ESSO FLEET NEWS

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THE UNIVERSITY OF TEXAS AT AUSTIN

# Downed Flyers Rescued in Jig Time by Esso Jamestown Crew

It required only 15 minutes for crewmen in the *Esso Jamestown* to launch a lifeboat, pick up 2 survivors of a ditched airplane and get their boat secured again.

Steaming south from New York to Baton Rouge on July 9, the *Jamestown* observed a twin-engined Beech aircraft crash and sink about 19 miles SW of Settlement Point, Grand Bahama Island. The time was 1248.

"At 1250 we stopped vessel and prepared No. 2 lifeboat for launching," Captain Milton L. Franklin reported. "At 1307 No. 2 boat was launched with Chief Mate Arnold A. McBride in charge. Boat was back alongside with the 2 rescued men at 1318 and at 1322, boat was secured. Both men were in good condition, no injuries sustained."

While proceeding toward Miami, Captain Franklin notified the Coast Guard of the rescue and requested a boat to transfer the men ashore at Miami Seabuoy. This was done at 1714.

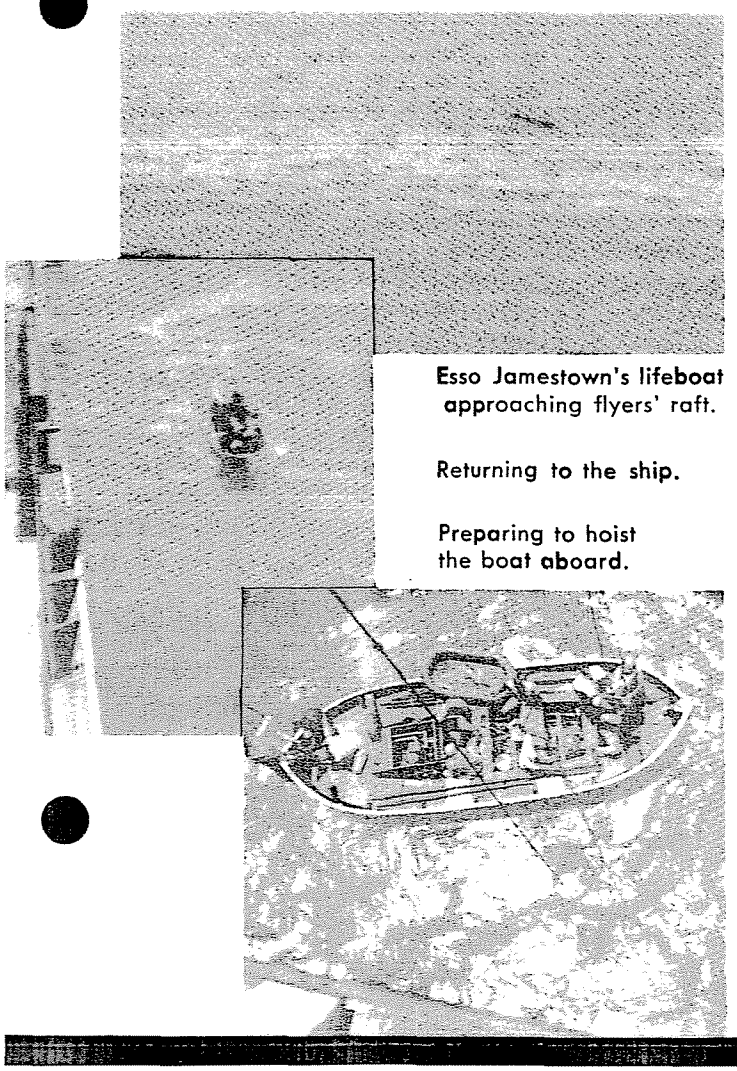
The rescued men were Walter G. Culmer, pilot and Peter B. DeGregory, who were on a flight from West End, Bahamas to Fort Lauderdale, Fla.

