

# ESSO FLEET NEWS

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In the *Esso Chester's* galley, two nicely browned turkeys are cooling on the oven door, two pumpkin and one mince pies are on the counter and Chief Cook Cleto D. Bantang checks the "trimmings" on the range. At left is Chief Steward Louis J. Torres, at center, Second Cook Maurice D. Kidwell.

## A Day to Give Thanks

The photos here show typical Thanksgiving Day activities aboard ships of the Esso fleet. Every ingredient for the traditional feast was on hand and no effort was spared by the Steward's Dept., afloat and ashore, to make the day a success.

It would be too bad, though, if the deeper meaning of the day were lost. Thanksgiving Day means a day to give thanks. Most of us have so much to be thankful for, it's surprising. The comforts, satisfactions and privileges we enjoy are only part of it. There are a host of "slings and arrows of outrageous fortune" that have missed us.

But before we can be thankful for something we must be conscious of it. It's a sad affair to have a "good thing" and not realize it; be it a home, a good berth or a good poker hand.

Ofttimes it takes a loss or threat of loss to make us aware of our blessings. We seldom fully

appreciate a friend until he is gone, health until we are ill, a job until we are on the beach or the TV until it "konks out."

The secret, it seems, is to be conscious of the good things we have while we have them and thereby appreciate them the more. And appreciation is very close to thankfulness.

So, it is good that we have at least one day to call our attention to the giving of thanks.



Second Cook Jose M. Lopes, Chief Cook Alberto Gomes and Chief Steward David G. Fernandes, of the *Esso Washington*, have the situation well in hand.

Doing justice to the *Esso Lima's* holiday fare are, l. to r., Wiper Guilherme J. DaSilva, Fireman-Water-tender Jerome J. Willinsky and Ordinary Seaman Colon W. Cowart. Standing are Crew Messman Joseph Weinreb and Chief Steward Leopold Oliveira, Jr.



## Delay in Thrift Fund Transactions in Jan.

Due to the consolidation of all Humble thrift fund accounts in the Houston office on Jan. 1, the office will be unable to handle loans or withdrawals from Dec. 29 to Jan. 12. Applications received during this period will be processed starting Jan. 15. This will apply not only to the employees whose accounts are being moved from New York, but also to those whose accounts have been handled in Houston.

Employees who have continuing withdrawals scheduled for January will not receive their withdrawal check until shortly after the 15th.

The thrift fund office will be able to handle stock purchases and sales promptly during this period. There will be a slight delay, however, in sending confirmations of the purchase or sale to the employee.

These delays in the handling of some transactions are the necessary result of the movement of about 24,000 accounts from the New York thrift office to Houston at the end of the year. The New York office will be able to handle employee transactions up to the end of the year if they receive requests no later than Dec. 22nd.

After Dec. 15, seagoing personnel should send Thrift Plan withdrawal, stock purchase and sale forms to: THRIFT PLAN ACCOUNTING OFFICE, HUMBLE OIL & REFINING CO., P. O. Box 2180, HOUSTON 1, TEXAS. Until further notice, continue to send loan applications to the Marine Division of Humble, P. O. Box 1512, Houston 1, Texas.

When the consolidation of accounts is complete, a totally new machine accounting system will be in use involving a new IBM 7080 data processing installation. This will result in the speeding up of transactions and more complete and up-to-date information for employees on the status of their accounts.

## New Prospects for Oil and Petrochemicals

One of the inherent features of our economic system is that it often makes people scratch their heads and think. For example, gas has cut heavily into the home heating market for oil in some parts of the country. This makes oil men try to improve the attractiveness of their products to the public. One recent improvement is the "Magic Grid" for oil burners that resulted in average savings of 21% in fuel costs on field tests.

But there has been much more thinking than that. Aden P. Williams, Manager of Fuel Oil Sales in Humble's Marketing Dept., said last month that "the fuel oil business is in the midst of a technological revolution." He saw promises

of miniature heaters, instant hot water heaters, air conditioners, incinerators and possibly clothes driers, all powered by oil.

