

ESSO FLEET NEWS

PUBLISHED BY THE MARINE DEPARTMENT, HUMBLE OIL & REFINING COMPANY



Vol. 11, No. 5

March 6, 1969

A Farewell to Leo Whyte and Sy Rabadan

By Bill Gardner

It was a broth of a bash. It was old home week. It was a gala get together at the Casino in the Park, Jersey City, N. J., Jan. 24, in honor of Leo Whyte and Sy Rabadan.

Well nigh 300 souls attended the affair in the flesh and several times that number in spirit. Congressman Neal Gallagher (N. J.) was there and Congressman John Murphy (N. Y.) sent best wishes. Annuitants Captain Harry Stremmel, Captain C. F. Stober, Captain Emil Wigh were there. And Guy Bennett, Mike Foget and Esther Kiesling. There were representatives of the ESA and JSTOA, U. S. Immigration and Customs services, fellow employees, friends and business associates.

From Houston and Baytown came Syd Wire, Leonard Earle, DeWitt Hodges, Captain Bob Stap, W. A. Scott and John Hughes. From around the world came letters and telegrams of congratulations and best wishes.

The magnets for this great gathering of the clan were Sylvester D. Rabadan, who retired Jan. 1 as

Head of the Agency Section in the New York Branch Office with 42 years of faithful service (EFN, Feb. 6) and Cornelius Leo Whyte, Employee Relations Representative in the New York Office, who retired March 1.

Mr. Whyte's 34 years' service began with 4½ years in the Fleet as OS and AB. From May 12, 1941 until his retirement, he was in seagoing personnel work, starting in Bayonne and serving successively in Baltimore, Boston, Panama Canal Zone, Baltimore, the employment offices at 5 State St. and 156 William St., New York City, and back to Bayonne.

During his years of association with our seagoing personnel, particularly unlicensed men, Leo developed for them a deep affection, respect and admiration. This is the way he expressed his regard at the retirement dinner:

THIS IS THE LAST HURRAH! Words cannot express my feelings and those of Sy at this wonderful outpouring of people to wish us well in our retirement.

(Continued, Page 2)

Syd Wire (right) who served as Master of Ceremonies, commends Sy Rabadan for his fine speech and record with the Company and Mrs. Rabadan proudly seconds the motion.



During a rather serious moment of the evening, we have (seated) Alex McDonnell, Leo Whyte and Jake Seiler; (standing) Richard Surgocinski, Mrs. Thomas Buchanan, Adolphe Koppel, Mrs. Koppel, Mr. Buchanan and Henry Reynolds.





OFFICERS ATTENDING Fourth Officers' Conference, Hotel America, Houston, Feb. 18-21, L. to R. Seated First Asst. Stanley A. Draus, Chief Engr. Nunzio Consoli, Capt. Bjorn I. Gunnlaugsson, First Asst. Bobby M. Pouncey, Captain Karl Lohmann, Chief Mate John B. Sappington, Chief Engr. Arne C. Haug.

Standing - First Asst. Frederick J. Schuler, Captain Alphonsus Gregaitis, Chief Engr. Ralph W. Sullivan,

Chief Engr. Tom C. Hall, Captain Jack H. Morrell, First Asst. Frederick J. Farrell, Chief Engr. Keith V. Wintenburg, Captain Arnold A. McBride, First Asst. Boleslaw I. Roman, Captain Edmund F. Mahoney, Captain Ormond A. Staples, Chief Mate Peter W. Goetz, Chief Engr. Franklin E. White, Chief Engr. Nils Vindenes, Chief Mate Edmund J. Sabowski, Chief Mate Marshall G. Price, Chief Mate William A. Wilburn.

A Farewell (Cont'd from Page 1)

Our sincere thanks to a hard working Committee that left no stone unturned to make this one of the greatest evenings in our lives.

I only wish I had the time to name each individual whose presence here tonight means one thing to both of us — "You are our true friends."

But grateful as we are to those of you who are here, we can never, never, forget *the men on the ships*.

It has been *the men on the ships* who have made our combined 76 years of service to Esso, fruitful, pleasant and possible.

Without their willingness to leave their families and homes at a moment's notice, any time of the day, or it seems to me mostly any time of the night, and to make many other sacrifices to keep our ships sailing — without this willingness our jobs would have been hell.

