



ESSO FLEET NEWS



PUBLISHED BY THE MARINE DIVISION OF HUMBLE OIL & REFINING COMPANY

Vol. 3, No. 10

May 18, 1961

The 20,000-Mile Voyage of the Esso Scranton

The following is Captain Bernard Robert's excellent account of the Esso Scranton's voyage to Guam, Mariana Islands, 8,000 miles across the Pacific Ocean.

Cruising down the Mississippi on a routine coast-wise trip February 16, bound for Wilmington, N. C., our serenity was shattered by the contents of a radiogram handed to me by "Sparks", John Dziekan. The substance was — Sign foreign Wilmington, proceed Aruba, load for Guam.

The news spread like wildfire through the ship and the impact was terrific. Comments flew — "Must be meant for some other ship", "It can't be." "Why would they be sending us out there?" "I'll believe it when I see it."

The realization was not long in coming for on February 22 we signed foreign articles in Wilmington but even then skeptics remarked that the orders would probably be changed before we reached Aruba.

Sailing from Wilmington on February 23, we arrived at Aruba on the 27th and shore liberty was in order. The boys visited old familiar haunts and purchased gifts, perfume being the most popular. We departed March 1 with a cargo of gasoline, jet fuel and diesel oil destined, sure enough, for Guam with the prospect of a stop at Honolulu for bunkers and water.

After a rough Caribbean passage to the Canal, we anchored in Limon Bay March 3, for entry and clearance. The Canal transit, as usual, called for a lot of rubbernecking and picture taking and was quite an experience for those making their first trip through. We cleared into the Pacific about 2130 on the 3rd and began the long, 8,000-mile jaunt across this vast ocean.

After steaming for a week and not sighting Tortugas, Diamond Shoals, Ambrose or any other familiar landmarks — not even a ship — I'm afraid some of the boys began to think we were lost. The weather was perfect — moderate NE trades all the way to

Honolulu — one time in a good many years we were able to relax a little. The favorite pastime was dominoes, the Texas kind, and many exciting games were played under the awning aft.

After two weeks at sea, sighting Hawaii, our 50th State, was quite an event. Then Diamond Head, Waikiki Beach and finally, docking in Honolulu at 1645, March 17 — and mail. Something rare in tanker operations happened here. We docked right in town under the well-known Aloha Tower at the same pier used by famous ocean liners such as the *Matsonia*. The only thing missing was a welcoming troupe of hula girls.

Needless to say, the boys lost no time getting ashore. Taxis were not necessary — another novelty to a tankerman. Waikiki Beach was a little too far away and few had time to go there, though on the return trip we had daylight hours and were able to see the hula girls performing in one of the parks and the surf riders at the beach. We sailed at 0100 on the 18th with everyone played out from trying to do so much in a short time.

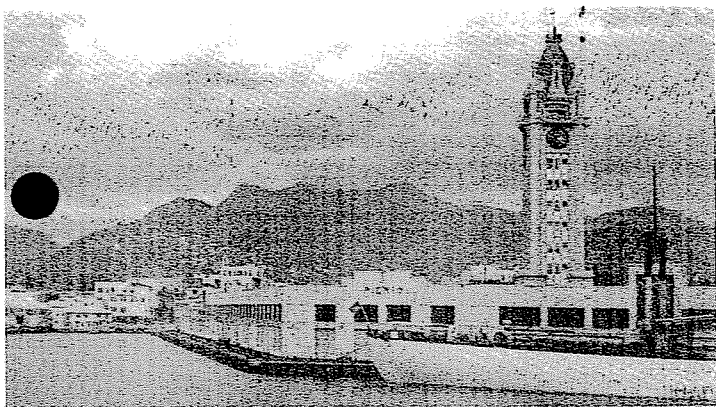
The passage to Guam was uneventful, the same pleasant weather prevailing. We arrived March 28, after 9½ days' steaming time, though a calendar day was lost when crossing the 180th Meridian, the International Date Line. We picked up this day on our return voyage and had two Sundays in one week. This stymied Chief Steward Llewellyn L. Buck for awhile but he rose to the occasion.