In fact, in "Brandywood," a new residential community near Wilmington, Del., homes are being equipped with a system combining heating, cooling, hot water and temperature control on a room-to-room basis. The equipment is made by Jet-Heet, Inc., of Englewood, N. J. and is being supplied and serviced by the Esso Standard Region of Humble. Flexible ducts only 2" in dia. deliver heated air to rooms within one second.

There is also a future possibility, Mr. Williams noted, of an oil-fired turbine generator to provide electricity for all home needs.

Still more exciting prospects lie ahead in the petrochemical field. Esso Research & Engineering Co. laboratories in Linden, N. J. are deep in development work on fireproof plastic building materials. These include synthetic marble, bricks, siding, pipe, sash and girders. Some of these materials might be made as strong as aluminum but lighter and less costly. Some are expected to be on the market in three or four years.

Much closer, probably only a few months away, is the introduction of polypropylene carpet. It is thought that with full-scale production, polypropylene fibers would sell for as little as cotton and the carpeting would almost never wear out. Polypropylene fibers for clothing are also "in the cards" for the future.

An interesting demonstration of one form of Humble's Escon polypropylene is a strip about 2" long, 1/2" wide and 1/16" thick. It's called the living hinge. You can fold it in the middle, press it flat and bend it back and forth 'till doomsday and it won't crack.

Humble is also going into plastic product manufacturing. The Enjay Chemical Co. division of the Company recently joined with a prominent textile firm to buy the National Plastic Products Co. The firm makes synthetic fibers. Last month another acquisition was made by Enjay — the Extrudo-Film Corp., producing polyethylene and polypropylene film at plants in Pottsville, Pa. and Wentzville, Mo.

Altogether, it appears that in the next few years we'll see some amazing developments in the oil industry in general and Humble in particular.

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ESSO FLEET NEWS is published for the seagoing employees of the Marine Division, Humble Oil & Refining Co.: J. D. Rogers, General Manager; James E. Stoveken, Assistant 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.

# "Last Ounce" Stripping System for Specialty Ships

Installations made by Esso Bangor and Esso Huntington men almost strip tanks dry.

Our super-specialty ships, *Esso Bangor* and *Esso Huntington* carry some pretty valuable cargoes. Several of the solvents, alcohols and petrochemicals are worth \$100 or more a barrel.

When the regular pumps (and deepwell pumps in some tanks) lose suction, there is still five to eight bbls. of product in the tank, pump well and lines. The value of this undischarged cargo mounts up — 7 bbls. x 12 tanks (in both ships) equals 84 bbls. Multiply this by 48 discharges a year and there's 4,032 bbls. At \$100 per bbl. that's \$403,200 worth of specialties carried but not delivered.

To stop this loss, our Operating Department devised a "last ounce" stripping system and the installations have been made by the crews of the two vessels during the past six months.

The pump in the system is a horizontal, duplex type, permanently fastened to the bottom longitudinals in a tank. The pump is air-driven, takes suction from a corner of the tank and discharges to the crossovers on deck.

The *Bangor* and *Huntington* men thoroughly overhauled the pumps and made them able to withstand being submerged. This involved removing the bronze bushings and putting in a chemically inert, dry bearing material; pump cups instead of packing, and copper clad asbestos gaskets at all connections.

The liquid cylinder end of the pump has a  $4\frac{3}{4}$ " bore and 5" stroke. Discharge from the forward tanks is through  $1\frac{1}{2}$ " lines to the crossovers, outboard of the gate valves.

Compressed air is supplied at 125 lbs. pressure from a connection under the catwalk, through a length of flexible hose to 1" pipe leading to the tank hatch and down to the pump. Exhaust air is discharged within the tank through a pipe with a check valve on the line.

