ESSO FLEET NEWS

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THE UNIVERSITY OF TEXAS AT AUSTIN

SIGHTS AND SOUNDINGS

Esso Gettysburg Hits Top Safety Mark

One million man hours without a lost time injury reportable to the National Safety Council was achieved by the *Esso Gettysburg* on Nov. 21.

The accomplishment, made in 41 months' operation starting June 22, 1965, entitles all the men who sailed in the ship during that period to an individual safety award. There are 24 items illustrated and described in a brochure from which a selection may be made. Seagoing personnel records are now being checked to determine who is eligible for an award and it is expected that the brochures and selection details will be sent out shortly after the first of the year.

An inscribed brass plaque mounted on a walnut base will be presented to the ship in honor of the achievement.

The *Gettysburg* is the second vessel in the Fleet to win the million man hour awards since the program was announced last July. The *Esso Jamestown* was presented with a plaque in August and about 430 men were eligible for the individual awards.

The second way in which the individual awards may be won—the entire Fleet operating 80 consecutive days without a reportable lost time accident—still remains elusive.

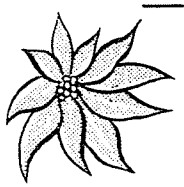
The "Swinging" Esso Jamestown

A characteristic of our Fleet that hasn't come in for much notice is our ability to switch from dirty to clean cargoes as the trade requires. It is probable that in this respect, we have the most flexible fleet in the world.

The *Esso Jamestown* is an example. She was in clean service during the summer, loaded 2 cargoes of crude at Baton Rouge, Sept. 5 and 16 and another at Harbor Island, Sept. 26, then carried 2 clean cargoes followed by a crude loading (Nov. 4) and a split cargo of 2 clean grades and one dirty.

This last cargo consisted of 152,260 bbls. of heating oil carried in tanks 1, 2, 8, 9, and 10 across; 63,917 bbls. of kerosene in tanks 3 and 4 across, and 80,945 bbls. of crude in tanks 5, 6 and 7 across. The outstanding feature here is that 21 tanks were cleaned on the southbound voyage from New York to Baytown (Nov. 10-15) and on the northbound trip the heating oil and water-white kerosene were delivered "on spec." And—the tank cleaning job was done with only 3 extra men in the crew and little or no extra time on the voyage. The trip was about 10 hours longer than usual but part or all of that delay was due to bad weather.

These dirty to clean swings of the *Esso Jamestown*, with only one ballast voyage in between, are



Holiday Greetings

It is our pleasure to extend sincere Best Wishes for a Merry Christmas and a full measure of Happiness in the New Year to all Marine Department employees, annuitants and their families.

May the eternal Christmas message of Peace and Good Will to Men bring you "Comfort and Joy" during the Holiday Season and throughout the coming year.

T. R. Reason

Sydney Wire

EXX-MOR-007148



ATTENDING SECOND MARINE OFFICERS CONFERENCE, Houston, Nov. 19-22. (l. to r.) - First Asst. William Uftikowich; Captain Herbert J. Swift; First Asst. Dwaine F. Hettinger; First Asst. Reidar N. Jespersen; Captain Philip W. Babcock, Jr.; Captain Robert J. Boxwell; Chief Mate Roy H. Ewell; Chief Mate Charles H. Parker; Captain Roland E. Parkhurst; Chief Engineer Oscar H. Dorbacker; Chief Mate Torrance Inman; Chief Engr. Sylvester Wueller; Captain James G. Moffitt, Operations Manager; Chief Mate Walter Brelsford; First Asst. Leslie O. Henderson; Chief Mate Bertram O. Christensen; Captain Fred G. Smith; First Asst. John T. Murphy; First Asst. Anthony Petryk; Captain Roger A. Steward; Chief Engr. Robert I. Giddens; Chief Mate William J. Falvo; Chief Engr. Nello Leavins; First Asst. John F. Kelly, and Chief Engr. William W. McKay.

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remarkable enough but the most notable feat was going from dirty to kerosene—without contamination. Don't know if that has ever been done before.

The operation was planned by our Tonnage and Allocation Section and Port Staff in Houston and carried out by the ship's personnel headed by Captain Philip W. Babcock, Jr. and Chief Mate Robert G. Kirby.