"I wish to commend the crew on their able assistance and especially the boat crew under the command of Chief Mate McBride," Captain Franklin said. "The following men were also in the boat crew:

| | |
|---|---|
| F. E. STODDARD, 2nd Mate | J. W. WEHMAN, AB |
| A. G. KOPPEL, Pumpman | R. BOHNHORST, AB |
| H. F. DASILVA, MM/2P | G. W. YOUNG, AB |

"As you can see, the time involved to launch and secure the boat only took approx. 15 minutes and I am proud to state that I never saw better seamanship."

A letter of commendation was sent to Captain Franklin and the crew of the *Jamestown* by T. J.



Esso Jamestown's lifeboat approaching flyers' raft.

Returning to the ship.

Preparing to hoist the boat aboard.

Back to the boat deck. Rescued men are second and fourth from the right. Photos by OS Robert R. Little



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Fuson, General Manager of the Marine Dept. "We are very proud of the excellent seamanship performed by your officers and men in launching a lifeboat, rescuing the two men and getting the boat on board in only 15 minutes," Mr. Fuson said. . . . "Please accept my sincere congratulations to you and your crew."

The *Esso Jamestown's* rescue is the second time in recent years that men in the Humble Fleet have made short work of plucking a downed aviator from the sea. On March 14, 1966 the *Esso Lexington*, commanded by Captain C. W. Tolfsby (ret. May 1, 1967) saved the pilot of a small plane that ran out of gas in the same general area. The *Lexington's* lifeboat, commanded by Captain (then Chief Mate) T. A. Johnson, was back aboard with the rescued man just 18 minutes after the launching started. .

## SERVICE EMBLEM AWARDS

### ☆ 30 YEARS ☆



**Benjamin F. Autrey**
Able Seaman
August 7, 1968

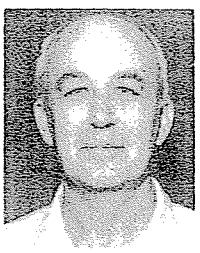


**Norman D. Martell**
Fireman-Watertender
July 31, 1968

### ★ 20 YEARS ★



**William Motta**
Chief Engineer
November 24, 1965



**Thomas J. Royal, Jr.**
First Asst. Engineer
August 28, 1967



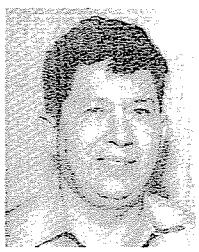
**Henry W. Smith**
Second Asst. Engineer
May 22, 1968



**Joseph R. H. Gauthier**
Third Mate
May 17, 1968



**Charles L. Benes**
Oiler
January 25, 1968



**Tamesado J. Estrada**
MM/Utilityman
July 15, 1966

### ★ 10 YEARS ★

**Russell S. Wonson**
Able Seaman
July 8, 1968

**Leo J. Grau**
Able Seaman
July 28, 1968

## More Academy Graduates Join Fleet

The following 5 merchant marine academy graduates are now sailing with us, in addition to the 23 officers who joined the Fleet in June and were mentioned in the June 27 issue:

THIRD MATES

| | *School* | *First Ship* |
|---|---|---|
| Robert H. Kenyon | Mass. | Esso Lexington |
| John C. Klepper | N.Y. | Esso Baltimore |
| Ernest O. Seddon | U.S. | Esso Boston |

THIRD ASST. ENGRS.

| | | |
|---|---|---|
| Duncan D. McCory | U.S. | Esso Baltimore |
| James M. Ware | U.S. | Esso Gettysburg |

## New Regular Employees

The following temporary seagoing employees have recently qualified for and accepted regular employee status:

CHARLES R. JOHNSON — GEORGE R. RIVET
BURNICE E. MALPASS, JR. — GARRY S. SMITH
HERBERT R. WIDLITZ

## TAFFRAIL TALK

We have a compliment for A. C. HORNE, who looks after our ships' needs at Charleston and succeeded the late William R. Ballentine. RICHARD E. LEWIS, First Asst. in the *Esso New York*, said that Mr. Horne was very accommodating, pleasant, courteous "and anything else you can think of meaning a nice guy." Seems that part of Mr. Lewis' opinion comes from his wife, who was escorted to the dock in the early hours of a recent morning by Mr. Horne.

