

ESSO FLEET NEWS

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In *Esso Miami*, USCG Captain E. W. Dorr (facing camera) and two USCG officers prepare to photograph flame screen on No. 8 port wing.

'Esso Miami'—A Good Example

When the *Esso Miami* docked at Jacksonville, Florida, recently, several U.S. Coast Guard representatives came aboard to inspect the ship to determine if proper antipollution measures were being taken. The inspectors were so pleased with the way the ship was "buttoned up" for the discharging operation that they asked permission for Captain E. W. Dorr, USCG, to come aboard to take pictures for use in antipollution talks that he gives around the country. Captain Dorr, who was welcomed aboard the *Esso Miami* by Chief Mate Michael C. Hickey, took many pictures showing the proper antipollution precautions for tankers in port—scupper plugs firmly in place, sea suction valves properly sealed, etc.

"We were pleased that our antipollution precautions were so impressive that Captain Dorr could use them as examples in illustrating his lectures," said Captain Charles H. Parker, master in the *Esso Miami*.

Marine To Build New Towboat

A contract has been awarded for the construction of a new towboat for the Western Rivers Fleet. The new vessel, yet unnamed, was designed by the Marine Department's Technical Section and a ship building company in St. Louis where the vessel will be built. She is scheduled for delivery in November, 1972.

The river towboat will replace

the *Esso Arkansas* which was severely damaged by fire near Memphis last August and has been sold.

The new vessel is designed to operate on the Western Rivers system, pushing a triple-string tow having a capacity of some 350,000 barrels of product—or 34,000 short tons. She will be 150 feet long, 52 feet wide, and have an operating draft of 8.5 feet. Her two diesel engines will deliver a total of 6,600 horsepower and she will have the latest in firefighting and navigational aids. The pilot-house, quarters, lounge, dining room, and galley will be airconditioned. Also incorporated into the vessel will be several new features recommended by our towboat operating crews and Baton Rouge Branch personnel—features such as rubber fendering on towknees, larger stowage areas, forward deck access, and in-

(See TOWBOAT, page 2)

Joseph Pronack Is New Repair Inspector

Joseph Pronack joined Marine Department-Operations as repair inspector on March 8. He is a

1962 graduate of Massachusetts Maritime Academy and holds a chief engineer's license. Mr. Pronack began his career as 3rd assistant engineer with the Isthmian Steamship Company in 1962 and with the exception of a brief period, he served continuously with that company, advancing to 2nd assistant engineer in 1964, to first assistant in 1966, and to chief engineer in 1969. In 1970, Mr. Pronack became superintendent of vessels with Isthmian where he worked in the areas of cost control, maintenance, and administration.



Equity Portfolio Values

The Thrift Fund Trustee has advised that the value of each unit in the Equity Portfolio as of the last business day in February 1972 was \$12.31.

Last Business Day of	Unit Value
May, 1971	\$10.00
June, 1971	10.06
July, 1971	9.76
August, 1971	10.35
September, 1971	10.32
October, 1971	9.96
November, 1971	10.15
December, 1971	11.14
January, 1972	11.63
February, 1972	12.31

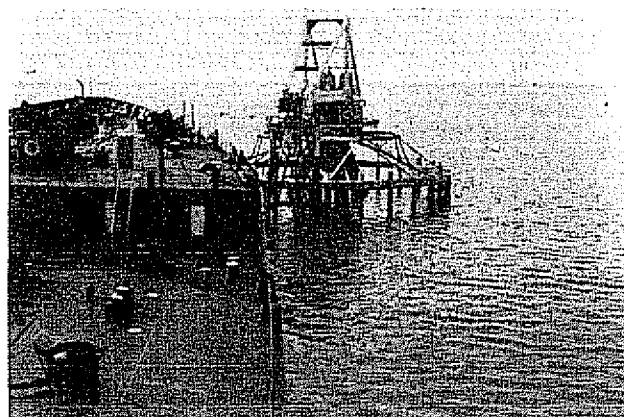


WE HAVE A number of outstanding artists in the fleet. One of the best color painters is Walter J. Zekos, AB in the *Esso Miami*, shown here with his latest creation. Walter says that he not only finds painting a relaxing hobby, but also one that affords him an opportunity to develop his creative ability.

