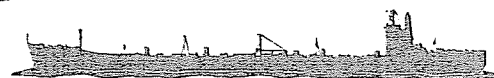


ESSO FLEET NEWS

PUBLISHED BY THE MARINE DEPARTMENT, HUMBLE OIL & REFINING COMPANY



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This is the Way it Was in 1967

JANUARY — *Esso Dallas* receives award for 7 years' operation without a lost-time accident (longest safety record ever made in the Fleet) . . . JSTOA and Company negotiate Special Sea Service Retirement Annuity Supplement for officers choosing to retire between ages 55 and 65 with 15 or more years' service . . . H. W. BRADBURY, Asst. Port Engineer, retires Jan. 1 after 39 years with Company . . . *Esso New Orleans* discharges largest petroleum cargo ever to enter Hampton Roads on first call at Norfolk, Jan. 20 . . . NLRB rerun election starts Jan. 4.

FEBRUARY — EROA and Company agree on special early retirement supplement, the same as for deck and engineer officers . . . (Short month, February, not much news.)

MARCH — *Esso Miami* sails from Houston, March 20 with 3rd grain cargo for India . . . (News drought continues despite 3 more days.)

APRIL — Company raises educational refunds from 2/3rds to 3/4ths of cost of approved courses. . . SY RABADAN, New York Branch Office, achieves 40 years' Company service, April 18.

MAY — *Esso Seamen's Association* wins NLRB election, 344 to 291; Teamsters file objections, May 10 . . . DONALD M. SEARS named Operations Supervisor at Paulsboro, May 1 . . . Third Asst. DANIEL D. WITHERS joins Technical Staff in Houston, May 16 . . . Push-pull towboat *Esso Florida* enters service May 14, moving hot asphalt from Baton Rouge to Mobile and Tampa in *Esso Barge No. 268* . . . *Esso Scranton* docks at Galveston May 18, completing 118-day 'round the world voyage.

JUNE — *Esso Newark* delayed 8 days at Bahrain. *Esso Scranton* diverted around Africa on voyage to India acct. Arab-Israeli war . . . Twin tugs *Esso Bayport* and *Esso Baytown* enter Houston Ship Channel service, June 29 . . . Seagoing and Inland Waterways fleets receive 10th consecutive USPHS Special Citation for sanitation,

June 30 . . . JOHN D. ROGERS, retired Marine Dept. General Manager, dies June 16 . . . Crews of 11 vessels contribute \$100 or more to Merchant Marine Library, best in industry as per June 30 report

JULY — Captain ROGER A. STEWARD is first officer in Fleet to attend ship handling course at Grenoble, France . . . *Esso Miami* returns from 108-day voyage around the world, July 6 . . . NLRB, in July 13 decision, overrules Teamster objections; certifies ESA as bargaining agent . . . *Esso Newark* docks at Baytown, July 30, third vessel to circumnavigate the earth this year.

AUGUST — Promotions of 28 men in Steward's Dept. and 17 men to MM/2P announced . . . MARY BETTIN, JOYCE BURGO, KAREN CHRISTENSEN, MARGARET TODD awarded Teagle Nursing Scholarships . . . Company awards contract for three 75,600-dwt. tankers to Avondale Shipyards, Inc., Aug. 14 . . . E. E. CLAYPOOLE (40 years' service, Aug. 22) returns as Baltimore Branch Office Manager; JACK BENNETT transfers to Boston Office, effective Sept. 5.

SEPTEMBER — JSTOA members ratify Amendment No. 8 providing pay increases . . . *Esso Gettysburg* makes 12-hr., 35 min. turnaround at Baytown, Sept. 4 for second time this year . . . Company increases its share of hospital-surgical-medical insurance cost to \$10.50 per month, retroactive to Nov. 1, 1966, for unlicensed men . . . *Esso Seattle's* stern area severely damaged in docking at Yokosuka, Sept. 29 . . . W. W. COTTLE, Baytown Branch Manager, attains 40 years' service, Sept. 18 . . . Several vessels assist in "Clean Seas Program" presentations to publicize Company's anti-pollution efforts . . . *Esso Garden State*, new tug for New York Harbor, enters service Sept. 25 (a sister, the *Esso Empire State* does same, Oct. 1) . . . *Esso Scranton* arrives at Baltimore, Sept. 23, from Bombay, Calcutta, Persian Gulf and Capetown.

