ESSO FLEET NEWS

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Foreign Voyages in Progress, Effects of Suez Canal Closing

In the last issue we left the *Esso Newark* outside of Bahrain, Persian Gulf, June 10, waiting for tug crews to bring her alongside. The wait lasted until June 14 (bet those fellers acquired a new appreciation of their air conditioning) when she docked, loaded and left on the 16th for Okinawa, arriving on July 1. Now she is bound for the Panama Canal and Baytown, due the 29th, when she will complete a 'round the world cruise that started from Baytown, April 21.

The *Esso Miami* is due at Mobile today, after another circumnavigation of the globe. She set out from Houston, March 20 with wheat for Bombay via the Suez Canal, thence to Bahrain to load an MSTS cargo for Bataan and Guam, and from there to the Panama Canal and home.

Except for the *Esso Seattle* (due at Port Arthur, Texas, July 14) and possibly the *Esso Scranton* (arriving at Bombay about July 8) there are not likely to be any more foreign voyages for a while. For one thing, our tankers are needed to fill East Coast storage tanks which were unusually depleted by the cold winter and spring.

Another factor is the disruption of Middle East

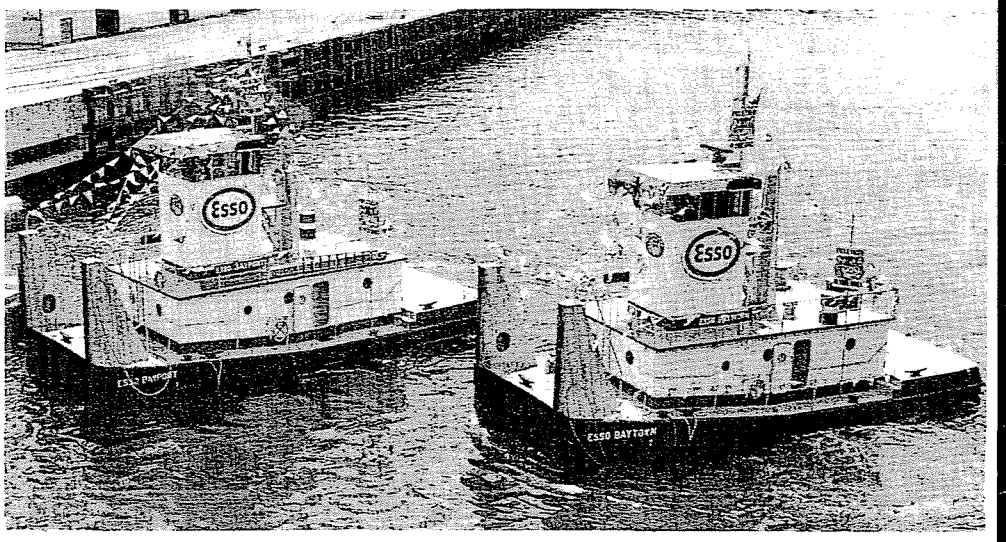
Twin Towboats Enter Houston Ship Channel Service

The *Esso Bayport* and *Esso Baytown* joined the Company's inland waterways fleet June 29, after christening ceremonies at the Houston Ship Channel Turning Basin.

Designed by the Marine Department's Technical Staff, the new towboats will work with four 9,500-bbl. barges mainly to supply bunkers to ships and Company storage terminals along the ship channel. The boats are named for Bayport, a new industrial area adjacent to the channel which is being developed by a subsidiary of Humble and, of course, Baytown, where the Company operates a 360,000-b/d refinery.

The *Bayport* and *Baytown* are each 50'x20'x7½' and propelled by two 220-hp. diesel engines. The pilot house, messroom, electric galley and quarters for a crew of 4 are air conditioned. A special feature is an electric waste-incinerating device through which wastes can be disposed of without entering the water.

Intercoastal Shipyard, Morgan City, La. built both towboats.





Mrs. Herman P. Pressler, Jr., Sponsor of the *Esso Bayport;* Mr. Pressler, Humble's Vice President, Public Relations; Mrs. J. Prince Warner, Sponsor of the *Esso Baytown,* and Mr. Warner, Vice President, Refining.

