

ESSO FLEET NEWS

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More Safety Awards

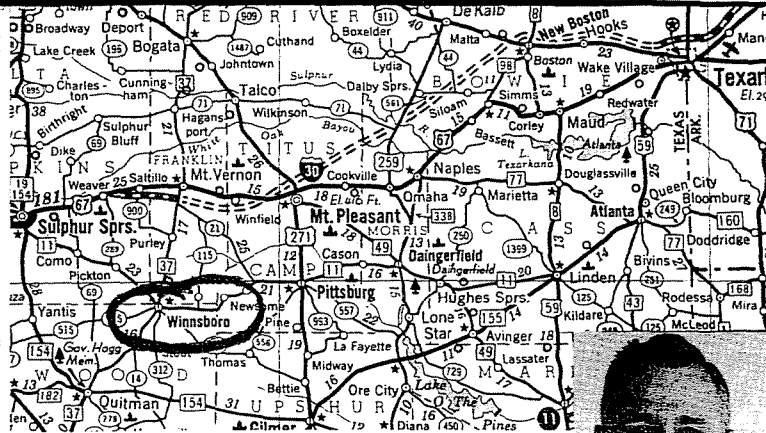
In addition to the Marine Division's Certificate of Safety, presented to 4 vessels for perfect safety records in 1963 (and previously published), Jones F. Devlin Awards for 2 and 4 years' operation without a lost time accident were made to the following vessels last month.

ESSO JACKSONVILLE — 4-year award — L. to r.: T. J. McTaggart, Port Engr.; W. W. Cottle, Baytown Branch Mgr.; Captain S. V. Gardner, Baton Rouge; H. W. Bradbury, Asst. Port Engr.; 3rd Mate Paul E. Genest; Sydney Wire, Asst. General Manager; OM Rosales Celso; 3rd Mate Joseph R. Gauthier; Captain Herbert J. Swift; Arthur D. Baldwin, Port Staff; Chief Engr. John Danko; AB Glenn E. Miller; A. B. Randall, Port Staff Asst.; 1st Asst. John T. Murphy; AB Arthur B. Colcord; Captain R. F. Stap, Port Staff; Chief Cook Adinario E. Alves; Chief Steward Alvin P. Bergeron; 2nd Cook John M. Barros, and MM Charles S. Cicero.

ESSO GLOUCESTER — 2-year award — Mr. Bradbury; UM George Tukailo; AB John DaRosa; Chief Engr. Walter W. Werner; W. F. Robinson, Acting Mgr., Operations Dept.; Chief Steward Leopold Oliveira, Jr.; MM Joseph J. Lombardi; Captain Emil L. Wigh; 2nd Mate Robert J. Olsen; 3rd Mate Oliver W. Holmes, Jr.; Joseph Andrae, General Manager; OS Robert E. Couturier; AB William B. Page; the late Ralph F. Muzzucco, Chief Mate; MM Abelardo Lopez; Mr. Randall; 1st Asst. Nunzio Consoli, and OS Marcos M. Tobias.

ESSO JAMESTOWN — 2-year award — 1st Asst. Peter C. Kessler; 3rd Mate John R. Luke; Chief Engr. William A. Dundon; Pumpman Per S. Esten; Captain Charles F. Stober; 3rd Mate R. E. Armstrong, Jr.; W. J. Huber, Baton Rouge Branch Mgr.; AB Dennis Armand; Chief Cook James F. Morris; RO Harry L. Fendt, and MM Yismael Coronado.





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MY HOME TOWN

AB WAYNE BIRDSONG
Winnsboro, Texas



When you read about Northeast Texas, where Winnsboro is located, you understand a little why Texans are inclined to brag. Although Wayne Birdsong is not the bragging type, he does admit that his native soil is "beautiful rolling country" and that, judging by the EAST TEXAS VACATION GUIDE, is putting it rather mildly.

Winnsboro, about half way between Dallas and Texarkana, is but a short hop from a variety of attractions. Close by is 900-acre Lake Winnsboro, one of 4 new lakes in Wood County. Sulphur Springs, 23 miles to the northwest, is a large dairy products center and site of an annual livestock show, dairy show and rodeo. Gilmer, to the southeast, is peach country and Mineola, 26 miles southwest, claims to be the "prettiest little city in East Texas." The whole area is noted for its piney and post oak woods, hunting, fishing, farming, lumber, oil wells and colorful spring and fall foliage.

Winnsboro itself has a population of about 2,700 and is a commercial center for southern Franklin and northern Wood counties. Wayne lives 5 miles south of the town in a modern, air conditioned brick home on an acre of land. He and his wife, Jo Ann, have an 8-month old son, Joe Dan.

