

ESSO FLEET NEWS

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SIGHTS AND SOUNDINGS

Reistle Cites Petroleum's Growth

The petroleum industry can look forward to a steady growth in demand for its products, C. E. Reistle, Jr., Humble's Chairman of the Board said last month. But, he added, increased competition from other energy sources will call for a better and more efficient use of money and manpower.

Speaking at the annual luncheon of the National Petroleum Refiners Association, Mr. Reistle said that energy consumption in the U. S. doubled over the last 25 years and is expected to double again by 1985.

"We in the petroleum industry intend to capture as much of that growth as possible," he said, "which means we have to find, produce, refine, and market more oil and gas each year. If we are going to supply $\frac{3}{4}$ ths of the nation's energy needs in 1985, as we do now, we have got our work cut out for us."

Mr. Reistle said that although the growth potential for oil and gas is very large, the petroleum industry nevertheless needs to find solutions to some pressing problems. He pointed out that the normal retail price of gasoline today, minus taxes, is about 20 cents a gallon — about the same as

40 years ago. Yet gasoline is so greatly improved that 2 gallons today will do the work that 3 would do 40 years ago.

Jersey Seeks Increased Naptha Imports For Proposed Plant in Puerto Rico

Standard Oil Company (N. J.) announced May 4 that it has petitioned U. S. Secretary of the Interior Stewart L. Udall to increase the level of petroleum imports into Puerto Rico by 21,000 bbls. of naptha daily. The naptha, to be derived from Venezuelan crude, would be used to supply a new petrochemical plant.

The proposed installation, estimated to cost \$26 million, will include an aromatics plant whose initial product will be 53 million gal. per year of benzene, plus storage tanks, marine facilities, etc.

Benzene from the projected plant would be used to meet increased requirements of Jersey affiliates in Europe and in the United States. Other products, including orthoxylene and paraxylene, would be brought to the U. S., too.

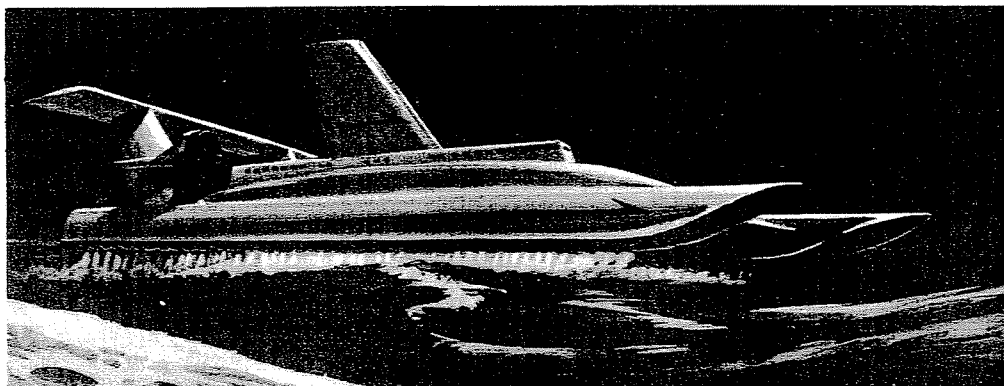
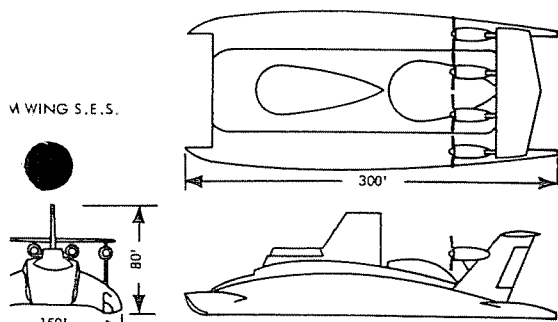
If the petition is granted and the Puerto Rican plant is built, the products shipped to the U. S. will provide additional opportunities for the use of U. S. Flag ships.

