

ESSO FLEET NEWS

PUBLISHED BY THE MARINE DEPARTMENT, HUMBLE OIL & REFINING COMPANY



Volume 12, No. 17

August 31, 1970

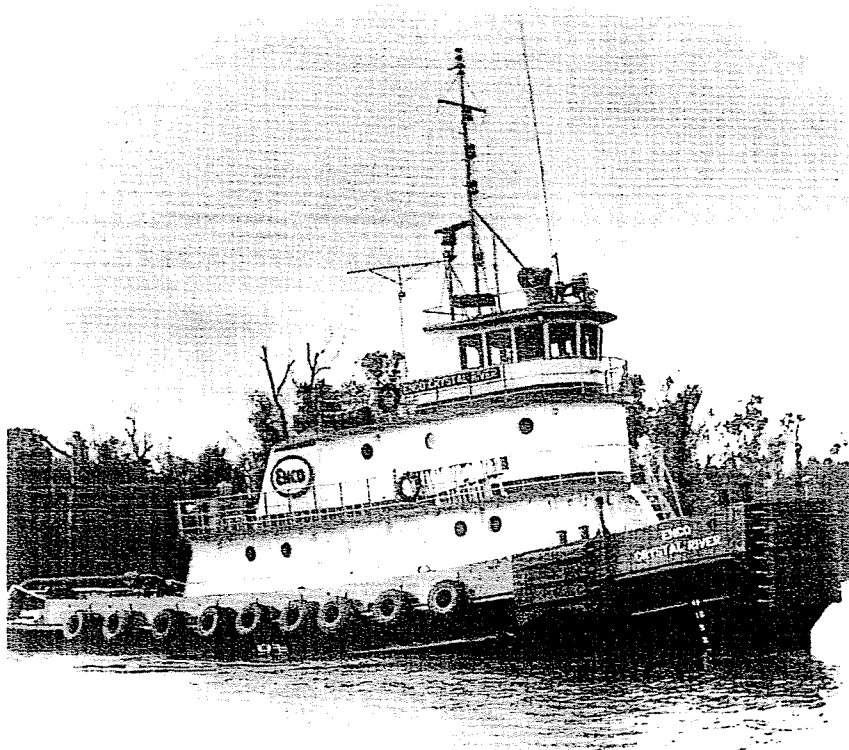
New Marine Tug 'Enco Crystal River' Christened In Florida

The Marine Department's newest tug for push towing, the *Enco Crystal River*, was christened on August 27 at St. Petersburg, Florida.

The ceremony was conducted at the Florida Power Corporation terminal with Mrs. T. J. Fuson breaking the traditional bottle of champagne. The sponsor's late husband, T. J. Fuson, was general manager of the company's Marine Department.

During the ceremonies, attended by local and out of state visitors, R. C. Curtis, manager of the Marine Department, said: "This ceremony is traditional among sailors, be they merchant or military, in inland service or oceangoing."

Mrs. Fuson then stepped forward.
(See **CHRISTENING**, page 8)



Special fenders protect bow of Marine's newest tug, the *Enco Crystal River*, when she is pushing barge.

Hospital Coverage Greatly Improved

Had any medical bills lately?
Costly, aren't they?

To help seagoing personnel meet more realistically today's rising medical costs, benefits in the Blue Cross/Blue Shield Plan have been increased, requiring a raise in employee contributions. Company contributions to the coverage, which were increased earlier this year, plus a special rate for group participation, help to make the improved coverage possible. Incidentally, in semi-private accommodations, the

Plan pays for full coverage of the hospital's charges for room, board, and general nursing care. This is for a period of up to 70 days for each unrelated hospital confinement.

Improvements in the coverage are as follows:

1. Surgical benefits increased from \$250 maximum to \$450 maximum.
2. Anesthesia increased from \$20 maximum to 20 per cent of surgical or obstetrical allowance.

