ESSO FLEET NEWS

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Original Licenses, Raises in Grade, Promotions

Before we get into the main course of this item we'll dish up a little appetizer.

Whenever we wonder about the worth of a publication, reader reactions, etc., a letter written to the editor of the NEW YORK DAILY NEWS (if memory serves) comes to mind. The letter, a classic in brevity and directness that even a Ph. D. would be hard pressed to improve, was simply:

Dear News: You stink.

While we imagine that the FLEET NEWS at times shares the DAILY NEWS' reputed aroma in some readers' opinions, it's nice to know that the feeling isn't unanimous.

What prompts all this is a letter from Third Asst. Laurence J. Carew to George Banks, of the Seagoing Personnel Section. Mr. Carew wrote:

> I would like to thank Humble for the encouragement to study for this license, voiced so often in the FLEET NEWS.

The main purpose of Mr. Carew's letter was to forward a receipt for payment of his engineering course at the Strauss Marine School, New York City, as part of the procedure for obtaining a Company educational refund. He received a refund of $131.25 on the tuition cost of $175.*

Mr. Carew, who has 13 years' service in unlicensed ratings, notified the Company on June 16 that he had obtained his Third Asst's license. From July 7 until his recent paid leave, he was Third Asst. in the *Esso Miami*.

In the first 10 months of this year, 16 deck and engine department men obtained original licenses and have been or will shortly sail as officers. The most recent, and not previously mentioned, are:

DOYLE L. STINSON — 3rd Asst., Aug. 1*
RICHARD J. CHRETIEN — 3rd Asst., Sept. 13
JOSE T. RING — 2nd Asst., Sept. 21
ROBERT E. MELTON — 2nd Asst., Oct. 16

*Dates reported to Company.

In addition, 7 men have raised their licenses to Second Mate or Second Asst. Engineer during the same period, the latest being:

DONALD E. DELOZIER — 2nd Mate, Oct. 17

There also have been the following promotions within the officer ranks during the year:

To Master
KARL LOHMANN — HAROLD L. SHOLES

To Chief Mate
ORMOND A. STAPLES — CHARLES H. PARKER
BERNARD E. NELSON

To Second Mate
TORRANCE INMAN — ROBERT G. KIRBY
WILLIAM J. FALVO — THOMAS B. MILLIGAN
WALTER BRELSFORD

To Chief Engineer
CHARLES A. LARATTA — ROBERT D. CAIN

To First Asst. Engineer
RALPH W. SULLIVAN — ARNE C. HAUG

To Second Asst. Engineer
WILLIAM MOTTA — BERTRAM L. BISANTZ
ANTHONY PETRYK — SEBASTIAN L. KOEP

Should any unlicensed men be wondering if there is room for a few more Third Mates and Third Assts., we have it on good authority that the answer is yes. One reason is that 7 officers are scheduled to retire during the first 3 months of next year.

*Eligible employees taking approved courses may receive an educational refund of ¾ the actual cost of tuition, registration and other regular instruction fees, provided a grade of not less than "average" is attained. In courses to prepare for a license, an "average" grade is considered to be passing the license examination.

One of our newer Third Mates estimated that it cost him about $1,000 for tuition at a school, room and board while studying away from home and the purchase of the best sextent he could find. He also figures that with the educational refund and the difference between an AB and Third Mate's pay, he got all his money back on his first assignment as an officer.

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"Clean Seas" Presentations Hitting the Mark

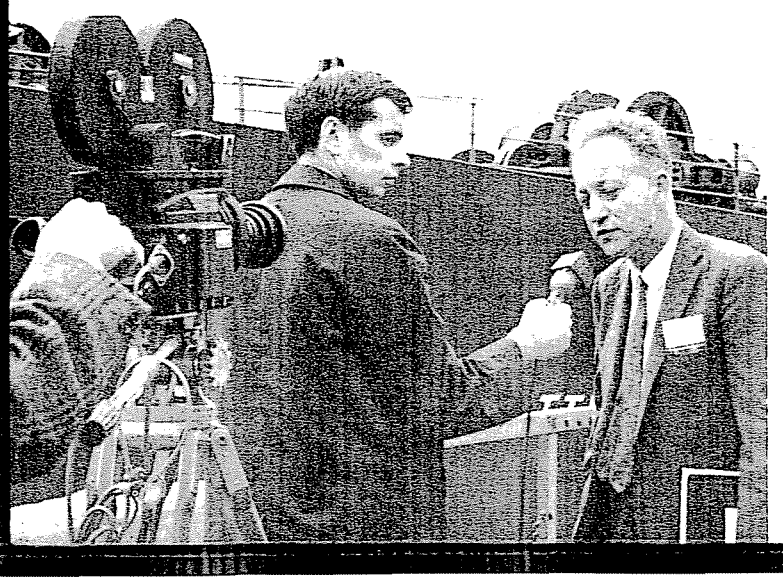
The Company's "Clean Seas Program" presentation, a Public Relations project being carried out with the cooperation of the Marine Dept., is accomplishing its objective of acquainting the public with Humble's interest in and efforts to avoid pollution of harbor and coastal waters.

