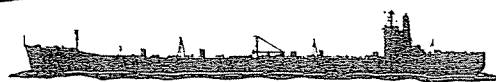


ESSO FLEET NEWS

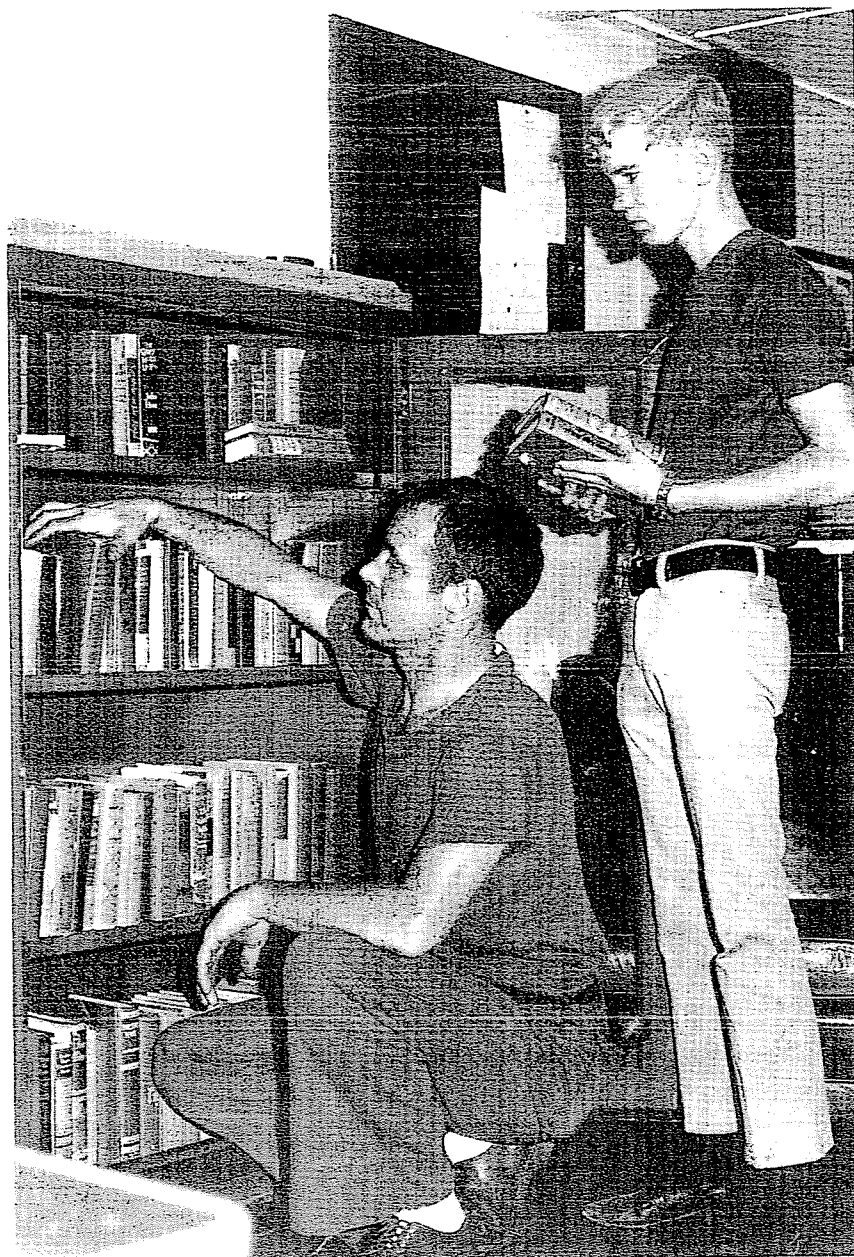
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Seagoing Personnel Contribute Over \$2,400 To Library Fund



Fred West, kneeling, oiler in the *Lexington*, and Bill Peek of the Stewards Department, make selections from a library of books put aboard the *Esso Lexington* by the AMMLA. Books are both fiction and non-fiction.