AB RUSSELL S. WONSON, who has been gainfully employed for nearly 40 years, has only worked ashore for 2 weeks. Born in Gloucester, Mass., he went to sea in the fishing boats, served in the Navy in World War II and has 10 years with Humble. He still lives in Gloucester and also has a part interest in a cottage and 20 acres near Groton and Spectacle Pond in central New Hampshire.

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.

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, Texas 77001.

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RAYMOND J. LAPINSKI, who was in-and-out of the Fleet between 1945 and 1953, is with us again (since April 1), presently OS in the *Esso New York*. During one of his periods ashore, Ray graduated from Bill McGowan's baseball umpire school in Cocoa, Fla. and was a professional "ump" in Georgia minor leagues for a few months. He also umpired semi-pro softball in his home town, Bayonne, for 15 years.

Ray is real happy to be back in the Fleet except for the necessity of being away from his wife Catherine and sons Ray, Jr., 15 and Richard, 6.

ALEX A. ANDRECA, who sailed in the Fleet as Purser/Pharmacist's Mate from Dec. 1947 to July 1959, is Asst. Manager of the Timuquana Country Club, Jacksonville, Fla. and has become a weekly columnist in the JACKSONVILLE JOURNAL, writing about creative cooking. He has a library of 130 cookbooks and is especially interested in the use of herbs, spices, condiments, sauces and wines. Mr. Andreca is remembered as a maker of exquisite violins, a hobby he still pursues. *(With thanks to Second Mate Dan O'Connor for the clipping. — Ed.)*

## RECENT RETIREMENTS

PUMPMAN SAM SAYETTA started cashing annuity checks instead of pay checks July 1, after 24 years, 5 months' credited service in the Fleet He spent several years in Lykes Bros. freighters before signing on as Fireman in his first Company vessel, the *E. G. Seubert*, Nov. 14, 1940. He sailed in 5 ships during World War II, one of which was the *Franz Klasen*, in which he had his first Pumpman's berth on Jan. 7, 1942. Practically all his assignments from then on were in that rating and he vacates the No. 6 slot in the Pumpman's Seniority List.



Sam and his wife Virginia have a new home in Fort Worth, Texas. He intends to play golf, raise flowers and vegetables and "take my wife out to dinner 3 times a week." *(Honest, Mrs. Sayetta, that's just what he said. — Ed.)*



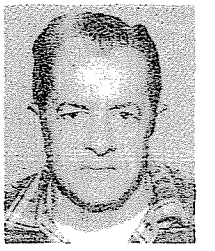
CHIEF COOK VINCENT R. TALAOC'S seagoing career includes 14 years with the Army Transport Service and Atlantic Refining Co in addition to his 17 years, 3 months in the Esso Fleet. He joined the *Esso Aruba* as Second Cook in Nov. 1950 and has had continuous service in Steward's Dept. ratings. He was Chief Cook in the *Esso Lima* prior to this retirement, July 1.

Mr. Talaoc plans to visit his home land, the Philippines, then come back to the United States and continue his studies of the handicappers' choices and long shots. He lives in Philadelphia.

FIREMAN-WATERTENDER JOHN L. WEBB had 20 years, 2 months of continuous service in Engine Dept. ratings when he retired July 1. He started as Storekeeper in the *Esso Bayway*, March 7, 1948 and has been Wiper, Second Pumpman and, since Oct. 1955, FWT.

Mr. Webb is a native New Yorker, born in Jamaica and now living in Islip, L.I., N.Y.

UTILITYMAN JOSE C. MARTINEZ, born in Puerto Rico and now residing in the Bronx, N.Y., started his 24¼ years in the Fleet with a wartime assignment in the *F. H. Bedford, Jr.* on April 7, 1942. He shipped out in 7 more vessels during the War and later spent over 6½ years in the *Esso Scranton*. His last ship before retiring July 1 was the *Esso Gettysburg*.



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A JONES F. DEVLIN AWARD for operating throughout 1966 and 1967 without a lost-time personal injury was presented to the *Esso Lexington* by T. J. Fuson, General Manager of the Marine Dept., on July 15.

