ESSO FLEET NEWS

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THE UNIVERSITY OF TEXAS AT AUSTIN

Esso Jacksonville Completes Second World-Circling Voyage

Arriving at Beaumont, May 3 from San Pedro, Pearl Harbor and points west, the *Esso Jacksonville* completed her second circumnavigation of the earth in less than a year. (First trip ran from May 28 to Sept. 7, 1962.)

From all accounts, it was a successful venture. There were some rough seas in the Atlantic but fine weather and no rain from Port Said to the Pacific Ocean. That vast expanse of water was again "not what it's cracked up to be" and considerable heavy weather and rain were encountered.

Accounts receivable-wise, the voyage was successful, too. Pay loads were carried on all but 3,153 miles (Karachi to Bahrein and Pearl Harbor to San Pedro) of the 27,333-mile "round" trip. U. S. Government AID cargoes of lube oils and hexane were discharged at Bombay, lube oils at Karachi. Navy fuel oil for MSTS account at Pearl Harbor and gas oil and regular gasoline for Socony Mobil at Beaumont.

In a resume of the voyage for the FLEET NEWS, Second Mate Roy H. Ewell set down these comments, in addition to the data shown on the map below:

1963

2/12 - Off San Miguel, Azores.

2/14 - Passed Gibraltar, many ships of all flags.

2/20 - Proceeded through Suez Canal — three pilots — one Greek, one Russian and one Egyptian.

2/24 - Arrived Aden for bunkers. Reported good buy on Rolex watches ashore.

3/1 - Arrived Bombay. Proceeded to Butcher Island to discharge hexane and wash tanks.

3/2 - Shifted to Ballard Pier in Bombay to discharge into trucks. All hands buying souvenirs of all kinds. (Third Mate Walter L. Parker said that crewmen returned from shore leave with new appreciation of U. S. living standards.)

3/12 - Left Karachi. Discharged 13 grades with one pump.