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supplies and supply routes which may result in some clean product deliveries from the Caribbean to the U. S. East Coast going to Europe instead—meaning more products moving out of the U. S. Gulf. Such a development is at least partly responsible for the Texas Railroad Commission setting the Texas oil production allowable at 42.9% of capacity (approx. 3½ million b/d) for July —the highest production level since March 1957 and the previous Suez crisis.

Another sign of the times was the recent loading of the *Esso Nurnberg* and *Esso Brussels* at Port Arthur and Harbor Island for Fawley, England, and the *Esso Frankfort* and *Esso El Salvador* taking cargo at Baton Rouge for Denmark and England.

Original Licenses and Raises in Grade

LAURENCE J. CAREW—3rd Asst., 6/16/67*
ROBERT E. HOWLEY—to 2nd Asst., 6/22/67

*Date reported to Company

"For Superb Seamanship and Courage"

Captain Edward L. Good (right) of the tug *Esso Massachusetts*, accepts a Tradition of the Sea Award from Gerard M. McAllister, of the New York Board of Trade. The Board presented its chief annual award to Captain George Sahlberg and the crew of the tug *Julia C. Moran* and voted to give an additional award this year to Captain Good and the crew of the Esso tug "for superb seamanship and courage," as well as performance of duty "in accord with the highest tradition of the sea."

The Captains and crews of both tugs risked explosions and fire to save 37 seamen from the flaming waters of Kill Van Kull on June 16, 1966, when the tankers *Alva Cape* and *Texaco Massachusetts* collided in the channel between Staten Island and Bayonne. The *Julia C. Moran* rescued 23 survivors and Humble's tug saved 14.

Others in the *Esso Massachusetts* crew were Mate Joseph Summer, Chief Engr. William H. McPherson, Jr., Asst. Engr. James F. Sullivan, Steward Ole Skarsten, and Deckhands Arthur F. Stahlin and John Schaeffer.

The awards were presented at a luncheon at the Seamen's Church Institute, New York, on May 23.



Teagle Scholarship Students Graduated

MYLENE KELLER, daughter of Chief Engr. MYLES C. KELLER (ret. 11/63) was graduated last month with a BS degree from Baylor University School of Nursing. She is now working at the Women and Children's Hospital of Baylor Medical Center in Dallas.

Second Mate JEAN S. BROWER'S son NEAL has received a degree in electrical engineering at M.I.T. and a job with Honeywell, Inc. at their radiation center near Boston. Neal had a high standing in his class.

Early Officer Retirements

The following 3 officers have expressed intentions to become early annuitants, thereby acquiring the benefits of the Special Sea Service Retirement Annuity Supplement:

Chief Mate LEO H. WILLIS, Jan. 1, 1968
Second Mate ADRIAN F. BOULAY, Sept. 1, 1967
Ch. Engr. CHARLES L. CHAPMAN, Jan. 1, 1968

A total of 19 officers have so far decided to take advantage of the special retirement supplement.

Company Expands Offshore Exploration

If, on a coastwise voyage, you should pick up a stationary object on your radar scope where you wouldn't expect to find a stationary object, could be that your target is the *Caldrill I* drilling a core sample from beneath the ocean floor. *Caldrill I*, you may remember, is the 176' converted Navy vessel with a drill rig amidships and 2 computer-controlled outboard motors forward and 2 aft which keep her in drilling position.

Caldrill I worked in the Gulf last year but beginning this month, she will start a project of taking 21 test cores from widely scattered Atlantic locations beyond the 100-fathom curve.

Humble is the operator of the project but will share the data collected (and the cost) with 3 other oil companies—Gulf, Mobil and Chevron. A permit to undertake the work was obtained from the Department of Interior (incongruous as it may seem).

"Our program will not interfere in any way with fishing and recreational activities along the

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W. E. Gardner, Editor.

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Eastern Seaboard," a Company spokesman said. "It is the most preliminary of studies. We are not drilling for oil but are simply accumulating basic data for further study."