Seagoing personnel in Humble's Esso Fleet contributed more than \$2,400 to the American Merchant Marine Library Association during its 1970 drive for funds recently. This makes the fleet one of the top contributors to the AMMLA.

The association, a non-profit organization with headquarters in New York City, conducts fund drives among U.S. flag ships annually to pay costs of distributing reading material to Merchant Marine and U.S. Coast Guard ships and to other waterborne operations of the government. These costs include picking up and delivering books, library maintenance, salaries, postage, and office supplies and printing. The AMMLA not only provides every type of service rendered by land libraries, but it is the only organization that provides seagoing library service exclusively to American flag ships. The AMMLA also fills

(See AMMLA, page 4)

'Philadelphia' Largest Ship To Load At Empire Terminal

The *Esso Philadelphia* on October 3 made her first call to the Empire Terminal located at the mouth of the Mississippi River. She's the largest ship ever to call at the terminal where she loaded some 502,000 barrels of crude oil for discharge at Bayway Refinery. The terminal gathers oil from Humble's offshore wells.

Humble Refineries To Produce Up To 60,000 Barrels/Day Of Heavy Fuel Oil

Humble will adjust its refining operations to produce up to 60,000 barrels per day of additional heavy fuel oil by December. The increase is needed to help relieve the tight domestic fuel oil supply situation.

Changes call for modifying piping, tankage, and processing facilities at the company's Baytown, Baton Rouge, and Bayway refineries. Also, some changes in Marine tanker operations will be required (see box on page 3).

With these additional supplies, Humble believes it can increase its commitment to independent resellers, with whom the company has supply contracts, to at least their 1969-70 purchases.

The National Petroleum Council estimates that the U.S. faces a shortage this winter of

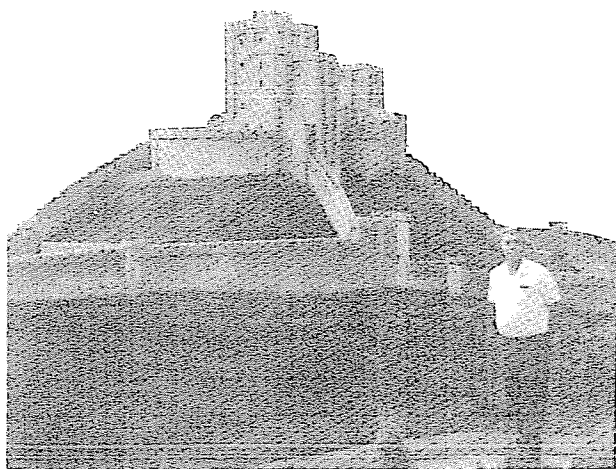
about 200,000 barrels a day of heavy fuel oils, the kind used by power plants, factories, and large commercial boilers. Paul W. McCracken, chairman of President Nixon's Council of Economic Advisers, and Gen. George A. Lincoln, director of the Office of Emergency Preparedness, recently called on the energy industries to increase supplies where economically feasible. Humble Board Chairman M. A. Wright expressed confidence that labor and industry will respond to the need.

The company stressed that the heavy fuel oil supply problem could not be resolved without taking into consideration the closely related problem of heating oil supplies. The company noted that the steps being taken to supply additional

volumes of heavy fuel oil will in no way impair its ability to meet in full its home heating oil commitments, including contingency supplies for abnormally severe weather.

Prior to taking the additional steps, Humble had already committed itself to supply about 200 million barrels of heavy fuel oil to the U.S. market during the 1970-71 seasonal year. About two-thirds of Humble's sales for domestic consumption are under long-term fixed-price contracts made during periods of lower prices. Supplies to utilities by the company will exceed last year's sales by approximately 18 million barrels.

