

ESSO FLEET NEWS

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Esso Bangor to Have a Bow Thruster

When the *Esso Bangor* goes into a shipyard the middle of next month, one of the items on her repair schedule will be the installation of a "KaMeWa" bow thruster. As shown in the illustration, the device is basically a controllable pitch propeller placed in a tunnel near the bow of the ship.

The purpose of the bow thruster is fairly obvious from the name—to exert a thrust on the bow from either side. This is the same function provided by a tug at the bow when the ship is docking, undocking or making a tight turn in a restricted area. Since the *Bangor* often docks at 2, 3 or 4 terminals to discharge and/or load at New York, she will, in effect, carry her bow tug with her—saving perhaps \$175 per docking.

The bow thruster in the *Esso Bangor* will have a 6'-7" diameter tunnel and a 4-blade, variable pitch propeller assembly installed as a unit. An 800 hp. diesel, located on the tank top, will turn the propeller through a right angle gear drive. At full power, the unit is designed to provide 20,400 lbs. of thrust.

Operation of the bow thruster will be from a master control stand (roughly resembling the engine room telegraph) in the wheelhouse. A single verticle lever on top of the stand regulates the pitch of the stainless steel propeller through a hydraulic control system. Controlling the pitch also means control of the direction of thrust as the propeller blades may be turned from zero pitch to full port or starboard thrust.

A master control panel mounted on a bulkhead includes starting and stopping switches for the diesel engine and hydraulic pumps, and interlocks to assure starting in zero pitch (neutral) to guard against sudden starting thrusts or a heavy starting load. Also included are a pitch indicator, and temperature alarm for the diesel.

Building for the Future

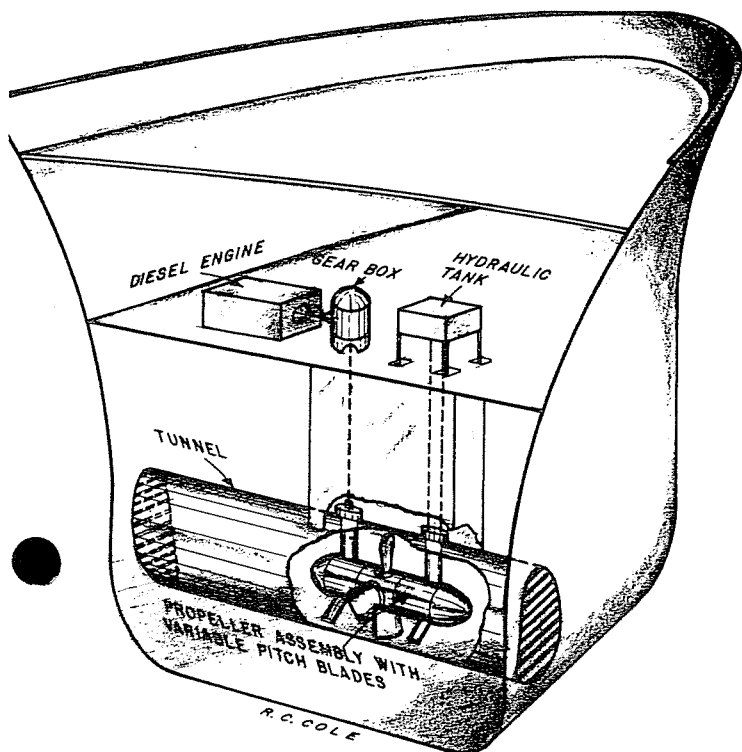
The following is an extract from Board Chairman M. J. Rathbone's address at the 1964 shareholders' meeting of Standard Oil Company (N. J.) at Lawrenceville, N. J., May 20.