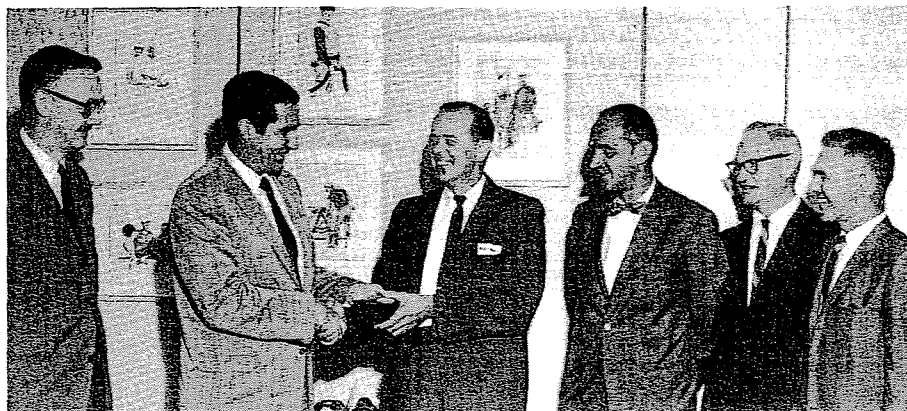
Wayne is presently AB in the *Esso Gloucester* and has 17½ years' service in the fleet, exactly the same as his older brother, James, Oiler in the *Esso Boston*. They both joined the *Esso Springfield* on the same day, Oct. 14, 1946. They have a cousin, Jack, FWT in the *Esso Boston*, who returned to the fleet last January after a 2-year military leave.

Rust-Ban Coating Inspector Activity

Inspecting the application of Humble's corrosion-preventing Rust-Ban 191 is a growing occupation. Latest to join the ranks of inspectors is 2nd Asst. Engr. Frederick J. Farrell, who reported at Bethlehem's Key Highway Shipyard, Baltimore, June 17 for inspector training during coating work on the *Esso Gettysburg*. Also inspecting or receiving inspector training on the *Gettysburg* job were 2nd Asst. Dwaine F. Hettinger, 3rd Mate Paul P. Balcius and 3rd Asst. Edmund A. Larsen.

Last April, 3rd Asst. Carl E. Brooks accepted a training assignment at Newport News, where he joined 3rd Mate William R. Tyrrell to inspect coating of the Company's 66,700-dwt. supertankers during construction. Second Asst. Curtis W. Keech, Jr., who was formerly inspecting coatings on these ships, is now a Construction Inspector for the same hulls.

Second Asst. Sebastian L. Koep, who has spent most of the past 5 years as a Coating Inspector in the U. S., Europe, Japan and the Philippines, is now back in Japan for another 3-month stay. Also over there is 3rd Mate Harald Ronhave, a Coating Inspector of considerable experience, as is 2nd Asst. Anthony Petryk, who recently returned. Each of these men was at a different Japanese shipyard where large tankers are being coated during construction. In addition to inspecting coatings and training shipyard workers in the application, they are training employees of Esso Standard



George T. Banks (3rd from left), who handles Engineer assignments in the Seagoing Personnel Section, receives 30-year service emblem and gold watch (and congratulations) from Asst. General Manager Sydney Wire on June 22. George started his Company career in the Bayonne Storehouse. After 4 years in the Navy (1941-1945) he did Marine accounting work until he joined the Personnel Section in Feb. 1962.

Others in the photo, l. to. r., are: W. F. Robinson, Acting Manager, Operations Dept.; Harvey C. Nielsen, Seagoing Personnel Sec.; T. J. McTaggart, Port Engineer, and Leonard H. Earle, Employee Relations Supt.

Sekiya, Jersey's Japanese affiliate, to be inspectors. A great future is predicted for Rust-Ban coatings in Japan — not only for ships but for bridges and other steel work.

Speaking of bridges, Rust-Ban 191 is being applied to the 26-year old Mississippi River High Bridge at Baton Rouge — a 4.8 million sq. ft. job, now about 15% completed.

Sales engineering for Rust-Ban 191 and the other 300-odd protective coatings made by Humble is being handled by Frank Koehler and Walter Radut, both former Marine men.

RECENT RETIREMENTS



ORDINARY SEAMAN HERBERT F. LINDSTROM, recently in the *Esso Bangor*, retired June 1 with 22 years, 9 months of credited service. He shipped out in several vessels between 1923 and 1925, then worked more than 15 years with a New York stock brokerage firm. Returning to

the fleet in June 1942, he sailed in 6 ships throughout World War II and continuously thereafter until his retirement.