Both Sy and I always felt that we have been part of a *team*. We ashore have tried to do our part to keep the ships sailing, but the men on the ships have done more — they have sailed them. Maybe that is why our sailing *before, during and after* the war has been so smooth. We have truly been a team.

Happy as we are to be retiring we would be less than frank if we did not say — you can't leave a job like this, and people like you, without the deepest kind of regrets. Although retired, we will always be with you.

Mrs. Gertrude Rabadan, her family, and Sy; my wife Helen and daughter Lynn, and I, thank you all both ashore and afloat for your many acts of

cooperation and especially for this unforgettable night. In conclusion, I give to each of you that old Irish wish "May God always hold you in the palm of his hand."

As for the seagoing men's feelings toward Mr. Whyte, the Esso Seamen's Association newsletter of Feb. 10 said it quite nicely:

Silver haired and silver tongued Leo is going to retire later this month. Leo probably knows more men by sight and name than any man in the Humble organization. He will be missed. The Association extends to this Irish gentleman warmest wishes for a most happy retirement. Congratulations and best wishes from hundreds of your friends.

Born in County Cork, Ireland 65 years ago, Leo has been a Staten Island, N. Y. resident for many years and plans to continue living there. He intends to devote more time to civic affairs, to which he is no stranger, and try to help keep the Democratic Party "on the straight and narrow path." There may also be a trip to Florida and a month in Ireland to visit his brother.

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

Jim Pitts, 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.

'Ice Islands' to Play Vital Role in Northwest Passage Project

Two "ice islands" grounded in the Arctic Ocean 25 miles north and about 10 miles east of Alaska's Prudhoe Bay are expected to play a vital role in Humble's development of a tanker route through the Northwest Passage.

The two giant chunks of ice are grounded off Alaska's North Slope where drilling operations have tapped what may be the world's largest oil reservoir. The ice islands could provide a major breakthrough in the Marine Department's project to cut a pioneering year-round route through the Northwest Passage for transporting oil from the North Slope to refineries on the East Coast of the United States.

A. D. Mookhoek, Arctic Task Force technical coordinator, said that the islands will be used initially as observation platforms to observe ice flow around them. "We want to observe the breaking of the ice when it comes into contact with the islands," he explained. Data from the study would be useful in designing and building a platform in the icy waters.

"We also want to learn the affects of changing weather conditions on the open water behind the islands," Mr. Mookhoek continued. The open water area is a possible future site for a mooring structure and could be used as an approach channel by tankers.

Offshore loading of tankers would be necessary because of shallow waters along the Alaskan North Slope. An under water pipeline to a mooring site in the Arctic



"Ice islands" discovered in late January in Arctic Ocean north of Prudhoe Bay in Alaska now figure prominently in Northwest Passage

project. The big chunks of Arctic ice were conveniently "staked out" with Esso flags by an imaginative artist in the warmer climes of Houston, Texas.

Ocean would be used to load crude oil aboard tankers.

Mr. Mookhoek said that the islands are four or five years old. They protrude about 25 feet above the water, are about 115 feet thick, and their sides measure some 200 to 300 feet. The fresh-water islands formed when sheets of shelf ice slid off Ellesmere Island above the Northwest Passage and moved clockwise around the Arctic.

Water is being sprayed on the islands to provide extra weight to keep them grounded despite changing winds. It will make them about 20 feet thicker. The spraying also will help preserve the islands in temperatures that range from 40

degrees below zero to 40 above. Other plans are afoot to protect the islands from being eaten away by wave action.

It's hard to over estimate the potential use of the islands in the Northwest Passage project. Stanley B. Haas, manager of the Task Force, called them "a God-given opportunity." Plans to build an observation platform in the water had been considered until the islands turned up. "They seem to suit our purposes," Mr. Haas said.

"Nobody's ever done anything like this before, so how we finally make use of the islands in the Arctic venture isn't fully known at this point," Mr. Mookhoek said.

