

ESSO FLEET NEWS

PUBLISHED BY THE MARINE DEPARTMENT, HUMBLE OIL & REFINING COMPANY



Vol. 11, No. 6

March 20, 1969

Classes Underway at Galveston

New Program Trains Esso Fleet Seamen for AB Jobs

A new two-week able seaman training program to upgrade ordinary seamen will graduate its first class next Friday. The Marine Dept-sponsored course—developed at the request of the Esso Seamen's Assn.—is designed to qualify Humble seamen to fill an increasing number of AB vacancies in the fleet.

Coast Guard officials will administer the Lifeboat and Able Seamen's Examination to men completing the course. Passing the exam will lead to promotion to able seaman and an increase in base pay and overtime rates.

The training program got underway March 17 at Galveston aboard the training ship *Texas Clipper*, courtesy of the Texas Maritime Academy. Third Mate Michael Sharik III, course instructor, said that classroom instruction, actual practice in lifeboat handling, the use of fire fighting equipment and drills in rescue procedures will cover all phases of the Coast Guard requirements for qualifying as able seaman.

"This is a practical, straightforward course that will move from theory in the classroom to actual

practice," Mr. Sharik said. "Every graduate will be able to demonstrate his ability to tie and splice lines and handle a lifeboat to meet the written, practical and oral AB test given by the Coast Guard."

The course will include some "homework" too. "There's a lot of reading to absorb during the two

weeks," Mr. Sharik observed. Periodic tests will be used to test each student's progress. "And anybody who wants some extra tutoring can get it simply by asking," he said. Two other AB courses will follow the first one back-to-back, one beginning March 31 and the other April 14.

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Sweeping Trio of Marine Safety Awards Goes to Fleet, Gettysburg, Inland Crews

The Marine Dept.'s safety incentive program has paid off in a sweeping trio of awards to men in the Humble tanker fleet and inland

waterways Baytown branch. Three major safety awards have cropped up one after the other recently as lost-time injury-producing accidents dipped to record low levels.

Safety honors went to the *Esso Gettysburg* for a million man-hours worked without a reportable lost-time injury in 3½ years. During that time, 401 men sailed in the ship. T. J. Fuson, general manager of the Marine Dept., recently boarded the vessel and presented an engraved plaque and letter of appreciation to the master, Capt. Herbert J. Swift.

The plaque reads: "Presented to the men of the *Esso Gettysburg* for their outstanding performance in working 1,000,000 man hours without a lost time injury." Mr. Fuson told crewmen on hand for the presentation that "safety not only contributes to a ship's efficiency but also to your individual welfare and good health." His letter to the ship's men said in part:

"This splendid safety record running from June 1, 1965, to November 21, 1968, (and still going unbroken) could not have been achieved without the constant vigilance, sound judgment, preparedness and guidance on the part of

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BANGOR RESCUES TWO OFF FLORIDA COAST

No doubt the *Esso Bangor* was the most beautiful ship ever seen by a couple of boatmen drifting at sea in a powerless vessel off the Florida coast. Capt. H. F. Wichman sighted their smoke flare and frantically waving flags on a south-bound voyage Feb. 16. And the *Bangor* went to their rescue.

"We reduced speed and headed over to the boat," Capt. Wichman reported. Not only had the boat lost power when an alternator burned up but also was without radio communications. "We told them we would tow them to the Miami sea buoy," said the *Bangor's* master. Esso seamen pitched a towline to the happy sailors and the tanker towed their 18-foot boat toward the coast at five knots.

About an hour later a Coast Guard ship took the little boat in tow and the *Bangor* continued its voyage to Baytown. The rescue operation took almost two hours.



3rd Mate Michael Sharik III
AB Course Instructor

Safety Awards

(Cont'd from Page 1)

all those men who served on board during this period. I believe this record would not have been achieved without having harmonious cooperation between the licensed and unlicensed men.

"Well done—and, again, congratulations!"

The *Gettysburg* is the second ship to be awarded the million man-hour award. The *Esso Jamestown* was the first.

