



ESSO FLEET NEWS

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Humble Tankers Sail to All Six Continents

Until a few years ago, it was predicted that tankers in the Humble fleet would never leave the continental United States. But time changes things.

For example, the *Esso Houston* within the past seven months has been to every continent except South America. But the fleet has been represented even there because the *Esso Boston* just a few days

ago loaded crude in Las Piedras, Venezuela

Our ships, particularly those in grain trade, have been especially well represented in the ports of Europe and Asia. A look at Esso ships currently in offshore service is enough to convince anyone that we're truly an ocean-going fleet. In addition to tankers in overseas services described in the article

below, two others are trading foreign. The *Esso Jamestown* arrives in Madras, India, on July 28 to discharge grain and the *Esso Seattle* is due to arrive at Subic Bay, Luzon, Philippines, on July 27 to discharge jet fuel.

World-Wide Demand for Ships Reaches New High

A closed down Trans Arabian Pipeline (Tapline) has contributed to the world-wide demand for tankers that has risen sharply during the past few weeks. Six Humble tankers have been chartered by Jersey affiliates and others for single voyages to help meet the need for tonnage in international trade.

The tankers are the *Esso New York* and the *Esso Boston*, both enroute to the Caribbean to load crude for the U.S. East Coast; the *Esso Miami* which has just discharged a load of heavy fuel carried to Miami from Aruba; the *Esso Lexington*, enroute to the U.S. East Coast with crude from Escravos, Nigeria; the *Esso Houston* which is currently enroute to Savona, Italy, to discharge crude, after which she will probably return to the Persian Gulf to load crude for North Europe; and the *Enco Gloucester* which is currently discharging grain in Chittagong, East Pakistan, after which she

will sail to the Persian Gulf to load crude for the U.S. West Coast. In addition to the *Gloucester*, several of the above ships were previously in grain trade, but the recent heavy demand for tankers in the Persian Gulf makes the shift to crude oil more attractive.

'Seattle' Changes Course

The *Esso Seattle*, which left Beaumont, Texas, on June 28 with jet fuel for delivery to Subic Bay, changed her course a few days after leaving the Panama Canal and proceeded to San Diego to discharge an officer who had become ill.

Waldorf Named Assistant To Repair Superintendent

Ken Waldorf, formerly an economic analyst in Marine



Logistics and Planning, has been named to the position of assistant to the repair superintendent in Marine Operations. He will be conferring

with officers of ships and shipyard representatives on required repair work. He obtained a BS degree from the Naval Academy, served six years as a submarine officer in the Navy, and then attended the University of California where he received a master's degree in Business Administration. He joined Humble April 1, 1969.

