain Falvo wrote, and added that Charles Spacek, second mate, gave this advice to the prospective groom: "Alfred, your job on the ship is to wash the dishes, set the table, and keep the pantry and messhall clean. Don't do any of these things at home. Let the little woman do them, it's her job." Alfred, however, seemed a little skeptical that he could avoid these chores, Captain Falvo observed. In fact, he seemed somewhat eager to help his prospective new bride do these things—further proof that there's no explaining young love.

OBITUARY

CAPTAIN DANIEL H. LARSEN, who retired in 1945 after more than 24 years service with the company, died at age 85 in Staten Island, New York. Captain Larsen joined the company in April, 1920, as second mate in the *Ampetco* and was promoted to master of the *Hera* in October, 1922. He was master of the *Wm. G. Warden* from 1928 to 1940 and was in command of the *C. O. Stillman* when she was lost by enemy action in June, 1942. His last ship before retiring was the *J. A. Mowinckel*. He is survived by his widow.

WILLIAM H. AHRENS, 72, died of complications after a heart attack at a hospital in Ras Tanura in Saudia, Arabia. He joined the company as oiler in the *F. Q. Barstow* in 1923, became machinist in 1924, and third assistant in the *Wm. G. Warden* in 1926. He advanced to chief engineer in 1936 and served

throughout WW II in that rank. Beginning in February, 1944, he was chief in the *Esso Annapolis* for 16 years and served as chief in the *Esso Baltimore* from June, 1960, until his retirement in 1963 with nearly 40 years of service. He is survived by his widow, a son, and two daughters.

'San Francisco' Back In Service

The *Esso San Francisco* returned to service on September 24 after her biennial Coast Guard inspection in Sun Shipyard in Chester, Pennsylvania. She is the 12th and last Humble vessel scheduled to enter a shipyard for inspection and/or repairs or alterations this year. The 11 other company vessels were the *Esso*

New Orleans, *Esso Chester*, *Enco Gloucester* (recently sold), *Esso Baltimore*, *Esso Houston*, *Esso Miami*, *Esso Jamestown*, *Esso Seattle*, *Esso Bangor*, *Esso Gettysburg*, and the barge, *Enco Port Everglades*.

The *Esso New York* will be the first Humble ship to be inspected and repaired in 1972. She enters an East Coast shipyard in February and is expected to be there for about two or three weeks.

RETIREMENTS

Three employees from the oceangoing fleet retired on September 1. They are:

RONALD J. McLEAN, steward, started his career in 1943 as chief cook in the *Paul H. Harwood*. He had several periods of broken service during the next seven years. His last broken service ended in September, 1950, when he was reemployed as second cook in the *Esso Lima*. He served in various company vessels, advanced to chief cook, and then became chief steward, the rating he held upon retirement from his last ship,

the *Esso Seattle*. He lives in Woonsocket, Rhode Island.

PATRICK J. HANLON retired as AB in the *Esso Chester*. He began his career in the fleet as utilityman in the *F. H. Bedford, Jr.*, in September, 1939. After several periods of broken service, he became AB in the *Esso Bolivar* in 1946. He served in a number of company vessels as AB, the rating he held upon retirement. His last ship was the *Esso Chester*. Mr. Hanlon lives in Scarborough, Maine.

ANTONIO F. GOMES joined the fleet in 1947 as second cook in the *Esso Pittsburgh*. He later advanced to chief cook and served in this rating in various company

vessels until his retirement on September 1. For the last eight years of his company service, Mr. Gomes was on the board of governors of the Esso Seamen's Association. He lives in New Bedford, Massachusetts.

SERVICE AWARDS

30 YEARS

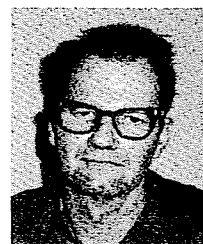
Richard Lewis
First Assistant
June 7, 1971



20 YEARS



Charles Hudspeth
Chief Steward
May 5, 1971



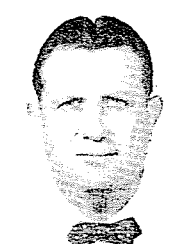
Denver McCasland
FWT
July 27, 1971



James Perkins
FWT
August 15, 1971



Mitchell McEwan
Oiler
Sept. 17, 1971



James Goalder
Second Mate
Sept. 27, 1971



MANAGERS FROM HUMBLE'S VARIOUS MARINE BRANCH OFFICES met in Houston on September 1 and 2 to review the status of their 1971 operating goals with headquarters Marine Department managers, as shown in these two pictures. Emmett A. Humble, Marine general manager, is shown above making a presentation to the group. The meeting also gave the headquarters managers an opportunity to review overall operating and administrative problems, as they apply to branch activities. Branch managers who participated in the meeting, and their respective branches, were: Al Giallorenzi, New York; Jack Bennett, Boston; John Sachs, Port Everglades; Sam Gardner, Baton Rouge; Stan Haas, Baytown; Larry Roth, San Francisco; and Bob Williams, Baltimore.

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

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.