One Good Turn Deserves Another

Most of us—employees of Humble—have considerable service with the Company and have pretty much forgotten what it's like to be a new employee. And, we have probably forgotten how our attitudes and actions can make a big impression—good or bad—on a new man. Here's something to refresh your memory. It's a letter received from Lloyd Martin, a new AB in the *Esso Boston:*

> Recently my wife drove from Houston to Baton Rouge to meet me. As we were docking a Company guard asked for me and told me that my wife was at the front gate.
>
> My wife had never been to Baton Rouge and didn't know where the plant was. I had told her to leave in plenty of time so she could find the plant, a place to stay and what time the ship would arrive.
>
> The guard at the main gate, Mr. Blackwell, was most helpful, most cordial. He found out when the ship would arrive and helped her with directions for finding a place to stay. As the ship was to arrive at 0100, Mr. Blackwell told my wife to call him when she found a place to stay, give him the phone number and he would call her in time to meet the ship. He did so and when we were a little late in arriving, he invited her into the guard office for coffee and hot biscuits.
>
> What all this boils down to is, it is a great comfort to know that your wife will be in safe hands in a strange place regardless of the time she comes to meet a ship.
>
> I think this would be noteworthy in the FLEET NEWS and if it is published, please send a copy to Mr. Blackwell and another guard who was helpful, Mr. J. F. LeJeune. I think these two men are a credit to their department and to Humble Oil & Refining Co.

Perhaps now, if memories of your first experiences in the Fleet are refreshed, many of you can recall instances where you were helped by the kindness and consideration of an older hand. If so, keep the ball rolling and pass the favor on to the new men with us now.

Port Everglades Terminal Expansion

A 2-stage expansion of the Company's Port Everglades, Florida, Terminal, raising its storage capacity from 260,000 to 675,000 bbls., is underway. The expansion will mean more product deliveries by Company tankers, which will not be hard to take—especially at this time of year.

The first stage of the expansion—construction of 3 storage tanks with a combined capacity of 180,000 bbls.—will serve an airline account at Miami International Airport. Jet fuel will move from the terminal to airport storage by pipeline, beginning Jan. 1.

The second phase of the expansion will involve new storage tanks with a total capacity of 235,000 bbls. These tanks will help Humble meet the motor fuel needs of its expanding network of service stations in South Florida and will be completed early next year. All the new tanks will have internal floating roofs to reduce the escape of vapors into the air.

Humble's Port Everglades Terminal was placed in operation in 1964 on a 10-acre site. A warehouse and additional tankage, raising the storage capacity

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.

W. E. Gardner, Editor

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to 260,000 bbls., was built in 1966. The current expansion required the purchase of an additional 10 acres.

Port Everglades is located on the southern boundary of Fort Lauderdale and is about 28 miles north of Miami Airport. The Marine Dept. office, formerly in Jacksonville, was moved to Port Everglades on Oct. 14.

Thrift Fund Loan Rate Reduced

The interest rate on loans from the Thrift Fund has been reduced from 6½% to 6¼%, as mentioned in the last issue. The new rate became effective Nov. 18 on new and recast loans.

The reduction takes into account a number of factors, including a recent reduction in the "prime" (lowest) interest rate charged by commercial lenders. It is also in line with the Thrift Fund Trustee's objective of making loans at a reasonable cost to the borrower and giving a fair return to Thrift Fund members' unallocated cash balances.

Loans of $15,000 or less will continue to be insured. There is no change in the insurance charge of ¾ths of 1% per year, making a total charge for interest and insurance of 7% for loans of $15,000 or less. The insurance pays off the loan balance in case of death of the borrower.

TAFFRAIL TALK

If you happen to see an advertisement for Aer Lingus (Irish International Airlines) in December or January publications, look closely at the illustration, a portion of which is reproduced below. Recognize anyone? If this doesn't clue you in, concentrate on the very obvious tall Texan with the 10-gal. hat and "seegar." Get it now? It's Captain Edward Crawford, Master of the *Esso Chester*.

Captain Crawford got "involved" with the thing when he was in Dublin Airport last August, returning from Grenoble, France, where he attended the training course in shiphandling. He was approached by an Irish Airlines publicity man about posing for an ad. After making sure the offer was genuine, he agreed, provided he didn't miss his flight to New York. Photos were taken, Captain Ed signed a "Standard Model Fee Release" and received 3 Irish pounds ($7.20) for his services.