(See **BENEFITS**, page 8)

Crew Gets Plaque From Women's Propeller Club

A plaque has been presented to the officers and crew of the *S.S. Manhattan*, by the Women's Propeller Club of the United States, Port of Jacksonville, Florida.

The message on the plaque reads: "In grateful acknowledgement of meritorious achievement in negotiating the Northwest Passage on the epic voyages to Prudhoe Bay and in recognition of your outstanding contribution to our country's maritime progress."

'Esso Philadelphia' Crew Now Listening To Music In Stereo

On March 21, 1970, Mrs. James H. Galloway broke a bottle of champagne across the bow of the *Esso Philadelphia* at christening ceremonies at Avondale Shipyards Inc. in Louisiana. On August 27, Mrs. Galloway, accompanied by her husband who is a Humble vice president and director, boarded the *Philadelphia* which was loading products at Baytown Refinery and presented two AM-FM stereo recorders and cassette players, one to officers and one to the crew.

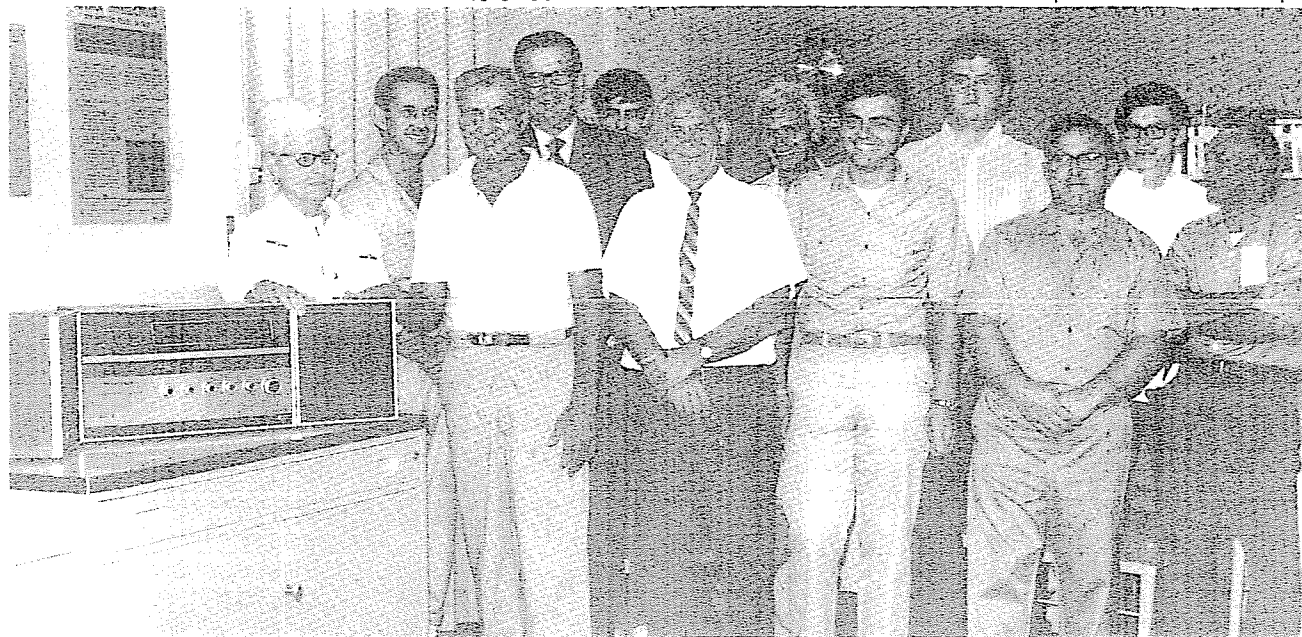
Previous to the presentations, Captain Jim Mercer escorted Mr. and Mrs. Galloway on a guided tour of the ship, ranging from the wheelhouse to the engineroom.