3/13 - Arrived Bahrein. No shore leave. Two Ameri-

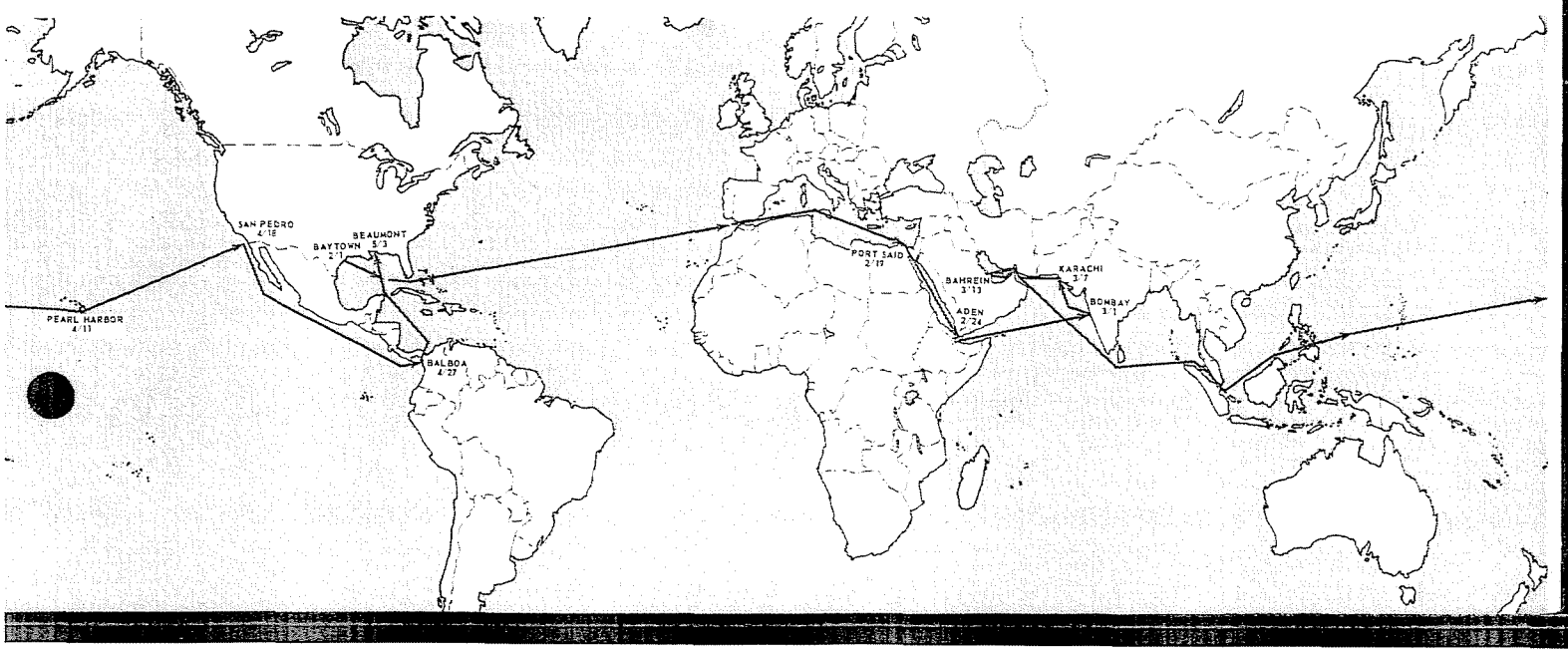
Esso Jacksonville Circumnavigators

Capt. William Hamilton*	Master
William M. Galloway	Ch. Mate
Roy H. Ewell	2nd Mate
Walter L. Parker	3rd Mate
Earl R. Clark	3rd Mate
Robert M. Waltze	Ch. Engr.
Frederick G. Marks	1st Asst.
John J. Murphy	2nd Asst.
Avin C. Johnson	3rd Asst.
Edward C. Sullivan[1]	3rd Asst.
Stephen Verbonich	Radio Offr.
Clyde E. Sargent	AB
Ariel Gomez	AB
Henry C. Payne*	AB
Bernard Malkowski	AB
Ralph V. Giove	AB
Warner E. St. Clair	AB
Yismael Coronado	OS
Daniel J. Rizzolo	OS
Thadeus S. Sokolowski	OS
Theophilus A. Bodden	**Pumpman**
Vincent L. Jervis	MM/2nd Pump.
Lawrence Eisenbiegler*	Oiler
Leuign W. Osier	Oiler
Thomas J. O'Neill	Oiler
Odell Herndon	FWT
Raul G. Villarreal[2]	FWT
Donald Smith	FWT
Lester E. Eckert	Ch. Steward
Angel A. Abena	Ch. Cook
Antonio J. Fernandes	2nd Cook
Jose D. Pires	OM
Guilherme J. Da Silva	CM
Raymon D. Barajas	UM
Oliver P. Picou	UM

*Also sailed on the Jacksonville's first round-the-world voyage.

1. Off at Pearl Harbor acct. *sickness in family.*

2. Off at San Pedro acct. sickness in family.



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can ships in port, the *Saroula* and *Murfreesboro*. They are on two and five-year contracts, trading between the Persian Gulf and Far East.

3/26 - Off Singapore at 1249. Put over mail buoy. (No mail received yet.)

3/30 - Entered Philippine Sea and Pacific Ocean. All hands elated — only 4,401 miles to Hawaii.

4/11 - Arrived Pearl Harbor, 0442. All hands disappointed — no hula girls at dock. Everyone to Waikiki Beach. 74 days with fresh milk.

4/29 - Departed Colon, Canal Zone, after taking bunkers.

5/2 - Arrived Sabine Pass.

Withdrawal of Stock Sale Profit Reduces Thrift Fund Tax-Paid Balance

"Rising stock prices have caused an increase in sales and profit-taking." This quotation is not from THE WALL STREET JOURNAL but from Stewart T. Edmonds, of the Seagoing Personnel Section, who processes Thrift Plan transactions for seagoing men.

"When a Thrift Fund member withdraws his stock sale profits," Mr. Edmonds continued, "his tax-paid balance is reduced by the amount of the profit withdrawn. There have been sales where a considerable profit was realized. If the member's tax-paid balance was greater than the profit, he received the profit intact. If the tax-paid balance was less than the profit, he received only as much as the tax-paid figure. The remainder of the profit is withheld and added to his overall cash balance."

All withdrawals from the Thrift Fund are limited to the member's tax-paid balance. Therefore, if that figure is reduced to zero, any future withdrawals will be limited to new accumulations of tax-paid funds.

Marine Div. Just So-So in Safety Contest But Prospects are Brighter.

Results of the National Safety Council's Marine Section Safety Contest for 1962 show the Humble fleet smack in the middle of the ocean and coastwise tanker group. We're in 6th place with five fleets better than ours and five worse.