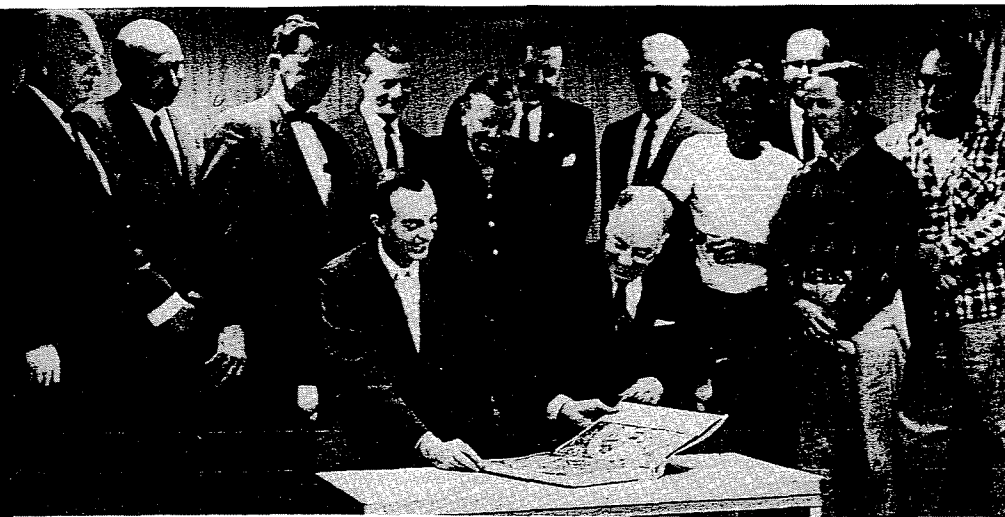
Drawings of a Ram Wing, one of several types of surface effect ships discussed in a paper presented by James A. Higgins, of the Maritime Administration's Office of Research and Development, at a meeting of the Society of Automotive Engineers, Washington, D. C., on April 14.

This type craft, Mr. Higgins said, "gets part of its lift at high speeds from the aerodynamic shape of the hull and part from the lift fans that are installed. It is also capable of hovering clear of the water and of limited amphibious operation."

Mr. Higgins pointed out that surface effect ships (the British call them hovercraft and hoverbus) may well fill the speed and cost gaps between conventional vessels and aircraft. The speed gap is the area between 30 knots for an ocean liner and 200 to 500 knots for jet planes. The cost gap is between the liner's 1-5 cents per ton mile and 20-30 cents for air freight.

Mr. Higgins also concludes that "Large surface effect ships suitable for ocean operations are technically feasible and theoretically sound."





Captain Thomas King (left center) Atlantic Coast Director, U. S. Maritime Administration and an official

of the American Merchant Marine Library Association, and Captain Harold Griffiths, Master of the Esso

Baltimore, appear to find something amusing in the Reader's Digest World Atlas. The book was presented to the men in the Baltimore on May 5 for their third yearly donation of \$100 or more to the Library Association.

Standing, l. to r. are: C. Leo Whyte, A. Giallorenzi, Captain Harold Martin and S. D. Rabadan, N. Y. Branch Office; Chief Mate Thomas K. Lawton; Wm. P. Bollman III, AMMLA Exec. Secretary; Chief Steward Edward F. Kelly; AB Stanley R. Anthony; J. M. Sachs, N. Y. Office; AB Kolbjorn Hansen, and OS Stanislan Skadovura.

Esso Seattle Crew Changes

Chimuwan, Okinawa, Ryukyu Islands, May 27 is the expected place and time for the big crew change aboard the *Esso Seattle*. Twenty-one men are getting off and 21 joining — only First Asst. Reidar Jespersen and Chief Steward John Fernandes, of the men who took the ship out of Newport News in May 1964, are remaining aboard. The first crew change was made on Feb. 2, when 11 men were relieved after 8 months' service.

The following are the men leaving and joining on May 27:

MEN LEAVING

Harry Bansen	Master
Louis H. Staar	Chief Mate
Arthur L. Hatchett	3rd Mate
Keith V. Wintenburg	Chief Engr.
Lawrence D. Roth	3rd Asst.
Thomas J. McNee	Radio Off'r
Carl F. Skov	AB
Ian G. Harrison	AB
Sivert S. Nygaard	AB
Alexander Armadi	AB
Eugene E. Van Fleet	OS
Edgar T. Cooper	OS
Stanley Pyndyk	OS
John J. Voigt	Pumpman
Joao B. Silva	Oiler
Norman D. Martell	FWT
Joaquim A. Santos	FWT
Mateus Gonsalves	Chief Cook
Ismail Muluk	OM
Agustin Loreda, Jr.	UM
Elbert C. Lott	CM

