



ESSO FLEET NEWS

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New Towboat Enters Service

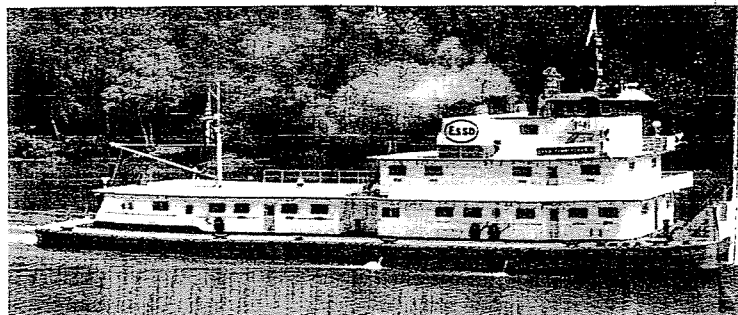
Esso Pennsylvania, first of two powerful new river towboats, joined Humble's Inland Waterways fleet this week. The new boat arrived at Baton Rouge Aug. 8 from the builder, Nashville Bridge Co., of Nashville, Tenn., where a sister-ship, the *Esso West Virginia*, will be completed this fall.

Delivery of the *Esso Pennsylvania* followed the christening by less than three weeks. Mrs. Dorothy Venn, wife of Russell H. Venn, a Director of Humble, sponsored the vessel on July 17. Others attending the ceremony included Nelson Jones, a Director of the Company; W. W. Bryan and C. G. Herrington, Vice Presidents, and John D. Rogers, General Manager of the Marine Division.

The towboat has a length overall of 150', beam 48', depth at side 11'6" and an operating draft of 8'6". The principal design features were developed by our Inland Waterways staff.

Propulsion is by two Fairbanks Morse opposed piston, 12 cylinder diesels, each developing 2,160 max. hp. and each turning a 10', four-bladed propeller through clutch-connected gearing. The

Pilot house console is arranged for one-man control of the towboat. Longer levers turn steering rudders, shorter ones the flanking rudders. Twin engine throttle levers control engine rpm. and, through clutches and gears, propeller speed and direction.



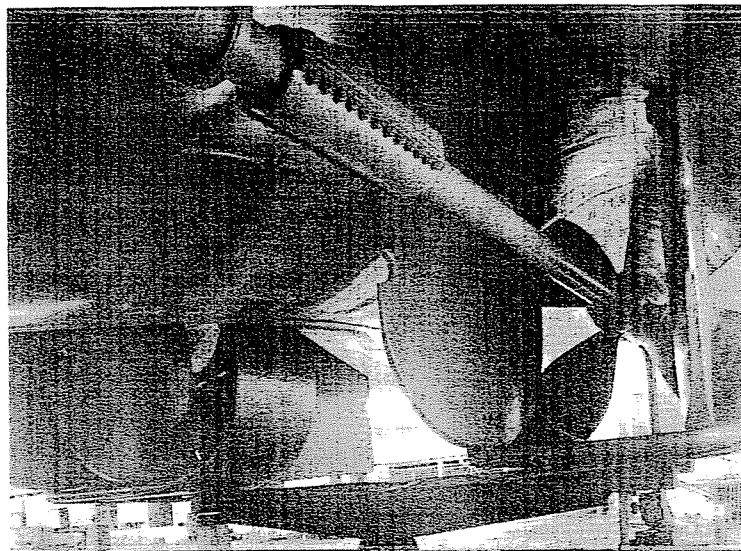
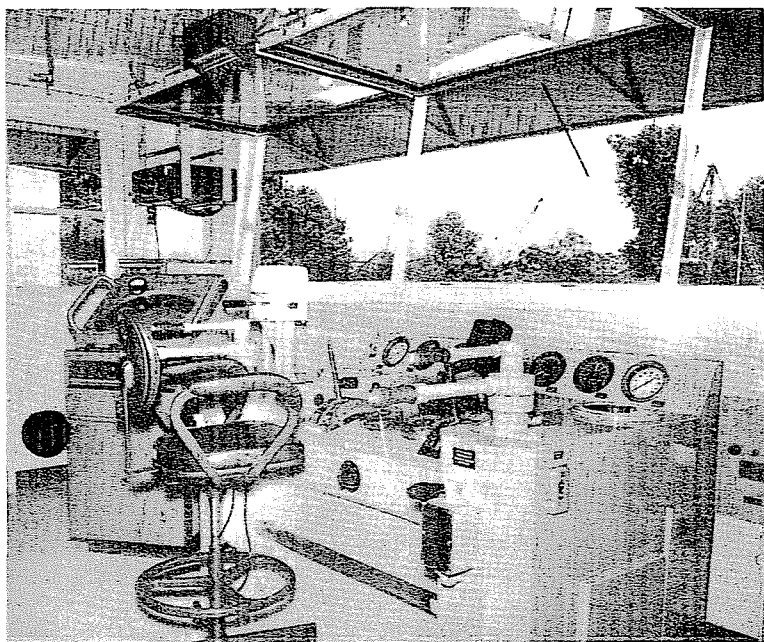
The 4,360 hp. *Esso Pennsylvania*.