In 1961 we finished in 4th place with an injury frequency rate of 2.43 (2.43 reportable injuries per million man-hours worked). Our 2.49 rate last year was not much worse but two fleets—Socony Mobil's West Coast Div. and Sun Oil—jumped ahead of us. In fact, Socony went from 7th place and an injury rate of 2.80 in 1961 to first place and no injuries in 1962.

But take heart (and care) men, this year may be different. For the first three months of 1962 our injury frequency rate was 3.36 and we were in 7th place among the competing tanker fleets. Up to the end of March this year our rate is down to 1.19—a 65% reduction. And that's real good.

Four Men Shift Jobs in Controller's Dept.

Reassignment for training of four supervisors in the Controller's Dept. (formerly Finance and Accounting) was announced May 1 by E. A. Flotten, Controller. Jack Bennett moves from Ships' Payroll to Accounts Payable and Receivable, Harry Devine from Financial Accounting to Freight and Statistical, Bob Gordon from Accounts Payable and Receivable to Financial Accounting and Dick Patrey from Freight and Statistical to Ships' Payroll.

The assignments were effective May 1 and are expected to extend for about six months.

U. S., Tunisian Officials Attend Reception Aboard Esso Scranton

"First American tanker in 24 years and first with AID in the form of petroleum products to enter LaGoulette, Tunis." is the latest distinction to be achieved by the *Esso Scranton*. To mark the occasion, officers and crewmen were hosts to United States and Tunisian government officials and businessmen at a reception aboard ship on April 12. Among notable persons (about 65) attending were: U. S. Ambassador to Tunisia, U. S. Consul and Protocol Officer, U. S. AID officials, Tunisian government ministers and executives of Esso Standard Tunisie, S. A.

On the following day, the Police Commissioner, Chief of Police and other officials of the City of Tunis were guests at a luncheon aboard the vessel.

Captain Victor T. Springer was complimented on the success of the affairs by Peter deW. Bryans, President of Esso Tunis. "He told me," Captain Springer wrote, "that he thought all concerned had done a very good job and that he was very happy about the whole thing."

In preparation for the event, Chief Steward John J. Fernandes and Messmen Anthony Mazzuca, Francis T. Renzetti, Luis A. Bericochea, Jr., and Joseph K. Mayerhoff worked overtime to paint out the officers' saloon and have the galley and pantry spick and span. Also, other crewmen

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The MIS-Adventures of

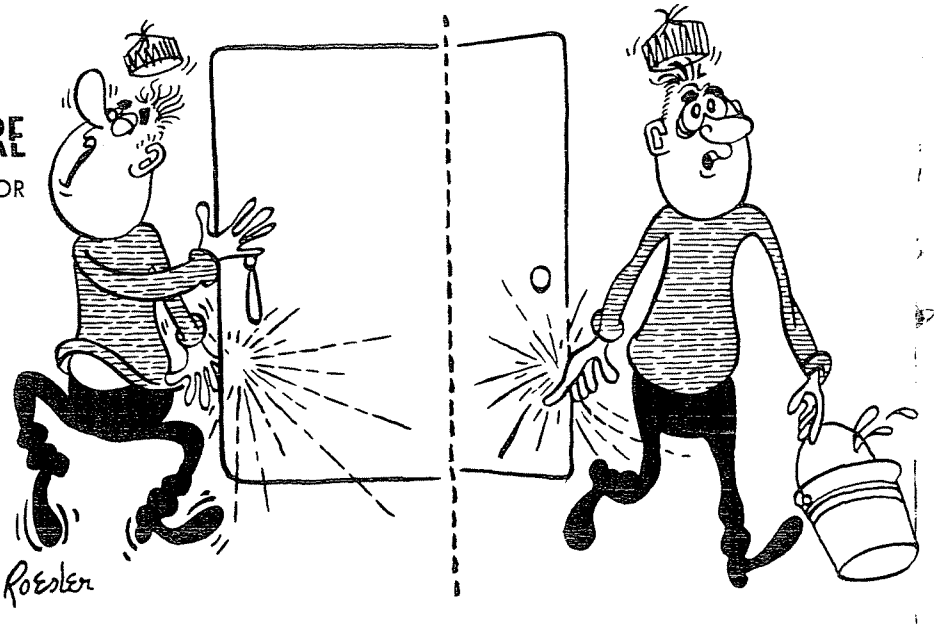
J. STUMBLEPRONE Mc FRACTURE

DOOR SLAMS HAND / HAND SLAMS DOOR

Whichever way it goes, Mac gets a fracture. On the left it was the little finger of his left hand that was broken when he was closing a freezer door with his right hand. Letting not the left hand know what the right hand doeth is no safety rule.