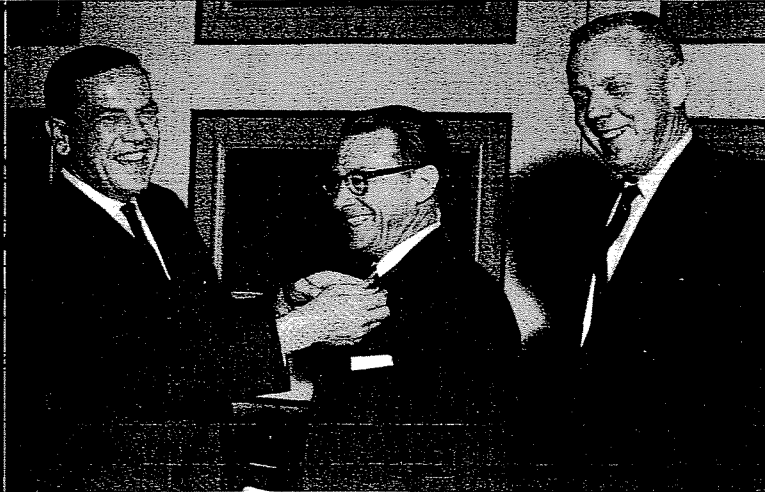
I should like to give you some facts about what we are doing today in various parts of our business, and how we are getting ready for the future.

In exploration for oil and gas, our affiliates are active on every continent. We continue to explore new prospects in areas where we already have production, such as the United States, Canada, the Middle East, Libya, France, and Venezuela, and in a number of other places where we now have little or none. We are very active in research on better exploration and production techniques for crude oil. We are also involved in research, planning, and technical preparations for eventual production of petroleum from two enormous reserves—the Canadian tar sands and the oil shale of the Rocky Mountains.

As regards natural gas—which makes up about 30 per cent of Jersey's total energy reserves—we are concentrating on developing our gas reserves and bringing them to market through long-term contracts. One highlight of this is Humble's stepped-up gas marketing program in the United States. But natural gas is now

(Continued on page 3)





Spellacy Honored for 40 Years' Service

Michael F. Spellacy (center), Manager of the Inland Waterways Dept., receives 40-year service emblem from Joseph Andreae, Marine Division General Manager, during a luncheon at the Houston Club, June 1. Dr. Charles F. Jones, an Executive Vice President and Director of Humble, is at right.

Mr. Spellacy began his Company career as an Office Boy in Jersey's Marine Dept. in 1924. He served in several Operations positions until Jan. 1942, when he transferred to Inland Waterways as Chief of the Barge Record Section. He has been with Inland Waterways ever since, managing the Finance and Statistical, Operations, and Business Administration divisions prior to his appointment as Manager of the Department in 1959.

Company Building Va. Products Terminal

A new products terminal in Fairfax County, Va., about 15 miles from downtown Washington, is being built by the Company. The site was chosen because it will also be the northern end of a new extension of the Plantation Pipe Line from Greensboro, N. C. The terminal is to have an initial storage capacity of about 22 million gallons and be completed next fall.

Baltimore Light Atomic Powered

The world's first nuclear powered lighthouse began operating May 20 when the U. S. Coast Guard replaced a conventional power supply in the 56-year old Baltimore Lighthouse with an atomic powered generator. The new 4,600-lb. unit was developed by the Atomic Energy Commission and built by the nuclear division of the Martin Co. at Baltimore.

Operation of the generator will be monitored for about a year by a microwave signal to the Coast Guard Yard, Curtis Bay, Md. The signal will also monitor an intrusion alarm on the only available entrance to the light's generator. All

doors, windows and hatches have been sealed with steel plating.

TAFFRAIL TALK

Miss Deborah C. Oliveira, daughter of Chief Steward Leopold Oliveira, Jr., has been awarded a Walter C. Teagle Nursing Scholarship to St. Peter's Hospital School of Nursing, Albany N. Y.

Speaking of Teagle Nursing Scholarships — July 15 is the deadline for accepting applications for scholarships to begin with the Sept. 1964 semester.

Chief Engineer Thomas Bov plans to leave the *Esso Gettysburg* for an African safari trip on June 24. "Darkest Africa" is one of the few areas of the world that the Chief hasn't visited.

Joseph Andreae, Marine Division General Manager, was elected to the Board of Trustees and to the Executive Committee of the American Merchant Marine Library Association at the Trustee's annual meeting, May 27.

Port Captain F. L. Hooper is on vacation this month (taking a trip to the West Coast) and Captain S. V. Gardner is again pinch hitting.

The *Esso Seattle*, which sailed from Newport News on May 14, left Aruba on the 21st with cargo for Lajes, Azores (arrived May 27) and LeHavre (arrived June 1). She left LeHavre early on the 4th and is due at Suez on the 11th, the Persian Gulf the 19th and Sasebo, Japan about July 5. Apparently she has been bowling along at a good 18 knots.