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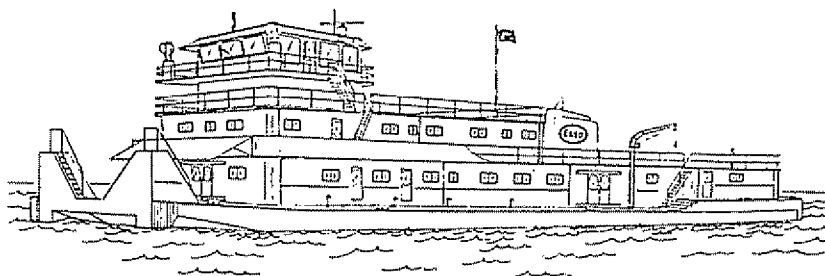
MANUEL CARDOSO, chief cook, is shown here on the steps of his family house in Portugal. Mr. Cardoso took paid leave recently and flew to Portugal to visit his hometown and see the family house located about 100 miles from Lisbon. The house is over 150 years old. "I had not seen my hometown in 29 years. You can see by the smile on my face that I had a wonderful time. I am already planning to return soon," he wrote upon his return to the U.S. Mr. Cardoso is now back in the *Esso Boston* performing his chief cook duties.



THE ESSO BOSTON is shown here tied up to a single point mooring at Marsa El Brega where she loaded 388,390 barrels of Brega crude recently for discharge at Bayway Refinery. Captain Roy H. Ewell took the picture of the mooring which is located in about 100 feet of water two miles offshore in the Mediterranean.

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"RETIREMENT IS really great—there aren't enough hours in the day," writes George W. Verlander who retired as third mate in 1969. He and Mrs. Verlander moved last fall from Baltimore to Weems, Virginia, where they have a house on the water so that they can get in a lot of fishing. "My health has even improved since I retired, but I still have to go slow and Weems is just the place for this type of life," Mr. Verlander said.

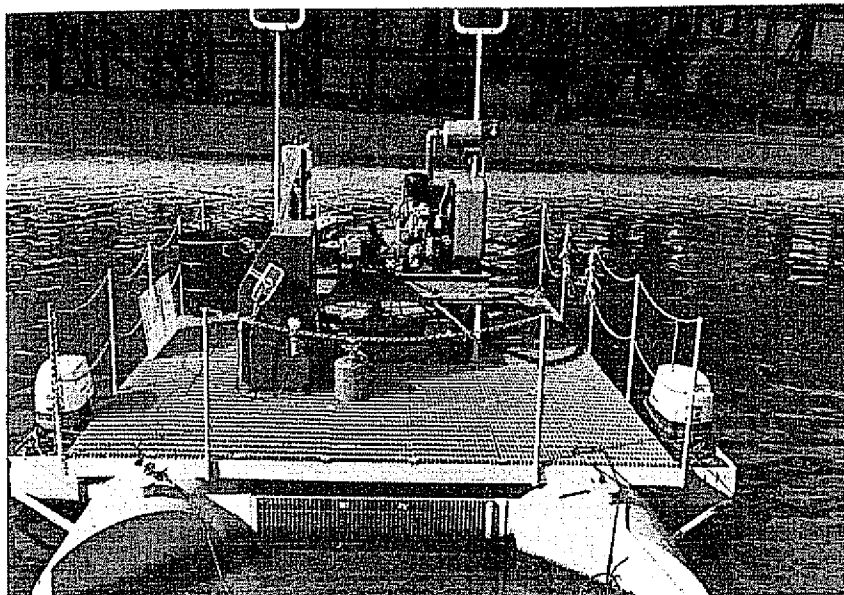


Artist's conception of new towboat for Baton Rouge Branch

TOWBOAT, continued from page 1
creased pilothouse visibility. There will be a number of technical improvements, such as improved sewage facilities and larger bilge retention tanks for pollution abatement, a separate trash locker, a depth indicator on the towboat in addition to the two indicators for the head of the tow, two VHF radios, and separate

hydraulic steering systems for flanking and steering rudders.