Steward's Dept. Promotions

The following promotions in the Steward's Dept., effective March 1, have been announced by Port Steward DeWitt A. Hodges:

To Chief Cook

JOAQUIM D. SOUSA
RAIMUNDO SILVA
JAMES P. SIBLEY

FERNANDO A. FERREIRA
JOSE J. BAPTISTA
JOAO LESSA
IDILIO F. GOMES

To Second Cook

JOHN J. BAPTISTA
JOSE L. MARRERO
ALBERT C. WILLIS
ALLEN G. JETER

BALTAZAR CONTRERAS
JACK R. CHAFIN
J. B. FRANKLIN
EMMETT JACKSON

The Cause of Accidents

It's not the wrench that slips and strikes
Or the circuit you thought was dead;
It's not the machine that grabs your hand
Or the stairs with the slippery tread;
It's not the hole that you fall in
So please don't be misled;
The thing that causes the accidents
Is YOU not using your head.

— J. H. Clement, Safety Supt.
Pearl Harbor Naval Shipyard
in "U. S. Navy Safety Review"

'Stowaway' in the Washington Goes South

AB George Wright reported (Feb. 4) a stow-away in the *Esso Washington* "was shipped FOB" from New Haven, Conn., to Baton Rouge, La. The unlikely intruder was a 25-pound raccoon.

"He was observed on the well deck Jan. 25 by the midwatch while discharging but disappeared and wasn't spotted until the next afternoon at sea." Mr. Wright wrote. Chief Mate W. F. Steuart and AB Mike Dinkle made a "Frank Buck-style capture" and secured the beast in a cage. It was all for nought.

The ship's furry friend escaped "after his fill of fish and other little goodies" when someone failed to replace the weight that held his cage door in place. "A general search was conducted and when he failed to answer muster at fire and boat drill, Capt. Tom Lawton listed him as missing, and it was assumed he went for a 150-mile swim off the coast of Georgia," Mr. Wright explained. But . . .

While loading two days later at Baton Rouge the midwatch again spotted the freeloader abandoning ship as if he had arrived in the Promised Land. Life in the *Washington* is back to normal "and at meal time the stew and oxtail are not eyed with such suspicion," George reported. But the little fellow may be looking for another Esso ship when he learns that southerners make a great sport of coon huntin'.

RECENT RETIREMENTS

ABLE SEAMAN FRANK LANG. "I have enjoyed my years with the Company," Frank said, "and it was a pleasure to be with every crew I sailed with. I am sorry I was unable to say goodbye to them but I wish all of them good luck."

Frank retired Feb. 1 after nearly a year on sick leave due to a heart condition. He has been taking it easy, doing some painting, and puttering around his fine home in Covington, La., where he lives with his wife, Antoinette.

Beginning with the *Esso Wilmington* on Sept. 25, 1950, Frank served as AB throughout his 17½ years in the Fleet. Previously he sailed with Gulf Oil, Texaco and Isthmian Lines.

CHIEF COOK SIMPLICIO S. AGANAD retired March 1 after sailing in Esso ships for 25½ years. He began his career in the Fleet as Second Cook in the *Baltic* on Christmas Eve, 1942, and shipped out during the war years in 7 company vessels. He advanced to Chief Cook in the *Esso Baytown* on Feb. 1, 1945, continued in that rating as second senior Chief Cook in the Fleet.

Mr. Aganad was born in the Philippine Islands and now resides in Suitland, Md., with his wife, Florence, son Simplicio, 17, and daughters Dale Francis, 10, and Mona Lisa, 7.



OILER JOSE COELHO saw 26 years' service in Esso tankers before retiring Feb. 1. He went to work for Esso as a Messman in the *Edward L. Doheny* in 1941 and became a Wiper in the *Beacon* the next year. During World War II, Jose sailed as Fireman-Watertender and Wiper in the *F. Q. Barstow* and as Oiler in 4 other vessels. Prior to joining Esso, he worked for Moran Towing Co. His final Esso service was in the *Dallas*.



Born in the Cape Verde Islands off the west coast of Africa, Mr. Coelho has retired to his home at North Dartmouth, Mass. He plans to work for the Pinkerton Security Service and spend his spare hours enjoying his many hobbies. He and his wife, Mariana, have 4 children: Manuel, 22; Joseph, 18; Donna, 17, and Loraine, 16.

OILER FRANK R. RITCHIE will no doubt be basking in the famous Florida sunshine now that he has retired from the Fleet after more than 20 years in Esso ships. He retired March 1. Mr. Ritchie first sailed in the *Esso Charlotte* as an Oiler after joining the Company on April 21, 1947.

Frank was born in Boston, Mass., but is now living in the warmer climes of Tampa, Fla., with his wife, Paula.