"As sponsor of this fine ship, I want the officers and crew to have this stereo equipment which can provide many hours of entertainment," she said at the presentation ceremony held in the crew's lounge. "I hope that this fine ship with its modern equipment and capable men will set many new records. I wish you the best of everything."



On a tour of the *Esso Philadelphia*, Captain Jim Mercer, right, explains the cargo control panel, one of the most modern in existence, to Mrs. Galloway. From the left are Mr. Galloway, Richard Nicholas, third mate; Keith Frutiger, chief mate; and Lou Staar, asst. port captain at Baytown.

Mrs. Galloway, officers and crew members of the *Esso Philadelphia* listen to sweet music from one of two stereos which she presented to the ship.



If You're A Good Athlete, This May Be Chance To Win Medal



How are you at running?
How far can you heave the old shot put?

How about broad jumping and high jumping?

Maybe you're a good relay runner.

If you would like to put your skills in any of these categories to the test in competition with seamen from the U.S. and other countries, you can have the chance if your ship will be in Baytown between September 10 and 17. This is the period when the International Seamen's Track and Field Meet will be held at the Port of Houston. Events are held daily and you can participate on any day as an individual or as a team.

The competition is sponsored annually by the Norwegian Government Seamen's Service in connection with the International Seamen's Center of Houston. Last year, a total of 630 seamen from 29 ships representing 11 nations competed. As many of the competing ships had crews made up of seamen of various nationalities, the 631 seamen were in reality from 53 different nations — truly a United Nations on the sports-ground.

The contest in 1969 was not announced early enough for Esso crewmen to compete. However, it is hoped that this year the fleet will be represented and that our seamen, individually or in groups, will win their full share of awards.

A large pewter plate will be given to the ship with the highest total points. Plates will also be awarded for 2nd, 3rd, and 4th places. Another plate will be given to the winner of the 4 x 100 meter relay. Other awards will consist of trophies, a bullhorn, and medals.

Football games will be held each day in which teams from the seagoing fleet are invited to participate.

Appropriate clothing for seamen participating in each event will be available at the Port of Houston. Transportation to and from the ship will also be furnished.

Anyone in the Esso Fleet whose ship will be in Baytown between September 10 and 17 and who is interested in competing in the 60-and 100-meter dash, the shotput, high jumping and broad jumping, and football should promptly advise W. A. Scott at the Baytown office.

Inland Waterways Crews Aid Swimmers, Men In Stalled Launch

Although we're not in the lifesaving business, naturally we take every opportunity to save lives when we can, whether it's rescuing Cubans making their way to the U. S. in flimsy inner tube rafts held together by 2 x 4s or coming to the aid of swimmers caught in an outgoing tide.

The latter was the case with Bob Dunham, transportation allocator at Marine's Paulsboro terminal. Bob was checking the loading of *Esso Barge No. 32* when he noticed what appeared to be a swimmer in

distress in the middle of the Delaware River. A quick check with binoculars revealed three persons struggling against the river's ebb tide. They were being swept downstream and into the ship channel.

Fortunately, the *Esso Delaware Valley* was standing by, having just completed changing crews at noon. While Bob called the Coast Guard, Don Sears, operations supervisor who had become aware of the emergency, called the terminal barge loader on the dock to dispatch the tug to rescue the swimmers.

Capt. Ed O'Neal and Mate Wallace Jackson quickly got the tug underway and soon picked up the three weary swimmers who turned out to be 10 to 12-year-old local boys having some summer fun on a hot summer day.

The tug discharged the boys ashore at Paulsboro. They were described by the crew as "three very scared young men." Other crew members in the tug included: Raymond Fernald, John Rogers, and Raymond Hudak.

(See RESCUE, page 4)

Another Inland Waterways crew was involved in rescue operations recently, this time in Florida where two men were stranded in a disabled launch about 10 miles offshore St. Petersburg.