Two other awards were announced for the first time since the safety incentive program was launched a year ago. Men of the fleet—1127 of them—are in line for individual safety prizes for working 80 days without a single reportable lost-time injury to the National Safety Council from Dec. 5, 1968, to Feb. 23, 1969.

The Baytown branch of inland waterways has been named winner of the first inter-branch safety contest. The 24 men who man the inland equipment qualified for the honor by working from start to finish of 1968 without any reportable lost-time injuries. Letters of congratulations from management have gone out to them and an engraved plaque will be presented to W. W. Cottle, branch manager.

Individual safety awards will be selected by eligible employees from a brochure offering an assortment of 24 prizes such as portable electric jig saws, camera kits, radios and other valuables. A. B. Randall, Jr., fleet safety officer, said that catalog brochures and selection cards have been mailed to eligible men on the *Esso Gettysburg* and to the Baytown inland boatmen. Similar material will be sent to those men who helped achieve the 80-day record.

The triple-header series of awards, Mr. Fuson observed, proves that the Marine Dept.'s year-old safety incentive program is worth its salt. "It takes a concerted effort on everybody's part to run a safe ship," he said. "Safety is no accident."

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.

Jim Pitts, 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.



GETTYSBURG officers, crew and shore side personnel on hand for presentation of a plaque by T. J. Fuson, general manager of the Marine Dept., in recognition of a million man-hours worked without a reportable lost-time injury are from left (front row) Oiler Mercedes Renteria, Messman Thomas I. McMenemy, Chief Engr. Theodore C. Woodard, Mr. T. J. Fuson, Capt. Herbert J. Swift; (back row) Utility Man Teodoro Martinez, 2nd Engr. Antonio S. Rose, Asst. Port Engr. Albert Fellows, Baytown Branch Manager W. W. Cottle, Mr. Herman Teller, Steward Daniel G. Fernandes, Pumpman Roy G. Stanley, Chief Cook Eduardo Oliveira, 2nd Cook Albert E. Russell, Messman Robert Edwards, Cadet Scott Summers, Safety Officer A. B. Randall, Jr., and Chief Mate Jean S. Brower.

AB Training

(Cont'd from Page 1)

"AB vacancies do exist and we prefer to fill them from within," said Paul McEwan, head of Seagoing Personnel. "Plans are to accept 12 students in each course. It's a good opportunity for an ordinary seaman to upgrade himself in a short time."

Students are quartered at a hotel near the *Texas Clipper*. Humble pays their expenses and provides books, paper, pens and other study materials. Seamen taking the course remain on the pay roll with full wages.

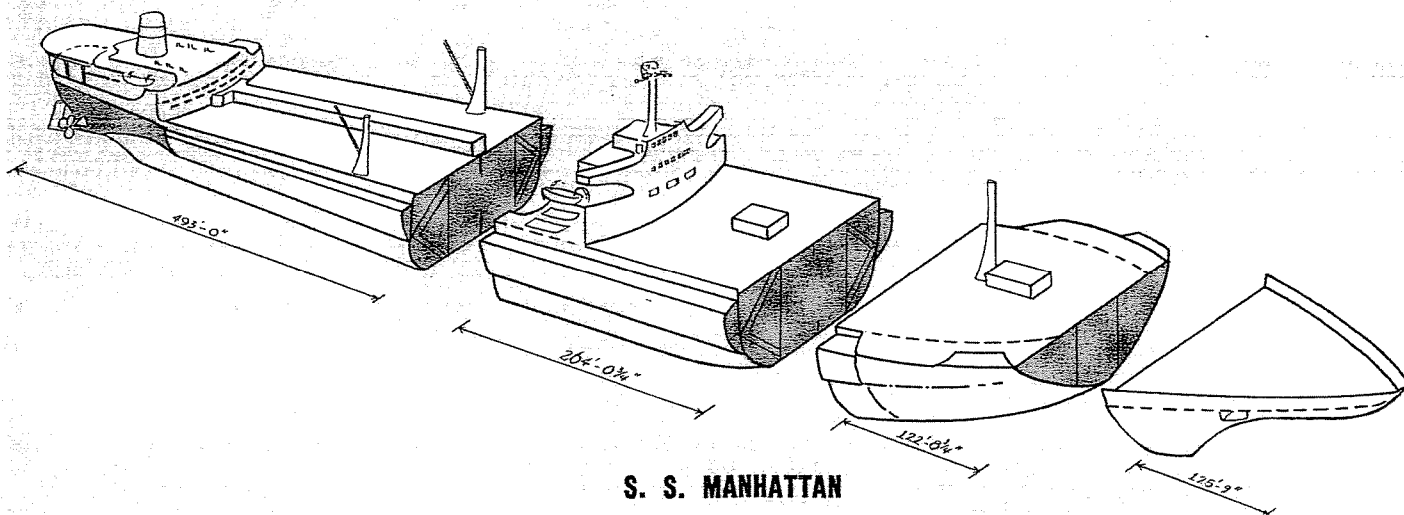
Requests to enroll in the course should be routed through officer supervisors. Applicants must be at