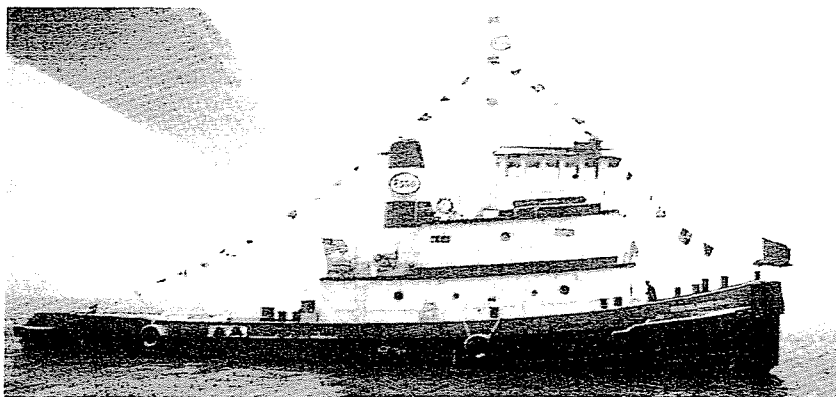
OCTOBER — HAROLD MARTIN, Asst. Port Cap-



ESSO DELAWARE VALLEY, Humble's new tug serving Philadelphia, Paulsboro and other Delaware River areas, received a double christening at Pier 11, Philadelphia on Nov. 30. One was the breaking of the traditional champagne bottle by Mrs. J. C. Posgate, wife of the Company's Vice President for Production; the other was a phenomenon of nature—Philadelphia's first snow storm of the season.

In the photo above are: R. H. Venn, Vice President and Director of the Company; Mrs. Venn; Sydney Wire, Assistant General Manager, Marine Dept.; E. E. Claypoole, Manager, Baltimore Branch Office; Mrs. and Mr. Posgate.

Like her sisters, *Esso Garden State* and *Esso Empire State*, the *Delaware Valley* measures 105' x 29'2" x 13'9 1/2" and was built by



Jacksonville Shipyards, Inc. from designs by the Marine Dept. Technical Staff.

Propulsion is by two 12-cylinder Caterpillar diesels, each rated at 850 hp. for continuous operation. Power is transmitted to twin 8' dia., stainless steel propellers through "high" and "low" reduction gears and air-operated clutches. The gearing, clutches (which have a slip feature), Kort nozzles and 6 rudders give the vessel exceptional maneuverability and effective thrust.

Lever for steering and a console to start and control the engines are in the pilot house.

tain. New York Office. starts 1-year assignment in Aruba. Oct. 16; Captain C. P. SPERL replaces him... *Esso Scranton* sails from Baytown, Oct. 23 and *Esso Miami* from Port Arthur. the 27th on transatlantic voyages—the *Scranton* to Fawley (England), Antwerp and Rotterdam; the *Miami* to Rota and Cartagena, Spain... JOSEPH ANDRAE elected General Chairman. Marine Section. National Safety Council.

NOVEMBER — *Esso Dallas*, after delivering Baytown cargo to San Francisco and Los Angeles. loads at Nikishka. Alaska. Nov. 18-19 (and again on Dec. 5-6) for San Francisco discharge.

DECEMBER — *Esso Seattle* due at San Pedro. Calif., Dec. 29 after 47-day tow from Yokosuka by tug *Sea Monarch*.

Major Medical Premiums Increased

A 15% increase in the premiums for Major Medical Expense Insurance for seagoing employees and their dependents will become effective Feb. 1. This is the first increase in the cost of this coverage (by Travelers) since it became available in July 1963.

The new monthly rates are as follows: Individual. \$1.68; Individual and 1 dependent. \$3.72; Family. \$4.44; Each sponsored child*, \$1.08.

For annuitant subscribers 65 years old and over with dependents under age 65, the new rates are: One dependent without individual. \$2.04; Two or more dependents without individual. \$2.76. Annuitants over 65 are not eligible for this insurance; they are covered by the Humble Major Medical Plan—Age 65 and Over and Medicare.

As premiums are payable in advance, the new rates will be deducted on pay vouchers or from Thrift accounts in January. Deductions for annuitants will be from the Feb. 1 annuity payment.

*A sponsored child is one who is between ages 19 and 23, unmarried and dependent upon the Company employee for at least half of his support.

ESSO FLEET NEWS is published for the seagoing employees of the Marine Department, Humble Oil & Refining Co.: Joseph Andrae, General Manager; Sydney Wire, Assistant General Manager.