Since this last part makes Captain Crawford a professional model, we could say that we have at least one model Master in the Fleet. *(Please forgive us for that one, Ed. Just couldn't resist it.—Ed.)*



Esso Chester, by the way, will complete her 4th successful season transporting hot asphalt from New York to Charleston, Baltimore and Everett with a Dec. 14 discharge at Charleston. Captain Crawford has been Master or Chief Mate in the ship since she entered that trade in March 1965.

The globe-circling *Esso Gettysburg* docked at Yorktown, Va. on the evening of Nov. 28, clipping 2 days off the fictional Phineas Fogg's "Around the World in 80 Days." Since arrival was on Thanksgiving Day and 26 of the crew went on paid leave, the holiday feast was prepared, served and consumed on the preceding day. Arrangements were also made by R. H. Boyce, Manager of our Norfolk Office, for the 26 relieving men to observe the holi-

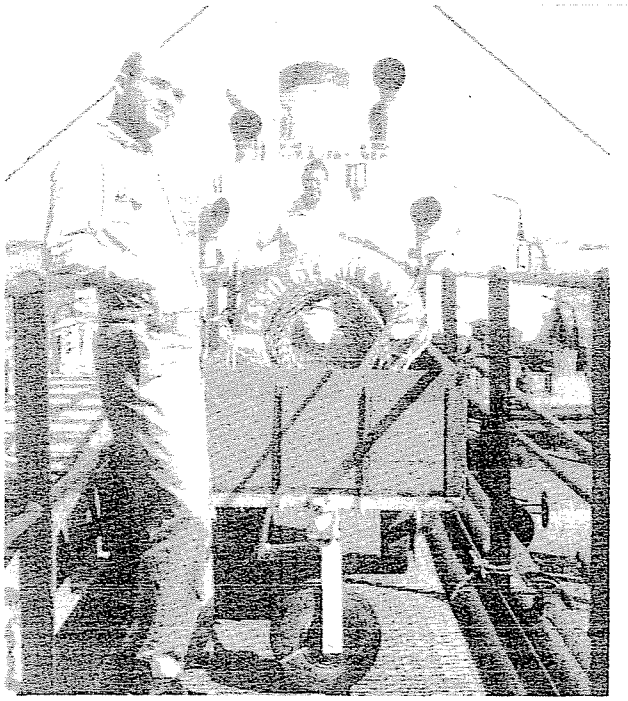

Photo by Radio Officer Wallace Findlay

BILLY L. STEWARD, Second Asst. in the *Esso Gloucester*, stands beside a multi-purpose trailer he recently built on board. He bought $21 worth of steel bars, angle iron, flats and round stock, from which he welded the frame and axle. The wheels were salvaged from another vehicle and the sides are made of fir flooring.

The front wheel can be pulled out when the trailer is used on the road or left in when hauling heavy loads by tractor on his 18 acres near Cleveland, Texas. The handle will be used when a group of children can persuade a certain engineer to haul them around with "Norwegian steam."

The trailer measures 6' overall, 30" in height and the box is 2½' x 4'. Metalwork is painted a bright yellow and the wood is coated with a glossy varnish.

Getting a stern view of the rig is Chief Engr. Joseph L. Kellahan.

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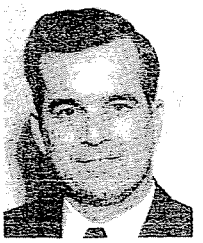
day in the traditional manner at the Hotel Warwick in Newport News before boarding the ship.

Esso New York, our second globe-circling vessel, was delayed 6 days at Capetown, South Africa, on account of boiler repairs. She sailed Nov. 22 and is expected at Portland, Maine on Dec. 11—still plenty of time for the lads to make it home for Christmas.



ALBERT T. FELLOWS was appointed Asst. Port Engineer in Houston, effective Dec. 1. He has been a full time Repair Inspector since last February and did occasional repair work between assignments as First Asst. and Chief Engr. for 4 years before that.

Mr. Fellows succeeds Tom C. Hall, Asst. Port Engineer for the past 2 years, who is returning to the Fleet.