propellers have removable stainless steel blades and turn inside Kort nozzles — streamlined cylinders which increase the effective thrust of the wheels. An Oertz-type streamlined steering rudder is fitted aft and two flanking rudders are forward of each propeller.

Other notable features of the *Esso Pennsylvania* include air conditioned quarters, pilot house control of engine speed and propeller direction (there is no engineroom telegraph), intercom system, radiotelephone, mobile telephone, automatic pilot and radar.

The *Esso Pennsylvania* was designed especially to move multi-grade clean products from Baton Rouge to Company terminals at Midland and Pittsburgh, Pa. The objective was a vessel which, with an integrated barge unit, could reduce trans-

View of propeller tunnels, looking aft. Flanking rudders are in foreground, then Kort nozzles, 10' dia. stainless steel propellers and steering rudders.



portation costs to compare favorably with other water and pipeline competition.

The *Pennsylvania* will work with eight barges, arranged two abreast and lashed together into a single unit. It is almost as if there was one barge 1,041' long and 105' wide, sliced down the middle and three times across to form the eight sections.

This towing unit will move about the same amount of cargo (180,000 bbls.) as two older towboats, the *Esso Louisiana* and *Esso Tennessee*, did when each handled five single string barges with a capacity of 88,000 bbls. per tow. In other words, one new tow will do the work of the two older ones. When the *Esso West Virginia* is completed, she will actually take over the *Louisiana* and *Tennessee's* ten barges as a single tow. Round trip time between Baton Rouge and Pittsburgh will be approximately the same for the new towboats as for the old.

Crew of the *Esso Pennsylvania* numbers 11 — a captain, pilot, mate and five deckhands; a chief engineer and ass't engineer, and a cook. This is the same complement as the *Esso Louisiana* and *Tennessee*, although five years ago boats of this type were operating with a crew of 25.

Shipside Phone Service at Baytown

Telephone service at ship's rail is now available at Berths No. 3 and 4, Baytown. The service is on trial and if satisfactory, will be extended to all Baytown berths.

To call a ship at her berth, phone the Baytown Refinery (582-8121) and ask switchboard operator for extension 2846 for Berth 3 or 2896 for Berth 4. From the ship, Refinery extensions may be dialed directly, Houston by dialing the prefix 91 and then the extension. Outside calls in the Baytown city area require the prefix 8 before the number.

The service is available 24 hrs. a day at present but will be restricted to 6 a.m. to 9 p.m. beginning Sept. 1, when the Refinery switchboard will be closed at night.

Fast Mail from the Esso Jacksonville

On Aug. 1 a note was received from Captain William Hamilton, Master of the *Esso Jacksonville*, dated July 26, 1962. Captain Hamilton wrote: "We have a mail buoy made up to throw overboard at some spot where it may be picked up around Singapore. May be picked up, may not . . . Right now it looks as though we'll arrive in Los Angeles Aug. 15. There are a couple typhoons in the China Sea but they may blow over in time so we won't be delayed."

La Mere

Ever since I can recall
I've always loved the sea.
It's held a fascination
Very dear to me.

I used to dream of far-off places
With names romantic and obscure
One day I'd see them
That I knew for sure.

Casablanca, Valparaiso,
Tripoli and Mozambique,
Brisbane, Shanghai, Karachi,
Rangoon and Martinique.

I planned and schemed of ways
To make my dream come true
And always was reminded
When a ship came into view.

In fancy I would wander
To those magic ports of call
Their names, their ways and customs —
Oh yes, I knew them all.

Many years have passed since then.
Oh! how the time has flown.
Many changes have I seen
And, of course, much wiser grown.

I could have done much better
But it wasn't meant to be.
I gave up golden chances
To be happy and be free.

I kept my childhood fancies
I've realized them all
And never once been sorry
I listened to the call.

—Edward C. FitzGerald
Messman, *Esso Bermuda*

On the back of the envelope the Captain had typed: "This letter thrown overboard in a mail buoy, Singapore Straits, 7/26/62. SS *Esso Jacksonville*, American, Persian Gulf to Los Angeles."