W. E. Gardner, Editor.

Contributions and suggestions are invited and should be addressed to The Editor, ESSO FLEET NEWS, Humble Oil & Refining Co., P. O. Box 1512, Houston, Texas 77001.

RECENT RETIREMENTS



ABLE SEAMAN LOUIS SABAT. After 4½ years in the U. S. Army before and during World War II, Mr. Sabat worked for a machine company in Hartford, Conn. (near his home town of Windsor), was in the trucking business and spent 3 seasons in Great Lakes steamers.

Joining the Esso Fleet as Deck Maintenance-man on July 6, 1951, he sailed in that rating until 1963 and as AB for the balance of his 15 years' service. He retired Dec. 1.

Mr. Sabat lives in Ocoee (10 miles west of Orlando, in Florida's "lake country") with his wife Leah. They have 2 sons, Louis II and John.

FIREMAN-WATERTENDER JOHN J. MARGRES retired Dec. 1 with 15½ years of continuous service, all as FWT except for his first few assignments, starting with the *Esso Worcester* in April 1951. He also made a few trips in Gulf and Tidewater tankers in earlier years but from 1929 to 1951 was a bus operator in N. J.



Born in Philadelphia, Mr. Margres is a long-time resident of Bayonne, where he lives with his

wife Murel. They have 2 adult children, John J., Jr. and Helene.

TAFFRAIL TALK

This young lady, who seems to be trying to keep a smile of triumph under control, is JACQUELINE GALLAGHER, daughter of JOHN J. GALLAGHER, AB in the *Esso Gloucester*. Miss Gallagher graduated from St. Vincent's Hospital School of Nursing, Staten Island, last September on a Teagle Nursing Scholarship. She is now working in the intensive care unit of the hospital and in a few months expects to return to school to study for a degree.



Set foot (2 feet, in fact) aboard the *Esso Chester* at Baytown, Dec. 13 — first time in a ripe old coon's age. Everything seemed to be in good shape, contrary to our expectations of finding black smears of asphalt all over. Except for the insulation on cargo piping above deck, the manifolds, open tops on the ullage tape housings (so the tapes can be kept clean) and a few other peculiarities to hot asphalt service, she might as well have been carrying clean oil.

Third Mate JOHN F. RILEY told us that the best way he has found to beat the heat on the feet from the 325° - 350° cargo is to make inner

Here's a little black box with red lights that works like a charm. It's a relay tester that Second Asst. Curtis W. Keech, Jr. made aboard the *Esso Jamestown* with encouragement, advice and a wiring sketch from Chief Engr. Richard L. Argenbright.

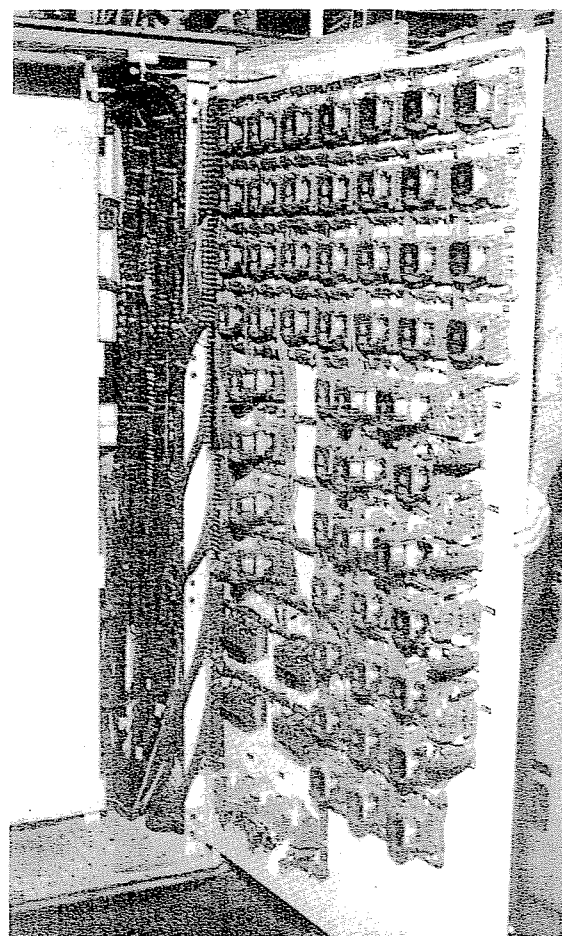
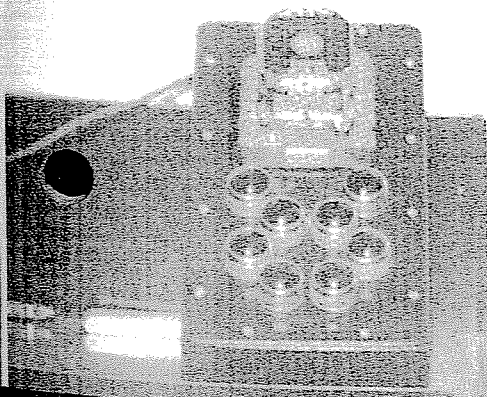
The purpose of the box is to check out relays used in the auto-

matic boiler firing control console. There are about 200 relays in the engineroom console and more in the boiler room.