Mac on the right filled a bucket with water in a cleaning gear closet and then struck the back of his hand against the side of the door. Must have been quite a fling—fractured a small bone.

Funny about these two—both on the same ship.



painted the stack, after house and poop deck.

The *Scranton* sailed from LaGoulette on April 12, arrived at Aruba for another cargo on the 26th and was due back at Sfax and LaGoulette on May 12 and 14. She carried kerosene, gas oil and two grades of gasoline.

TAFFRAIL TALK

James E. and Barbara Jean Fowler, of Lufkin, Texas, are the happy parents of a 6 lb., 3 oz. daughter, Guesna Jo Ann, born on May 8. Jim was Third Asst. Engineer in the *Esso Jamestown* when he received the good news.

* * *

Miss Dianna Moll, daughter of Crew Messman Abraham Moll, has been awarded a Walter C. Teagle Nursing Scholarship to the Kings County School of Nursing, Brooklyn, N. Y.

* * *

The *Esso Gettysburg* went into Newport News shipyard, May 3 for about 30 days' repairs. These will include installing Simplex tail shaft seals in the stern tube (similar to those in the *Esso Baltimore* and *Boston*), coating 10 cargo tanks with Rust-Ban 191, installing fixed Butterworth machines in No. 3, 4 and 5 tanks across, and modification of pipelines, valves and pumps to provide a segregated cargo handling system for solvents and alcohol in No. 1 and 2 tanks, P&S. The *Gettysburg* (with the *Florence* and *Huntington*) will be the third vessel in the fleet especially equipped to handle the expanding requirements for large volumes of alcohol.

Second Asst. Engineers Anthony Petryk and Curtis W. Keech are Coating Inspectors on the job and Third Mates Paul P. Balcius and William Tyrrell and Third Asst. Edmund A. Larson are there too, "learning the business".

* * *

Lincoln W. Swift, retired Machinist, has opened Swift's Gem Shop at 3409 Market St. (opposite Harbor Drive) in Baytown. He is handling leather goods, whales teeth and snake skins for hobbyists, carvings and watch repairs, in addition to custom-made jewelry.

OBITUARY

AGNES COLLINS, wife of union adviser John J. Collins, died May 5 in Englewood, N. J. Mrs. Collins was known and respected by many licensed and unlicensed men in this and other tanker fleets. She assisted her husband during the early years of several independent marine unions. During World War II, when Mr. Collins was on active duty in the U. S. Navy, she earned the respect of employers and employees for her devoted work with the unions for which her husband was adviser.



RAGNAR A. HAGGSTROM, 68, an annuitant since April 1958, died on April 27 in Johns Hopkins Hospital, Baltimore.

Born in Sweden, Mr. Haggstrom was a seaman for 48 years, starting as a deck boy in a square rigged barque. He served in the Swedish navy and, after coming to this country in 1917, in U. S. Army transports and merchant ships. He had 17 years' service in the Esso fleet, mostly as AB.

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RECENT RETIREMENTS



SECOND ASST. ENGINEER RALPH JAHR is going to Europe this summer and intends to visit many more places, he said, "if my health stays good and the stock market behaves."

Ralph has been going to sea for 41 years, starting in Norwegian ships in 1922. He sailed as wiper and fireman with several American companies and was coal passer and fireman on the Great Lakes for two seasons before joining Esso's *I. C. White* in Jan. 1928. He shipped out as Wiper, Fireman and Oiler until July 1934, then had 10 years as Pumpman, including three wartime years in the *Esso Bayonne*.

After attending a U. S. Maritime Service training school, Mr. Jahr returned to the fleet as Third Asst. in the *John D. Archbold* in July 1945. He sailed in that rank and as Second Asst. until his retirement May 1 with 33 years of Company service.

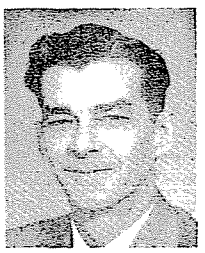
Ralph is single, enjoys reading, good music, movies and the theatre.



BOS'N HERMAN P. O. JAETSCHMANN. Since his mid-teens, Mr. Jaetschmann has never been far from the sea. He worked first with his uncle on fishing boats around Hamburg, Germany, "graduated" to trawlers and coastal vessels in the Baltic and North seas, then to freighters trading between Germany and Africa.