The presentations — color slides, commentaries, press material and a shipboard tour — have been held aboard the *Esso Gettysburg* at Baytown and Baltimore, the *Esso Lima* at Wilmington, N. C., the *Baltimore* at Bayway, *Florence* at Charleston and the *Esso Miami* at Port Everglades. The Masters of these vessels — Captains Charles F. Stober, Charles L. Llewellyn, Harold Griffiths, Clarence S. Lee and Howard G. McCartney, respectively — have done commendable jobs in acting as hosts during the presentations and answering questions of the guests. Their participation, as well as the cooperation of other officers and crew members, has helped make the project a success and is greatly appreciated.

Typical of the presentations was the one held aboard the *Esso Gettysburg* at Baltimore on Oct. 12. Among some 40 guests attending were: U. S. Coast Guard officers, including Captain Roy M. Hutchins, Captain of the Port of Baltimore; U. S. Army Engineers; civic leaders; newspaper, TV and radio representatives. Chief Steward Leo Oliveira, Jr. made a welcomed contribution by preparing batches of his famous pastries to go with the ship's good coffee.

The net result of the presentation was a favorable impression of Humble's anti-pollution measures. Press coverage included articles in Baltimore, Washington and Towson (Md.) newspapers with headlines such as: "Oil Pollution Controls Cited by Esso Tanker Skipper," "Oil Company Fighting Sea Pollution" and "Humble Demonstrates Techniques of Sea Pollution Control."

Captain Charles F. Stober gets the celebrity treatment at Baltimore, Oct. 12. He had 2 TV interviews in connection with the Clean Seas presentation.



Esso Dallas Going to Alaska

Now enroute to San Francisco (due about Nov. 5) and Los Angeles with a cargo of gasoline loaded at Baytown, the *Esso Dallas* will earn a little extra freight while she is on the West Coast. She has been chartered to load crude at Nikishka for discharge at a California port. Nikishka is on the south shore of Cook Inlet, about 60 miles SW of Anchorage as the crow flies, if they have crows in Alaska.

Esso Europe Orders 2 Large Ships

It's now a baker's dozen 240,000-ton tankers that Jersey affiliates have ordered in recent months from European shipyards. The latest order for one of the 1,100' x 170' x 84' ships was placed Oct. 28 by Esso Europe, Inc. with an Italian shipyard. A second ship was also ordered from the same yard — 130,000-tonner to be 918' x 136' x 66' with a speed of 17 knots, compared with 15 knots for the larger vessel.

ZIP Codes Becoming A Must

The Government appears to be getting more and more insistent that ZIP codes be used in addresses. An Oct. 11 notice from the Coast Guard states that:

"Effective 1 January, 1968, allotment notes will not be accepted from merchant seamen under Shipping Articles unless the proper ZIP code is included in the address of the allottee."

To avoid hardship to dependents to whom you would make allotments when signing Articles for a foreign voyage then, it would be wise to know and use your ZIP code. To assist in this, a Post Office Dept. ZIP Code Directory will shortly be sent to all vessels.

You should also include the ZIP code in your address on all new W-4 Forms, draw check orders and other forms requiring an address.

Offshore and Oceanographic Activities

Since the Company formed the new Eastern Marine Division of its Exploration Department last June, subsequent announcements would indicate stepped-up activity in offshore exploration and development work.

In July the Company announced a system that

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W. E. Gardner, Editor.

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uses ultrasonic sound waves to locate the drilling hole on the ocean floor and to direct the drill stem into the hole. In tests made off the Texas coast in 575′ of water, an open end drill pipe from the coring vessel *Caldrill I* was successfully lowered into a casing on the ocean floor 10 times.