To operate the tester, it is plugged into an electric circuit and a relay is inserted in an intricate socket (as shown). Then a selector switch at the back of the box is turned on and if one set of contacts in the relay is OK, the 4 inner lights will glow. Another switch and the 4 outer lights check a second set of contacts in the relay.

By using the tester, it's much easier to find a defective relay in the console and doubtful spare relays can be checked instead of discarded. (They cost about \$16 each.)

(Right)—One of 4 panels of relays, plus 4 burner timing motors (lower left) and 3 "Agastat" time delays (bottom left) in the boiler automation console aboard the *Esso Jamestown*.



HELPFUL HINTS ON HOW TO BE POPULAR . . .

AS a Mate, Engineer or Steward

Never miss a chance to tell your men how rough it was, how hard you worked and for so little pay when you were in the fo'c'sle.

Constantly remind them that they never had it so good.

If your men are anxious to work overtime, tell them there won't be much because the Company is going to sell the ship next year — or in a few years anyway.

Scheme to have "emergency" work required during coffee time.

No matter how relaxed you feel, frown and appear overburdened by your responsibilities.

Never speak in a pleasant tone, this promotes laxness; bark or growl your orders, this shows you mean business.

No matter how competent you know a man to be, never let him know that you know it.

WITH a Mate, Engineer or Steward

Before carrying out any assignment, check to see if the duties are entirely covered in the union work rules. If there is a shadow of doubt, start a debate about it with your supervisor immediately.

No matter how much you want to work overtime, make it appear that you are only doing it as a favor to your supervisor.

When the Mate asks you if a valve is closed, say something like "Oh, I guess so."

If you have a special skill, like welding, rope splicing, making pizzas, tell your supervisor about it just before you go on paid leave.

When assigned a job, make some grumbling, unintelligible remark. If asked what you said, say "nothing."

When requested to do certain jobs, tell your supervisor you didn't have to on your last ship.

soles for his shoes from asbestos sheet packing. (It pays to be on good terms with the engineers.)

Pumpman AURIEL T. HALL, who has done considerable silver soldering of heater coils, said you can stand on the cargo when it is cold. Also, there's no gas in the tanks.

Quite a few men in the *Chester* are "regular patrons" and those who live close to New York, Boston, Baltimore or Charleston like the opportunity to get home frequently.

Construction Inspectors for New Ships

PAUL P. BALCIUS will be a Hull Inspector and ROBERT L. REED a Machinery Inspector, effective early in January, for the 75,600-dwt. vessels being built for the Company at Avondale Shipyards, Inc., New Orleans. JOHN B. IRELAND, JR. is the Construction Inspector in charge.

The keel laying of the first ship, Hull No. 1180, is scheduled for April 22.

SERVICE EMBLEM AWARDS



20 YEARS



Patrick J. O'Donnell
Chief Mate
December 11, 1967



John F. Riley
Third Mate
October 5, 1966



Jerome J. McElboy
First Asst. Engineer
December 3, 1967



Antonio F. Gomes
Chief Cook
December 18, 1967



Edward M. F. Flynn
Oiler
December 16, 1967



Edward C. Fitzgerald
Utilityman
May 13, 1967

Original Licenses and Raises in Grade

EDMUND WYLOT—Third Mate, Dec. 12*

JACK T. STILLMAN—to 2nd Mate, April 18†

*Dates reported to Company

†(Don't know how this got past us, Jack—Ed.)

OBITUARY

GORDON R. McCALLUM, 71, a former Radio Officer who received a disability retirement, Jan. 15, 1958, died at Galveston Public Health Service Hospital on Dec. 5. He is survived by his wife Eva.

Born in Detroit, Mr. McCallum joined the Navy in 1920, shipped out with several companies on the West and East coasts and served nearly 25 years as Radio Officer in the Esso Fleet. His home was in Houston.