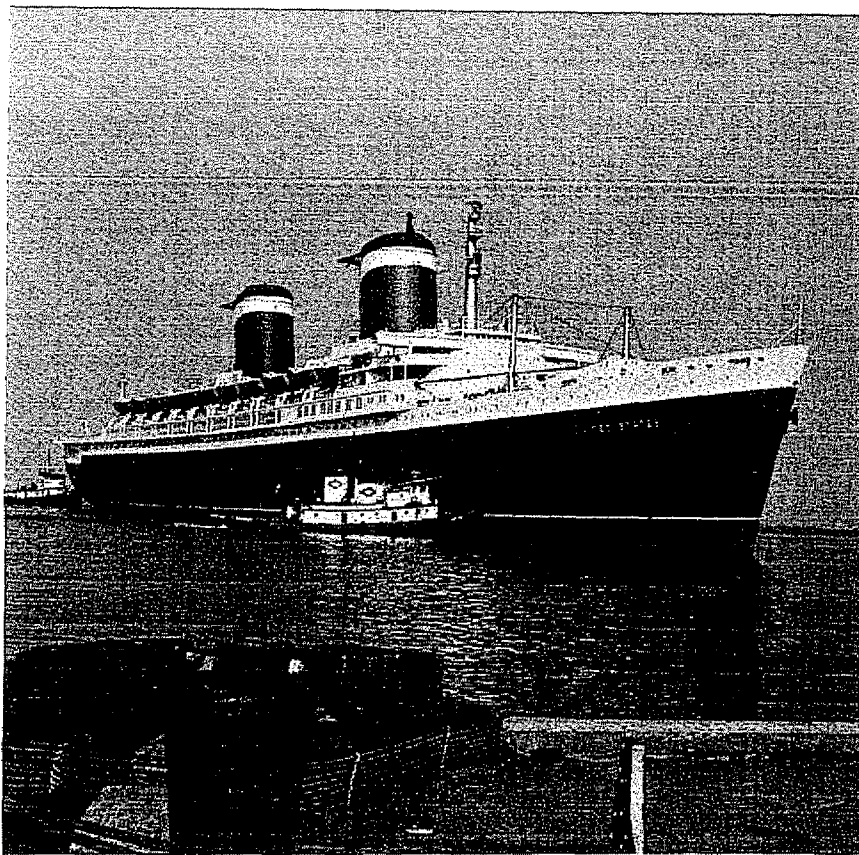
'I Miss the Sea,' Says Frank Ritchie

Shopping trips in Tampa, Florida, sometimes become day-long jaunts that take Frank Ritchie and his wife 200 miles or so from home. This happens whenever a seizure of wanderlust overwhelms the shopping bit and they turn to

the open highways. And that's fine because the Ritchies keep a couple of fishing rods in the trunk of their car.

"I spent 40 years at sea and my wife, Paula, lived in the city, so we had little opportu-

Continued on page 5



Her mighty heart stilled, the *United States* is tugged to her "moth ball" berth. Future of the \$70-million, 51,000-gross-ton ship is uncertain.

The End of An Era

The luxury passenger ship *SS United States* held the coveted blue ribbon as the fastest liner on the Atlantic. Her 240,000 horsepower propulsion plant could send the 990-foot vessel sailing through the ocean at 34 knots.

Now she is going nowhere.

She's tied up at the Newport News Shipyard slowly gathering rust, marking what well may be the end of regularly scheduled trans-Atlantic service by American passenger ships. The 17-year-old *United States*, which could accommodate about 2,000 passengers, is the latest passenger liner which has been laid up during the past 2½ years because of economic problems, including astronomical operating costs and airline competition. The others are the *Constitution*, *Independence*, *Atlantic*, *Brasil*, *Argentina*, *Lurline*, and *President Roosevelt*.

Besides denoting the end of an era for America's queens of the seas, one of the saddest things about the loss of the eight liners is that their retirement wiped out jobs for between 8,000 and 9,000 seagoing personnel. Unlicensed crews in all but two of the tied-up liners were represented by the National Maritime Union.

Court Refuses to Review NMU Decision

The Supreme Court has refused to review a decision requiring return to the National Maritime Union (NMU) treasury hundreds of thousands of dollars in pension payments

for the benefit of nonelected officials, the New York Times reported. The decision was handed down in March by the 2nd U.S. Court of Appeals.

The payments were chal-

lenged in Federal District Court in New York by three NMU members who said the officials' pension plan was intended solely for persons elected by the membership.

The three claimed that the assistant to the president of NMU, recently retired, received a lump sum payment of well over \$100,000 from the fund.

The plan was established in 1952 with only elected officials covered. In 1961, the NMU national office, which administers the union's international affairs, extended the coverage to non-elected persons such as assistant to the president, organizer, executive secretary, publicity director, and supervisors over maintenance, bookkeeping, records and supplies.

The question was whether a 1960 revision in the union constitution authorized expansion of the coverage. The 2nd circuit court agreed with the complaining members that it did not.

The circuit court affirmed an order by a federal district judge requiring restoration of the funds with interest and barring future outlays for nonelected officers.