New Division Formed

To manage the *Caldrill I* project and other Atlantic Coast, Texas, Louisiana and Florida offshore explorations, the Company has formed the Eastern Marine Division of its Exploration Department. Robert W. Bybee has been named Manager of the new division, which will be headquartered in Houston.

RECENT RETIREMENTS



Chief Engineer Svafar Steffensen became an early annuitant July 1 after a 34-year, Wiper-to-Chief career in the Fleet. Almost half of his service was spent in the *Esso Raleigh*. He joined her as First Asst. a month before she was completed by the Sun shipyard in Dec. 1942. After 2½ years ashore as a Construction and Repair Inspector (beginning in April 1943) he returned to the ship in July 1946 and was her First Asst. and Chief Engineer until she was turned over to Sea-Land Service, Inc. in March 1962. From then until his retirement he was Chief in the *Esso Bangor*.

In his earlier working years Mr. Steffensen sailed 6 months as wiper and fireman with Pan Am and put in 4 years as an apprentice machinist at Staten Island and Baltimore shipyards. He joined Esso as Wiper in July 1932, moved up to Fireman, Oiler, Machinist and, in Aug. 1936, Third Asst. He was Second and First Asst. from Oct. 1940 until his shore assignment.

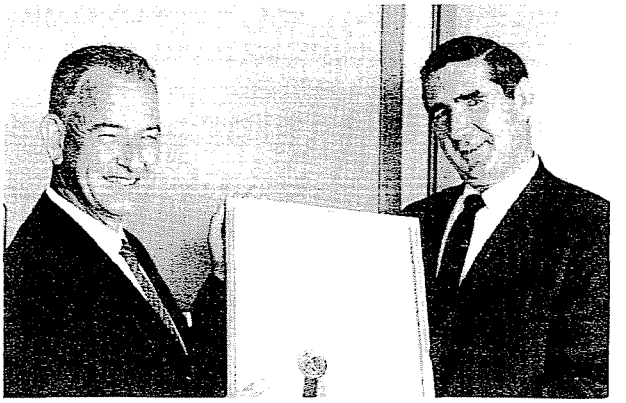
Mr. Steffensen and his wife Mary live in Baltimore and have a son Ronald, who has just graduated from the University of Maryland with a degree in business administration. Traveling in the U. S. and abroad, music, photography and puttering with cars (he has 3) are among the activities Mr. Steffensen plans for the future.



Chief Cook Alfredo Monteiro, who retired July 1 manditorily, said he is glad to be able to sit back and relax, enjoy life with his family and take in some fishing trips. "But," he added, "I will miss Esso very much. I have shipped out for 39 years but my best years have been these last 20 with Esso. I made a lot of friends, will miss them all and also the Port Stewards."

With one exception, all of Mr. Monteiro's service in the Fleet was as Chief Cook. His first ship was the *Esso Fawley*, on Feb. 15, 1947 and his last were the *Esso Chester* and *Esso Boston*.

Mr. Monteiro and his wife Benvinda live in Brooklyn, N. Y.



Malcolm C. Hope (left) Director of the U. S. Public Health Service's Office of Compliance and Control, Washington, D. C., presents the Service's Special Citation to Sydney Wire, Assistant General Manager of the Marine Department, at a luncheon in the Petroleum Club, Houston, June 30. The Citation signifies that each vessel in the Company's seagoing and inland waterways fleets received a Certificate of Sanitation for 1966 by scoring 95% or better on 166 items of sanitation. It was the 10th consecutive year in which the Special Citation was received.

TAFFRAIL TALK

Captain C. Paul Sperl is in England on a 5-6 week special assignment.

Captain Roger A. Steward will jet off July 8 for France and the 2-week course in large ship handling at the Esso Marine Research and Training Center in Grenoble. He will spend some following paid leave time touring Europe with Mrs. S. Several other deck officers are slated to attend the training center in the near future.