Marine Mining

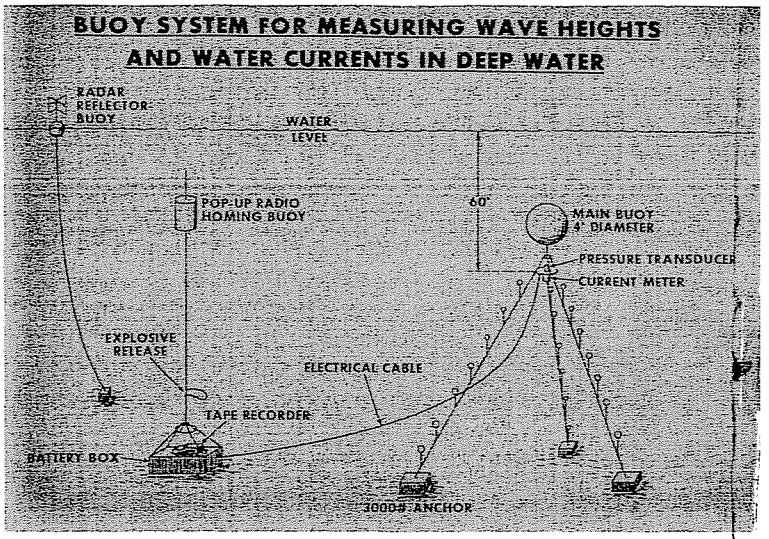
Early last month the Company began participation in a Government program to stimulate industrial interest in developing undersea mineral resources. A Company research engineer will be stationed for 1 year at the Bureau of Mines' Marine Minerals Technology Center at Tiburon, Calif. The special program was developed to encourage the establishment of a privately-owned domestic marine mining industry. Participating firms are able to gain experience in undersea minerals technology and to evaluate its potential in terms of their own commercial interests.

Underwater Instrument Buoys

The latest oceanographic development is a self-contained, instrumented buoy system to measure waves and subsea currents. Developed by Esso Production Research Co., an affiliate of Humble, the unit is located 65 miles south of Grand Isle, La., in 400′ of water.

Information recorded by the self-contained buoy system will be useful in designing deepwater offshore drilling platforms to withstand the waves and water currents generated by major storms.

All of the equipment is placed below the water surface where it operates unattended until it has recorded 30 days of data. A float is then released automatically to rise to the surface and a radio beacon begins sending signals to aid in recovery of the equipment.



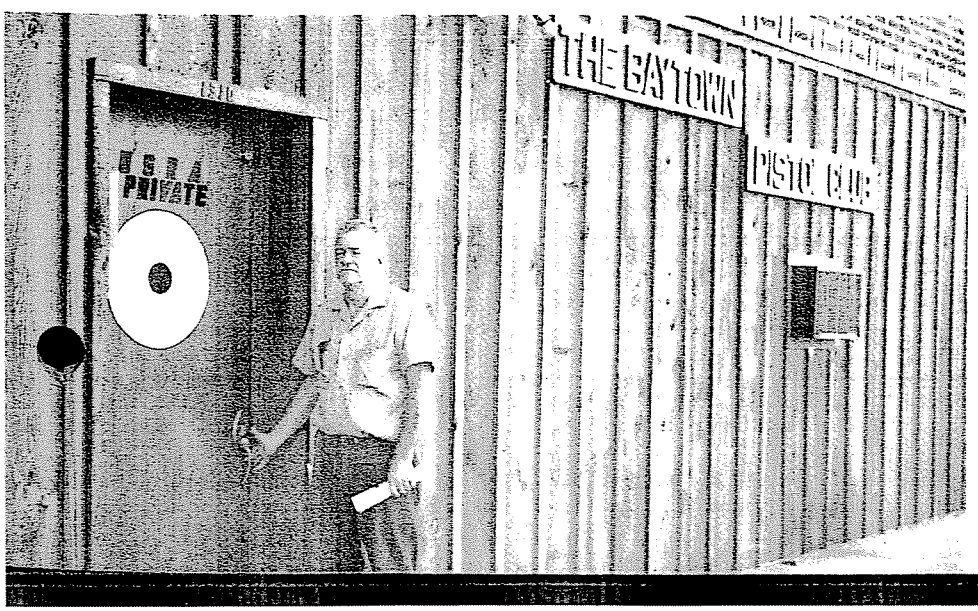
One device, 60′ below the surface, determines changes in wave heights by sensing changes in hydrostatic pressure. It is supported by a 4′ dia. metal buoy held firmly in position by cables connected to 3 large anchors.

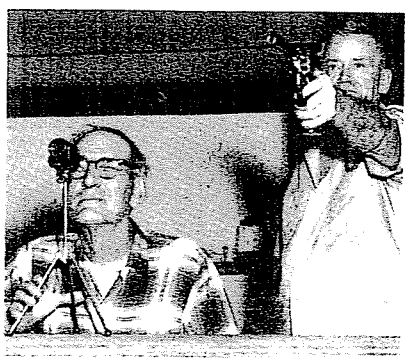
Measurements of ocean bottom currents are made by a special rotor. The rotor and recording instruments for the buoy system are connected to a metal framework on the ocean bottom which houses 18 12-volt batteries that supply energy to the system.