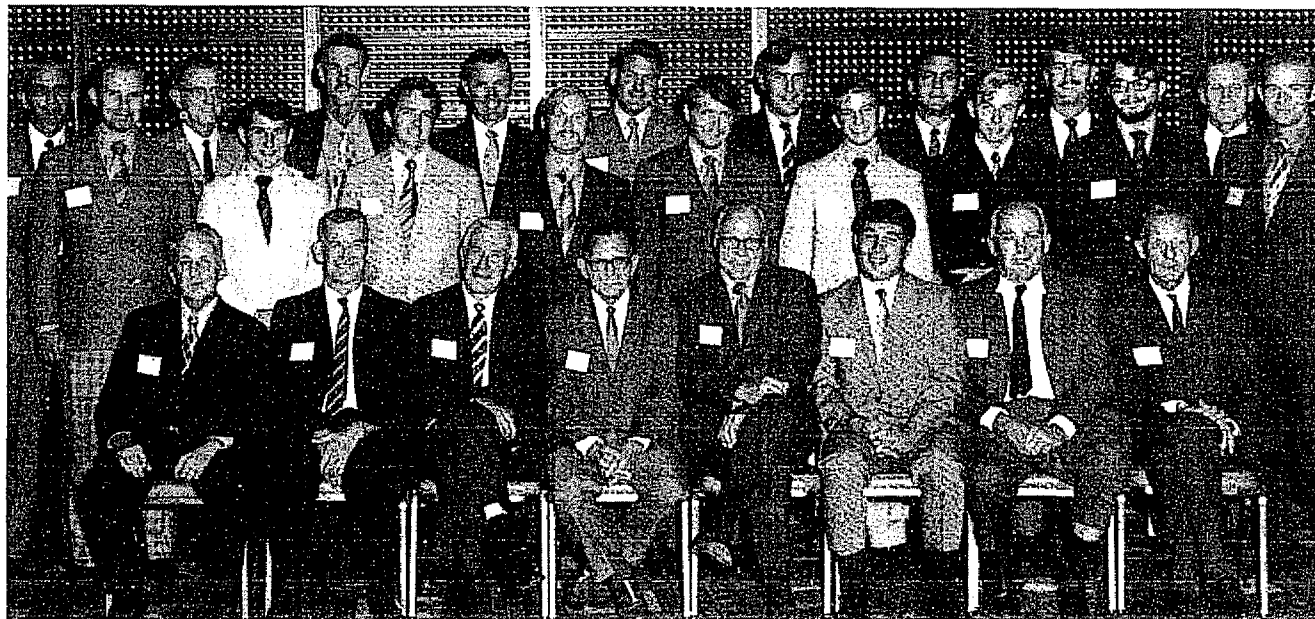
If the defendants are unable to recoup the money, "they may be held personally liable," the opinion said.

New Loading Record Set

The crew of the *Esso San Francisco* set a new cargo loading record on June 25 for ships in the Esso Fleet when they took aboard some 572,152 barrels of product at Baytown Refinery. The cargo consisted of motor, aviation, and diesel fuel and varsol and kerosine. It was delivered to Norfolk, Virginia.

The previous record was set by this same ship which on May 6 loaded about 556,000 barrels of product at Baytown.

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THE UNIVERSITY OF TEXAS AT AUSTIN



Officers who attended the second phase of the Marine Officers Conference at Hotel Sonesta in Houston.

Various Phases of Marine Operations Aired at Two-Day Houston Conference

"You men are part of the management team of the Marine Department. As ships' officers in the Humble Fleet, you are responsible for the performance of the vessel to which you are assigned. It is part of your job to direct the work of the unlicensed men in your ship."

With these words, R. C. Curtis, Marine general manager, set the stage for a two-day Marine Officers Conference in Houston on July 1 and 2. A total of 28 deck and engineroom officers, about evenly divided, attended the conference which not only gave the officers a chance to meet and talk with many of the marine headquarters staff, but also provided the group with information on benefit plans, labor relations, and administration of bargaining agreements.

"This conference will include discussions aimed at helping you perform your job. We hope these discussions will not only clarify some of your authorities and responsibilities as supervisors, but also start you thinking about new and different techniques which might enable you to perform your duties

more effectively," Mr. Curtis said.

