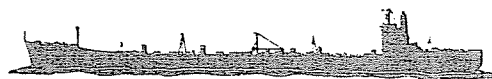


ESSO FLEET NEWS

PUBLISHED BY THE MARINE DEPARTMENT, HUMBLE OIL & REFINING COMPANY



Vol. 9, No. 23

December 7, 1967

Looking down from about 5,000 ft. on Humble's Baton Rouge Refinery, the Mississippi and steam condensation clouds.

Up in the Air Over Esso

By AB BILL E. TYRA

"Off we go into the wild blue yonder" might well have been the title of this composition if we hadn't thought of something better. The "blue yonder" is the element that several men in the Fleet take to when they are not afloat or ashore.

One of Esso's high flying seamen is Third Mate Robert J. McGovern, a licensed pilot since 1960, who frequently rents a plane in Baton Rouge or Baytown and goes gas kite hopping. It was while the *Esso Lexington* was loading at Baton Rouge recently that your "dare devil" reporter had a chance to go sky riding with Mr. McGovern on a flight that had us up in the air over Esso.



Obtaining a rental plane on short notice is almost impossible, as flying time is reserved in advance but due to a damp and dreary day, the fair weather flyers were staying away and we practically had the whole sky to ourselves.

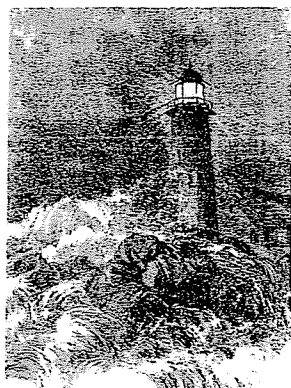
We took a cab from the Refinery gate to Hair Flying Service at

Ryan Airport, named for Captain William J. Ryan (1881 - 1954), a former Master in the Fleet and Port Captain and Agent at Baton Rouge. Bob went to the flight desk and picked up a flight kit for the plane we were to use and after completing arrangements, we walked out

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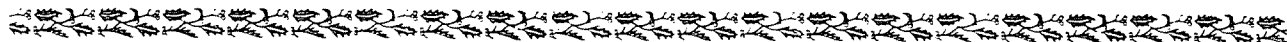
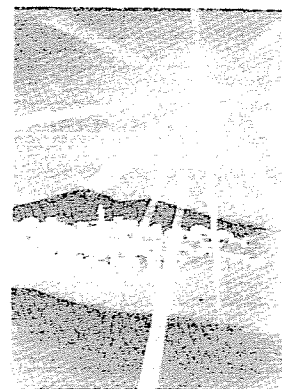
To all Marine Department employees, annuitants and their families —



Greetings at Christmas

As a familiar beacon guides the mariner on his voyage, may the Star of Bethlehem light your way to Peace, Good Will and Joy during the Holiday Season and throughout the New Year.

Joseph Audreae



Requests for Higher Rating

A somewhat neglected provision of the Agreement between the ESA and the Company (Article XII. Part II. Sec. 1) states "... employees with necessary endorsement who desire promotion from entry ratings to qualified ratings or from a qualified rating to a key rating will be required to submit a request in writing. . ."

One reason for this clause is that, in making assignments, the Seagoing Personnel Section would like to know who wants to sail in a higher rating or different job. These requests cannot always be granted but they stand a better chance when notice is received in writing.

Avoid Rejected Medical Claims

A few seagoing employees are meeting with delays and inconvenience in connection with claims for benefits from Blue Cross-Blue Shield of Texas. The fault in these cases is not with the insurance company but is due to failure of the employees to submit a new application card when they have new dependents.

For example, one employee was annoyed when a claim for hospital services to his youngest child was not paid. The claim was rejected (in this case, temporarily) because the child was not reported as a dependent on the employee's application card.

You can't blame the insurance company for this because unless Jane Brown (for instance) is listed as a dependent of John Brown, they have no way

of knowing that Jane is John's dependent when he files a claim for her medical expenses.

Since the transfer of insurance from Health Service, Inc. to Blue Cross-Blue Shield of Texas, the Seagoing Personnel Section in Houston has sent new application cards to all seagoing subscribers. Many of these cards have not yet been filled out and returned. Consequently, these men may have trouble with claims unless they fill out and return the cards promptly.

Also, if your family status has changed recently and you have not corrected your list of dependents on a new application card, it would be best to do so in order to avoid a possible claim rejection. When you acquire new dependents you must submit a new application card listing all members of your family to be covered.