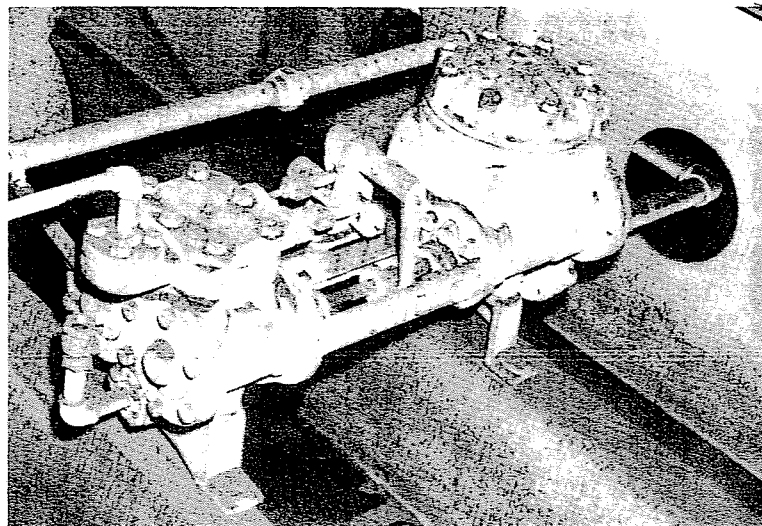
Does the system work? One proof was the surprise of the Internal Revenue Service's alcohol inspector when the *Esso Huntington* made her first discharge with the new system. He thought there must have been an error in the loading figures.

Forward discharge crossovers on the *Esso Bangor*. New  $1\frac{1}{2}$ " lines are the second and fourth from left.

In a test on the *Esso Bangor*, the cargo lines were drained back into the tank and a valve opened to drain the three bbls. left in the well of the deepwell pump. When the little pump was finished, observers said that the product remaining could have been mopped up with a handkerchief.

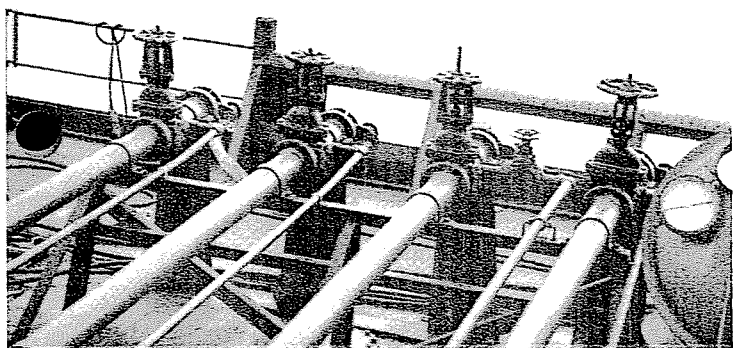
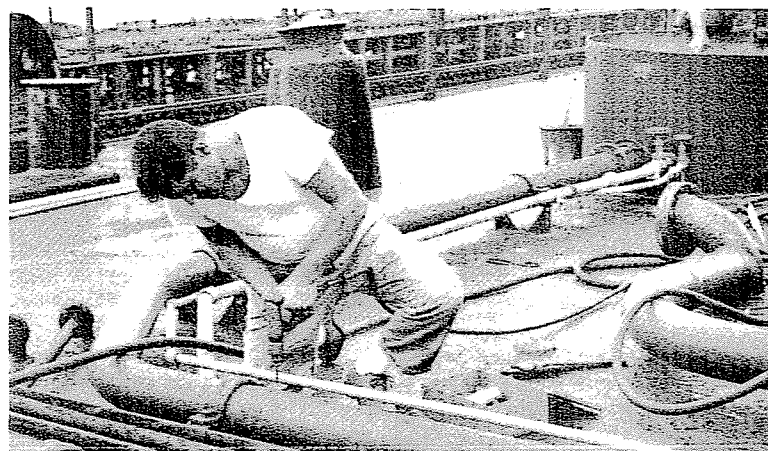
Such thorough discharges have another advantage. They will greatly reduce or even eliminate tank washing, particularly with the dehumidified air supply system on the *Bangor* and *Huntington*.

When the present program is completed, the *Bangor* will have the duplex pumps in tank Nos. 3 center, 4 across and 9 port. In the *Huntington* they will be in No. 3 port forward and aft, No. 3 center, No. 3 starboard forward and aft and No. 9 port and center.



"Last ounce" stripping pump in No. 4 port tank of *Esso Bangor*. Equipment was sand blasted and coated with Humble Rust-Ban 190.

