ESSO FLEET NEWS

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COPIED FROM THE COLLECTIONS IN THE CENTER FOR AMERICAN HISTORY
THE UNIVERSITY OF TEXAS AT AUSTIN

Highlights of 1963

JANUARY — Marine Division offices in Houston moved to 34th floor of new Humble Building . . . Special Voluntary Early Retirement acceptances total 121 . . . Participants of stock purchase pool get Jersey Stock at $55.14 per share average cost during 4th quarter of 1962.

FEBRUARY — *Esso Boston* (Captain Victor T. Springer) loads at Corpus Christi, Feb. 23-24, — first time for one of our 48,000-tonners . . . Captain James S. LeCain, 75, died Feb. 20 in Long Beach, Calif. . . . Plans to reduce Baton Rouge Refinery work force by 400 announced Feb. 21.

MARCH — Heart attack fatal to MM/2P Emory T. Bidle after transfer from *Esso Washington* to Norfolk P.H.S. Hospital, March 11 . . . Major Medical Insurance offered to seagoing men.

APRIL — *Esso Scranton*, on April 8, becomes first U. S. Flag Esso tanker to dock at Sfax, Tunisia, since World War II . . . Job placement center at Baytown closed; 45 jobs found for 43 seagoing men . . . Plans to build 66,700 dwt. tanker announced April 29; shoreside organization revised . . . *Esso Bangor* loads 27 grades of clean products at Baytown, April 12, for new record.

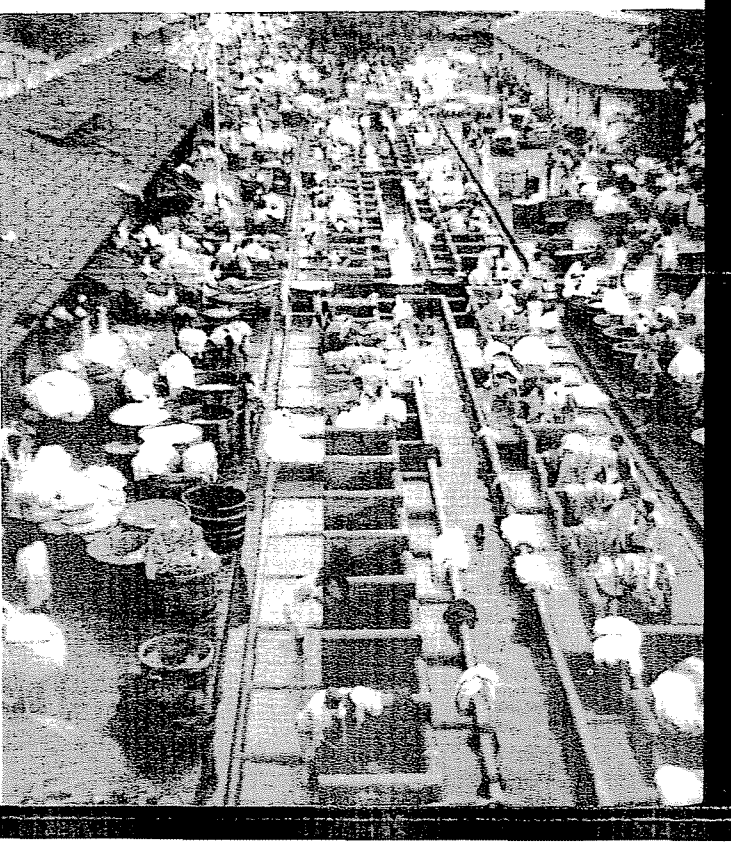


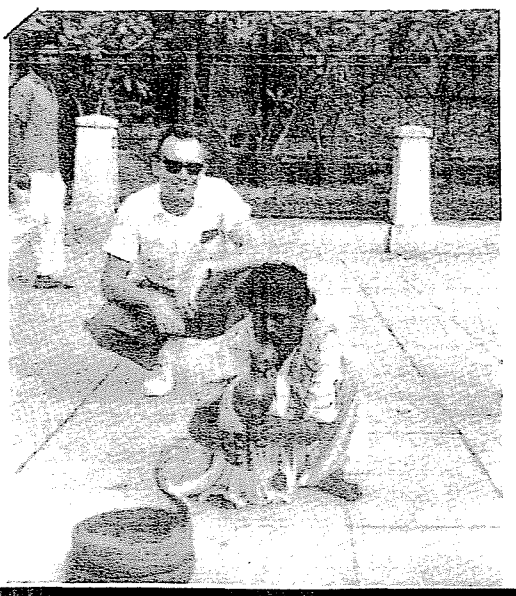
A small child holds on to the end of a 15′ pole balanced on his father's chin while his mother (foreground) approaches for a contribution. (She got one.)