least 19 years old and able to pass a color sense examination. Three years' sea service on deck is required to obtain an unlimited AB certificate, or one year for a limited certificate. Limited certificates are upgraded automatically to unlimited when the required sea service is fulfilled.

Mr. Sharik brings to the classroom 17 years' experience in the Humble fleet. He signed on in 1952 as a messman and moved up to ordinary seaman, able seaman and third mate. Mike also assisted for four years in the training of Esso lifeboat racing crews and was coxswain in boats that won the World Championship International Lifeboat Races two years consecutively. Before joining the fleet, he served in the U.S. Navy for four years.

WORDS OF THE WISE

He who allows his day to pass by without practicing generosity and enjoying life's pleasures is like a blacksmith's bellows—he breathes but does not live. Sanskrit Proverb.



S. S. MANHATTAN

Humble's Manhattan Project Moves Ahead at Full Throttle As Engineers Modify Tanker.

Northwest Passage Challenger No Cream Puff

Manhattan Gaining 9000 Tons, More Length for Historic Voyage

The *S.S. Manhattan* — biggest tanker flying the American flag — has been cut into four pieces to speed up plans to make her bigger, heavier and as "iceworthy" as any commercial vessel in the world. She is being prepared for a voyage through the Northwest Passage.

Tentatively the historical journey is set for mid-July. Opening up the Northwest Passage to commercial shipping would provide a route for transporting oil from Alaska's North Slope—where Humble is developing sizable leases—to refineries on the East Coast.

The bigger-than-life job of reworking the massive *Manhattan* is going on in three shipyards — Chester, Pa., Newport News, Va., and Mobile, Ala. At Chester the stern is being strengthened internally and a double skin is being added. A new icebreaking bow will be fitted onto the ship there also.

The forward section including the No. 1 cargo tank is at Newport News while the midship section is at Mobile, Ala. A heavy steel ice belt is one of the major engineering aids that will help the ship break her way through the Northwest Passage. The belt will be fitted along the hull from the bow to the engine room section. A. D. Mookhoek, Humble Arctic Task Force technical coordinator, explained that the belt is sloped at ten degrees, making an angle "to facilitate breaking the ice under

tension rather than by compression." It prevents the pressure of tons of ice the ship will encounter from pushing against the hull at a 90 degree angle.

When the *Manhattan* has been put together again, she will have gained some 9000 tons in weight

and grown noticeably in length and breadth. Here are the husky lady's vital statistics after alterations (original dimensions in parenthesis): overall length, 1005'6" (940'6"); breadth, 155' (132'); depth, 67'6" (same), and draft 52' (50'4 1/4"). She's no cream puff.



Marine Dept. General Manager T. J. Fuson presents a gold watch and other mementos to retiring Esso Fleet News "Able" Editor Bill Gardner, who served as the fleet's salty wordsmith for over 19 years. After hail and farewell ceremonies, Bill was honored by colleagues at a luncheon. He lives in Houston with his wife, plays golf, puffs his familiar pipe, and looks forward to visiting Esso seamen now and then at Baytown.