Machinist George A. Ganem fastening  $1\frac{1}{2}$ " discharge lines to supports. Engine Dept. men in the *Bangor* and *Huntington* did a highly commendable job of reconditioning pumps and installing the complete system.



## Humble Adds 14 Florida Service Stations

The Company announced Nov. 20 that it had acquired 14 service stations and two station sites from the Regal Petroleum Corp. The properties are located in West Palm Beach, Apopka, Palm Beach, Orlando, Cocoa, Boynton Beach, Juno Beach, Fort Pierce, Ocoee, Belle Glade, Merritt Island and Okeechobee.

Last month Humble purchased 23 Florida stations from the Singleton Oil Co. and Watson Oil Co.

## RECENT RETIREMENTS



BOS'N HARRY R. PAQUETTE. Becoming a Humble annuitant on Dec. 1 made Mr. Paquette the second retired member of his family. His dad, 82, is also retired.

Harry and his dad have a home and seven acres in Fari-bault, Minn., about 40 miles south of Minneapolis. Harry thought they'd probably go to California this winter to visit his two brothers and four sisters but it isn't likely that he'll give up entirely the deer hunting; muskie, pickerel and "northerner" fishing of Minnesota. Also, there's the Twins of the American League that Harry is partial to.

Going to sea in 1929, Harry shipped out on the West Coast with American-Hawaiian and the O & O Line to Hawaii and the Orient. He came East in 1936, sailed in Black Diamond, American Pioneer and American Export freighters and in Texaco, Gulf and Sun tankers.

Joining the Company more than 20 years ago, Harry started as AB in the *R. G. Stewart* on Feb. 9, 1941. He sailed throughout World War II, surviving the torpedoing of the *R. W. Gallagher*

off Southwest Pass on July 13, 1942. He served continuously as Bos'n from June, 1948 until he left the *Esso Raleigh* on Nov. 4.

With 30-odd years of seafaring — and for a dozen or more outfits — it means something when Harry volunteers that "Esso treated me all right."

BOS'N THOMAS H. MORASH. Two episodes stand out in Tom Morash's mind when he looks back over his career in the fleet. One is the 11-month assignment as AB in the *Esso Hartford*, with Captain Jens G. Olsen and Chief Mate Nels Poulsen, steaming up and down the West Coast of South America in 1946-47. "It was a fine ship and a good trip," Tom said.

The other event was the torpedo that missed the *Esso Baltimore* by 20 ft. near Bari, Italy, in May, 1944.

Born in Massachusetts, Tom was a truck driver with Capitol Motor Co. for nine years before he joined the Company's *H. H. Rogers* in August, 1941. He also made wartime voyages in the *J. H. Senior* and *Esso Washington* (I). For the past dozen years he has served as Bos'n, most recently in the *Esso Gettysburg*.

Retiring on Dec. 1, Tom is now living in Key Largo, Fla. He spends a good part of his time boating, fishing and just taking it easy.

## WORDS OF THE WISE

A good name, like good will, is got by many actions and lost by one. — *Lord Jeffrey*

— ★ —

All problems become smaller if you don't dodge them but confront them. Touch a thistle timidly, and it pricks you; grasp it boldly, and its spines crumble. — *William S. Halsey*

— ★ —

The world is full of cactus, but we don't have to sit on it. — *Will Foley*

## Signing New Officers' Agreement

In New York, Nov. 17, Frank E. Stoddard (seated, third from left) Chairman of the JSTOA Executive Committee, takes pen in hand from J. D. Rogers, General Manager of

the Marine Division, to sign Amendment No. 1 to agreement with the Company.

Others, seated, are: John J. Collins, JSTOA Adviser, Executive Com-

mittee members Bertram L. Bisantz, Captain Victor G. Lee and Jerome J. McElboy. Standing, l. to r., are Marine Division's L. H. Earle, Employee Relations Adviser; Captain A. Larson, Manager, Port of New York Office; Sydney Wire, Assistant General Manager; T. J. McTaggart, Port Engineer and Captain M. Breece, Manager, Operating Department.

The amendment will become effective on Nov. 1 if ratified by the Association membership by Dec. 29. One of the principal provisions is overtime pay for officers. Overtime, starting Nov. 1, will be payable after the ratification.