The tug, *Enco Crystal River*, was towing a barge load of fuel oil from St. Petersburg to Crystal River, Florida, when Mate Joe Ward picked up an object on the tug's radar. Using binoculars, he could make out a launch with a man waving his arms. He notified Captain Stanton McLaughlin who immediately ordered a change in course to investigate. Arriving alongside, they found two weary, worried men in the launch which had a dead motor and no radio. There was no other craft in sight.

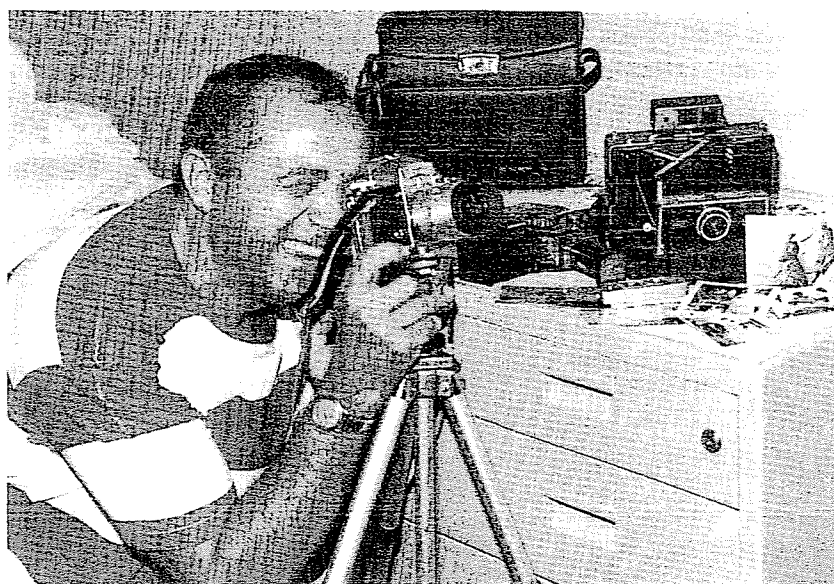
"It looked as though we were faced with four-foot seas and a long cold night in the Gulf," said the two men who wrote a letter of thanks to D. L. Newman, operations supervisor, in Port Everglades. In the letter, the rescued pair described what followed:

"Captain McLaughlin and his crew took our craft in tow for some four hours, putting us in a position where the Coast Guard could take over. The captain also notified our families that we were safe," they wrote. "We want to express our thanks and the thanks of our families to Humble, Captain McLaughlin, and the crew. It is nice to know that in this day and age, large companies and their employees can still take time and inconvenience from their busy schedules to help a couple of souls in trouble."

Other crew members aboard the tug who helped in the rescue are Steve Elias, Ken Bush, and Mike DeRosa.

Taffrail Talk—Correspondence From The Fleet

EAST MEETS WEST: William N. Sims, master of the *Esso Jamestown*, reports that at 1725 GMT on July 30, while transiting the south coast of Ceylon in the Indian Ocean, the ship's crew encountered . . . "a most curious vessel, the *Enco Gloucester*." He writes: "Believing the ship to be the old *Esso Gloucester* disguised, we approached within two miles of her. I talked to Captain Jack Morrell for several minutes on the VHF radiotelephone. He told us some of the problems that we could expect while discharging grain at Pondicherry, India, and reported that all of his crew is healthy and looking forward to returning to the States. The *Gloucester* then disappeared in the direction of the Persian Gulf, leaving in its wake a cloud of grain dust." The *Gloucester* is scheduled to return to U.S. West Coast service about September 11. The *Jamestown* is scheduled to arrive in Norfolk, Virginia, about September 22.



SMILE WHEN YOU SEE THIS MAN: Sigmund Kosensky, oiler in the *Esso Philadelphia*, probably has one of the most complete camera setups in the fleet. His equipment includes an Exakta 35mm camera, a Bolex Super 8 movie camera, a Polaroid, and a Minox which is about the size of a penny match box (for taking secret shots). He is probably proudest of the pictures he took while sailing in the *Esso Manhattan* on her second voyage to the Arctic. "Guess I shot up enough film to stretch from Pond Inlet back to the East Coast," he says. His Alaskan collection contains shots of polar bears, ice crunching up the sides of the ship, Eskimos, and pictures of another photographer taking pictures.