Born in Brooklyn, Mr. Lindstrom is now living in Garden City, N. Y.

OILER DALPHON W. CAMP, brother of Asst. Port Steward N. J. Camp, retired June 1. He had 17 years, 9 months of credited Company service, starting as OS in the *Esso Bolivar* in Jan. 1941.

Mr. Camp sailed throughout World War II in 7 vessels, shipping out as AB, Third and Second Mate. Because of a sensitivity to sunlight, he transferred to the Engine Dept. in 1958 and served as Oiler in his last 3 vessels.

A native of Florida, Mr. Camp's home is in Tampa. He and his wife, Audrey, have 2 daughters, Carol, 18 and Sandra, 13.

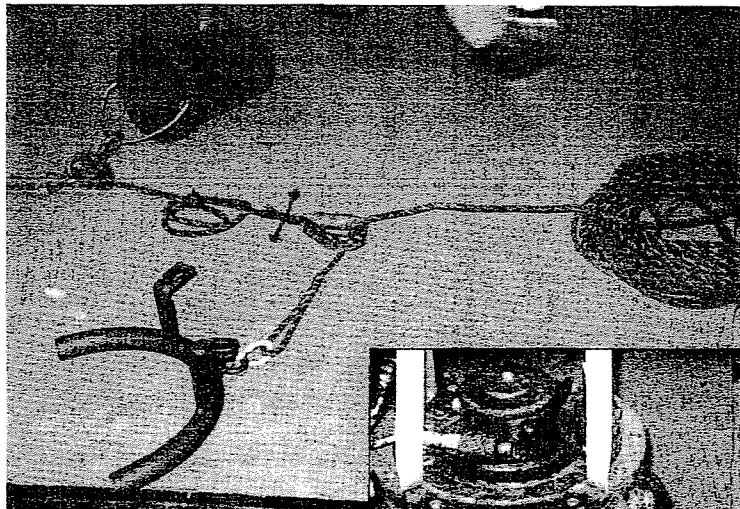
TAFFRAIL TALK

Phil Scott (Chief Steward, ret. Feb. 1, 1963) wrote from Durant, Okla., June 24 that "The family and I just came from Beaver Bend State Park, Okla. Fished, camped out and had a fine time. I am really enjoying my retirement."

ESSO FLEET NEWS is published for the seagoing employees of the Marine Division, Humble Oil & Refining Co.: Joseph Andrae, 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 1, Texas.



Photos by Albert T. Fellows

Tank Cleaning Aids

Above is a photo of a clever yet simple rig to assist in removing buckets of scale or muck from a tank. It was developed by Albert T. Fellows, First Asst. and

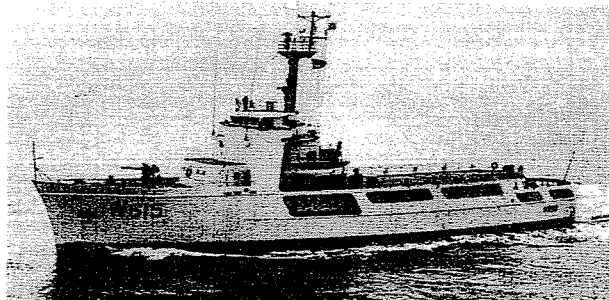
relieving Chief Engineer and Philip W. Babcock, Chief Mate, both in the *Esso Boston*. The rig consists of 3 lines and a piece of bent 1 1/4" pipe on which 2 brackets and an eye were welded by Pumpman Rosendo Pena. The pipe brackets are bolted on 2 Butterworth plate studs and the coiled guide line at right of photo is let down into the tank and fastened near a work area — say a corner of the tank. A plastic bucket is fitted with a snap hook on which a heaving line and a short piece of line are attached. The short line has a thimble on one end which rides up and down on the guide line. The bent pipe serves as a fairlead for the heaving line. The arrangement allows the bucket to be hauled up in a vertical position from any part of the tank.

Another of Mr. Fellows' ideas (inset above) was to put a return bend on a Coppus Blower exhaust. Compressed air, which drives the blower, cools as it expands and by directing the exhaust back to the air intake of the blower, cool air is blown into the tank. On a test the air going into the tank was cooled 12°.

Incidentally, Mr. Fellows started on a training assignment as a Repair Inspector on June 30. His first job is the *Esso Gloucester*, now repairing at Jacksonville.