Beneath that, in neat printing, was this note: "N. B. This letter was picked up in a 'mail buoy' in the Singapore Straits untouched by Messrs.

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

Peter Tay Cheng Ean and Joseph Low Teck Seng, of 113 Nallur Rd., Singapore 16. 26.7.62".

Six days for a letter to travel from a floating mail buoy in the Singapore Straits to Houston!

Speaking of Mail

Do you get Company mail at your home address? Some men don't because their addresses on Company records are not correct. There are three things to remember:

1. To receive your personal mail, the FLEET NEWS and other Company communications at home, send in a revised W-4 form showing your correct address if you move or are not receiving such mail at present.
2. If the address for your Draw Check Orders also changes, submit a new Draw Check Order. A new address on a W-4 does not change the Draw Check Order.
3. The Thrift Fund has separate Plan Registered Mail Addresses for mailing statements and records of transactions to members' homes. The way to correct this address is to send in a Change of Information form. Fill in your code number, subscription number, name, date, correct address and signature.

All the above forms are available aboard ships and at Agents' offices and should be returned to Humble Oil & Refining Co., Marine Division, Seagoing Personnel Section, P. O. Box 1512, Houston 1, Texas.

RECENT RETIREMENTS



FIREMAN - WATERTENDER FRANK E. BURKE, SR. After going to sea in Esso tankers for more than 25 years, Mr. Burke figures it will take a while to get used to staying ashore all the time. Still, it should not be too difficult for him. He has no lack of plans — buy a small boat, go

fishing in Galveston Bay, gardening, raising rabbits, and being near his daughter, granddaughter and four great grandchildren. And, there's one other thing that Frank wants to do — visit Pearl Harbor. His son is buried there, killed in action when the USS *Arizona* was sunk.

A native Texan and resident of Baytown, Mr. Burke spent his early working years as a truck driver, sawmill hand and oil field "roughneck". He started in the fleet in Nov. 1936 as Fireman in the *Allan Jackson* and, with but few exceptions, sailed in that rating and as FWT throughout his Company career. He shipped out in seven vessels during World War II (never lost one) and continued in many others until his retirement Aug. 1.

"I sure enjoyed my years with Esso," Frank

said, "and wish to thank all the officials in charge of seagoing personnel for the fair treatment I received."

WORDS OF THE WISE

Praise, like gold and diamonds, owes its value to its scarcity.—*Johnson*

— * —

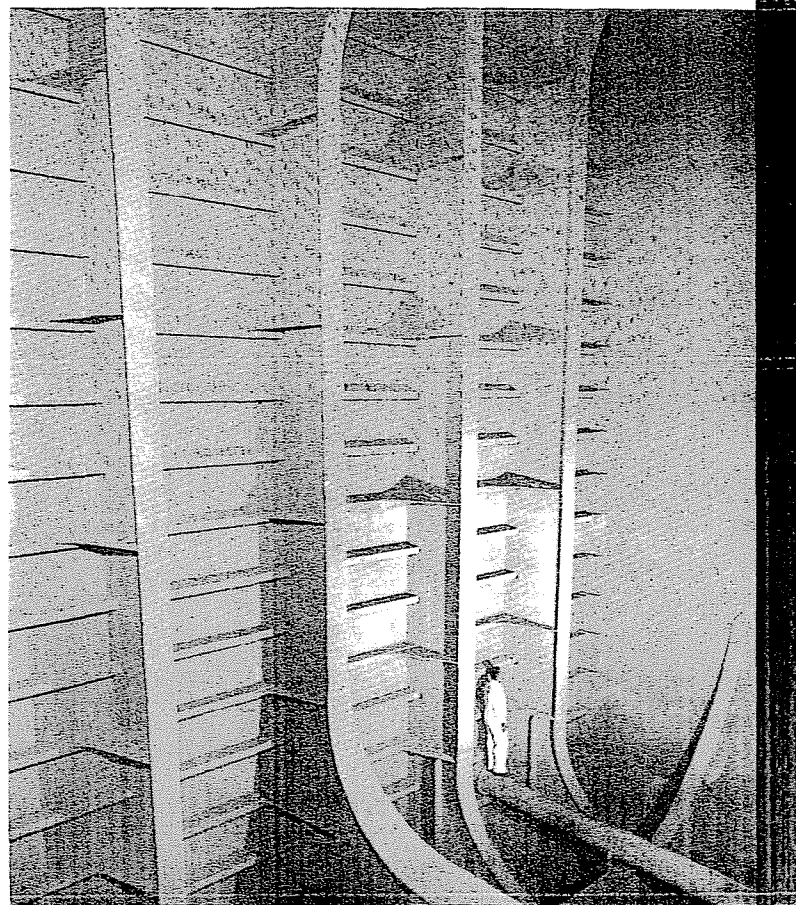
When confronted with two courses of action I jot down on a piece of paper all the arguments in favor of each one — then on the opposite side I write the arguments against each one. Then by weighing the arguments pro and con and canceling them out, one against the other, I take the course indicated by what remains. — *Benjamin Franklin*

How Big is a Tank?