Most of the nation's heavy fuel oil is imported, but a combination of factors have boosted demand for the fuels sharply at the same time that a worldwide tanker crisis has tightened world supply. The tight domestic fuel oil supply situation stems from delays in construction of nuclear power stations,



TRAVEL IN EUROPE: Ian G. Harrison, AB in the Esso New York, recently returned from a trip through Europe. Highlights of his travel included a visit to the ruins of an ancient castle built around 1200 BC near Bournemouth, England, and an afternoon taking in the pageantry and excitement of a bull fight in Malaga, Spain. In the photo, he is standing near a model of the old castle.



WHAT MAY LOOK LIKE a "gooey" job to some of us is really quite a pleasant one for Chief Cook Jose J. Pires, right. He is spreading his own special barbecue sauce over some 25 pounds of fresh pork ribs which he and Jose Domingues, second cook, are preparing for officers and men in the Esso Lexington. Chief Cook Pires takes special pride in his culinary efforts. "I like to improve sauces and other types of food dressings so that they don't taste like they just came out of a bottle or can," he says. He has been sailing with the fleet for 22 years and Jose Domingues for three years.

the coal industry's inability to provide fuel meeting increasingly stringent clean air standards, and the shortage of gas.

In addition, cutbacks in Mediterranean crude oil supplies and the resulting world-wide transportation shortage have aggravated the crude oil and heavy fuel oil supply situation, both in the U.S. and abroad.

These elements have combined to cause a rapid shift from other fuels to heavy fuel oil with the result that fuel oil demand has increased approximately 15 per cent over 1969, where for a number of years prior to then, it was increasing only 1 to 2 per cent per year. Today, about 85 per cent of the heavy fuel oil used on the U.S. East Coast is manufactured from foreign crude in foreign refineries and brought into the U.S. by tanker. Soaring demand in both Europe and Japan has further strained the world-wide supply and transportation facilities.

How Fuel Oil Increase Will Affect Humble Ships

The major change in the Humble tanker fleet to meet the announced 60,000 bbl/day of additional heavy fuel oil will be the assignment of the 26,800-dwt *Esso Lima* to this service. Heating coils, required to keep the oil heated in transit, will be installed during the *Lima's* next repair period in November.

The additional fuel oil also makes necessary an increase in the number of heated cargoes carried by other Humble tankers equipped with heating coils. These are the *Esso Newark*, *Esso Miami*, *Esso Lexington*, and *Esso Baltimore*. The *Enco Gloucester*, now in West Coast operation, will not be affected.

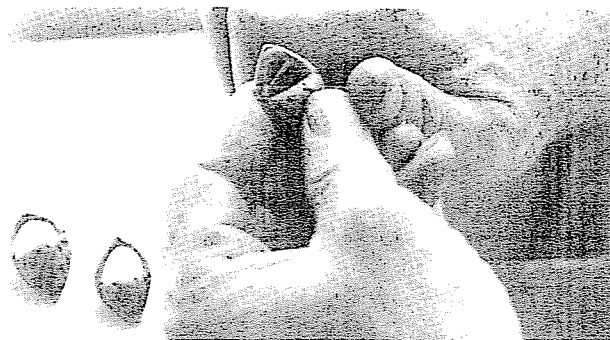
Most of Humble's heavy fuel oil comes from its affiliates, Creole Petroleum Corporation and Lago Oil & Transport Company which have been taking a number of important steps to help alleviate the existing and anticipated energy problems in the U.S. The most important has been the investment of \$100 million in facilities at Creole's Amuay Refinery to reduce substantially the sulfur content of Venezuelan heavy fuel oils. These facilities are now producing large volumes of fuel oil

with sulfur contents of 1 per cent and below. Without these recently completed facilities, it would be impossible for Humble to obtain sufficient volumes of low sulfur fuel oil during the coming winter which meet the stringent sulfur limitations which have been imposed by various state and local authorities. A similar plant is under construction by Lago which operates a refinery in the Netherlands Antilles. This plant will begin operation prior to the 1971-72 winter period.