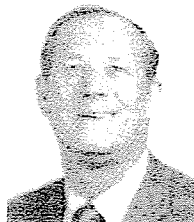
RECENT RETIREMENTS



Fireman-Watertender Charles G. Freeman's last voyage with the fleet was in the *Esso New York* before retiring March 1. He had almost 21 years with the company. Prior to joining the fleet he served in the Pacific with the Navy in the *U.S.S. North Carolina*. Mr. Freeman first sailed with the company in the *Esso Scranton* as fireman-watertender on April 29, 1948.

He is originally from Melbeta, Nebraska, and now lives in Baytown, Texas. Since retirement, he has been employed as a mechanic for a coastal maintenance firm. Mr. Freeman spends some of his leisure hours enjoying his favorite hobby, photography.

Pumpman Per S. Esten, who began his seagoing career as coal passer in 1931, retired March 1 after 21 years' service in the Esso fleet. He sailed in ships from his native Norway from 1931 to 1938, worked as an outside machinist for a ship-builder in Oslo during World War II, and went to sea again in 1945 as motorman in Norwegian ships. Mr. Esten also attended engineer's school at Oslo. He worked in Brooklyn before joining the fleet in the *Esso Charlotte* as oiler Dec. 22, 1947. His last ship was the *Dallas*.



Mr. Esten is "thinking of making a trip back to the old country and up to my hometown, Tromso, in the land of the midnight sun." Tromso is celebrating its 175th anniversary this year. In the meantime, his plans include "gardening, fishing, bowling and bridge." Mr. Esten has two children: Eric, 16, and Robert, 14. He lives in St. Petersburg, Florida.

Oiler James P. Donovan joined the company on April 2, 1947, and sailed as wiper in the *Wallace E. Pratt*. He retired March 1 with more than 21 years' service in the fleet. During his career, Mr. Donovan also went to sea as storekeeper and fireman-watertender. He first sailed as an oiler in 1950 in the *Esso Bridgeport*. His last ship was the *Florence*.

A native New Yorker, Mr. Donovan and his wife, Margaret, live on Staten Island, New York.

Third Mate George W. Verlander is operating a 57-acre oyster farm and devoting more time to studying the stock market since his disability retirement March 1. He joined the company in December, 1949, as able seaman in the *Esso Linden*. George began his life as a seaman in the *State of Virginia* in 1939. He was second mate in the *S.S. Albert P. Rider* in 1945 when she was running without lights at night under Navy orders and collided with a blacked-out Brazilian freighter. The other ship went down with no loss of life.



George and his wife, Cornelia, plan to move from Baltimore to his hometown, Weems, Virginia, where "the country air is fresh and I can raise a garden and sit on the docks talking with old friends." In farewell, he said, "I have enjoyed the years with the fleet and all the men I have worked with, both aboard ship and on shore."

Pumpman Edward Derry signed on as messman in the *Esso Cumberland* on April 22, 1947, and retired March 1. Eight months after joining the fleet, he sailed in the *Esso Everett* as second pumpman. And in December, 1950, Mr. Derry was promoted to pumpman aboard the *Concord*. His last ship was the *Esso New York*.

Mr. Derry was born in Bocki, Poland. He lives with his wife, Ethel, in Oakland Park, Florida.

Stamps Shore-Up Dept's '68 'Losses'

The Marine Department went "in the hole" last year by 12 cents when Mrs. H. J. Ottmann in Watertown, Wisconsin, mailed two letters to her husband, Third Asst. Engr. Howard Ottmann. The letters were short 12 cents postage, which the Department shelled out before sending them to Mr. Ottmann aboard ship. But . . .

Mrs. Ottmann — bless her thoughtful soul — sent two 6 cent stamps and a bouquet of thanks to "whomever it may concern." She explained that "I'm in too big a hurry to weigh my letters" before mailing them. "I do appreciate it," she wrote.

We think the Marine Department would have stayed afloat even without the two stamps she sent. But her words of thanks are priceless. The Marine Department will continue to see that the mail goes through to the Fleet. And if it costs an extra 6 cents now and then, Mrs. Ottmann's kindness makes it even more worth the effort.