MEN JOINING

Simpson W. Logan
William J. Falvo
William A. Wilburn
Karl M. Waagonas
Frank H. Freundlich
Clifford L. Benedict, Jr.
William B. Page
Hans Sanness
Francis A. Hanlon
Carl C. Vella
John W. Rickour
Jesus C. Nieto
William P. Terry
Per S. Esten
Richard K. Surgocinski
William Katros
Baltazar Contreras
Eric T. C. Simpson
Celso Rosales
Clifford McClellan
John G. Steele

Transportation for the men joining the *Seattle* will be by Northwest Airlines. The flight (#9) is to leave New York at 2230, May 25; Chicago, 0035, the 26th and Seattle, 0400, with men boarding at each city. Arrival at Okinawa is 1105, May 27.

Return transportation for the men relieved will be arranged by the Company's agent in Okinawa,

except that Ch. Mate Louis Staar, 3rd Mate Arthur Hatchett, Ch. Engr. Keith Wintenburg, AB Ian Harrison and OS Eugene Van Fleet will make their own arrangements, presumably after some Far East sightseeing.

Control box and float and switch unit of the high level bilge alarm systems which are being sent to all vessels in the fleet. The purpose of the system is to alert the engineer on watch if water in the engineroom bilges rises above a normal level. There is a float containing a magnet on the bottom of the tube which is suspended in the bilge area. If water lifts the float, the magnet will close a switch in the tube. The closed switch will complete a circuit to a relay, which will sound a horn and light a light in the control box located at the operating flat. Two float and switch units will be furnished — one for the forward and one for the after engine-room bilges — plus armored cable and installation instructions.



ESSO FLEET NEWS is published for the seagoing employees of the Marine Division, 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.

Company Receives USPHS Citation

The U. S. Public Health Service's Special Citation was awarded to the Company on May 10 for maintaining superior sanitation conditions aboard its ocean and inland waterway vessels during 1964. It was the 8th consecutive year that Marine Division personnel have earned the special citation.

TAFFRAIL TALK



Paul Onufryk

Your correspondent had a short visit aboard the *Esso Houston* at Baytown, May 13 and once again heard comments from crewmembers on what a "good feeder" she is. Everybody raves especially about the Mrs. Smith's frozen pies — well, almost everybody. Chef Paul Onufryk doesn't. Paul doesn't like any pies.

It seems that back in the Great Depression Paul lived in Pottstown, Pa., which is where Mrs. Smith started making her pastries, and more of Paul's meals than he likes to remember consisted mainly or entirely of broken scraps of pies from Mrs. Smith's bakery.

However, we're not printing Mr. Onufryk's picture here because he doesn't like pie. It's because he has 20 years' service in the Fleet — over 21 years, in fact. His 20th anniversary was Dec. 4, 1963.

PORT CAPTAIN FRANK L. HOOPER is convalescing at home after a spinal operation (a triple laminectomy, if that means anything to you) on April 29. His address is: 12202 Pebblebrook, Houston, Texas 77024.

The *Esso Washington* is going to the West Coast next month. After discharging at New Haven, May 31, she is to load at Pascagoula, Miss., June 6 for discharge at Los Angeles the 20th and Seattle the 24th. (All dates are approximate.)

Oh dear, we have to report a change of itinerary for the *Esso Dallas* again. She arrived at Ras Tanura, Saudi Arabia, May 14 but instead of discharging at Yokohama and Formosa, she is now scheduled for Manila Bay (May 31) and Guam (June 6).

Walter C. Teagle Nursing Scholarships, effective Sept. 1965, have been awarded to the

daughters of 2 more seagoing employees. PAMELA L. FAIRFIELD, whose father is HERBERT O. FAIRFIELD, Radio Officer in the *Esso Scranton*, will attend Russell Sage College, Troy, N. Y. and JEANNE R. BURGO, daughter of Chief Cook CAESAR BURGO, JR., will study at the Whidden Memorial Hospital, Everett, Mass.