Esso Research & Engr. Co. has developed a process for making methyl cyclopentadiene dimer, a high-density fuel for ramjet engines. Designated RJ-4 by the Navy, the fuel has 14% more useful energy than JP-5 and has extended the range of the Talos missile by 20%.

RECENT RETIREMENTS



BOS'N BASIL O. CHALLENGER's 24 years in the Fleet began with a 5½-month assignment as AB in the *Baltic* in 1944. He shipped out during the remaining War years in 2 other vessels, the *J. A. Mowinckel* and *Esso Bolivar*.

Since July 1946, most of Mr. Challenger's service has been as Bos'n. He was in the first crews of the *Esso Baltimore* and *Esso Boston* in 1960 and for the past 2 years has been sailing in the *Esso Bangor* and *Esso Huntington*. He was a member of the Company's lifeboat racing crew in the international races of 1956, '57, '58 and '59.

Born in St. Kitts, B.W.I., Mr. Challenger lives in Bayville, N. J. with his wife Jacqueline. His retirement was effective Nov. 1.



ABLE SEAMAN WILLIAM A. WEST has always been close to the sea. Born on Martha's Vineyard, Mass., he went out in his father's fishing boat at an early age, joined the Navy before he was 20 and had nearly 3 years of active duty. He served in a seagoing tug based at Iceland and in the destroyer *Van Vaulkenburg*, which participated in the invasions of Iwo Jima and Okinawa.

After the War, Bill was ashore for 10 months, then was in 2 sailing yachts and several sea scallopers working off Georges Bank before joining the Company on Dec. 23, 1947. Most of his 20 years, 7 months' service was as AB.

Since his retirement Nov. 1, Bill has been working on a sport fisherman going out for dolphin and sailfish in the Gulf Stream. He and his wife Beatrice live in Delray Beach, Fla. They have a daughter Terry Ann, 21, attending Palm Beach Junior College.

OILER JOHN F. BATKIEWICZ has served in that rating for all but 9 months of his 21½ years of credited service. He first sailed for the Company on Dec. 30, 1946 as FWT in the *Imperial Edmonton*. He was Oiler from Sept. 1951 until his retirement, Nov. 1, except for military service in 1955 and '56.

Mr. Batkiewicz is a native of Pennsylvania and a resident of Altoona, Pa.

OILER RAEFORD C. DORMAN's career afloat started in 1946 in the Little Creek-Kiptopeke Beach ferries across the entrance to Chesapeake Bay. He joined the Company in Feb. 1948, sailed as Messman for a few months, then was Wiper, FWT and Oiler. His 20 years, 8 months' credited service at retirement, Nov. 1, includes 2 years (1953-55) in the U. S. Army.

Mr. Dorman and his wife Margaret live in Fort Lauderdale, Fla. and Rae is working for the Broward County Water Dept. He has 4 children, John 13, Melanie 11, Scott 8, and Jason 4.



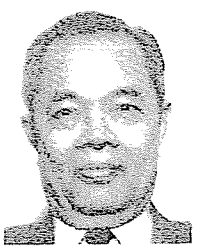
ORDINARY SEAMAN CALOGERO RADOSTI reached mandatory retirement age Nov. 1 after 19¼ years of continuous service in the Fleet. He joined the *Esso Linden* on Dec. 31, 1948, had a few assignments as Wiper and UM but from Oct. 1953 on, sailed as OS.

Mr. Radosti lives in Clifton, N. J. with his wife Jean and daughter Mary Jean, 14.

UTILITYMAN FRANCISCO RAVARA retired Nov. 1 with just 11 days' service over the 20-year mark. From Sept. 1948, when he joined the *Esso Little Rock*, until he left the *Esso Baltimore* on Sept. 14, he sailed as Messman or Utilityman.

Born in the Philippine Islands, Mr. Ravara lives in Brooklyn, N. Y. with his wife Rosario.

OBITUARY



RAFAEL M. NILO, 69, former Chief Cook, died Nov. 14 in Phoenix, Arizona, where he had been living since his retirement, March 1, 1963.

Born in Philippine Islands, Mr. Nilo went to sea in an American schooner in 1915 and shipped out with several Companies before joining Esso's *Glenpool* as Second Cook in April 1938. He became Chief Cook in Dec. 1939, sailed in 11 vessels during World War II and had nearly 24 years' service with the Company.

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