



ESSO FLEET NEWS



PUBLISHED BY THE MARINE DEPARTMENT, HUMBLE OIL & REFINING COMPANY

Volume 14, Number 24

December 11, 1972

Christmas Is A Miracle

Christmas is a recurring miracle. So, too, is the Christmas spirit; nothing else has come as close to giving the world an international brotherhood of man.

There is no secret behind this compelling force. It is simply that Christmas gives us a chance to enjoy the deepest satisfaction in human experience—that of making others happy.

As the Yuletide Season approaches each year, there is a subtle but strong and universal return to the wholesome truth that we are dependent upon one another, not only in a material way, but in social and spiritual ways as well.

But Christmas is more than a time of year; it is a noble idea. It is an occasion for charity, love, faith, and hope. It is a season of kindness and thoughtfulness; a season when most of us realize how much we need and enjoy the fellowship of our neighbors and shipmates.

It is my privilege to extend Christmas Greetings and Best Wishes for the New Year to all Marine Department employees, annuitants, and their families. May the real meaning of Christmas be yours during this Holiday Season and throughout the New Year.

Ernest C. Dumble

Christmas Is Busy Time Of Year For Sebastian L. Koep

100,000 Christmas trees.

Who in the world has this many trees and why?

Sebastian L. Koep, first assistant engineer, has more than 100,000 Christmas trees and he has them for a variety of reasons, which we'll name later.

Mr. Koep and his brother-in-law, a businessman in Elizabeth, New Jersey, own a 150-acre Christmas tree farm located about six miles north of Owego, New York. When the partners bought the farm about seven years ago, some 70,000 trees were already under cultivation there. Since then, they and members of their families ("This is strictly a family enterprise," Mr. Koep says) have planted, nurtured, and "mothered along" about 32,000 seedlings—quite a job considering that the two men are available to supervise and help

cultivate the trees only during vacation or paid leave times, plus occasional weekends in the case of the brother-in-law.

"We believe that we have the largest privately-owned Christmas tree farm in New York State, and

probably in most of the surrounding states," Mr. Koep said. "I certainly must own more Christmas trees than anyone else in the fleet," he added.

"I spend practically all of my

(See **CHRISTMAS**, page 2)



Sebastian L. Koep, right, examines one of the many groves of trees on his 150-acre Christmas tree farm.

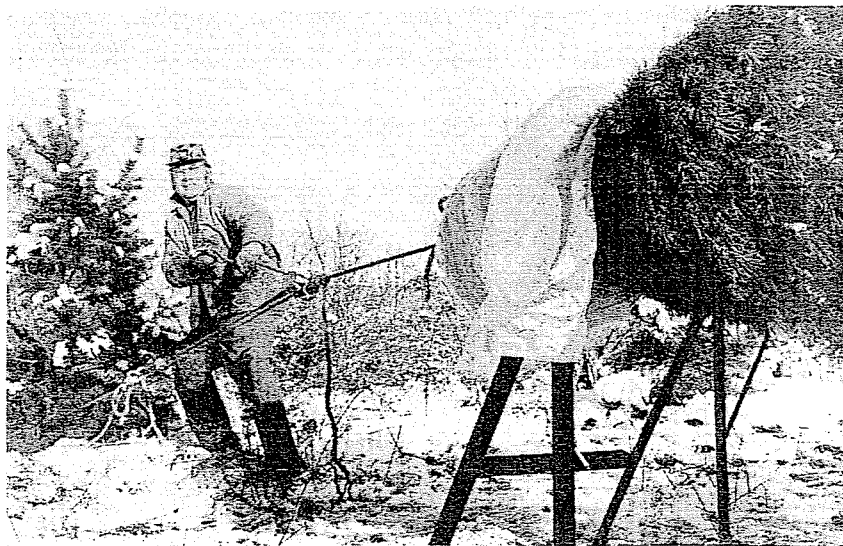
CHRISTMAS, from page 1

paid leaves roaming over the farm, trimming and pruning trees and thinning out others that are too close together—not only to provide beautifully-shaped Christmas trees for our lot in Elizabeth (owned by the brother-in-law), but to sell to wholesalers who call on us from time to time for trees to sell in other areas. Of course, we always replace trees that we cut with seedlings that we get from the New York State Environmental Protection Department. These plantings not only assure us of a plentiful supply of trees in the coming years, but we always like to return to earth what we take away and Mother Nature has rewarded us handsomely for it. Our land doesn't wash away during heavy rains or snows, and the ground remains fertile and productive," Mr. Koep explained.

Most of the Scotch Pine and Douglas Fir trees cut for the lot in Elizabeth are from 4- to 12-feet tall. "Last year we furnished an 18-footer to the city of Elizabeth for use as part of its downtown decorations," Mr. Koep said.

Although he spends most of his time at the farm, Mr. Koep has sold trees from the lot . . . "so that I know what customers want and can choose and trim trees accordingly," he said. "We have many repeat customers who prefer our trees because they are freshly cut and we offer a better selection than those shipped in from Canada," he said.