JOE CABRAL, right, 3rd assistant engineer in the *Esso Baltimore*, probably has about the steadiest hands and the most patience of anyone in the fleet, if his hobby is any indication. He carves small baskets (with handles on them) from peach pits. He even carves decorations on the sides of the baskets. "We're fre-

quently served peaches at meal times, so I have a good source of supply," he says. "I scrub the pits and with my pocketknife and a small file I shape each pit into the form of a basket, hollow out the inside, round off the handle, and dress up the outside of the shell. I then carve a cross or some other decoration on the outside, varnish the whole thing, and the job is finished. It takes about six hours to make a basket," he said. He gives the baskets to friends. Admiring Joe's latest efforts, shown below, are Curtis Keech, left, 1st assistant engineer, and L. M. Williams, chief engineer.



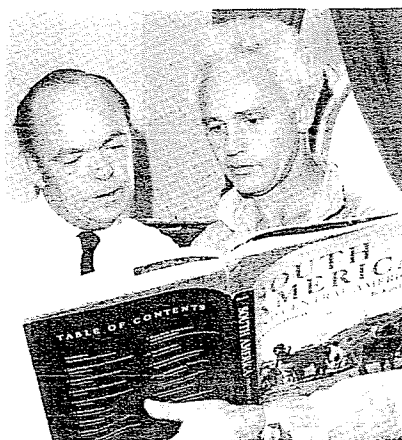
(AMMLA, continued from page 1)

special book requests for seamen.

Chances are that when you go to the lounge in your ship to read a magazine, book, or paperback, it is part of an AMMLA library unit that was put aboard at a port of call by a library representative. A library unit consists of an ample supply of magazines, about 40 hardcover books, and 20 to 30 pocketbooks. Last year, about 70 different libraries were used by seamen in 20 Esso ships.

Since its inception in 1921, this "public library of the high seas" has distributed some 270,000 library units containing nearly 16,000,000 hardcover and paperback books and several million magazines to U.S. ships. Last year alone, it shipped about 600,000 periodicals and books to 1,038 ships, including 20 in Humble's Esso Fleet. Also in 1969, the library assembled one of the largest special collections of books for shipboard use in its history. This collection, dealing with the Arctic, its climate, people, and culture, was put aboard the *Esso Manhattan* for reading by officers and men making the historic Northwest Passage voyage.

The AMMLA gets reading material for distribution from donations made by the public and various organizations and groups. Leading publishers also make generous donations enabling the association to include more current material in the assembled library units it prepares for ships. The AMMLA itself collects large numbers of books through its annual Spring Book Drive held in New York City. The association invites a ship owner to lend a lifeboat which is decorated and used as a book drop during the drive held in May in Rockefeller Center. Boats from several Esso tankers have been



A book on South America was awarded to the *Esso Lexington* by the AMMLA for contribution of more than \$100 during the recent drive for funds. Examining the natural history book are Captain Robert Stap, left, assistant port director, and Captain Keith Frutiger, master of the *Lexington*.

used over the years. In some port cities, book drops are set up in public places such as large department stores and supermarkets. In addition, AMMLA vehicles pick up books from donors living in port office collection places, such as New York, New Orleans, San Francisco and Seattle.

Magazines and most paperbacks are usually pretty well "exhausted" by much handling aboard ship so not many of them can be reissued to other ships. Many hard cover books survive, however, and these are returned to Marine branch offices where they are either sent to or picked up by AMMLA representatives for reissue in other library units. Slightly damaged books are returned to the library's headquarters office in New York for repairs.