FIREMAN - WATERTENDER JOHN J. BLAIR retired Feb. 1 after almost 21 years' service in the Esso Fleet. John joined the Company on June 18, 1948. He first sailed in the *Birch Coulie* as Fireman-Watertender and made his last voyage aboard the *Miami*.

Mr. Blair was born in New York City and now lives in Ozone Park, N. Y., with his wife, Paula.

ORDINARY SEAMAN HAROLD J. MERCER went to sea for the last time in an Esso ship aboard the *Baltimore* before retiring Feb. 1. He had more than 21 years' service with the Company. During four of those years, Harold joined the Esso lifeboat racing crews at summer meets in 1955-56-57 and 59.

Mr. Mercer was born in Bayonne, N. J., and now makes his home there with his wife, Dolores, and three daughters, Karen, Lynn and Judith.

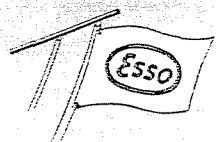


New Regular Employees

Temporary seagoing employees who have qualified and recently accepted regular employee status include:

JAMES B. COOKE, JR.
RICHARD B. DOYLE
J. B. FRANKLIN
JOHN W. GEEDMAN

WILLIAM M. HYATT
JAMES M. KEANE
ANTHONY F. LIBERTO
JEROME PICONE



ESSO FLEET NEWS

PUBLISHED BY THE MARINE DEPARTMENT, HUMBLE OIL & REFINING COMPANY



Vol. 11, No. 4

February 20, 1969

Gentlemen of the Esso Fleet . . .

. . . Hail and farewell . . . ave y adios amigos . . . arrivederci . . . auf wiedersehn. Yezzu, come March 1 Ye Ed will stay in bed. There will be no sleep-shattering ring out of that old alarm clock. For that day will be the first of Ye Olde Ed's retirement, and a more fitting way to celebrate the occasion does not come to mind.

So, we'll likely sleep all of 5 or 10 minutes longer than usual. But on the other hand, might get up earlier just because we don't have to.

There will be plenty to do — paint the house, redecorate, gardening, home improvement projects, "fooling around" on the organ, cycling, golf, perhaps some studying or mind (?) expanding reading, perhaps some pounding on the typewriter to keep in practice, trying to make life more pleasant for the Mrs., etc., etc., etc.

But before we go, there are some things we want to say. First and foremost, we want to tell you what we think of you. In a word, we think you're great. In more words, you are the finest group of men we have had the good fortune to know. We remember how you have donated blood for a hospitalized fellow employee you did not even know; your generosity with contributions for many causes on many occasions; the way you work together to make our tanker operations the best in the business.

You not only work together, but live together for months aboard ship with amazing harmony, even without considering your differences in age, race, color, creed and background.

We've never been able to understand this last point. Maybe there's something about going to sea — working in the dark of night and the heat of day, battling the stormy elements or steaming over a sea of glass, seeing "His wonders of the deep" — that promotes tolerance and good will in men. But it can't be only that; many other fleets don't have it. There must be some special "esprit de corps" in the Esso Fleet, born and kept flourishing by good men doing a good job for a good company for a long time.

Another thing we want to say is "thank you." Thank you for all your kindnesses, for your cards, letters, photos and interest in the FLEET NEWS. You have helped tremendously to give our little paper whatever success it has achieved. We want to include here too, annuitants and the folks at home who are among our most interested readers and have also made many fine contributions.

While we're on the subject, we urge you to "keep those cards and letters coming," as Dean Martin says on his TV show. We know that Jim Pitts, who will be the new FLEET NEWS Editor, will appreciate them. Jim is a young fellow and has a lot on the ball. He is a Texan, attended Midwestern U. in Wichita Falls, put in 8 years with the Air Force and 3 years of civilian writing and editing. With your help he will learn this tanker business fast and make the FLEET NEWS even better.

We also want to take this opportunity to publicly thank T. J. Fuson, Syd Wire and Leonard Earle not only for a multitude of helpful suggestions and good advice but for giving me exceptional freedom to write and edit in my own way. It has been a wonderful relationship. I have enjoyed it and appreciate it deeply.

There are many others in our shore staff whose friendship means a great deal to me and without whose cooperation this job would have been practically impossible.