Once a month the battery box is raised to replace the batteries and change the recording tape. The records of wave heights and water currents are being analyzed with high-speed playback equipment.

Home of The Baytown Pistol Club, 1310 Harbor Drive, Baytown, and its enthusiastic booster, Lincoln W. Swift (Machinist, ret. 2.1.62). Appointed Governor of the Club by the U. S. Revolver Association, Mr. Swift said it is also affiliated with the National Rifle Ass'n. Membership requirements and Club rules are strict.

The Club's activities include target practice under the guidance of certified instructors, teaching the safe handling of firearms and participation in national competitions. The Baytown Chief of Police is an honorary member.





Lincoln Swift "draws a bead" on the bulls eye as Pumpman "Freddie" Eberling does the spotting. A former member of a championship rifle team in Worcester, Mass., Mr. Swift is still a formidable marksman. He is also expert with gun repairs, adjustments, refinishing and nickel plating.

RECENT RETIREMENTS



ABLE SEAMAN VICTOR J. JAKUBOWSKI started an early retirement Oct. 1, after 15 years in the Fleet. He made a few trips as OS in the *E. G. Seubert* and *James McGee* in 1936 and '37 and returned in Aug. 1951. Six of the years in between were spent in the U. S. Army, mostly as sergeant.

Jake sailed as Deck Maintenanceman and AB for the past 10 years, the *Esso Bangor* being his last ship. He lives in Staten Island, N. Y.

Jersey Dividend and Earnings

A dividend of $1.05 per share, payable Dec. 11 to shareholders of record Nov. 9, was declared by directors of Standard Oil Co. (N. J.) on Oct. 26. The 4th quarter payment will bring the dividends for the year to $3.45 a share, compared to $3.30 in 1966.

Earnings for Jersey and affiliates for the 9 months ending Sept. 30 were estimated at $878 million ($4.08 a share), a 5.4% increase over the $833 million ($3.87 a share) reported for the same period last year.

TAFFRAIL TALK

JOSEPH ANDREAE, General Manager of the Marine Dept., was elected General Chairman of the Marine Section, National Safety Council, at its annual meeting in Chicago last week.

SYDNEY WIRE, Asst. General Manager, Marine Dept., was named to the Board of Visitors of the Texas Maritime Academy. The Board's primary purpose is to advise the President of Texas A&M University in matters concerning the Academy, which is part of the University.

Esso Seattle suffered (and that is exactly the right word) damage while docking at Yokosuka, Japan on Sept. 29. Under con of a local pilot, the vessel was backed into rocks that tore off all the propeller blades, broke the rudder, rudder post, part of the stern frame and damaged the shafting.

Nine crewmembers — RO WILLIAM N. PLIMPTON; Third Asst. DONALD D. MCCRACKEN; Pumpman FRANCISCO S. ROCHA; ABs DONALD D. LYTLE, LUDWIG ROTH and ROBERT S. MASSENBURG, and OSs CHARLES S. CICERO, STANLEY J. KIELIAN and GEORGE A. MATHEWSON — arrived home by air on Oct. 20 and 21. Others of the crew are still aboard the ship, which is presently at anchor in Yokohama and required to have steam up.

Arrangements are being made to tow the ship to the U. S. West Coast for repairs.

Here's a Texas story for you. GEORGE A. MATHEWSON (ex-*Esso Seattle*) tells us that back in the '30s "we fed corn to an East Texas piney woods razorback hog for 6 months, hoping to get much lard as well as meat. When we butchered, we rendered out 1 pint of lard and 7 gal. of turpentine."

WORDS OF THE WISE

Uneasy lies the head that wears a frown.

Good, better, best
Never let it rest
'Till your good is better
And your better is best.

There is no doubt that the real destroyer of the liberties of any people is he who spreads among them bounties, donations and largess.
— *Plutarch*

SERVICE EMBLEM AWARDS

20 YEARS



Howard W. Menig, Jr.
Chief Engineer
August 27, 1967



Alfredo Gibau
Chief Steward
September 26, 1967



Peter J. Jablonski
Deck Maintenanceman
August 16, 1967

10 YEARS

Emery J. Jones
Messman
November 3, 1967

Percy E. Swainson
Oiler
September 27, 1967

Alfredo Valdespino
Utilityman
October 28, 1967

OBITUARY



CAPTAIN WALTHER VON RIEGEN, 79, died Oct. 8 in Winthrop, Maine, where he had lived since before his retirement, June 1, 1953. His wife Anna survives.

Captain Von Riegen went to sea for 50 years, sailing first in square riggers out of Germany. He was a deck officer with North German Lloyd, served in the German navy in World War I and had 26 years in the Esso Fleet. He started as AB in 1927 and worked up to Master, sailing in that rank for his last 7 years.

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