As of September 15, officers and men aboard Esso ships gave the following amounts to the 1970 Ocean Crews Drive for AMMLA funds:

Esso Baltimore, \$160; *Esso Bangor*, \$103; *Esso Boston*, \$135; *Esso Chester*, \$242; *Esso Dallas*, \$118; *Esso Florence*, \$64; *Esso*

Gettysburg, \$112; *Esso Huntington*, \$114; *Esso Jamestown*, \$102; *Esso Lexington*, \$106; *Esso Lima*, \$115; *Esso Miami*, \$121; *Esso Newark*, \$131; *Esso New Orleans*, \$100; *Esso New York*, \$78; *Esso Philadelphia*, \$38; *Esso San Francisco*, \$107; *Esso Scranton*, \$151; *Esso Seattle*, \$120; *Esso Washington*, \$106; and the *Enco Gloucester*, \$121.

As in past years, the AMMLA made book awards, such as the "Columbia Encyclopedia," the "American Heritage Book of Natural Wonders," and other important works to the permanent libraries of ships contributing \$100 or more to the drive. AMMLA membership cards are given to each seaman who contributes \$5 or more to the drive.

Most Esso Ships Now Back In U. S. Trade

All Esso ships not under charter and previously engaged in foreign service are now back in the United States, except the *Esso Houston* and the *Esso Scranton*. The *Houston* is due to discharge Arabian Gulf crude at Genoa, Italy, on October 10. From there, she sails to Libya where she will load for St. Croix in the Virgin Islands. Following discharge of crude there, about October 27, she is scheduled to return to the United States for coastwise trade.

The *Esso Scranton*, which discharged products at Okinawa about October 17, is scheduled to arrive at a shipyard in Osaka, Japan, about October 23 where she will be inspected by representatives of the Esso Transport Company which has entered into an agreement with Humble to purchase the vessel.

Esso ships still under charter, sailing from both United States and foreign ports, are the *Esso New York*, *Esso Dallas*, and *Esso Seattle*.

Two 30-Year Service Awards Presented



A SERVICE EMBLEM and watch were presented to John B. Chamberlain (in white shirt), 3rd assistant engineer in the *Esso Florence*, when the ship was in port at Baytown recently. Congratulating Mr. Chamberlain are, from the left, Al Fellows, assistant port engineer; Herman Teller, Baytown operations supervisor who made the presentations; and Captain Roy Ewell, right, master of the *Florence*.



FRIENDS OF ROBERT A. McMICHAEL, transportation allocator at the Baton Rouge branch office, congratulated him recently on his 30th year of service and presented him with a watch and service emblem. From the left are Paul Shuford, senior transportation allocator; McMichael; Captain Richard (Red) Lynch, assistant port captain; Captain S. V. Gardner, manager of the branch office; Vern Dicharry, operations manager; Charlie Holladay, personnel assistant; and Henry Singer, transportation allocator. Mr. McMichael joined the company's personnel department in New York City in 1940, transferred to Bayonne in 1941, and in February, 1942, he went into military service. He returned to Bayonne in 1945, transferred to Jacksonville in 1960, and later left the seagoing fleet to work in the Marine Department in Houston. In 1967, he transferred from the seagoing personnel section in Houston to Baton Rouge as a dispatcher. He was named transportation allocator in August, 1969, the position he now holds.

Captain Kenneth Wing, 75, Dies In Massachusetts

Captain Kenneth Wing, 75, died in Hingham, Massachusetts on September 3. He joined the company as a 1st mate in August, 1919, and sailed in various deck officer berths, taking his first command in the *E. M. Clark* in July, 1934. He was master in the *Esso Chattanooga* at the time of his retirement in August, 1956.

