ESSO FLEET NEWS

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THE UNIVERSITY OF TEXAS AT AUSTIN

Esso Miami Makes "Debut" at Florida City

Freshly painted and gleaming in the sun like a brand new ship, the *Esso Miami* (ex *Esso Havana*) made her namesake city her first port of call on Oct. 23. She was welcomed by Miami civic and business leaders and Company officials and, in a brief ceremony, her new name boards were unveiled.

At the ceremony, R. H. Venn, Vice President of Humble for the 10-state Southeast Region, said, "It has long been our practice to name ships of Humble's Esso fleet for cities in which we do business. As newcomers to Miami . . . we want to identify ourselves with your community and this vessel, therefore, has been named *Esso Miami*."

Humble is introducing its Esso brand of products to the motoring public in the Miami area through service station outlets recently acquired from the Watson Oil Co. of Florida, Inc.

The *Esso Miami* is the first of several tankers that are to be re-named for cities in Southern states where Humble, for the first time, is opening service stations under the Esso brand.

At a luncheon following the shipboard ceremony, Mr. Venn spoke of the Company's small beginnings and its growth into the nation's largest domestic oil company. Referring to operations in 1917, he said:

"At Humble, Texas, the small oilfield town from which the Company derived its name, was our one and only refinery - a very small installation of the so-called 'tea kettle' variety. This refinery processed only 300 bbls. of oil a day, all of which came from a single well.

"The Marketing Division owned one lone Model T truck. This truck picked up each day's output at the refinery and hauled it to Houston for sale to 'filling stations'."

Mr. Venn also mentioned that the Company drilled its first producing oil well in Florida in 1943 and now is the only producer of oil in commercial quantities in the state.



Hon. James H. Allen, Commissioner, Dade County, has just pulled the halyard to unveil the *Esso Miami* name board. R. H. Venn, Vice President of Humble, is at left.

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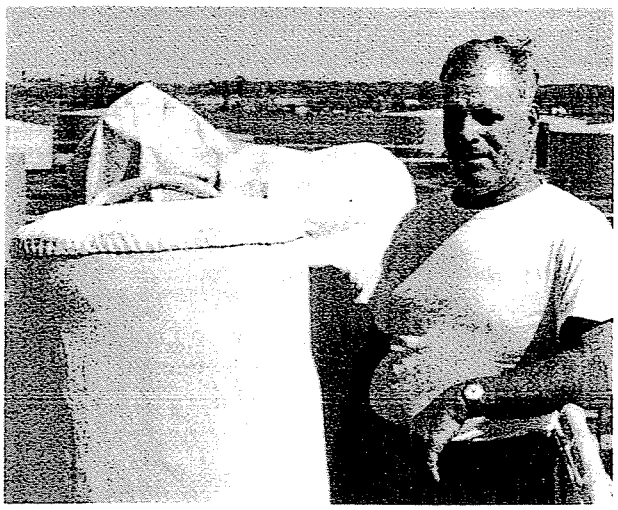
New Law to Prevent Oil Pollution

Public Law 87-167, which establishes regulations for the prevention of pollution of the sea by oil, will become effective Dec. 8, 1961. The law sets forth instructions and prohibitions for the disposal of oil and oily water.

Our vessels have been following the required procedures - with one exception - for years. The new feature is that every ship must carry an oil record book in which details of ballasting, tank cleaning and the discharge of water and oily residues must be entered. Fines of from $500 to $1,000 or six months' imprisonment or both are imposed for failure to keep the record book or for making false entries.

It is understood that the oil record books are being prepared by the U. S. Coast Guard.

Seaman of the "Old School"



AB Joao P. Moura on the *Esso Bangor's* wheelhouse top. The canvas covers for the searchlight, loudspeaker and compass are his handiwork, as are those on numerous other ships in the fleet.

It was more than 40 years ago that Joao P. Moura first went off to sea. He was only 13 then and his ship was a Portuguese schooner bound from Lisbon to Morocco.

John put in four years "before the mast" and then 18 or so in Portuguese freighters and passenger ships, voyaging to South America, Europe and South and East Africa.

Joining the U. S. Navy in Dec. 1941, John served until mid-1945 in the salvage tug ATR-13. She made a 28-day tow in convoy from Staten Island to Southampton and Caen, near Le Havre. On the way over, the eye splice in one towing wire pulled apart and John was the only man aboard who could splice another. He did it in 2½ hrs. After that he was up-rated to Seaman 1C. He also sailed in the ATR-13 to Guam, Okinawa (where he experienced two typhoons) and Japan, advancing to Bos'n's Mate 2C.