In addition to the subjects mentioned above, other areas covered included the Marine Department's organization and its role within the Humble Company, explained by E. W. McNeil, Jr.; principles of communications, by T. J. McTaggart; job concepts and analysis of authority, Captain J. G. Moffitt; and a marine operations panel discussion which included a presentation by W. J. Bielsstein on the status of Humble's Alaskan oil discovery and its potential on the Marine Department, and a presentation on the value of tanker time by W. F. Robinson. Other Houston office Marine personnel participating in the program were L. H. Earle, who discussed labor relations; Sydney Wire, who traced the development of marine unions, including the independent unions; E. C. Fischer, benefit plans; and D. J. Mahoney and Mr. Earle who explained contract administration. The two-day session was coordinated by John Frederick.

A free-wheeling question and answer period was held at the

close of the conference with answers supplied by Messrs. Wire, Moffitt, McTaggart, Robinson, and McNeil.

The current meeting marked the start of the second phase of the Marine Officers Conference. The first phase, which started late in 1968 and continued through 1969, was attended by masters, chief engineers, chief mates, and first assistant engineers. It is presently contemplated that the conferences will be continued at approximately two-week intervals until all officers holding or sailing in the ranks of second and third mates and second and third assistant engineers have attended. The next conference is scheduled for July 22 and 23.

Those attending the July 1-2 conference were: **Deck Department:** Robert Armstrong, Jr., Peter Cote, Paul Genest, Charles Hahn, Arthur Melanson, George Murphy, Craig Rassinier, William Ruby, Jack Stillman, Charles Tyler, Hubert Webb, Martin Weber, and Richard Yerian. **Engine Department:** Anthony Bonaffini, Alton Burns, Jr., William Fornuff, Francis Garavanta, Jr., Jerzy Glowacki, Robert Howard, William Hyatt, Fred Loyd, Francis Lyons, Daniel O'Connell, John Oest, William Roulhac, and Daniel Seluk.



Sydney Wire, left, Marine assistant general manager, presents 30-year watches to Captain Johnson, center, and Chief Steward Vierra.

Johnson, Vierra Complete 30 Years Service Apiece

A skipper and a chief steward recently celebrated fleet anniversaries with some 60 years of combined service to Humble. They both received 30-year watches at Baytown in ceremonies on June 9.

The two men sailed aboard Esso tankers during World War II. Captain Taisto Johnson of the *Esso New Orleans* joined the fleet in May 1940 as an ordinary seaman in the *Franklin K. Lane*. His first ship in the war-

time fleet was the *Christy Payne* in 1942. The ship bore the nickname of "Lucky" because she had so many narrow escapes while transporting petroleum products across the Atlantic. By the end of the war, he was chief mate in the *Esso New Haven*, having sailed in the wartime fleet in the *Christy Payne*, *Esso Dover*, *SS Thomas H. Wheeler*, *Esso Roanoke*, and the *Esso New Haven*.

His first command was as skipper of the *Esso Portland* in 1948. For the past 22 years, he served the fleet as either master or chief mate on numerous vessels.

James Vierra, chief steward in the *Esso New Orleans*, entered the fleet in 1940 as chief cook aboard the *Fred W. Weller*. In the early days of World War II, he sailed aboard the *F. H. Bedford, Jr.* Shortly thereafter, while serving in the *John D. Archbold* in 1943, he became steward. He has continued as chief steward on many fleet vessels during the past 27 years.

Luddy Bade Presented 40-Year Service Emblem

With many of his co-workers standing by to congratulate him upon completing 40 years service in the Marine Department, Ludwig B. Bade smiled happily as Marine General Manager R. C. Curtis presented him a company service emblem. The event took place in the Houston office on June 22 where Luddy holds the position of chief of allocation and dispatching.

He joined the Marine Department in 1930 as a mail boy in the New York office. He later accepted a position in the accounting office where he worked in various jobs until 1935 when he transferred to Bayonne. Here, he served suc-

cessively as inventory clerk, cargo clerk, timekeeper, and part-time paymaster.