QUIET, PLEASE! "If possible, please put a notice in Fleet News about door slammers on board Esso ships. They should have a little consideration for the guy who is sleeping. He stands a watch, too." This is the context of a note just received by the Fleet News editor. Who wrote it? It wasn't signed. Maybe it was the guy in the room next to you. Anyhow, door slamming can be annoying to someone trying to sleep, so the request is being passed along in the interest of all who want things a little quieter in the sleeping quarters.



A 30-YEAR SMILE. On behalf of the Marine Department, J. H. Jorgensen, left, manager of the Port Everglades branch office, presented a watch and 30-year service emblem recently to Chief Engineer R. D. Cain. W. F. Steuart, Jr., who was at the time master of the *Esso Dallas*; D. L. Newman, operations supervisor, Port Everglades; and H. C. Nielsen, transportation allocator, offer their congratulations. The ceremony, held in the Port Everglades branch office, was followed by a luncheon. Mr. Cain started his career in the Esso Fleet as a fireman in the *A. C. Bedford*. He received his 3rd asst. license in 1942 and had his first assignment as chief engineer in 1948. He is currently chief engineer in the *Esso Dallas*.

A HOT TIME IN PORT EVERGLADES: J. H. Jorgensen and his staff in the Port Everglades branch office are having a hot time in a hot state. Citizens in Port Everglades and surrounding areas are turning up their air conditioners—running 'em full blast. This requires power plant generators to run wide open and as a result, they are using record amounts of oil. Normally, about 30 ships carry fuel into Port Everglades in the peak month of July. This year, some 40 ship loads were required in July, with the number swelling to 50 in August. This is good business for Humble, but it sure keeps the branch office crew hopping.

TOURING EUROPE: Marcelino Tirado, who retired as a steward last December after 35 years service in the Esso Fleet, postcards from Holland to say that he and Mrs. Tirado are having a wonderful time touring Europe. "Esso is doing a good business over here," he says. Marcelino is carrying out plans made several years ago to tour Europe with his wife before settling down to homelife in Puerto Rico.

ANYONE FOR HORSESHOES? Howard Scears, who retired on August 1 with 30 years service, writes from his home in Middletown, Connecticut, to wish everyone in the Esso Fleet good luck and happy sailing. "I would especially like to give my best regards to Captain Parkhurst, Captain Lawton, Captain Christensen, and Captain Pallazzini, and to the Bayonne staff and the Houston staff, including Port Steward D. A. Hodges and his assistant, Arthur Baldwin, for all their help. I especially appreciated the farewell gifts given to me by Captain Christensen and the crew in the *Esso Lima*." Howard's retirement plans are indefinite at present. He is currently enjoying life by staying at home. "Maybe I'll play some golf, horseshoes, and baseball," he wrote.

Nursing Scholarships Awarded to Daughters Of Marine Employees

Four daughters of Marine employees were recently awarded Teagle Foundation Nursing Scholarships. The daughters and the schools they will attend are: Barbara A. Christensen, Union County Technical Institute, Scotch Plains, New Jersey; Kathleen P. Hickey, Community College of Baltimore; Eva Martinez, Dominican College at Houston; and Terry Susan McNeil, University of Southwestern Louisiana at Lafayette.

Barbara is the daughter of Captain Betram O. Christensen; Kathleen's father is Chief Officer Michael C. Hickey; Eva is the daughter of Alberto J. Martinez, retired oiler; and Terry's father is E. W. McNeil, Jr., Marine administrative manager.

To be eligible for a Teagle nursing scholarship, the candidate must be accepted by or enrolled in a nursing school which is approved by a state or federal board of nursing. The scholarships are available to regular employees with two or more years of service at time of registration in school; children of regular employees with three or more years of service; children of annuitants or deceased employees; and widows of annuitants and regular employees.