Over 50 years ago, Captain Wing went to sea in the whaler *Andrew Hicks*, then made a voyage around the world as able seaman in a four-masted Norwegian bark. Later, he was in coastwise coal schooners plying between Norfolk and New England ports and in one of them, the five-masted *Mary Bowen*, was advanced to the second mate's berth. Beginning in



August, 1919, Captain Wing was chief mate in his first Esso ship, the *Dawnlite*, a 3,000-dwt four-masted auxiliary motor vessel carrying case oil to South America. He then spent several years in freighters. On April 22, 1924, he signed on Pan Am's *William H. Doheny* as third mate and later became chief mate. He was second, chief mate, and relieving master of the *Paul H. Harwood* for seven years and during the 1930s had assignments in the last two ranks aboard the *Princeton*, *E. M. Clark*, *W. C. Teagle*, *C. A. Canfield*, *Wm. Rockefeller*, *S. B. Hunt*, and the first *Esso Baltimore* and the first *Esso New Orleans*.

During the war, Captain Wing was master of the *Beaconhill*, and commanded the *C. A. Canfield* on coastwise trips, the first *Esso Baltimore* on transatlantic voyages, and the *Esso Paterson* in the Pacific area.

Annuitants Meet To Eat And Spin Yarns

By Henry Heidorn

A large group of Marine Department annuitants (landlubbers as well as seagoing), with a smattering of "still in harness" former associates, break bread with one another several times a year for old time's sake. The average service of the annuitants, give or take a little, is 40 years. The aggregate service of all who comprise the group, adds up to a total of 1,200 years.

You can well imagine the yarns that are spun and the nostalgic atmosphere that prevails at each luncheon, which is held in Davy Jones Restaurant, 3 East 54th Street, Manhattan, New York. Decision to hold these "Dutch treat" luncheons periodically was reached about 11 years ago when several annuitants expressed desires to continue their previous long, close, friendly relationships. A few telephone calls at first brought together about a dozen annuitants who met in Ye Olde Dutch Tavern on John Street in Manhattan. Later, the group became too large for the Tavern's facilities and a transfer was made to Larre's uptown French Restaurant where a few unretired Radio City "mariners" also found it enjoyable to participate during their lunch period. When Larre's became too small for the expand-



Part of the group who attended a luncheon held recently in New York City by Humble and Esso Marine Department annuitants are, from the left: Mike Foget, Rod Baillie, Joe Carney, Jake Nuveen, Gene Ottenant, Harry Saunders, Larry Hodgkins, Henry Heidorn, Fred Aldridge, Bob Sailer, Marty Wolfe, and Bob Nash.

ing group, Davy Jones provided the appropriate accommodation.

Sometimes there are as many as 30 at the luncheon. "It gives me a grand psychological lift" is a common expression uttered by those attending. Most of the annuitants had been employed in various capacities in the Port of New York office, which, until operations were transferred to Houston, had been situated at 156 William Street, Manhattan. Retirees in the seagoing fleet were invited immediately to join with the others. In fact, anyone ashore or afloat is welcome to eat with us.

In addition to myself, the original sponsors of the luncheons are Martin M. Wolfe, former head of A&B and Claims Section at "156" (retired in 1959), and Edwin C. Fischer, formerly at "156", and now serving as head of Marine's Benefit's and Claims Section in Houston. I retired as assistant manager (Administrative) at "156" in 1959.

Annuitants who cannot be

reached by a local New York phone call are mailed invitations to attend the luncheons. As far as I know, this is the largest group of Marine annuitants to meet on a periodic basis.

Humble and Esso Marine personnel who usually attend the meetings, but are not shown in the picture accompanying this article include: Guy Bennett, Sidney Drucker, Frank Hourigan, Capt. Adlov Larson, William Nisbet, Capt. Ed Peters, Harry Wilson, Claude Andrews, Ed Cronham, Art Eggleston, John Luhrs, Larry Silbernagel, A. C. Thompson, Bruce Guthrie, Ed Carlson, Capt. Fred Stober, Leo Whyte, Irving Johnson, Jack Garrity, R. W. Mountrey, Elliot Erwood, Nick Burdie, Capt. Pat Reidy and Capt. John Conaghan.

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.

SERVICE AWARD

20 YEARS

Antone Gomes
Ordinary Seaman
September 3, 1970