We were five days in Guam, which is strictly Navy. Waited three days for a Navy "ammo" ship to load before we could go to our dock nearby, then two days' discharging. Coconuts abound on Guam and the population is Navy and Civil Service personnel, a sprinkling of native Micronesians and a few Japanese, Chinese and Philipinos. Last May, two Jap soldiers, who had been hiding out since the War, were found here. They were given medical attention and returned to their homeland but were reluctant to go for fear of losing face — after 15 years.

Aloha Tower in Honolulu Harbor.

Photos by Radio Officer John Dziekan

Dancing a la Hawaiian.





Photos by Radio Officer John Dziekan

A typical seacoast village in Guam. At right, R. O. John Dziekan points to the fruit of a banana tree.

Our boys had their fill of shore liberty at Guam and were glad to start back. (They were looking forward to our stop at Honolulu again.) We sailed at 1800, April 2. The elements were not as kind to us on the return voyage, moderate gales and heavy head seas plaguing us for 11½ days. Nary a ship was sighted to relieve the monotony and unpleasantness but we were not alone in our discomfort. Reports from ships further north indicated worse weather and passenger ships were running 1½ days late.

We were glad to get to Honolulu, where we arrived April 13 and after taking on fuel, water and provisions, sailed the same day for the Panama Canal. The elements were still against us, except for the last four days. We transited the Canal on the 28th and arrived at Corpus Christi late on May 2. After the 68-day, 20,000-mile voyage, there were many big smiles but also, some long faces, depending upon who was slated for paid leave.

In conclusion, I must say that I could not wish for a better behaved crew, both at sea and in port. Comments from people ashore, such as, "Captain, you have a nice clean-cut crew", made me very proud indeed. Their esprit de corps was wonderful during the whole voyage.

CREW EXPRESSES APPRECIATION

In a letter to Captain Roberts and the FLEET NEWS, Pumpman Albert E. Keiser and Able Seaman Jesse E. Campbell, Jr., expressed the general feelings

of crew members about the trip. Among the comments were the following:

Our voyage to Guam has been one that we will all fondly remember. I'm sure we were envied by many.

Due credit and thanks go to all who made this a most pleasurable trip — even some who have no connection with the Marine Division: the Librarian in Wilmington, N. C., for a generous donation of books; the jet pilot in Guam, who gave us an aerial acrobatic "hello" on arrival; the school teachers who came to see the ship in Honolulu; the weatherman, for the most perfect weather; and Captain Bernard Roberts, for his generous understanding of men and our problems.

Also, the Mates and Engineers for taking part in our hobbies and recreation; the Chief Steward for his "no complaint" menus and early morning sea stories; the Chief Cook and Second Cook, who "put it out" almost as mother used to do, and the Messmen and Utilitymen for their good service and tidy care.

There was lots of kidding, lots of debates, plenty of exaggeration. Just one misfortune — Joseph F. Sola hurt his leg (strained tendon) and was hospitalized at Honolulu. Many hated to see poor Joe left there alone, but it was Joe's leg and he gets to spend a little more time in our 50th State. All hope Joe recovers completely real soon.

All told, it was a very pleasant trip in an ably commanded ship.

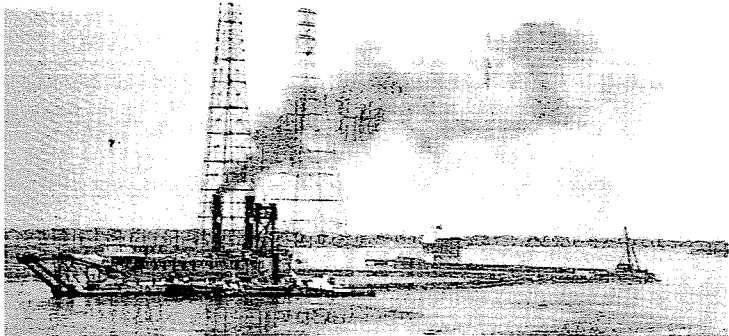
Officers and Crew of the Esso Scranton on her 68-day Round Trip to Guam