The scholarships cover study for those who plan to become practical or registered nurses.

Further information regarding scholarships is available from Paul J. McEwan in the headquarters Marine office at Houston.

Last
Lost-Time Injury In
Esso Fleet
JULY 17



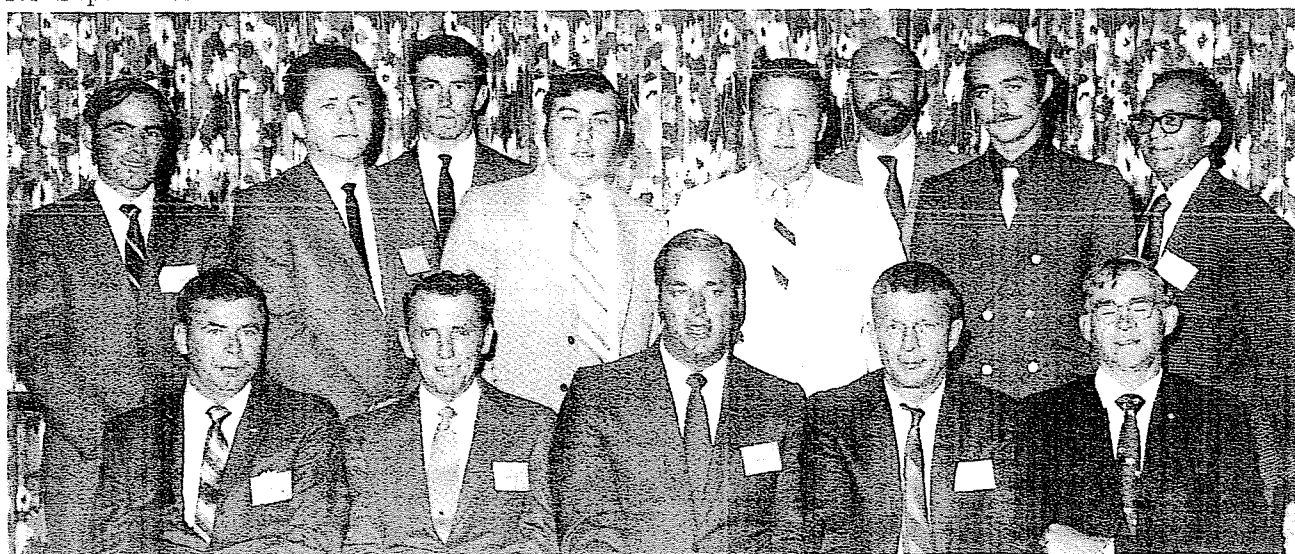
Deck, Engine Officers Attend Conference

Twenty-two deck and engine department officers attended the fourth in a series of two-day conferences in Houston on August 18 and 19. The conferences are designed to clarify the authority and responsibility of officers and to update them on labor relations, benefit plans, and contract administration.

Deck officers who attended the conference are above, front row from the left: Charles Owens, Walter Johnson, John Griffith, and Joseph Hazelwood. Standing from the left are: Russell Ward, Robert Maher, James Goalder, James Tosney, and Nathan Holt.

Engine Department officers at the conference are, below, front row from the left: Raymond Reid, Clayton Sims, Matthew Wendelboe, Donald McCracken, and Edwin Chapman. Standing from the left are: David King, Robert McQuillan, Charles Hommel, Kenneth Pagano, William Michaud, Jack Quinby, Dieter Dostal, and Alvaro Soares.

The next marine officers' conference in the series is scheduled for September 2 and 3.



Jersey Standard Orders Two Large Tankers; Three Already Delivered

Jersey Standard has ordered two additional giant 250,000-dwt oil tankers to be built in Germany. Three such super-tankers have been delivered to Jersey in recent months. They were the largest vessels ever built in Germany. They are part of a series of 15 vessels of the same size ordered from shipyards in Germany, Denmark, France, Italy, Holland, and Britain. The two latest vessels are scheduled for delivery in 1973.