John's Company service began on Sept. 25, 1946 when he signed on the *G. Harrison Smith* as Able Seaman. Since then he has sailed mostly as AB but he also has several years' service as Deck Maintenanceman and Bos'n.

By putting in a little extra time aboard the *Esso Huntington* earlier in the year, John accumulated eight weeks' paid leave this summer and spent six of it on a trip to Portugal with his wife, Alice. Their home is in Rahway, N. J. and they have two daughters, both married.

Oh, My Aching Back

If it had pleased the Creator, He undoubtedly could have fashioned a sturdier backbone for the human body. The spine is curved, something like a bridge, and this is good engineering for horizontal, four-legged creatures. But for two-legged, vertical beings, the bridge standing on end is a weakness.

It behooves us then, when a job requires "putting your back into it" to do it in the right way. For some jobs, such as lifting, it is best to keep your back *out* of it. Bend your knees to get at the object you want to lift. Come back up the same way, making your knees and legs do the lifting.

If you intend to lift something with one or more other men, it is wise to decide what each man is going to do so that no one is caught with a sudden unexpected load.

The fellow who does a lot of lifting, whose muscles are in shape and who knows how to lift, rarely winds up in the doctor's office with a bad back. The man who hurts his back has usually done something wrong. Most often it is too much strain while the back is in a weak mechanical position. Here are some examples:

MM/2nd Pumpman, lifting a steam valve from workbench in machine shop to deck, strained lower back and was laid up three days aboard ship and nearly two months ashore.

Able Seaman, lifting a Butterworth plate

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W. E. Gardner, Editor.

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from opening in deck, strained a lower back muscle.

Deck Maintenanceman, carrying ramp from gangway into the square, twisted his body to get through doorway with load. Five minutes later he had severe lower back pain.

Wiper and First Asst. Engineer (separate cases) strained backs while lifting and replacing engineroom floor plates.

Chief Mate strained lower back while removing a Hamer blind from discharge crossover.

Man of Fortitude



Francis Keegin

You'd hardly notice anything unusual about Oiler Francis Keegin, to see him on watch in the engineroom of the *Esso Suez*. But the remarkable thing is that he isn't on crutches or in a wheel chair.

Frank has fought a lifelong and successful battle against the effects of infantile paralysis with which he was stricken at the age of one. His success has been due to an iron determination to keep active. And his biggest interest is to encourage other polio victims to overcome the handicap.

As a youngster, Frank's father would tie his hands to the handlebars and his feet to the pedals of a tricycle and push him along. A fireman in his early days at sea, he switched from an oil-burning to a coal-fired freighter to get more exercise.

Going to sea in 1925, Frank was wiper, fireman and oiler in freighters and a Chief Petty Officer in the Navy. For services aboard a transport in 1943, he was awarded the Merchant Marine Combat Bar and Silver Star. His ship was under attack for nearly three weeks off North Africa.

In 1944 Frank shipped out of San Francisco as oiler in an 80′ tug bound for New Guinea. From there, she towed supply barges to advance bases and at Leyte acted as an aircraft rescue ship. He was also in the *Major General Clinton W. Russell*, an aircraft repair ship, during his 15 months' in the Pacific.

For the past 13 years, Frank has been in the Esso fleet, sailing first as Fireman-Watertender in the *Esso Burlington* on July 4, 1948. He has been Oiler since May, 1954, most recently in the *Esso Chester*, *Chattanooga* and *Suez*.

Frank and his wife, Alma, live in North Beach, Md., about 40 miles south of Baltimore. They have a wooded ¾-acre and a house that Frank bought as a shell. He did most of the interior work himself and when he still needs exercise he chops wood. The project for his next paid leave is a 140′ cement driveway.

TAFFRAIL TALK

The *Esso Worcester*, which has been tied up at Jacksonville for nearly four years, was sold Oct. 31 to Hess Tankships, Inc. The vessel is to be jumboized at Baltimore and renamed *Hess Refiner*. She will replace the *Hess Mariner* which sank Oct. 2.

* * *

Perhaps it is not unusual, but it is nonetheless commendable, that four men in the *Esso Bridgeport* have the ambition to further their education through correspondence courses.

AB Harris M. Bowen is taking an RCA Institutes, Inc. course in radio and electronics;

Oiler Willard Walsh is studying marine engineering from a New York engineering school;

Third Asst. Harry J. Gillway, Jr. is taking up electricity and basic electronics from the American Technical Society, Chicago, and

First Asst. Frederic W. Spielhagen has just started a course in economics from the Henry George School of Social Science in New York.