Not all trees grown at the farm are sold at Christmas. From time to time, some of the Red Pines are taken to a sawmill near the farm where they are cut and sold to individuals who want to build log cabins. Some of the 20-foot Scotch Pines go for pulp wood. There are also several acres of natural-growth Hemlock trees, some 18 inches in diameter, which the partners plan to sell for lumber later. "We make every tree count; it has to be productive in



Mr. Koep pulls freshly cut tree through a packaging machine which compresses branches and wraps tree in plastic cover. He then hauls trees to their lot in Elizabeth, New Jersey, about 180 miles from the farm.

some way or we don't raise it," he explained.

Why is Mr. Koep so enthusiastic about owning a Christmas tree farm? "I'm a farm boy at heart and I like to see things grow. I like the clean fresh air, the quietness of farm life, and it's a complete change from my work at sea.

Also, the farm is an excellent place where my three sons and my nephews can have a part in maintaining our environment by reforestation of the land, observing how things grow (they actually develop a fondness for trees they've planted), and earning money as the result of their labor."

... And A Merry Christmas To All

A bottle with a letter and two American dollars sealed inside has not only helped relieve the hunger of a poor family in the Philippines, but has led to correspondence that no doubt is contributing to a very Merry Christmas for the family.

When the *Esso Seattle* was in the Sulu Sea early in October, a bottle was thrown overboard containing a letter (written in Portuguese, French, and English) and two dollars, along with an addressed return envelope.

"When the ship arrived in Capetown, South Africa on November 1, I received a very touching letter from Alfredo Dela Cruz of Ibil, Mabua, Surigao City, Philippines," explained Captain Edward Crawford. "Mr. Cruz wrote that he found the bottle in the Gulf of Leyte while on a fishing trip. He also said that he is a 22 year old fisherman, married, and has two sons ages one and three. He took the letter and the two dollars home, converted the money into 13 Philippine pesos, spent one peso to mail a letter back to me, and used the rest to buy much-needed food for his family."

The fisherman emphasized his thankfulness for the \$2 and explained his needs in such a sincere and touching manner that the officers and crew took up a collection to help the family buy Christmas presents and get a new start in life. Donations totaled \$105 and the money was cabled from a bank in Houston to a branch bank in the Philippines. A letter was sent to the family containing a receipt for collecting the money, and pictures of the crew and their ship. The letter was signed by each man in the vessel.

"The area where Mr. Cruz lives is so remote that \$2 is considered a sizable amount of money, so the \$105 is practically a fortune to this young man," said Captain Crawford. "Undoubtedly, this Christmas will be one of the merriest ever for this family."

Employees Purchasing Equity Units Must Sign New Form

If you are purchasing equity units under the company's Savings and Investment Program, you will soon receive a letter from the Thrift Trustee showing the percentage you are allocating to the purchase of these units. The letter will be mailed to your home address about December 15. Be sure to have someone in your family send the letter to you if you will be aboard ship at that time. The letter will explain that since the program has been changed to allow you to purchase equity units with *special* contributions made after December 31, 1972, the authorization you have signed will not be valid after that date. The letter will also explain that you must sign a new form and send it in, otherwise all of the money going into your account after December 31, 1972, will remain 100% in cash. If you are allocating contributions to a combination of equity units and stock, your purchase of stock, as well as your purchases of equity units, will stop if you do not sign the new form and send it in.

The forms are now being printed and will be forwarded to the fleet within the next two weeks. Those who are ashore and who desire one of the forms should contact the Personnel Services Section.

Retirements

RICHARD K. SURGOCINSKI, who began his seagoing career in April, 1950, as wiper in *Esso Greensboro*, retired on December 1 with about 22½ years service. He advanced to fireman/watertender in this same ship in June, 1950, and



The following personnel changes in the Marine Department Houston Office became effective on December 1:

R. X. Caldwell, formerly Technical Superintendent in the Operations-Technical Section, has been named Engineering Advisor in this section; Kenneth W. Waldorf has moved from Repair Superintendent to Technical Superintendent; J. C. Sarne, who was analyst in Logistics & Planning, is now Repair Superintendent; and H. E. Dornak, formerly project engineer in Operations-Technical, has assumed the position of analyst in Logistics & Planning.

Mr. Caldwell, who graduated from Polytechnic Institute of Brooklyn in 1956 with a Bachelor of Mechanical Engineering Degree, worked for National Bulk Carriers until 1957 when he joined Esso International Inc. He was serving as supervisor of Machinery Design in that company's Tanker Department when on July 1, 1963, he moved to Houston as Technical Superintendent in Humble's Marine Department, the position he held until his new assignment.

Mr. Waldorf obtained a BS De-

gree from the U.S. Naval Academy in 1961, served the following six years as a submarine officer in the Navy, entered the University of California in 1967, and graduated with a Master's Degree in Business Administration in 1969. In April of that year, Mr. Waldorf joined the Marine Department as economic analyst in Logistics & Planning. A year later, he became assistant to the Repair Superintendent, and was named Repair Superintendent in July, 1971.

