ESSO FLEET NEWS

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THE UNIVERSITY OF TEXAS AT AUSTIN

Six Vessels In Overseas Service

Because prompt foreign flag tonnage was not available, the *Esso Gettysburg* left Charleston on June 24 for a rush voyage to Aruba where she loaded naphtha and JPIA for discharge in New York about July 3.

Other vessels in overseas service are the *Esso Florence,* the *Esso Washington,* the *Esso Chester,* the *Esso Miami,* and the *Esso Seattle.*

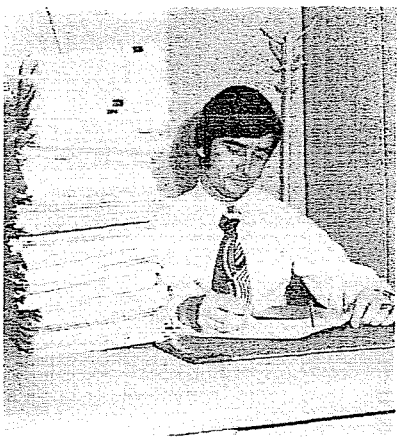
The *Esso Florence,* on out charter to the Military Sealift Command (MSC), left Baytown on June 16 with a part cargo of Avgas, then proceeded to St. Croix, Virgin Islands, where she loaded JP4 and JP5. The vessel arrived at Praia Bay, Terceira Islands, Azores, on July 1 to discharge JP4. She was scheduled to leave Praia Bay on July 2 for Donges, France, to discharge Avgas. She then proceeds to Rota and Cartagena, Spain, to discharge JP5. The vessel returns to Baton Rouge about July 24.

The *Esso Washington,* carrying Avgas for MSC., left St. Croix on June 19 for Sasebo, Japan, with intermediate stops at Curacao and the Panama Canal. She is scheduled to arrive at Sasebo on July 16.

The *Esso Chester,* normally in coastwise asphalt service, has been a regular caller at Amuay, Venezuela, during June. She loaded asphalt there on June 2 and again on June 22 for East Coast discharge.

The *Esso Miami* is in grain service. Starting on June 30, she loaded a part cargo of corn at Albany and was scheduled to complete loading at Philadelphia on July 7 and 8. She sails for Pusan, Korea, about July 9 with a total of 25,800 tons of grain.

The *Esso Seattle,* on out charter to MSC, left Ras Tanura in the Arabian Gulf on June 24 with a cargo of jet fuel for discharge at Subic Bay on July 8.



Albert R. Galik

Reviews Statutes

State and federal statutes relating to environmental conservation fill dozens of notebooks and folders, some of which are shown above being studied by Albert R. Galik, third mate on a three-month temporary shore assignment that began on June 1 in the Houston Office. He is working in the environmental conservation area reviewing state and federal laws and regulations to determine their application to Marine Department operations. And if you think that this is a job for a lawyer, rather than a third mate, then Mr. Galik qualifies. He has completed two fall terms at Rutgers University where he is studying law. He returns there in

(See **GALIK,** page 2)

Hurricane Agnes Delays Five Vessels

Hurricane Agnes caused no damage to Humble's tanker fleet, but she did manage to delay four vessels, one of them twice.

The *Esso Baton Rouge,* sailing from Baytown, began to feel the force of the storm on June 17 when she slowed engines, causing a six-hour delay in her arrival at Norfolk. She encountered a second delay at Norfolk when she was held up for about 6½ hours, waiting for calmer seas.

The *Esso Boston,* sailing from Baton Rouge to Baltimore, lost about six hours; the *Esso Florence,* en route from Baytown to St. Croix, Virgin Islands, was delayed by about 14 hours; and the *Esso Gettysburg* lost about 19 hours between Baytown and Wilmington, North Carolina.

The tug/barge combination, *Enco Sunshine State* and *Enco Port Everglades,* left Port Everglades, Florida, on June 14 and was en route to Freeport, Texas, when the unit felt the forces of Hurricane Agnes and had to take evasive action that caused a delay of some 30 hours.