The towboat and her barges will carry products from Baton Rouge Refinery to terminals along the Mississippi and connecting rivers as far north as Pittsburgh. She will join the *Esso Pennsylvania*, *Esso West Virginia*, and the *Esso Tennessee*, all of which operate out of Baton Rouge.



Since this photo was made, the deck of the *Esso Bee* has been extended on both sides and behind each outboard motor. The console at the left, center, has controls used to operate the vessel and its skimming equipment. A generator for electrical power is in the background.

She's A Strange Looking Craft, But She Stands Ready To Protect The Environment

If you are in a vessel that loads products at Baton Rouge Refinery, you may see an odd-looking "craft" either tied up in the dock area or making its way along the river.

It's odd to you because you've probably never seen anything just like it before. It's the *Esso Bee*, a new skimming barge designed by refinery engineers and others for use in containing and cleaning up any oil spills in the river and around docks. The name stands for Esso Bouyant Environmental Enhancer.

It is hoped that the *Esso Bee* will not have to be used very much, but the volume and complexity of products loaded at the refinery docks offer a continuing potential for spills and the *Esso Bee* is a specially designed "tool" that can be quickly called into action to minimize the effects of any spill, should one accidentally occur.

The 20-foot steel-hulled vessel is powered by two outboard motors and is highly maneuver-

able. It has a multi-stage inboard skimming system plus an external skimming system that allows for recovery work beneath the docks. Also, there is ample workspace on deck for placement of an oil-containment boom and other oil recovery material. A number of support facilities include a boat ramp, pallets for storing and moving boom sections, safety equipment, and a floating tank to store recovered products until they can be pumped ashore.

The vessel's three pumps and its floodlights operate on power supplied by a generator installed aboard. This makes it operationally independent of dock facilities. The *Esso Bee* is operated by trained dock crews in the refinery's Operating Services Department. Personnel in the Marine Department's Baton Rouge Branch Office helped provide much of the detailed information needed in determining the design, operation, and type of equipment needed to make the barge probably the best "cleanup tool" so far devised for river use.

Obituary

ROBERT TURNER, Jr., messman, died in Houston of a heart attack on February 8. He was 30 years old and had about 2½ years of company service. Mr. Turner joined the company in 1966 as utilityman in the *Esso New York*. He became a regular employee on August 1, 1971. His last assignment was in the *Esso New York*. He is survived by his widow and three children.

BENJAMIN F. FISHER, AB, who retired in 1963 with nearly 18 years service, died in Houston of a heart attack on February 3. He was 62. Mr. Fisher's initial assignment was as AB in the *Esso Boston (1)* in December, 1940. After several periods of broken service, he remained in continuous employment from November, 1949, until he retired. His last assignment was in the *Esso Jacksonville*. He is survived by his widow.

DOMENIC G. KRECZMER, barge captain, 71, died on February 7 of a heart attack at his home in Baltimore, Maryland. Mr. Kreczmer was first hired in January, 1922, and had intermittent service until January, 1927. He had continuous service from then until he retired in 1960 with more than 37 years of company service, all as barge captain in the Baltimore area. He is survived by his widow.

CARL F. GUTTZEIT, 78, died on February 22 at Oceanside, Long Island. He retired in 1958 as secretary, Personnel Relations Committee, in Esso Shipping Company. He retired with 35 years of service.

'Esso New York' Sold

The *Esso New York* was sold in Freeport, Grand Bahamas, on February 26 to Fluor Drilling Services, Inc. Several of the ship's officers and crew members took paid leave, others were reassigned to other vessels in the fleet.