Just a glance at this striking photograph gives a good impression of the size of a cargo compartment in a modern tanker. The picture conveys rather accurately the proportion between the man (a coating inspector) and the tank. The height of the tank (48'7") is about eight times the height of the man, actually and in the photo.

The tank is one of the *Esso Washington's* 10 center tanks. It measures 40' long and 45' wide and when 98% full of cargo, holds over 650,000 gal. (The *Esso Baltimore* and *Boston* have 12 center tanks, each of which holds about 100,000 gal. more than the *Washington's*.)

The photo was taken by B. J. Nixon, of Newport News Shipbuilding & Dry Dock Co., shortly after the tank had been coated with Humble Rust-Ban 191, a one-coat, self-curing, inorganic zinc silicate.



TAFFRAIL TALK

Chief Mate Roland E. Parkhurst, *Esso Jamestown*, and his wife drove 9,000 miles last May. They went to Yellowstone Park and the Seattle World's Fair (had a wonderful time) and then back to Delaware, Ohio for their son Perrin's graduation from Ohio Wesleyan University. Next year they'd like to drive to Alaska.

Cliff Benedict, Radio Officer in the *Esso Greenville*, writes that on Aug. 2, 1961 he dropped a message in a bottle from the *Esso Bridgeport* in Lat. 27-24 N., Long. 90-18 W. The paper was returned May 24, 1962 by Felipe Leal, of Brownsville, Texas, who found it one mile SE of the bar of Port Mansfield, Texas.

John D. Vieira, who retired as Chief Steward last October, writes from Lisbon that he has been "roaming around for seven months and enjoying every bit of it, thanks to Esso. Wish every one of you a long life of happiness and prosperity."

The MIS-Adventures of

J. STUMBLEPRONE MC FRACTURE

Mac has his safety goggles right handy there. Removed them just a second ago to wipe them off — but first — a few more whacks with the chipping hammer. And of course, that's when the little piece of scale blew into his eye and required extraction by a doctor. Mac only had a sore eye for a few days which makes him a rather fortunate unfortunate — this time.



Captain Christian C. Quist (ret. Dec. 1957) is now in Pompano Beach, Fla. and expects to locate in Boca Raton about Sept. 1. He spent four months in Denmark and made a 'round the world cruise.



John T. Kirk, Asst. Manager of the Operating Dept. for the past four years, transferred to the Construction and Development Dept. of Esso Tankers, Inc. on Aug. 1. To his new position, Mr. Kirk brings a technical education and 22 years of tanker operating experience, afloat and ashore.

Sound waves that cannot be heard by human ears have been used by Esso Research & Engineering Co. to develop a typewriter-size home oil burner that heats as well as conventional burners three times as large.

The compact experimental burner uses ultrasonics to atomize fuel into minute droplets. This provides a finer mixing of fuel and air and leads to efficient combustion. Esso Research has applied for patents on the burner and a prototype commercial model is under development. Fuel flow can be reduced to two-tenths of a gallon per hr. compared to six-tenths for the smallest conventional burners.

Aransas Pass Agency Closed

The Marine Division's Aransas Pass / Corpus Christi agency office was closed Aug. 1 and Herman Teller, well known in that region for 15 years, has transferred to Houston. Company vessels calling at ports in the south Texas area will be attended when necessary by a representative from Baytown.

OBITUARY

CAPTAIN RAYMOND C. FOYT, annuitant, died at his home in Jacksonville on July 25. He was 64 years old and had been retired since Dec. 1956. Surviving are his wife, Henrietta; a daughter, Mrs. George A. Ralston, Jr., of Knoxville; three sisters and two brothers.



Captain Foyt sailed in the Esso fleet for 23 years (1933-56) as a deck officer, advancing from Third Mate to Master. A veteran of World War I, he also had five years of active duty in the 1940s. He served as a lieutenant in the U. S. Navy's *Sangamon* and lieutenant commander in the USS *Terror* and *Ocklawaha*.