Capt. Bernard Roberts	Master	Vernon B. Woods	Bos'n	John J. Hanney	DM	Norman E. Stephens	Wiper
Earl E. Walker	Ch. Mate					Baltazar Contreras	Wiper
Kenneth A. Davis	2nd Mate	Paul L. Wood	AB	Albert E. Keiser	Pumpman		
Walter L. Parker	3rd Mate	Jesse E. Campbell, Jr.	AB	Raymond E. Mott	MM/2nd Pump.	Llewellyn L. Buck	Ch. Steward
Alton J. Ross	3rd Mate	Bernard Malkowski	AB			Julio P. Pereira	Ch. Cook
		T. A. Mosley	AB	Joseph F. Sola	Oiler	Jose M. Lopes	2nd Cook
Paul W. Sabrowsky	Ch. Engr.	Donald E. Delozier	AB	Grady V. Fountain	Oiler		
Karl M. Waagonas	1st Asst.	Frederick F. Drake	AB	Frank R. Ritchie	Oiler	Thomas E. Mercer	OM
Eugene E. Sapp	2nd Asst.	Ramon Hernandez	OS	Edmund F. Jutz	FWT	Oscar Garcia	POM
George E. Thiel	3rd Asst.	Andrew F. Carter II	OS	Angelo M. Rodriguez	FWT	Teodoro Martinez	CM
		Edwin W. Kielian	OS	Herman J. Raby	FWT	Juan Videla	UM
John Dziekan	Radio Officer			Miguel Contreras, Jr.	Wiper	Adolfo Arce	UM

Seamen Not Restricted to Base Port When Returning from Paid Leave

Some misunderstanding about returning from paid leave has been reported by the Seagoing Personnel Section, Port of New York Office. An unlicensed man need not necessarily report to his base port for reassignment after paid leave, although that is the most common practice. You may return to *any* base port, provided you give the Seagoing Personnel Section notice at least one week in advance of expiration of normal paid leave.

The main reason for assigning a base port nearest his official address to each seaman is for the purpose of calculating paid leave transportation allowances.



A view of the dredge *George W. Catt* widening the Houston Ship Channel opposite the Baytown Refinery on the morning of May 11. About 7 p.m. that evening the dredge reportedly dropped part of its dredging tool, which broke one of the two 30-in. gas pipelines running 52 ft. under the channel to the refinery. Gas bubbled to the surface and was ignited by the dredge's boiler room. Flames rose 30 ft. high in a 50-ft. area. Six of the dredgemen were burned, three seriously.

Quick action and favorable winds averted a more serious catastrophe. The gas lines were shut off almost immediately at both ends of the channel, the *Scout*, a passing tug, towed the dredge 500 ft. up channel and the flames were extinguished. A fireboat from Houston and two Coast Guard cutters rushed to the scene.

At the Baytown Docks, loading of the *Esso Jamestown* and *Esso Washington* was stopped, hoses disconnected and pilots and tugs stood by in case it became necessary to move the ships.

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.

SIU Suspended by International Union

The International Transport Workers Federation has suspended the Seafarers International Union of North America, a report in the NEW YORK TIMES of April 14 stated.

According to the TIMES story, the cause of the suspension was the SIU's failure to comply with a warning to "cease interfering in the domestic affairs of the National Union of Seamen of Great Britain". Last year the Canadian section of the SIU supported a wildcat strike that tied up the *Queen Mary* and other British ships.

It was just a year ago that the SIU was expelled from the Canadian Labor Congress on charges of raiding other unions.

OBITUARY

ANNUITANT JACOB H. LAHR died April 26 at St. Petersburg, Fla., where he had been living since his retirement February 1, 1957. He is survived by his wife, Leonore. Mr. Lahr had over 30 years of credited service in the fleet, most of it as Steward. He was with the U. S. Army Corps of Engineers in France during World War I and first went to sea in 1919 in a Black Diamond Line freighter. His Company career began in December, 1923, when he signed on as Second Cook in the *Franklin K. Lane*.