We have another Master in Europe—Captain Roland E. Parkhurst, who is touring the Continent in a Volkswagen with his wife Dorothy. He reports enjoying the French Alps and visiting Italy and Austria. "So far, we have been faithful to Esso." Captain Parkhurst wrote. "See 'Pack dem Tiger im Tank' everywhere."

Esso Jamestown (Captain William N. Sims and Chief Engr. William A. Dundon) left Newport News shipyard for Baytown, July 2, after 27 days of repairs that included installation of a

bulbous bow, automatic boiler firing equipment, a segregated ballast system, and Special Survey and sundry repair items.

Speaking of repairs—we have word that Engine Dept. men in the *Esso Florence* gave a good account of themselves in holding up their end of the repair work done while the ship was in a Galveston shipyard, June 6-11. The work force was composed of:

Ch. Engr. Nello Leavins	Pumpman John B. Saylors
1st Asst. Richard E. Lewis	MM/2P Sidney Mosher
2nd Asst. James E. Fowler	Oiler Grady V. Fountain
3rd Asst. Kenneth W. Hill	Oiler Percy E. Swainson
3rd Asst. Marshall Parsons	Oiler Marshall J. Dedon

Maybe the Deck gang worked like beavers, too, but if so, we didn't get "the word." To quote an old radio gag—"Why doesn't somebody tell us these things?"

OBITUARY

EDWARD H. LETOURNEAU, 84, Assistant General Manager of the Marine Dept., Standard Oil Co. (N. J.) for 5 years before his retirement on June 1, 1948, died June 30. He had been living in St. Croix, Virgin Is. and was a brother of R. G. LeTourneau, the manufacturer of giant earth moving equipment.

Mr. LeTourneau had 27 years' service with the Company—22 in the Repair Division, an earlier career in electrical engineering and U. S. Navy service in World War I.



JOHN D. ROGERS, 69, former General Manager of the Marine Dept., died in New York, June 16, of a heart attack. Surviving are a sister, Mrs. Charles F. Coogan and 2 brothers, Cyril and Daniel.

Mr. Rogers retired Jan. 1, 1963 after an outstanding career of 47 years in Humble and Jersey marine operations. He started in 1916 with Jersey Standard as a Junior Clerk and by 1943 had advanced to Manager of the Operating Division of Jersey's Marine Dept. During World War II he served as Chief Tanker Expediter at the Panama Canal for the War Shipping Administration and after the war was in London for 1½ years as Joint General Manager of Esso Transportation Co., Ltd.

Elected a Vice President and Director of Esso Shipping Co. in 1949, Mr. Rogers was made Executive Vice President in 1954 and when Esso Shipping was merged with Esso Standard Oil Co. in 1958, he became General Manager of marine operations. He was named General Manager of Humble's Marine Dept. late in 1960.

Throughout his career Mr. Rogers was unswervingly loyal to the Company and dedicated in his work. He was often the first one in the office and the last to leave. He had great admiration and respect for our seagoing men and did much to improve their working conditions.

In addition to his Company responsibilities, Mr. Rogers served with distinction on industry committees of the American Petroleum Institute, American Merchant Marine Institute, National Safety Council and American Bureau of Shipping.



WALTER V. EICHELBERGER, 72, who retired July 1, 1959 as Assistant to the Marine Agent at Baton Rouge, died June 27. He is survived by a son, Walter, Jr. and a daughter, Mrs. Floyd D. West.

Mr. Eichelberger had 44 years of Company service, all at Baton Rouge. He was a U. S. Navy veteran of World War I.

SERVICE EMBLEM AWARDS

☆ 30 YEARS ☆



Ernest Palazzini
Chief Mate
June 7, 1967



Edward F. Kelly
Chief Steward
December 4, 1966

★ 20 YEARS ★



Walter A. Johnson
Third Mate
December 2, 1966



Raul G. Villarreal
Oiler
September 22, 1966



Henry Miranda
Messman
November 12, 1966

★ 10 YEARS ★

Reidar Bohnhorst
Able Seaman
May 19, 1967

Arthur W. Vaag
Ordinary Seaman
June 13, 1967

Miguel Contreras, Jr.
Fireman-Watertender
June 30, 1967