An editor of the FLEET NEWS is in a special position. He is not part of management, yet he is in close contact with management. He is not numbered with the seagoing personnel, yet he talks with them, listens to them, writes about them and hopefully, understands them.

From this position of being in the middle, being able to see both sides, we want to say this — *preserve and strengthen your independent unions*. Strong independent unions are bulwarks for you. You need them to deal with management which, however well meaning, is and always will be on

FLASH - JSTOA members vote 124 to 111 to ratify Agreement of Dec. 19, 1968.

the other side of the desk. Employees and management have much in common — neither can function efficiently without the other — but there are naturally differences of opinion. Those differences can best be settled by bargaining in good faith and where one side does not hold all the cards.

Strong independent unions are bulwarks for you in another way. They keep you from being a temptation for a take-over by a national union. And a take-over means becoming embroiled in a mess of labor politics, high salaried professional unionists, assessments for political contributions, and union discipline, to mention a few of the unpleasanties to which you have thus far *not* become accustomed. So we urge you again to be strong — and be independent.

"Whelp," as some character used to say, "thems my sentiments." Good-by and God bless you all. — Ed.

Who is "Uncle Chubby?"

All we know is that he might have been in the *Esso Lima* late last year and he has a niece and nephew (or maybe 2 nephews) named Jan and Ragnar. They sent him a Christmas present, with a Christmas card attached, addressed only to the *Esso Lima* c/o the Company in Houston. Our mail room sent it to Bucksport, Maine and Captain Parkhurst sent it to us and asked if we could help find the rightful owner.

So, if the *real* Uncle Chubby will write to the FLEET NEWS, we will send him his belated Christmas present and card.

Mr. Gordon, Please Take a Bow

Here's a letter received this month from Mrs. John F. Kelly, whose husband is First Asst. Engineer in the *Esso Bangor*:

Apropos of the Marine Department's fine accomplishments in 1968 (*Esso FLEET NEWS*, Jan. 23) here is another accolade to the Department.

I think most of the New England area marine personnel and their wives join me in regretting the transfer of Harold Gordon from our district.

As the wife of a seagoing employee, it was necessary for me (and I'm sure for many other wives) to contact Mr. Gordon on many occasions over the years on matters such as ship arrivals. He was always most helpful, kind and sympathetic, no matter how busy he was. In fact, to most of us wives, he was our *only* personal contact with the Company and in that respect he presented to us a most favorable picture of Humble Oil.



Harold Gordon

"We also serve who sit and wait," only most of us do not sit. We have families to raise, homes to maintain and maybe even jobs. His courtesies to us are greatly appreciated.

Best wishes to Mr. Gordon in his new area.

Thanks a million for this fine tribute to Harold Gordon, Mrs. Kelly. As you probably know, he is now working in our New York Branch Office.

But Mrs. Kelly, you and other wives of our New England seagoing men have no cause to worry. Mr. Gordon's shoes, big as they are (heh heh) are being ably filled by another good man — Ellis Bessels. Ellis has had wide experience during his 23 years with the Company and is a real nice guy. In case you haven't met him, here's a reasonable likeness.



Ellis Bessels

And don't forget, Mrs. Kelly, we have 2 more good men at Everett — Jack Bennett, Manager of the Branch, and Ed Merriam, both of whom are at your service.

Amendment No. 1 Pay on the Way For Unlicensed Personnel

As a result of Esso Seamen's Association members' 169 to 87 vote to ratify Amendment No. 1 to their Jan. 4, 1968 agreement with the Company, checks covering the differences between the old and new wage rates are being prepared. The Ships' Payroll Section tells us that each eligible employee should have his check in hand before the end of the month, provided the IBM machines "do their thing" without a hitch.

The new overtime rates became effective on Jan. 30, the date the Amendment was ratified. Masters, Chief Engineers and Chief Stewards are calculating overtime at the new rates starting Feb. 3. The difference between the new and old overtime rates for OT worked on Jan. 30, 31 and Feb. 1 and 2 will be included in one of the regular March pay vouchers.

Aside from increased wage and overtime rates, Amendment No. 1 provides for a suspension (rather than cancellation) of the \$250 a month-any age pension during the approximate time a retired employee returns to a seagoing job.

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W. E. Gardner, Editor

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Another new feature is a Special Sea Service Annuity for men aged 60 to 65 with 15 to 19 years' sea service on Jan. 1, 1969. These pensions range from \$131.25 for a man of 60 with 15 years' service to \$237.50 for a 65-year old with 19 years' service.