Mr. Sarne holds a BS degree in Engineering (Naval Architecture and Marine Engineering) from the University of Michigan. Upon graduation in May, 1968, he joined the Marine Department as project engineer in the Technical Section. In May, 1971, he transferred to Logistics & Planning as economic analyst.

H. E. Dornak holds BS degrees in Engineering (Naval Architecture and Aerospace Engineering) from the University of Michigan. After graduation, he served for three years as research engineer for The Boeing Company. He joined the Marine Department in October, 1969, as project engineer.



Caldwell



Waldorf



Sarne



Dornak

NORMAN D. MARTELL retired on December 1 with 34 years of service. He began his seagoing career in 1931 as oiler in the *Franklin K. Lane*. He had several breaks in service over the next 17 years when he sailed in the ratings of fireman, wiper, messman, and storekeeper. Beginning in March, 1948, he served continually, mostly as fireman/watertender in various company vessels, the rating he held in his last vessel, the *Esso Lima*. Mr. Martell lives in Chelsea, Massachusetts.



EDWIN B. CHAPMAN, 2nd assistant engineer in the *Esso Chester*, usually has plenty of wild game in his freezer—game that he shot in season while on paid leaves at his 300-acre farm near LaFollette, Tennessee. This includes deer like the one he shows here. Mr. Chapman says he looks forward to paid leaves, not only for seasonal hunting trips, but also as times when he can personally tend his herd of 135 cattle.

Pamphlet On Pollution Available

A background paper entitled "Safer Tankers and Cleaner Seas" has been prepared by the Public Affairs Department of Exxon Corporation, in cooperation with affiliated companies.

The paper, which has been extensively researched, describes the world's tanker fleet, the various types of sea pollution, and the ways in which pollution can be controlled. The paper also includes a section on Exxon's marine pollution control activities.

Copies of the study, which is in the form of a page pamphlet, are available by writing to Esso Fleet News, Room 4193, Humble Oil & Refining Company, P. O. Box 2180, Houston, Texas 77001.

"It Feels Great To Get License," Says New 3rd Mate

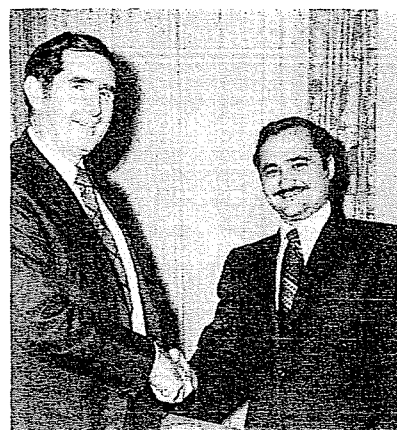
Juan M. Lerma, who began his seagoing career in 1966 as messman in the *Esso New York*, is the fleet's newest 3rd mate. He received his license on November 20. He also received a month's wages as part of the Marine Department's incentive program to encourage employees to obtain or raise licenses.

"They're great, great, great," he said enthusiastically when asked to describe his feelings about his new license. "I'm on my way toward further advancement in the fleet and as soon as I've put in the required time, I plan to get my 2nd mate's license. I want to better myself by advancing as fast and as far as I can." He also mentioned that the increase in pay would be helpful. Until a few years ago, he was supporting three brothers, two sisters, his mother, and himself. He still supports all but two brothers who are now making their own living. One of them, Jose Lerma, is messman in the fleet.

In 1969, Juan Lerma took advantage of an Able Seaman's training course offered by the Marine Department in cooperation with the Texas Maritime Academy at Galveston and obtained his AB endorsement.

"This started me on my way up the ladder and I began studying for a 3rd mate's license," he recalled. He took every opportunity to prepare himself by studying on board ship, whether under way or in port; on paid leaves; and during long offshore voyages in the *Esso Seattle*. He also sailed in the *Esso Boston* when she made her last grain voyage. He saved money religiously to pay expenses incurred while attending schools in New York.

"I spent about 18 days at the Seamen's Church Institute to obtain Radar, Loran, and Sperry-



Assistant General Manager Sydney Wire, left, congratulates Juan M. Lerma, new 3rd mate in the fleet.

Gyro certificates. Then I attended navigation school in Baltimore for several months. I studied hard during this period and it paid off. The exams weren't easy, but I made good grades. I'm especially proud of the 97 that I made on the Rules of the Road exam and the 95 in Navigation."

Mr. Lerma, who is single and lives in Brownsville, Texas, is on leave of absence until December 12. "I'm really enjoying myself now that I have my license. Man, I'm on the go all the time." And that's the truth. It took the editor of *Esso Fleet News* nearly three days to get him on the telephone for an interview.

SERVICE AWARDS 20 YEARS



Arthur R. Menard
3rd Asst. Eng.
August 17, 1972



Hugh D. Grace
A/Oiler
October 3, 1972

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

GENE LEGLER..... Editor