AB Paul Kelly, ex *Esso Boston*, and his wife, Elizabeth, announce the birth of a son, Paul Michael, on June 22. Mr. and Mrs. Kelly, of Dorchester, Mass., have another son, Michael, 4, and 5 daughters — Catherine, Sheila, Jane, Pauline and Eileen — aged 2 to 11.

The *Esso Seattle* left Bahrain, Persian Gulf, June 21 with her first cargo for Sasebo, Japan, where she was due on July 5. One gets the impression from a report by Chief Engineer Keith V.



U. S. Coast Guard cutter *Reliance*, first of a new 210' class of ship, was commissioned June 20 at Galveston. After a shakedown cruise, she will be stationed at Corpus Christi, Texas.

The *Reliance* is propelled by twin screws driven by a combination diesel engine and gas turbine power plant. Her normal sea speed is 15-18 knots. A flight deck aft will serve as a fueling platform for Coast Guard rescue helicopters, thus extending their range on offshore missions.

Wintenburg, mailed at Port Said, June 11, that the Engine Dept. men at least have not been suffering from boredom—they've been busy getting the ship "straightened out".

Several have lost a little of the spirit of adventure, Mr. Wintenburg said, but most everyone is reconciled to the fact that every day will not be perfect. (Well, every other day, perhaps.)

Something for Free

A couple of Engine Dept. men in the *Esso Florence* recently told us they were getting free life insurance. And s'help me, it's true—from the Humble Employees Credit Union in Baytown.

It works like this. Up to age 55 Credit Union members get free life insurance equal to the amount of money they have on deposit, up to \$1,000 maximum insurance. That means if you had \$1,000 in the Credit Union and died before you were 55, your beneficiary would receive \$2,000—your own \$1,000 plus \$1,000 insurance. From age 55 to 60, the free insurance is 75¢ for each \$1 of deposit; 50¢ insurance per dollar of deposit for ages 60-65, and 25¢ for each deposit dollar for those aged 65-70.

Another thing, it isn't your age at death that counts, it's the amount of your balance at the various age groups. For example, if you started depositing at age 40 and had \$1,000 in your account at age 55, you would have \$1,000 insurance whenever you died, if you still had the \$1,000 in the account. Similarly, if you had \$500 deposited when you were 55 and \$1,000 at age 59, your insurance would be dollar-for-dollar on the first \$500 and 75¢ on each dollar of the next \$500, or \$875 total insurance.

The Baytown Credit Union also paid 5% dividends on deposits last year.

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OBITUARY

CHIEF MATE RALPH F. MAZZUCCO, 45, recently in the *Esso Gloucester*, died in Houston June 25 following heart surgery the previous day. He is survived by his wife, Rema, 6 children aged 15 to 21 and 3 step-children.



Mr. Mazzucco was a 19-year old ordinary seaman when he joined the Company's *George G. Henry* on July 1, 1938. He continued in this rating and as AB and was sailing in the *W. L. Steed* as AB when she was torpedoed and sunk off the Delaware Capes on Feb. 2, 1942. He was one of but 4 of the ship's complement who survived exposure to bitter cold in the lifeboats.

Returning to sea the next month, Mr. Mazzucco was Third, Second and Chief Mate until Nov. 1944, when he transferred ashore for 2½ years as an Asst. Shipping Master. His seagoing career was resumed in June 1947 and for the past 16½ years he served as Second and Chief Mate.

Mr. Mazzucco was born in Boston and lived in Pasadena, Texas.



CAPTAIN HARRY E. HEFFELFINGER, 63, who retired July 1, 1963 as Asst. Port Captain, died June 29 after an illness of several weeks. Surviving are his wife, Mary Lou, and daughter, Mary Jane, 20, of Baytown, and a son, Philip E., 22, of Nutley, N. J.

Born in Indiana, Captain Heffelfinger went to sea in 1918 as an ordinary seaman in U. S. Shipping Board vessels. He joined the Company's *W. J. Hanna* as AB in Dec. 1921 and had worked up to Master by July 1933. During World War II he took out the *Peter Hurl* (which successfully fought off an attacking submarine in May 1942), the *Vistula*, *A. C. Bedford*, and *F. H. Bedford, Jr.*

Captain Heffelfinger had 41¼ years of Company service, including 19 years as Master. He became Group Captain in Nov. 1952 and Asst. Port Captain in April 1959.

NATHAN IRVINE, retired (July 1, 1947) Asst. Manager of Construction and Repair, died June 10, in his 82nd year. He had 15 years' service with Jersey's Marine Dept., 12 years with Pan American Petroleum and sailed in the United Fruit Co. fleet for another 12 years. He was born in Manchester, England and had been living in Albuquerque, N. M.