* * *

The U. S. Public Health Service expects an upswing of influenza cases this winter, though not as bad as in 1957. The Service recommends that flu shots be given as soon as possible to three groups who are particularly vulnerable: persons over 65; pregnant women, and those with heart or lung ailments, diabetes or other chronic diseases.

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RECENT RETIREMENTS



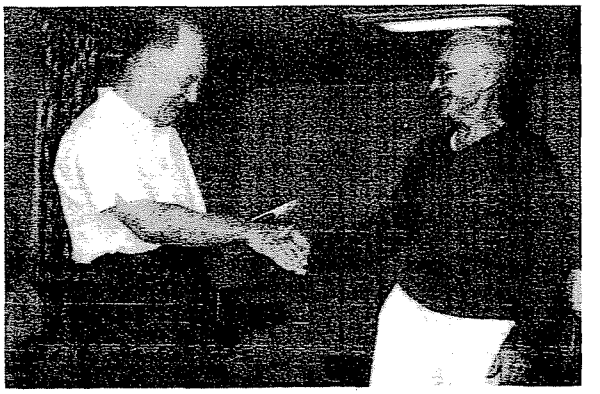
CHIEF STEWARD JOHN D. VIEIRA. Known as one of our best Chief Stewards, John Vieira said farewell to his shipmates in the *Esso New York* on Sept. 23 to begin a well-earned retirement. He began sailing in the fleet nearly 30 years ago. Before that he was steward in a private yacht, part owner of a restaurant in Boston and a seaman with the Munson Line. He first went to sea as an apprentice in a Portuguese sailing ship when he was 14.

John started with Esso as Second Cook in the *M. F. Elliott* on Dec. 11, 1932. Promoted to Chief Cook in June, 1940, he served in this rating for most of the war years and was a survivor of the *Esso Harrisburg*, torpedoed off the coast of Venezuela on July 6, 1944.

Since Jan. 1945, John has been Chief Steward, sailing longest in the *Esso Rochester* (three years) and *Esso Chattanooga* (nearly five).

For the future, John and his wife, Edilia, plan to do some traveling and then settle down near Boston where many of their friends and relatives live. The Vieira's have four children. Manuel is a chief mate with MSTS; Jose, an oiler with Texaco; Aristides, an apprentice and Maria Helena, an employee of the First National Bank in Boston.

SECOND COOK MANUEL V. BARCELLOS has been assigned to the *Esso Baltimore* since July 12, 1960 - before the ship left the builder's yard. On his last voyage, before retiring Nov. 1, he was presented with a gift of money and a handmade wallet by Captain Harold Griffiths, on behalf of the ship's officers and crew.



OM John M. Griffin

Aboard the *Esso Baltimore*, Captain Griffiths (left) reads a letter of commendation and extends hearty wishes for a happy retirement to Mr. Barcellos.

Manuel has been in the fleet for over 13 years, starting in the *Pine Ridge* on July 2, 1948. He has served in all the Steward's Dept. ratings from Messman to Chief Cook but for the most part as Second Cook.

For 2½ years during and after the war, Manuel was a second cook and baker in U. S. Army transports, making voyages to Europe and Japan.

Residents of Brooklyn, N. Y., Manuel and his wife, Mary, are planning a visit to the Madeira Islands, where he was born. They have three children, Mary, Pearl and Frank, all of whom are married.

Mail to Men Aboard Ship

Usually, the fastest way for folks ashore to get mail to men aboard ship is to send it to the Company headquarters in Houston. The only exception would be if you were sure of the vessel's next port of call and that the mail had time to arrive before the ship. Even then you might be taking a chance because of the vessel possibly being diverted.

After the man's name, rank or rating and name of ship, the address is:

Humble Oil & Refining Co.
P. O. Box 1512
Houston 1, Texas

First class and air mail received at Houston will be re-forwarded in the same mail class to the next port at which the vessel can be reached.

Because of the speed of our ships today and the slower delivery rates for parcel post, second and third class mail, these items will be re-directed to the vessel's next Gulf port.

NEW PATROL BOAT FOR MIAMI. The Coast Guard recently demonstrated its new 82'-10" x 17'-3" patrol boat, which is to be stationed at Miami. Two 1,000 hp. gas turbine main engines give it a maximum speed of 26 knots.

Primarily for search and rescue work, the craft features complete pilot house control. One man can operate the modern electronic gear and the engine with controls located in a console within easy reach of the steering wheel. Special facilities for rescue work include a ring of floodlights inserted around the hull. Air conditioned quarters for a crew of eight are provided.

U. S. Coast Guard photo



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