Save This Booklet

A booklet entitled: "A Guide To Your Employee Benefits" is being mailed to your home address. The guide contains detailed information on all parts of the company's Benefit Plan, including those new features and improvements effective at year end 1970. You will want to review the booklet at your earliest opportunity in order to familiarize yourself with the benefits available to you and your family. Be sure to keep the booklet.

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SIGHTSEEING VIA BICYCLES: Bruce S. van der Linde, left, third mate, and Christopher P. Guida, radio officer, are shown aboard their Italian bicycles which they purchased in Singapore when their ship, the *Esso Seattle,* was in Japan recently. The bicycle frames are hinged and the seats, handlebars, and pedals telescope and fold. Each vehicle has three-speed gears and is equipped with lights front and rear. The "Easy Riders" have pedaled their way around sections of Al Bahrayn, Singapore, Da Nang, South Viet Nam, Subic Bay, Philippines, and Japan. "Many residents of each area examined the bikes and asked for rides. They believe that Americans who ride bicycles are pretty o.k.," Bruce writes.

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DANIEL J. RIZZOLO, AB in the *Esso Washington,* was recently presented the National VFW Commander-in-Chief G.I. Joe pin. When he's not sailing, Mr. Rizzolo is public relations officer at VFW Post 4715 in Point Pleasant, New Jersey. Only members who perform outstanding service in the VFW are eligible to receive the pin.

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THE ESSO SAN FRANCISCO, sailing from Baytown to New York delayed her voyage for a short time on June 12 when officers sighted a small fishing boat adrift southwest of the Tortugas Light House off the tip of Florida. "The four passengers in the boat were waving frantically to attract our attention," said Captain Robert J. Boxwell. "We pulled within hailing distance and learned that the boat's engine was dead and she was taking water. We radioed the Coast Guard and stood by until a cutter was dispatched from Key West. We think we made another good customer for the company," he said.



"IF YOU WOULD LIKE to grow a money tree in your yard, let me know and I'll give you a few hints," writes Julio P. Pereira, steward, who is on disability retirement. He sent the picture showing himself and Mrs. Pereira, along with the money tree and other gifts (except the TV and chair) presented to him by shipmates, relatives, and others who wished him well on his career ashore. "I also received a wallet containing a large sum of money," he said.

(**GALIK**, continued from page 1)

September to complete his studies and graduate with a *Juris Doctor* degree.

Mr. Galik graduated from the U.S. Maritime Academy at Kings Point in June, 1968, and sailed in the *Esso Florence.* In December of that year, he accepted a temporary assignment ashore as transportation allocator at Baytown and served there until March, 1969, when he returned to sea. In July, 1969, he again came ashore, this time as assistant to the port captain in the Houston Office. He served there until September when he returned to sea where he sailed until May, 1970, when he took advantage of the company's educational leave policy to attend Rutgers for his first fall term. Between then, his second term in 1971, and his current assignment in the Houston Office, he served as second and third mate in various ships.

He is married and lives in Newark, New Jersey.

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"THOMAS H. WHEELER." Havana, Cuba.

CAPTAIN CARL G. BENSON, who retired in 1954, saw the article in the May 8 issue of *Esso Fleet News* featuring pictures of company ships that were tied up in the Patuxent River near Solomons, Maryland, in 1931. Although there wasn't any business for these vessels during the depression years, E. J. Chadbourne (deceased), former assistant port engineer who was assigned to maintain the fleet, was instrumental in providing maintenance work for many local people. In rememberance of this, civic representatives have asked for pictures to display in a new museum that is being established there. In response to the editor's request that anyone serving in these vessels write in their unusual experiences, Captain Benson wrote that although he had no particularly unusual experiences in these vessels, he served at one time or another in eight of them. He sent a picture of one of the ships, the *Thomas H. Wheeler,* in which he was promoted to chief mate. This vessel served in WWII without incident on apparently routine, but exceedingly dangerous voyages. The fortunate vessel sailed mostly from Caribbean to Cuban and East Coast ports. During the years 1942 and 1943, she made 23 voyages and delivered cargoes amounting to 1,513,694 barrels. In 1944, the 10,450-dwt ship was turned over to War Emergency Tankers, Inc. Shortly after this, Chief Mate Benson was promoted to captain and took another ship from the tied-up fleet, the *Walter Jennings,* to Pearl Harbor and turned her over to the Navy. He was chief mate in the *Paul H. Harwood* (not one of the fleet at Solomons) when she was damaged by an enemy torpedo in the Gulf of Mexico. She proceeded to safety under her own power, was repaired, and returned to service. "Outside of that, I had smooth sailing," Captain Benson, who lives in Eight Mile, Alabama, said.