The *Esso Scranton*, meanwhile, discharged part cargo at Bombay, June 1-11 (had to wait for a berth) and was due at Calcutta on the 19th to discharge the balance. Our Traffic Dept. is working to secure a Persian Gulf-Mediterranean area cargo for the ship.

Could you say athwartship was a vessel that spoiled your plans?

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 1, Texas.

That book is **THE AMERICAN HERITAGE BOOK OF NATURAL WONDERS** and it is being presented to Captain Harold Griffiths (left center) in recognition of \$100 contributed to the American Merchant Marine Library Association in 1963 by men in the *Esso Baltimore*. Captain Hewlett R. Bishop, Maritime Administration's Atlantic Coast Director and an AMMLA trustee, made the presentation aboard the *Baltimore* on April 28.



L. to r. in the photo are: Homer Patrick, Crew Messman; Lester Payne, Chief Steward; James B. Hedgepeth, Utilityman; S. D. Rabadan, N. Y. Branch Office; Captain Griffiths; Asst. Port Captain Harold Martin; Captain Bishop; Allan J.

Kessler, Chief Mate; Fred F. Newton, Sr. Asst. Port Engineer; Walter J. Kochanski, Officers Messman; Esteban N. Ocana, Utilityman; William P. Bollman, III, AMMLA Executive Secretary; and Roy E. Menzer, Chief Engineer.

This year the *Esso Jacksonville* and *Esso Newark* also made the \$100 mark in donations to the Library, for which **COLUMBIA ENCYCLOPEDIAS** will be presented. The *Esso Baltimore* received an encyclopedia in 1963.

Building for the Future

(Continued from page 1)

becoming an important energy source in other parts of the world. Especially significant in Europe is the huge Groningen gas field in the Netherlands, in which Jersey has a share, and which will begin to go on the market this year. These gas reserves will be earning money for Jersey for many decades to come.

Refining is an activity with a high obsolescence factor, requiring continuous investment. In the past year and a half we have acquired, built or announced plans for, new refining capacity in 16 countries. We are also constantly modernizing existing refineries. Already in 1964 Esso Research has made two big forward steps in this field. One is an excellent new catalyst which will substantially improve the efficiency of our manufacture of gasoline. The other is a remarkable computer-operated system called "time-shared control," by which the hundreds of devices that traditionally control refining processes are reduced to one. We expect to start using this system in one refinery during 1964. It will help us considerably to achieve higher quality at lower cost.

In all these activities the accent is on innovation — new and better ways of doing our job. But in Jersey today, innovation doesn't stop there. In a number of cases, as a logical development of our business, we find ourselves investing in new ventures outside the traditional energy field. The most important example is our fast-growing chemical business. Here are some other interesting ones:

- We have now entered the field of cryogenics, another fast-growing business, and one which fits into our traditional strong background in chemical engineering. Our company, American Cryogenics, Inc., manufactures equipment for creating very low temperatures and makes industrial gases at such low temperatures by an air liquefaction process. It is working in a new field of technology which enters into the steel, chemical, food, and missile industries, and also into modern medicine. We expect a rapid growth in this market.

In the Houston area, Humble has extended its real estate interests to include the development

of a new industrial site, complete with harbor facilities, to be known as Bayport.

- In Canada, Imperial is building an experimental plant, based on studies conducted by Esso Research, for the direct reduction of iron ore by the use of petroleum products to produce "sponge iron." This process was adapted from the fluidized solids principle of oil refining, which Jersey pioneered many years ago.
- Esso Research is developing a new type of household detergent which should go far to end the foaming problem of detergent residues in water supplies.
- We are working on a variety of interesting building materials made partly or wholly from petroleum products, and are quite pleased with the results which could bring us into a major new market for petroleum.
- Finally, we are continuing our development work on the "food from oil" process, by which a protein-rich food is grown directly from petroleum by biosynthesis. In due time, this product may play a significant part in the world-wide fight against hunger and malnutrition.