Blue Cross-Blue Shield application cards may be obtained from Masters, Branch Offices or Stewart T. Edmonds, Seagoing Personnel Section, Houston (phone CA 1-2787).

Another cause of rejected claims or of incorrect insurance payments is vague or incomplete descriptions of the nature of the claim. A doctor's bill stating "Services rendered, Oct. 18," for example, doesn't tell the insurance company that an appendectomy was performed.

RECENT RETIREMENTS

CHIEF STEWARD PRISCILLANO SABAL was born in the Philippine Is. and worked as a barber in Manila before going to sea. He shipped out as messman with the Isthmian Line and Lykes Bros. during most of the 1930s and was second cook in the *Stanvac Capetown* for 15 months of World War II.



Except for his first few assignments in 1945-46, Mr. Sabal sailed as Chief Cook or Chief Steward throughout his 20 years in the Fleet. His retirement was effective Nov. 1.

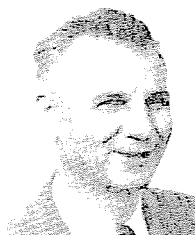
Mr. Sabal lives in Ozone Park, N. Y. and is justly proud of his son Leonard, who has an honorable discharge as electronics technician from the U. S. Marine Corps and is presently an editor with POPULAR MECHANICS magazine.

SERVICE EMBLEM AWARDS

☆ 30 YEARS ☆



Charles A. Ruggerio
Chief Engineer
October 6, 1967



Joseph J. Cabral
Third Asst. Engineer
November 21, 1967



20 YEARS



Clyde C. O'Neal
Chief Engineer
December 1, 1967



Bertram L. Bisantz
Second Asst. Engineer
November 14, 1967



Robert C. McKinley
Oiler
December 7, 1967

ESSO FLEET NEWS is published for the seagoing employees of the Marine Department, Humble Oil & Refining Co.: Joseph Andreae, 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.



ABLE SEAMAN CLAUDE T. LANDRY's early retirement Dec. 1 cut "short" his Company service at 30 years, 9 months. He has been in the Fleet since he was 23 years old and has never broken his service, never sailed with any other company.

Starting in the *W. L. Steed* as OS in Jan. 1936, Mr. Landry's first assignment as AB was interrupted on April 8, 1942, when the *Esso Baton Rouge* was torpedoed off Brunswick, Ga. He continued sailing as AB in 6 other vessels throughout the War and as Bos'n for nearly 15 years afterward. His last ship was the *Esso Scranton*, which docked at Galveston, May 18 after a 118-day trip around the world.

A native Louisianan, Mr. Landry and his wife Lula live in Brusly, La., which is on the west bank of the Mississippi, just south of Baton Rouge.

Raise in Grade

MICHAEL J. OLEJNICK — to 1st Asst., Dec. 1*

*Date reported to Company.

TAFFRAIL TALK

ARTHUR A. PAYNE. Third Asst. in the *Esso Bangor*, and his wife Irene became parents of twins, James and Jeanne Marie, on Oct. 9. Art, who has over 19 years' service in unlicensed ratings, prepared for the big event by passing the examination for an original second asst. engineer's license in August. The Paynes live in Brooklyn and have another son, Andrew, 2½.

MRS. ANTONIO M. GONCALVES, whose husband is an Oiler in the *Esso Chester*, threw us a little

bouquet. "'A Time to Take Stock — and Give Thanks' (in the Nov. 16 issue) was a most interesting article. It served to refresh my memory and enable me to help my 8-year old son Antonio, Jr. to write a small essay about Thanksgiving Day. It saved me a trip to our local library."

Any time we can make "less work for mother" we feel our efforts are worthwhile.

OBITUARY



CAPTAIN CLINTON W. HAYES, 78, an annuitant since Jan. 1, 1954, died at his home in St. Cloud, Fla., on Nov. 19. His wife Estelle survives.

A native of Texas, Captain Hayes went to sea in a British 3-masted schooner in 1911, served with the U. S. Army in France in World War I and sailed as a mate and Master in U. S. freighters and tankers. He had 24 years' service in the Esso Fleet, of which half were as Master. He (and all hands) survived the torpedoing and sinking of the *H. H. Rogers*, 600 miles from Ireland in Feb. 1943.

OSWALD A. FONOS, 63, former Paymaster and Radio Officer, died in Florida on Nov. 7. His wife Blanche survives.

Mr. Fonos had a 30-year career in the Company. He joined the Seagoing Personnel Section at Bayonne in Oct. 1943 after 13½ years as Radio Officer in the Fleet, and was a Ships' Paymaster in the Port of New York Office from Sept. 1946 until his retirement, Sept. 1, 1959.