Bushrod B. Howard Dies; Was Authority On Tanker Operations

Private funeral services were held in Charleston, South Carolina, on August 19 for Bushrod B. Howard, 80, a former director of Jersey Standard. He died August 17. Retired since 1954, he is survived by his widow, Margaret.

Mr. Howard, an authority on domestic and foreign tanker operations, was associated with Jersey Standard for 34 years and served as a director for the last nine of those years.

A native of Annapolis, Maryland, he was a graduate of the U.S. Naval Academy in 1911. He joined Jersey Standard in its marine operating division in 1920 and took over the duties of foreign representatives for Jersey's shipping interests in 1922 in Paris. In 1929, he moved to London where he coordinated Jersey's European marine operations.

Mr. Howard returned to the New York offices of the company in 1934 and became assistant manager of the marine department in 1938. He was named to the position of manager the following year.



Bushrod B. Howard

In World War II, he helped to develop a program to expedite oil and other types of war cargoes and was stationed in London in 1941 as a representative of the U.S. Maritime Commission. He also spent time in West Africa, India, the Middle East and the Suez area to devise methods for speeding the movement of war cargoes. In 1943, he was named president of War Emergency Tankers, an agency formed by major oil companies at the request of the U.S. government to provide trained personnel and to operate the government's growing tanker fleet for the War Shipping Administration.

(CHRISTENING, from page 1)

ward and responded: "I shall christen thee *Enco Crystal River*. May providence preserve you, your officers and crew from the perils of the sea." She then broke a bottle of champagne across the bow of the tug.

The *Enco Crystal River*, 96-feet long, is designed to operate with a barge 260 feet long and 55 feet wide with a capacity of approximately 25,000 barrels of heavy fuel oil. It will supply heavy fuel from St. Petersburg to the Florida Power Corporation plant at Crystal River. The tug is powered by two 850-horsepower diesel engines, each driving a 6.3 foot diameter four-blade stainless steel propeller through reverse reduction gears. The vessel can be operated from three separate control stations, one located in the wheelhouse, one atop the wheelhouse, and the other on the after boat deck. Careful attention has been given to features permitting an unattended engine room, including a comprehensive monitoring system to inform the master of abnormal operation.

Both the tug and barge were designed by the Marine Department technical staff. The bow of the tug, equipped with fenders, fits into a deep notch in the stern of the barge. The two units are held together with side wires which can be attached to multiple connecting points on the barge to allow for draft changes. The tug is also equipped with a large towing winch so that the barge can be towed on a hawser when necessary. However, the unit is expected to operate in the push mode most of the time.

(BENEFITS, from page 1)

3. Diagnostic x-ray and laboratory benefits raised to a maximum of \$100 each.

4. Hospital medical visits by doctor increased to \$15 first day and \$10 second day.

5. Caesarian section and termination of pregnancy without childbirth increased from \$200

maximum to \$450 maximum.

6. Out-patient accident treatment covered in full within 24 hours in member hospital.

The new rates, now in effect, include hospitalization and medical and surgical benefits provided by Blue Cross/Blue Shield of Texas. The new rates are:

Coverage	Employee Contribution	Company Contribution	Total
Employee	\$0.00	\$10.52	\$10.52
Employee plus one dependent	4.60	20.00	24.60
Family	7.72	20.00	27.72

ESSO FLEET NEWS is published every other Monday for active and retired employees of the Marine Department. Humble Oil & Refining Co.; Russell C. Curtis, General Manager; Sydney Wire, Assistant General Manager.

GENE LEGLER, Editor

Contributions and suggestions are invited and should be addressed to the Editor, ESSO FLEET NEWS, Humble Oil & Refining Co., P. O. Box 2180, Room 4193, Houston, Texas 77001.