The men in the *Lexington* were well on the way to qualifying for individual safety awards (under the new program announced last issue) when a lost-time accident on June 14 cut their record at ¾ths of the way to the million man-hour mark.

In the photo, l. to r., are: Safety Officer A. B. Randall; Second Asst. Edward C. Sullivan; Third Mate Lester H. Robinett; Chief Mate Daniel J. Bradley; Second Mate Daniel P. O'Connor; Herman Teller, Baytown Office; Captain Thomas K. Lawton; Mr. Fuson; AB Rolf Hallesen; AB William E. Stanley; E. C. Fischer, Benefits & Claims Section, Houston; AB Henry Piwetz; First Asst. John T. Murphy; Repair Inspector Edward J. Porus, and Chief Engr. Francis R. Zeller.



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Albatrosses are beautiful and graceful in flight and although they have strong wings, they are generally regarded as gliders with great soaring stamina. For their size they are quite light. Our

**Chief Mate Ed Fellows, AB Bill Tyra and OS Ed Nutter with the bird.** **Photos by the author**

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## The Strange Case Of the Esso Dallas' Bird

By AB BILL E. TYRA

One foggy night or hazy morn, a big bird came aboard the *Esso Dallas* as she rippled the Pacific from the Panama Canal (June 17) to Yokosuka (July 10). He was found lying on the fore deck the next morning with nary a ruffled feather.

An Able Seaman, upon discovering the fallen fowl, reported to the Chief Mate that there was a "turkey" on the fore deck. The Mate summoned yours truly and we made a few on-the-spot pictures of the big bird before it was carried aft and placed on exhibit for all the crew to see.

Fortunately for the Company, it was during the coffee break that all operations came to a standstill as the crew flocked around for a gander at the big boid. Several spectators ventured guesses as to what family our feathered friend belonged. One man thought it was a condor, another thought it was a big gull, and someone said it was a "daid" bird. A couple of guys disagreed about the bird being dead and proceeded to give a little artificial respiration *(beak-to-beak?—Ed.)*. When the bird failed to respond, a little cold water was poured on its head but to no avail.

Chief Mate Edwin J. Fellows indentified "our" bird as a Laysan Albatross. Mr. Fellows is a volunteer observer for the Bureau of Sport Fisheries and Wildlife Migratory Bird Populations Station at Laurel, Md. BIRDS OF NORTH AMERICA, a profusely illustrated field guide book by Messrs. Robbins, Bruun, Zim and Singer, has this to say about the Laysan Albatross: "This white-bodied albatross nests on mid-Pacific islands; occurs far offshore; but regularly in summer, close to Aleutians; does not follow ships."

albatross had a measured wingspread of 72 in. but only weighed 5 lbs.

A couple of Blackfooted Albatrosses followed the ship for several days, seemingly paying homage to a fallen peer.

What brought the albatross to the *Dallas* and what was the cause of his demise? Was he lured by the hypnotic radar "beeps," the eerie fog horn reverberations or the gloomy loom of the ship's lights — in spite of the fact that his species is not supposed to follow ships or fly near them? Or did his allotted span of life expire just when the *Dallas* was under him in all the vastness of the Pacific? We'll never know.

## Teagle Scholarships Awarded

JOHN E. KELLY, son of JOHN F. KELLY, First Asst. Engr. in the *Esso Scranton*, has received a Walter C. Teagle Foundation Scholarship to attend Tulane University for the 1968-69 academic year. He intends to study for a medical degree.

Teagle Nursing Scholarships, covering expenses up to $500 plus $25 a month personal allowance for the academic year, have been awarded to:

MARJORIE A. PLIMPTON, daughter of Radio Officer WILLIAM N. PLIMPTON, to attend the Clara Maass Memorial Hospital School of Nursing Belleville, N.J., and

GLADYS J. HORGEN, daughter of JOHNNY HORGEN, Steward in New York Branch Inland Waterway vessels, to attend Mount Sinai Hospital School of Nursing, New York, N.Y.

JERSEY DIVIDEND for the third quarter is 90¢ a share, payable Sept. 10 to shareholders of record Aug. 8. This brings dividends so far this year to $2.60 per share, compared with $2.40 for the same 1967 period.

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