TAFFRAIL TALK

Vincent Liberto, retired Bos'n, writes that his new address is RFD 2, Box 506A, Thibodaux, La. He also wants his old shipmates to know that "I have them still close to heart".

* * *

Barbara Elaine Johnson, daughter of Captain Taisto A. Johnson, Master of the *Esso Newark*, was elected Secretary of the Student Council of the State of Massachusetts. She is a Junior at Ashby High School, Ashby, Mass.

* * *

Orlando Lemon, a student at Louisiana State University since last fall, has been granted an extension of his educational leave until June, 1962. He was Ordinary Seaman, Wiper and Fireman in the fleet from 1955 to 1960.

* * *

The Company announced May 5 that a new brand name — ENCO — will be used for all its gasolines sold through service stations in 20 Western and mid-Western states and for many of its

other products. In addition, the ENCO name in a red, white and blue oval will be used in all these states, except Texas, to identify service stations selling Humble products.

Morgan J. Davis, President of Humble, said that the ENCO name was derived from the last two words in the theme the Company has been using in its advertising — "America's Leading Energy Company".

* * *

Completely revised Stores Catalogs for the Deck, Engine and Steward's Departments, along with new requisition forms, will be issued to vessels about June 1 from New York, Baton Rouge and Baytown. Effective date will be July 1.

RECENT RETIREMENTS

SECOND COOK ALEX T. BROWN, JR. His last day aboard the *Esso Jamestown* was one that Alex Brown will always remember. As he put it — "They pulled a surprise on me by making up a purse and presenting it after supper on April 13. The officers and crew were very nice and I appreciate it very much."

Retiring on May 1, Alex can feel proud of a long working career. He spent 5½ years in the U. S. Navy, enlisting on April 6, 1917; made a nine-month voyage to Australia in a five-masted sailing ship; worked 14 years as a butcher in Wilmington, N. C., and sailed as a Messman, Second Cook and Chief Cook for 13 years in the Esso fleet.

Undoubtedly his greatest source of satisfaction, however, is his children—three sons and a daughter. Alex, III is an electronic engineer with a Master's Degree, Eugene has a degree in Business Administration, William is studying engineering at Wilmington College and Elizabeth,



Photo from POM Demetrios Georgiou
Second Cook Alex T. Brown, Jr. (left) receives retirement gift from men in the *Esso Jamestown*. Others (l. to r.) are: Chief Steward Phillip A. Scott, Chief Cook Priscillano Sabal and Petty Officers' Messman Demetrios Georgiou.

formerly employed by the Southern Bell Telephone Co., has been married for eight years. Alex helped put his two older boys through college and is now helping the third.

Born in Burgaw, N. C., Alex has lived in Wilmington most of his life and plans to stay there except for a visit now and then to see his grandchildren in New Jersey and Florida. He has eight altogether.

DECK MAINTENANCEMAN EDISON D. TIBBETTS. Formerly a resident of St. Petersburg, Mr. Tibbetts is returning to his home island of Cayman Brac in the British West Indies to spend his retirement years. He served in the Esso fleet for 10 years, beginning as an Able Seaman in the *Esso Zurich* on December 3, 1950. Since May, 1951 he sailed almost exclusively as Deck Maintenceman except for two assignments as Bos'n — in the *Pine Ridge* and *Esso Everett*. His last ship was the *Esso Bermuda* and his retirement date, May 1.

30-Year Service and Retirement Watches Presented at Boston

30-year employees at the Boston Marine Agency (and a former staff member) hold gold watches presented by J. D. Rogers, General Manager of the Marine Division, on April 24. From the left are: Harold Gordon, Port Dispatcher; Miss Catherine E. Hansen, who

retired February 1 with 35 years' service; Mr. Rogers; Captain Frank I. Shaw, Agent (42 years); George M. Poor, Assistant Agent (33 years); Miss Mildred Donahue, Secretary to Captain Shaw, and Mrs. Margaret Panza, who retired July 1, 1959.