For 13 years after coming to the U. S. in 1927, Mr. Jaetschmann shipped out as AB and Bos'n with numerous companies, including three years with Esso. He was in the U. S. Army for six months in 1940 (discharged as overage) then returned to sea and participated in the Normandy beachhead run. After rejoining the Company in Nov. 1947, he sailed as AB and Bos'n until his retirement, April 1 with 17½ years' service.

Mr. Jaetschmann and his wife, Liddy, live in the Bronx, N. Y. They have three children and two grandchildren.



PUMPMAN DENHAM V. POUCHIE. A Pumpman in the fleet for over 32 years, Mr. Pouchie had more than 36½ years' total service with the Company when he retired on April 1.

Except for his first assignment as Wiper in the *Fuel Oil* (Jan. 16, 1926) and several years as Oiler in that ship, Mr. Pouchie sailed almost exclusively as Pumpman. He was aboard four vessels during World War II. One was the *Esso Annapolis*, in which he spent two years plus three post-war years. The *Wallace E. Pratt* was another vessel in which he served more than three years. His last ship was the *Esso Jamestown*.

MACHINIST WILLIAM V. DAVIS and Mary, his wife, have an attractive home in Clearwater, Fla. and a new lake house on Clear Lake, Pasco County, Fla. Both homes have central heating and air conditioning.

Born in Grand Bay, Ala., Bill was orphaned at 5, worked on farms and ranches until he was 14 and put in four years as an apprentice machinist in a railroad shop. He joined Esso's *W. H. Tilford* as Messman in Jan. 1928. Transferring to the Engine Dept. six months later, he sailed as Fireman, Oiler and Machinist until May 1941, then was Machinist in the Bayonne Storehouse for 16 years. He returned to sea as Machinist in the *Esso Gloucester* in April 1957 and continued in that rating until his retirement, April 1, with 34½ years' credited service.

Bill spends much of his spare time in landscaping, machine work and fishing. (Beautiful bass in Clear Lake, Mrs. Davis says.)



ABLE SEAMAN JOHN H. SCHROEDER, who retired April 1 with over 25 years' service, is now pilot and captain of the Belle Chasse (La.) ferry. He works from 0730 to 1530 for two weeks, is off one week, then works from 1530 to 0030 for two weeks.

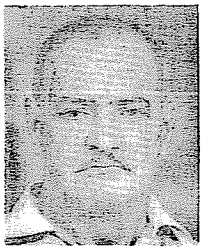
Mr. Schroeder first started with Esso in Aug. 1934 as OS in the *Glenpool*. He became Third Mate in Dec. 1940 and sailed as Third, Second and Chief Mate in four vessels during World War II. He worked ashore at the Chalmette, La. Terminal from March 1946 until his return to the fleet in Oct. 1952. Since then he has been AB and Third Mate.

Mr. and Mrs. Schroeder live in New Orleans and have four children, aged 4 to 17. John likes to bake and putter in the kitchen and is active in civic and church functions.

OILER FRANKLIN D. WAKEMAN. April 1 was Mr. Wakeman's second retirement (16 years in the fleet). The first was in 1952, when he retired as a Warrant Officer after 30 years in the U. S. Navy. He served in the European, Caribbean and Far Eastern theatres and was awarded the Legion of Merit for his part in splicing a magnetic mine sweeper cable while under fire four miles off the Italian coast.

After 23 years of active duty in the Navy, Mr. Wakeman worked ashore for a year (1946), then joined the *Esso Cumberland* as Electrician in Jan. 1947. He sailed in that rating until March 1958, except for another hitch in the Navy during the Korean War. For the past five years he has been Electrician and Oiler.

Mr. Wakeman and his wife, Ethel, live in Derby, Conn. and have six children, aged 17 to 32.



FIREMAN-WATERTENDER ALFRED J. GUAY. A native of Canada, Mr. Guay was in the Canadian army from 1922-25 and recalls it as the best experience in his life. Probably his worst was the sinking of the British ship *Glasgow* off Newfoundland in Nov. 1939. He was one of but seven survivors.

After sailing in a U. S. Army transport and cargo ships, Mr. Guay joined the fleet in Aug. 1947 as Crew Messman in the *John Flanigan*. He was Wiper for a year and FWT from Sept. 1948 until his retirement, May 1. He had over 15½ years' service.

Mr. Guay lives in Bayonne, N. J. and has a married daughter, Gloria.

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