Retirements

ANICETO M. GILMETTE, steward, retired on January 1. In a letter to D. A. Hodges, Marine Department port steward, Mr. Gilmette said: "I take this opportunity to say that my years with the company have been very pleasant. It is too bad that I cannot continue in my job, due to illness. I miss working in ships as this has been my livelihood for 30 years. It has been my pleasure to be associated these many years with capable and understanding personnel. Thank you for the many times you have helped me out." Mr. Gilmette joined the fleet as 2nd cook in the *E. T. Bedford* in August, 1937. He became chief cook in the *Vis-tula* in 1941, left the fleet in 1942 and returned in 1946, still as chief cook. He became steward in the *Esso Memphis* in June, 1946. He served continuously as steward in various company vessels from November, 1946, until he retired. His last ship was the *Esso Lexington*. Mr. Gilmette lives in New Bedford, Massachusetts.

WARNER ST. CLAIR, AB, retired on February 1. He began his service in the fleet in the *Esso Rochester* in January, 1943. He advanced to Bos'n in this same vessel in October, 1943. In 1946, Mr. St. Clair left the fleet. He returned in 1949 as AB in the *Esso Springfield*, and served as AB in various company vessels until he retired. His last ship was the *Esso Baton Rouge*. The retired AB lives in Baton Rouge, Louisiana.

ARNOLD SIMONSEN, mate in the inland waterways fleet, retired February 1 with 25 years service. He moved from Brooklyn, New York, to Edgewater, Florida, to take advantage of the warm weather there. "My wife and I are living in a colony of other retired people from the company, most of them from New York, and we're having a great time," he said. Mr. Simonsen was employed in June,

1946, as barge mate in the New York Branch. He made permanent captain in September, 1963. His last assignment before retiring was as captain in *Esso Barge No. 24*.

WILLIAM S. GALLAGHER, chief engineer, retired on March 1. He had 34 years of service. Mr. Gallagher began his company career in September, 1937, as deckhand in the Inland Waterways Fleet at Baton Rouge. He advanced to fireman in 1939, became oiler in 1940, was in military service from 1942 to 1945, and returned to the IWW Fleet in 1946 as assistant engineer. In 1955, he became a relieving chief engineer and was promoted to regular chief engineer in 1966. Mr. Gallagher lives in Baton Rouge, Louisiana.

WOODROW W. SMITH, pumpman, retired on March 1 with 23 years of service. He was employed in December, 1947, as wiper in the *Esso Memphis*. He sailed in various Engine Department ratings until June, 1951, when he was promoted to 2nd pumpman in the first *Esso Baltimore*. He later became MM/2P and then pumpman. His last vessel was the *Esso Miami*. Mr. Smith lives in Baton Rouge.

LOUIS D. FAIRBANKS retired as bargeman in the Inland Waterways Fleet, Baton Rouge Branch, on March 1. He had 19 years of service. In February, 1952, Mr. Fairbanks joined IWW as deckhand in the *Esso Louisiana* (1). He served as deckhand and bargeman in the Baton Rouge Branch throughout his career. Mr. Fairbanks lives in St. Amant, Louisiana.

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

Contributions and suggestions are invited and should be addressed to the Editor, ESSO FLEET NEWS, Humble Oil & Refining Co., P. O. Box 2180, Room 4193, Houston, Texas 77001

Emmett A. Humble On Committee

Emmett A. Humble, Marine Department general manager, has accepted an invitation from the Department of State in Washington, D. C., to become a member on a newly-formed Advisory Committee on Law of the Sea.

The function of the committee is to advise the Chairman of the Inter-Agency's Law of the Sea Task Force and head of the US delegation to the UN Seabed Committee who is preparing for a Law of the Sea Conference to be held in 1973. At this conference, which is international in scope, law of the sea issues will be discussed and decisions made that will affect the petroleum, minerals, maritime transportation, and fishing industries.

Mr. Humble and other committee members will study problems relating to sea operations by these industries and provide the Inter-Agency Chairman with answers to questions that likely will be raised at the 1973 Conference.

SERVICE AWARDS

40 Years

Arthur W. Mueller
Voyage Analyst
February 21, 1972



20 Years



Idilio F. Gomes
Chief Cook
January 30, 1972



Alfred W. Hanson
Head, Short
Range Economics
& Planning
Section,
March 9, 1972