The ESA also agreed to a Company offer to increase its share of the cost of hospital-surgical-medical insurance premiums from \$10.50 to \$15 per month but not more than the total cost of the premiums.

Pay Boost for Radio Officers

A \$52 a month increase in pay was negotiated by representatives of the Esso Radio Officers Association and the Company on Feb. 13 under a wage reopener clause of their agreement.

The new amendment also reduces 'dead horse' standby time from 7 to 5-day maximums and provides for suspension rather than cancellation of annuities during any time a Radio Officer who retired under the 20-year sea service-any age program accepts seagoing employment.

The amendment becomes effective if it is ratified by EROA members by March 31.

Radio Officers John W. Heistand and John Dziekan and Adviser John J. Collins negotiated for the Association and Leonard H. Earle and Harvey J. Borgen for the Company.

Alaska Pipeline Planned; SS Manhattan Being Readied for Test

An 800-mile, 48" pipeline project to move crude oil south from Alaska's North Slope to a site on the Gulf of Alaska was announced in Anchorage, Feb. 10 by Atlantic Pipe Line Co., BP Pipe Line Corp. and Humble Pipe Line Co.

Total cost of the Trans Alaska Pipeline System, as it will be known, is estimated at \$900 million and its initial capacity will be about 500,000 bbls. daily. Construction surveys are to begin this spring, with completion scheduled for 1972.

At the outset, ownership of the pipeline will be as follows: Atlantic 37½%, BP 37½% and Humble 25%. It is intended that other interested firms will be invited to participate.

While the pipeline project's initials spell TAPS, they don't spell taps for the Northwest Passage sea route from the North Slope to the U. S. East Coast. Preparations for the previously announced voyage of the SS *Manhattan* are proceeding.

This week the ship will be cut into 4 sections and 4 shipyards will work on various phases of the reconstruction to make her the most iceworthy commercial vessel in the world.

Bath Iron Works will build the first 65' of the new icebreaking bow. The Newport News shipyard will modify a section consisting of the forepeak and first cargo tanks, Alabama Dry Dock will work on the midbody and the Sun shipyard will do the second portion of the bow and the stern.

Incidentally, 107 men have indicated an interest in sailing on the *Manhattan's* first voyage.

TAFFRAIL TALK

SYD WIRE, Assistant General Manager of the Marine Dept., was elected President of the Port of Houston Chapter of The Council of American Master Mariners on Feb. 6. Mr. Wire, who has had an unlimited Master's license since Dec. 1939, was also guest speaker at the Society of Naval Architects & Marine Engineers' Western Gulf Section meeting in Houston, Feb. 14.

CAPTAIN JULIUS E. WEND, *Esso Newark*, and "his fine crew" were complimented in a letter from our Bombay agents, Esso Standard Eastern, Inc. "The officers and men on the *Esso Newark*, who were responsible for handling the five-day cargo discharge, extended full cooperation and assistance to the local Bombay Port Trust and Customs Officials, and to our Esso Marine and the Terminal discharge representatives. We would like to record our appreciation to Capt. Wend and his fine crew," the letter stated.

The *Newark* left Bombay, Jan. 24, loaded at Kharg Island, in the Persian Gulf, Feb. 1-2 and is due at St. Johns, New Brunswick about March 6.

It was hearts and flowers, plus paid leave for every man Jack aboard the *Esso Scranton*, which arrived at Delaware City, Del. on St. Valentine's Day after being hove-to in rough weather a few days before. (We hope the crew didn't heave, too, while the ship was hove-to.) The *Scranton's* voy-

SERVICE EMBLEM AWARDS



20 YEARS



Olav Haugevik
Chief Mate
October 29, 1967



James E. Fowler
First Asst. Engineer
October 31, 1968



John S. Downey
Oiler
December 20, 1968



10 YEARS



Robert L. Milburn
Able Seaman
November 25, 1968

Andrew T. Nemecek
Ordinary Seaman
November 26, 1968

Ralph W. Wilkinson
Oiler
October 9, 1968

age started at Baytown, Oct. 24 and touched Baton Rouge, Trinidad, Durban, Bombay, Mina Al Ahmadi, Capetown, Venice, and Ras Lanuf (Libya).