SERVICE EMBLEM AWARDS

★ 20 YEARS ★



Loyola P. Stephens
Second Mate
November 1, 1963



Patrick J. Hanlon
Able Seaman
January 2, 1963



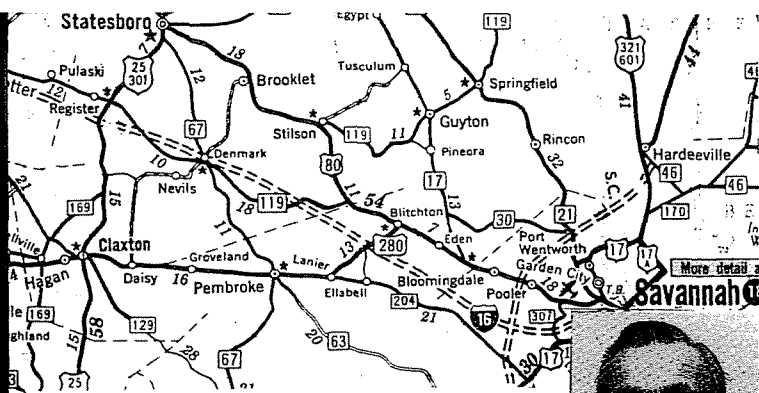
Ray T. Maupin
MM/2nd Pumpman
May 15, 1963

★ 10 YEARS ★

George A. Goydos
January 20, 1964

Teodoro Martinez
January 31, 1964

William J. Murphy
December 19, 1963



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MY HOME TOWN

FWT LOARN H. McCORKEL
Statesboro, Georgia



Statesboro is a crossroads town 54 miles NW of Savannah, at the intersection of north-and-south routes US 25 and US 301 and east-and-west route US 80. With such a "natural resource," it isn't surprising that motels and tourist trade are among Statesboro's leading occupations.

Other natural resources of the area are a climate and soil favorable to the growing of tobacco, peanuts, cotton and livestock and the community of 8,500 population is a rural trading center. "It's nice farming country," Loarn said.

Loarn, his wife, Inez and their son, Larry, 14, live in a 6-room brick house on a 90' x 200' lot on the outskirts of town. Their daughter, Harolyn, 21, became a Registered Nurse on June 9 when she graduated from the nursing school at Georgia Baptist Hospital in Atlanta. "We're mighty proud of her", Loarn said. "She has done very well."

Born on a farm near Statesboro, Loarn was the oldest of 7 children. One brother, Alex, is also a Fireman-Watertender in the fleet and another brother, Hugh, is now in Japan, a Construction Inspector for Esso International, Inc.

Loarn worked on the farm until 1937, sailed 6 months with the South Atlantic Steamship Co. and then went back to the farm until 1946. He worked in Savannah for a year or so before joining the Esso fleet as FWT in the *Esso Utica* on March 21, 1948. He has continuous service in this rating.

WORDS OF THE WISE

Most powerful is he who has himself in his own power. — *Seneca*

A fellow doesn't last long on what he has done.
He's got to keep on delivering as he goes along.
— *Crrl Hubbell*

Refrain from anger and forsake wrath!
Fret not yourself, it tends only to evil. — *Psalm*

OBITUARY

JESUS PACIN, 66, former Pumpman, died at his home in Brooklyn on April 18. He is survived by his wife, Embling.

Born in Spain, Mr. Pacin had a 50-year sea career. He sailed with many companies — the Ward Line, Lamport & Holt and Isthmian Lines, to mention a few — before joining the Company's *Clio* as Fireman on March 11, 1940. From then until his retirement, May 1, 1962, he had continuous service, all but 11 months as Pumpman. He sailed throughout World War II in the *Typhoon* and *Esso Bolivar*.



The MIS-Adventures of

J. STUMBLEPRONE MC FRACTURE

Mac's toes have been taking considerable abuse of late. In one case he pulled out a desk drawer too far. It dropped to the deck, struck his right foot and fractured a toe.

In another case, he lost a wrestling match with a 125-lb. freon bottle, which resulted in multiple toe fractures.

Mac #3 (illustrated) was a little less unlucky. While dismantling a manifold in the machine shop, a piece of pipe fell from the work bench, striking a foot. No fractures but "big toe appeared reddish," accident report stated — perhaps due partly to embarrassment.

Men, as the years creep up on us, we lose some of our nimbleness and must learn to rely more on headwork than fast footwork to keep us out of trouble.