He returned to New York as an auditor in Marine accounting, a position he held until



R. C. Curtis, left, congratulates Luddy Bade at office celebration.

1943 when he went to sea in the *Esso New Orleans* (the second) as the first employee to sail in a company ship as purser. In this capacity, he handled all the ship's paperwork, including payroll. He also served as ship's "doctor" for the treatment of minor aches and pains (he had pharmacist's mate training in the Merchant Marine during WWII). He later served aboard the *Esso Wilmington* and the *F. H. Bedford, Jr.*

In 1945, Luddy again came ashore to work in New York in accounting. He soon transferred to ship operations there, was named chief of allocation and dispatching in 1959, and in 1961, when this function was moved to Houston, he made the transfer with this same title and job capacity.

Continued from page 1

ity to get out and see the country," Frank says. He had sailed 20 years as an oiler with Humble's Esso Fleet when he retired in March, 1969.

Since then, he has traveled more than 20,000 miles criss-crossing the state to places he never had a chance to visit during the 11 years he has lived in Florida. He and Mrs. Ritchie have been to the Everglades National Park four times. And they enjoy the state's many aquariums. "Almost every city has an aquarium," Frank said.

Getting to these places is what they like most. "We travel back roads that meander through Florida," he said. "The tropical forests are fresh, clean, and quiet like the sea."

When Frank spots an attractive lake or river along the road, he stops and fishes a while. "We fish for fun and usually let the fish go," he said.

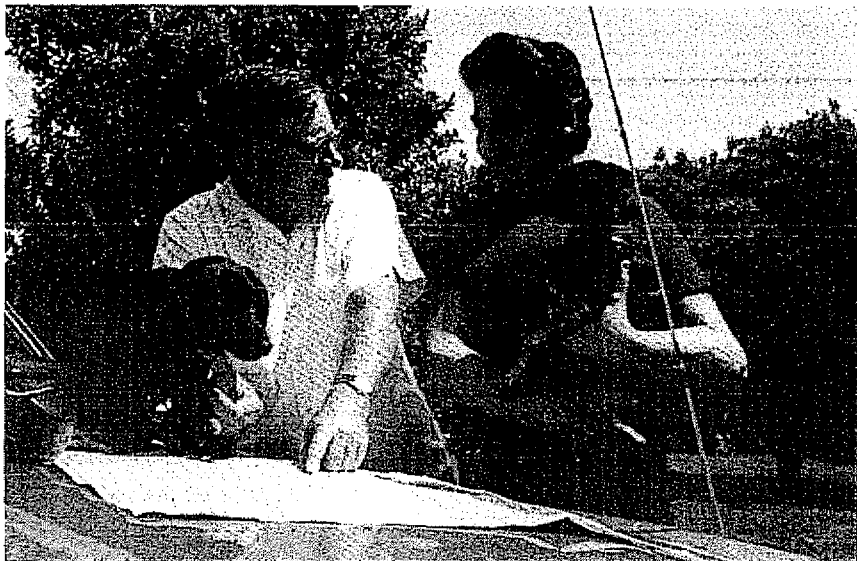
But those he catches in a lagoon in his backyard go into the frying pan. This handy pond abounds with both salt-water and fresh-water fish. "That's because the sea reaches up Rock Creek just about to my lagoon," he explained. Old Tampa Bay is a short boat ride

down the creek.

When Frank isn't fishing or traveling, he spends part of his time pulling banana trees. "They sprout up around here like weeds," he said. "I keep enough of them so there's no banana shortage at our place." His home is surrounded by pine trees draped with Spanish moss, palm trees, and Spanish bayonets.

Visitors to the Ritchie home, however, are often more interested in his collection of mementos from around the world: Egyptian camels made of sandalwood; ash trays from India; musical lantern-lamps from Guam; Japanese dolls; tapestry from the Persian Gulf; a Grecian urn, a handpainted tea set from Japan; and a Korean painting of his wife done from a picture. These and other things Frank brought home from his many voyages at sea, including three that took him around the world.

"I miss the sea at times," he said. "But traveling around the state by car to see places and things I've read about keeps me happy." Frank Ritchie may never completely become a land-lover, but he clearly enjoys the solid earth as he finds it in Florida.



The Ritchies have traveled thousands of miles seeing America.