Humble credit cards may be used for lodging and related services at Howard Johnson's Motor Lodges, effective Feb. 4.

A half-dozen or so men scheduled to go on paid leave in the New York-Boston areas the middle of this month are making another trip instead. The big snow of Feb. 9-10 made it impossible for their reliefs to get to the ships. The fine part about it is that every one of the men due to get off took his disappointment without complaint. Maybe thoughts of shoveling all that white stuff made the ships look good but we prefer to think it was another example of the good spirit of our men.

Our first 75,600-dwt. tanker, being built by Avondale Shipyards, Inc., New Orleans, is to be named *Esso San Francisco*, launched on May 31 and delivered this fall. The second ship, the *Esso Baton Rouge*, will follow about 3 months later.

WORDS OF THE WISE

It is not enough to be busy; so are the ants. The question is: What are we busy about?—*Thoreau*

Very little is needed to make a happy life. It is all within yourself, in your way of thinking.—*Marcus Aurelius*

A psychiatrist is a man who doesn't have to worry, so long as others do.

RECENT RETIREMENTS



SECOND ASST. ENGINEER BERTRAM L. BISANTZ is taking a course in personnel relations in "hopes of finding supplemental income in that field," since he became an annuitant on Feb. 1, after 20 years, 7 months in the Esso Fleet. He should do well in personnel relations, having attended the University of Buffalo and served on the JSTOA executive committee for 8 years (1959-66).

Before joining the Fleet, Bert was an orchestra leader for 4 years, sailed as a coal passer on the Great Lakes in the SS *Ventura* and shipped out during World War II in ships of various companies. He started with the Company as Third Asst. in the *Esso Hartford* on Nov. 8, 1947 and served in recent years as Second and First Asst.

Bert has 2 daughters, Jane, 22 and June, 20. He lives in East Hampton, Conn.



CHIEF COOK ANTONIO LOMBA joined the *Esso Parkersburg* on Oct. 10, 1946 and when he left the *Esso Miami* last Jan. 20 for retirement, Feb. 1, he had an unbroken record of 22 years, 2 months' service as Chief Cook in the Fleet. Prior to his Company career he sailed as messman in Mystic S.S. Co. colliers, as cook in New York Harbor tugboats and had 4½ years in the U. S. Army.

Born in Brava, Cape Verde Islands, Mr. Lomba lives in Jersey City, N. J. with his wife Maria. They have 3 daughters; Toni, who is married and has 2 children, Candy 17 and Dolores 14.

ABLE SEAMAN WARREN F. DAVIS hails from Mathews County, Va., a jagged peninsula jutting into Chesapeake Bay NE of Yorktown, that has a long history of seafaring men. Mr. Davis started in the Fleet as UM in the *Esso Bermuda* (now *Esso Dallas*) on March 7, 1952. All the rest of his 16 years, 8 months' service was in deck dept. ratings—AB for the past 12 years. He retired Feb. 1.

Mr. Davis and his wife Joice live in Moon, Va., also in Mathews County.



ABLE SEAMAN JOHN J. GALLAGHER, a native and resident of Staten Island, N.Y., retired Feb. 1 with 20 years, 4 months' service in Esso ships. He first sailed in the *Esso Binghamton* on May 18, 1948, as Ordinary Seaman, and continued to ship out in deck dept. ratings throughout his career with the Company.



FIREMAN - WATERTENDER STEPHEN SHELBY's 26½ years of credited service goes back to Nov. 1936, when he signed on as OS in the *F. Q. Barstow*. He switched to the engine dept. 3 months later, sailed as Oiler in 3 vessels in World War II and as FWT from the end of 1946 until his retirement, Feb. 1.

Mr. Shelby was born in Conn. and lives in Clifton, N. J. with his wife Florence.

OBITUARY

EDWARD A. (CHAMP) SNYDER, 73, who retired as Chief Engr. on May 1, 1955, died of a heart attack Feb. 5 in Petersburg, Va., while enroute to Florida for a vacation. He lived in Lake George, N.Y., where he operated a vacation resort. He is survived by a brother Charles, of Staten Island, N.Y.

Mr. Snyder served in the Fleet for 31 years. He joined the Company as Oiler in the *W. C. Teagle* on Christmas Eve, 1921, survived the torpedoing of the *Wm. Rockefeller* on June 28, 1942, and had 21 years as Chief.