You'll never guess what this is. What appear to be modern, shore-front apartments are enclosed, soundproofed drilling rigs on one of four 10-acre man-made islands off Long Beach, Calif.

The purpose of the camouflage is to preserve the charm of the city's beach front while a group of companies called THUMS (Texaco, Humble, Union, Mobil and Shell) sink wells to tap an estimated 1 billion bbls. of crude oil beneath the city and adjacent bay. After a well is brought in, the camouflaged rig is moved to another spot. About 56,000 b/d of crude is now being

produced and pumped through pipelines to shore facilities.

The oil wells offer more than interesting scenery for local citizens. In the next 35 years, Long Beach should net \$250 million from the oil produced, and the State of Califor-

nia about \$1¼ billion.

According to present plans, some Esso seamen will get a closer view of the islands when one of our vessels starts delivering the crude to the Company's refinery at Benicia, Calif. in the spring of 1969.





UP IN THE AIR OVER ESSO

(Continued from page 1)

to the tie-down area where it was parked. Our plane was a snazzy-looking Cessna Skylane 172, a very popular 4-seater, much in demand by the flying crowd.

Bob immediately began a pre-flight check to make sure all fixtures were functioning. Starting at the engine, he walked around the plane very slowly, wiggling wings, elevating elevators, twitching the tail, scrupulously scrutinizing to insure all was "ship-shape." Climbing into the plane, we adjusted our seats and fastened ourselves in as Bob continued his check-off of instruments, gauges and gear.

Assured the 172 was airworthy, we taxied to our assigned runway, revved up the engine to test the magnetos, and called Flight Control for permission to take off. Racing along the long black strip of pavement, we reached flying speed and began to rise slowly and steadily, up, up, up, until we were nearly 3,000 ft. above the ground.

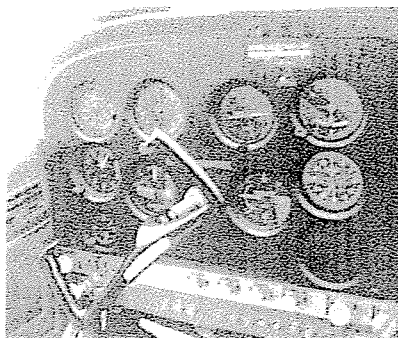
As we gained altitude, the pressure change caused our ears to clog, and Bob "popped" his ears clear by pinching his nostrils and gently blowing. After trying my method of inhaling and swallowing, which provided little relief, I tried his remedy, which didn't work very well either. At least my temporary deafness was comforting in that it shut out the roar of the engine.

Leveling off at about 3,000 ft., Bob banked the plane around in a lazy U turn and headed toward the docks. Flying over the vast Refinery, we encountered a billowy white cloud formation which prompted Bob to bank away sharply and climb to higher altitude. It was a true "Esso Cloud" created when hot air from the refining processes combined with the humid air over the river. At our height

Third Mate Robert J. McGovern stows flight kit in Cessna Skylane 172 and appears to be kicking a landing wheel tire as part of a pre-flight check. Below, he looks over the propeller for defects.



Photos by AB Bill E. Tyra



of almost 5,000 ft., the storage tanks of Humble's tank farm complex resembled freshly baked cakes set out to cool.

On reaching a point just above the upper Mississippi bridge, Bob whipped the plane around, reduced the power, and we began a long gliding descent that would take us right past the *Lexington* and other ships at the dock. We had forewarned some of the guys that we would be making an overflight at a certain time and as we flitted by they were on deck, waving. It's uncertain whether they were signaling a greeting or waving us away.

Completing our pass, Bob applied power, rudder and elevators, putting us into a steep climbing turn over a sugar cane plantation — and what a sweet time we would have had if forced to land in those brambly-looking brushes. At 2,500 ft., Bob swung the plane around in an arc and we headed back for the airport. Flying a course that took us over the city, we had a birdseye view of the Capitol Building, Louisiana State University and Stadium, and a partially completed clover leaf access to the Interstate Highway System.

Nearing the field, Bob radioed the Tower requesting instructions and permission to land and we were soon in the final approach pattern, going down, down, down. We made a perfect landing on what turned out to be a perfectly wonderful day in spite of the weather.

Bob has already introduced many of his shipmates to the thrills and pleasures of flivver plane flying and if any of you readers are interested, I'm sure he would be happy to have you along on one of his future fun hops.

Left — Close-up view from the "driver's seat."

Gliding past the Esso *Lexington* and 2 other Company vessels at the Baton Rouge docks.