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What Is It?

IT'S A UNITED STATES SAVINGS BOND

A letter from Company President Randall Meyer is being sent to the homes of employees encouraging them to consider the purchase of U.S. Savings Bonds. Accompanying the letters are the necessary forms for either joining the Company's Payroll Savings Plan or for increasing your present allotment. Forms will be available in ships, also. Write your own ticket as to how much to save each payday. You sign your name only once and the Payroll Office takes it from there. In short, the purchase of U.S. Savings Bonds is an easy, painless way to save money. For additional information on U.S. Savings Bonds and the Payroll Savings Plan, contact Paul McEwan, head of Personnel Services Section.

Contracts Signed

The Baytown Marine Federation ratified a new two-year contract with the Baytown Branch on May 30. The agreement contains provisions for a wage increase effective June 1, 1972, and June 1, 1973. The BMF represents unlicensed and licensed employees (except captains) at the Baytown Branch.

The Baltimore Branch signed a new three-year contract with the Independent Unlicensed Marine Union on June 5. The contract calls for a first-year wage increase, retroactive to November 14, 1971.

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

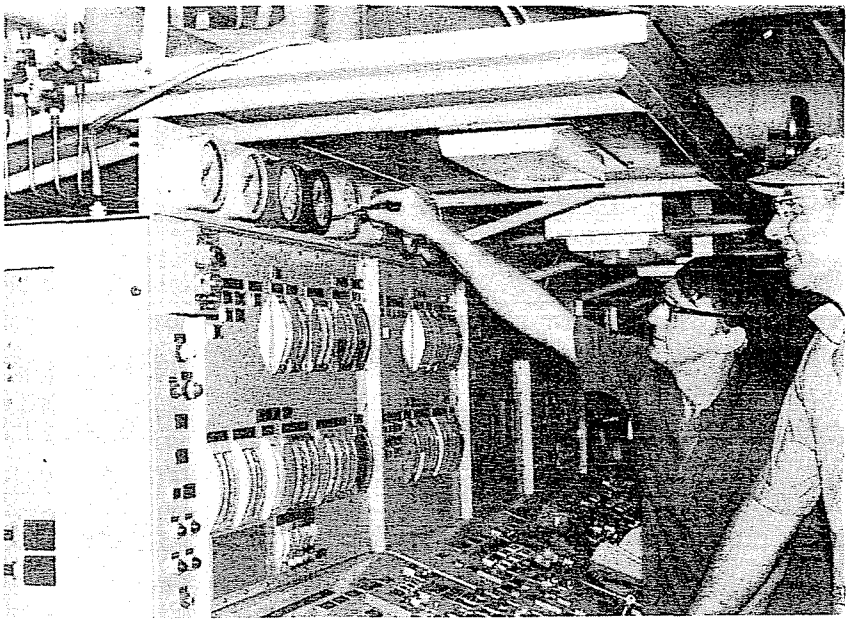
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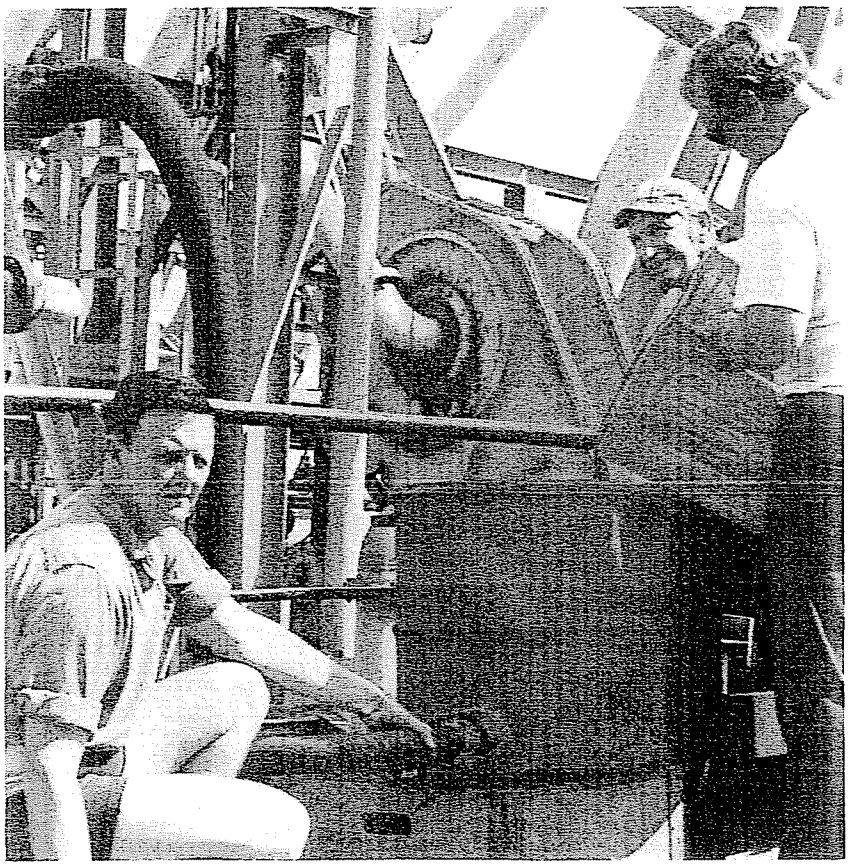
What's New In The Fleet

Fortunately, a number of imaginative, inventive people work in the Humble Fleet and if a piece of equipment can be improved to make it operate more efficiently or safely, or if some "standard" procedure can be changed for the better, someone soon comes up with a way to do it. Here are two recent examples:

WHEN manufacturers installed the Central Operating System in the *Esso San Francisco*, no backup system was provided in case the electronic system failed. Chief Engineer Keith V. Wintenburg saw the need for such a system and devised one that can be operated independently. It consists of valves and gauges mounted near the top of the COS panel, as shown. These are direct mechanical gauges that give independent readings such as boiler steam pressures, fuel pressures to burners, forced-draft fan pressures, and boiler fuel pump pressures. Now, if the DC power supply should fail or some other malfunction occur in the electronic system, Mr. Wintenburg or one of his engineers can quickly refer to the backup gauges and stay in business with no sweat. Mr. Wintenburg is shown at the right in the photo. Harry J. Gillway, Jr., 2nd assistant engineer, tightens one of the backup gauges.



THE self-draining "slop bucket," shown at right, is proving to be a worthwhile time and labor saving device in the *Esso San Francisco.* Chief Mate Marshall Price, kneeling, thought of the idea as a quick method for disposing of slop and drippings that occur when hoses and Chicksan arms are connected or disconnected during loading and discharging operations. The slop bucket is made from an oil drum which has been cut down and equipped with a Butterworth hose coupling, as shown. The drip pans are emptied into the slop bucket and drain through the hose into the sump on dock. The slop bucket, conveniently located near the ship's manifolds, eliminates the need for carrying drip buckets to other less convenient locations for emptying into cargo or ballast tanks. Pouring drippings into the slop bucket are AB's Dwight T. Willis and Charles E. Woods.



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