Recent Deaths

John Danko

John Danko, 56, died at his home in Littlestown, Pennsylvania, on June 30. Beginning in the Fleet as a fireman-water-tender on May 30, 1939, Mr. Danko had wartime service as electrician in the *Esso Houston* (torpedoed on May 12, 1942) and *Esso Bolivar*, and in the *Esso Baytown* as third and second assistant. After his first chief's berth in the *Esso Charlotte*, December 7, 1948, he sailed as first assistant engineer, relieving chief, and then chief engineer. He was chief engineer on the *Esso Gloucester* just prior to his retirement on September 1, 1968, with 28 years of company service.

Surviving are his widow, Mary Louise, and a step-daughter, Karen.

Leon Lemoine

On July 3, Leon O. Lemoine, 69, died in a Baton Rouge hospital from burns suffered in a fire in his trailer home. He joined his first company ship, the *Chester O. Swain*, as fireman-watertender in 1943 and sailed in various tankers in that rating until he retired in November, 1963, with 20 years service.

He is survived by several nieces and nephews.

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.



THEY PASSED A MILLION MAN-HOURS and kept right on going. That's the new record set by officers and crew of the *Esso Chester*. They reached the million-hour mark on October 20, 1969, with no lost-time injuries since June 10, 1966. Now, more than four years later, the lost-time injuries aboard the ship still remain at zero. In recognition of this exceptional record, a special Marine Department plaque was presented recently to the ship's captain and crew, along with a National Safety Council flag. On hand for the ceremony were, from the left, John B. Sappington, H. L. Gordon, Richard M. Knoop, W. F. Knobles, William Barillo, Joseph Owens, Dwight T. Willis, Sydney Wire (assistant manager of the Marine Department) who made the presentation to Captain Ed Crawford in dark suit, Raymond L. Rogers, Harold Smith, Eugene W. Rogers, John Downey, Robert Massenberg, Roy Stanley, Al Giallorenzi (manager of New York branch office), Charles T. Mogelin, William Motta, Fred Newton (port engineer), and William H. Bricka, kneeling at flag. On ladder, from the top, are David Pires, Jesse Watts, and Johnnie Griffin.

Captain Hears Whistle; Houseboat in Trouble

While inspecting his ship, the *Esso Gettysburg*, which was lightering just outside the fog-shrouded New Haven Harbor recently, Captain Ernest Palazzini heard an unusual sound—a whistle—floating in from outside the harbor. He and several others aboard the tanker broke out their binoculars and were carefully scanning the area when they saw an object barely visible in the wispy, low-lying fog. It was a small houseboat that was drifting out to sea. Capt. Palazzini sent a tug to the houseboat to offer assistance, if needed.

The houseboat, with two worried passengers aboard, had

run out of fuel and was at the mercy of the elements. A private cruiser came by and pulled the houseboat to safety.

On Training Assignments

Deck and engine personnel who are presently working or will work in branch offices in training assignments this summer are: Andrew S. Kirkland and Ernest D. Seddon, Jr., both 3rd mates—Baton Rouge; Joseph L. Whitehouse, 3rd assistant engineer—Baltimore; Richard J. Weigang, 3rd assistant engineer—Boston; and Gary M. Woglom, 3rd mate—New York (Bayonne, New Jersey).

AWARDS

Surgocinski, Rankin Each Have 20 Years Of Marine Service

Richard Surgocinski, who began his company career in 1950 as a wiper in the *Esso Greensboro*, completed 20 years of company service in June. He has served aboard a number of ships, advancing from wiper to fireman-watertender, and later to the rank of oiler. He is currently serving as oiler in the *Esso Seattle*.



Carleton Rankin, 2nd assistant engineer, was presented a service emblem upon completion of 20 years service in June. T. J. McTaggart of headquarters Marine operations made the award. Rankin joined the fleet in 1950 as a fireman-watertender in the *Red Canyon*. He served in a number of *Esso* tankers, advancing in rank to second pumpman. His first licensed assignment was as 3rd assistant engineer in August, 1959, aboard the *Esso Chattanooga*.



C. Rankin, left, T. J. McTaggart