WORDS OF THE WISE

A man who has committed a mistake and doesn't correct it is committing another mistake.

—Confucius

Whenever you are too selfishly looking out for your own interest, you have only *one* person working for you — yourself. When you help a dozen other people with their problems, you have a *dozen* people working with you. —Wm. B. Given, Jr.

The most difficult thing in life is to know yourself. —Thales

The MIS-Adventures of

J. STUMBLEPRONE MC FRACTURE

Mac was standing on a bunk ladder to get a box of canned goods from the top shelf of the dry storeroom. The bottom of the ladder skidded when he lifted the box and his abdomen was bruised as it rubbed across a shelf edge.

This is perhaps a novel (if not navel) way to brake a fall and it makes a belly robber a belly rubber. A better way is to realize that ladders never seem to acquire sea legs and therefore should be secured wherever they are used aboard ship.





James MacRiver (AB, ret. Jan. 1, 1964) sent us this photo of his home in Georgetown, S. C. with the thought that "maybe the boys in the ships would like to see how I am doing." "It's an old house," Mr. MacRiver said, "and I have been working on it for 12 years. (Looks pretty shipshape now, doesn't it?) The lot is 70' x 260'. So, with fishing, hunting and taking care of myself and the grass, I have a lot to do. I wish all the boys on the ships best of luck."

We figure that's Mr. Mac, himself, standing there behind the chain link fence and beside the fancy mail box and flag pole.

The Thrift Fund Deferment Option

When an employee retires, he is entitled to receive the proceeds of his Thrift Account, in stock and cash. It usually takes from a few days to a week or two, to close out the account and transfer what in most cases is a really sizeable savings fund built up by the employee during his working career.

An employee may choose to delay receiving the proceeds of his Thrift account after he retires until the beginning of the next calendar year. For instance, an employee who plans to retire this

November can choose to have his Thrift account held by the Thrift Trustee until January, 1966.

There is one important requirement. To obtain such a delay in the distribution of your account you must elect it in writing so that it is received by the Trustee at least six months before the date of your retirement. And during the last six months before your retirement your choice is irrevocable.

An election to defer distribution until the next year may result in tax savings. This is because the distribution will not occur in a year in which Company pay is also received. The federal tax laws would require that one-half of the long-term capital gain realized from the Thrift Account distribution be added to any current earnings that the employee receives. But if the employee were not to receive his Thrift Account until the following year, it is possible that the tax rate on the Thrift Account distribution would be lower because he would have no earnings from Company employment to be added to the Thrift distribution.

This is an election which can be made anytime by any Thrift Plan participant. It is not necessary to have made plans to retire at any particular time. Such an election would remain in effect, if current rules continue in force, for as long as the employee wishes. He could revoke the election at any time, except within the six months before retirement. Each employee should consider his individual situation before making an election to defer distribution of his Thrift Account.

OBITUARY

ABLE SEAMAN JOSEPH E. MILLER, 49, died at the U. S. Public Health Service Hospital, Boston, on May 9. He had been on sick leave since Feb. 5. Surviving are his wife Helene, a sister Mrs. Emma Weber, of Berlin, Conn., and a brother William, of New Britain, Conn.

Mr. Miller had 13 years' service in the Fleet, all but 6 months as AB. He went on paid leave from his last ship, the *Esso Dallas* on Jan. 6.

FRANK D. SMITH, 69, a former Second Mate who retired because of heart trouble in Jan. 1955, died in New York City on May 2. A brother George, of New Rochelle, N. Y., survives.

Starting to sea in 1926, Mr. Smith sailed in dry cargo ships until he joined Esso as AB in May 1933. He advanced to Bos'n in 1937 and served throughout World War II as Third, Second and Chief Mate.



SERVICE EMBLEM AWARDS

★ 20 YEARS ★



Sebastian J. Masuzzo
Master
September 4, 1963



William L. Thievon
First Asst. Engineer
December 27, 1962



Dwaine F. Heltinger
2nd Asst. Engineer
December 10, 1963

★ 10 YEARS ★

Laurence J. Carew
Fireman-Watertender
July 20, 1964

Jerome J. Wiilinsky
MM/2nd Pumpman
December 20, 1964

Ludie J. Hatcher
Fireman-Watertender
January 26, 1965