Voyages outside the usual coastwise runs were among the operating highlights of the fleet in 1963. We had the *Esso Gloucester* on a transatlantic voyage to Hamburg (Feb. 5 - March 11), the *Esso Jacksonville* around the world (Feb. 1 - May 3), *Esso Newark* to Stockton, Calif. (Aug. 21 - Sept. 23) and the *Esso Dallas* to Okinawa and Japan (July 18 - Sept. 15).

Then there was the SS (Stout Ship) *Esso Scranton*, which deserves a paragraph to herself. She completed a trip to Bombay, Calcutta and Kuwait on March 10, carried 3 cargoes to Tunisia during the spring and summer and made her fourth voyage to India, including stops at Bahrein, Turkey and Greece, between Aug. 20 and Nov. 23. Herewith are 3 more interesting photos of Bombay, taken on the last voyage by OS Robert L. Goddard.

Right — A Bombay "super-washateria". Mr. Goddard says the place is called Dhobi Ghat and notes that it's the men in India who wash the clothes — the work is too hard for a woman. (Mighty strange customs in some of these foreign lands!)





Bob Goddard gets a not-too-close-up view of a snake charmer at work at Bombay's Gateway to India.

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MAY — Crew from *Esso Baltimore* wins International Lifeboat Race, May 28, for second straight year; set new 1-mile record of 9 min., 5.2 sec. in first heat . . . *Esso Jacksonville* (Captain William Hamilton and Ch. Engr. Robert M. Waltze) arrives at Beaumont, May 3, completing second round-the-world voyage . . . *Esso Bridgeport* sold to Marine Sulphur Carriers Corp. to replace *Marine Sulphur Queen.*

JUNE — Contract for building 66,700 dwt. supertanker awarded to Newport News shipyard, June 25. Launching scheduled for Oct. and delivery in Dec. 1964 . . . Humble fleet in first place, June 30, in National Safety Council safety contest for ocean tankers . . . As of June 30, 170 Special Early Retirement acceptances received, 95 take special severance pay, 139 promotions made. No involuntary lay-offs of regular employees in crew reduction program.

JULY — Robert X. Caldwell joins Marine Division as Technical Superintendent, Charles S. Conklin as Project Engineer; Captain Robert F. Stap made Acting Asst. Port Captain and Arthur D. Baldwin, Acting Asst. Port Steward, effective July 1 . . . *Esso Greenville* sold to Mathiasen's Tanker Industries, Inc., July 8 . . . Jack Bennett, formerly head of Ships' Payroll Section, named Port Agent at Baltimore, effective July 1 . . . Independent union ousts OCAW as bargaining agent for Baytown Refinery workers.

AUGUST — "Last Gallon Strippers", being installed in 28,000 dwt. vessels, prove effective in discharging water ballast or product down to a small puddle . . . *Esso Newark* sails for West Coast, Aug. 21; navigates through Panama Canal with boilers on automatic control . . . ESA and Company begin negotiations on contract amendment, Aug. 9 . . . *Esso Baltimore* sails from Ostrica, La., Aug. 21, with her largest cargo — 339,041 bbls. of Delta Crude. Subsequently she twice bettered this record . . . JSTOA members vote to accept wage offer providing $30-$55 monthly increases . . . Independent union defeats OCAW bid to represent Bayway Refinery employees.

SEPTEMBER — *Esso Dallas* arrives at Baytown, Sept. 15, after 59-day round trip to Japan . . . *Esso Gloucester*, operating on Gulf "milk run" arrives at Sabine Pass, Sept. 21, making 30th port in 97 days . . . Big 36-inch Colonial Pipeline starts moving products from Houston to Greensboro, N. C., Sept. 16; line being extended to Linden, N. J.

OCTOBER — *Esso Binghamton* and *Esso Hartford*, in tie-up for 5 years, sold to Marine Corp. and Hudson Waterways Corp . . . Robert T. Williams, Jr. returns to Houston (from New York) as Sr. Project Engineer, Oct. 1 . . . Captain William Mello retires Oct. 1; J. Harald Jorgensen succeeds him as Jacksonville Branch Manager . . . Esso Stewards Organization signs 2-year agreement; wages increased $21 per month.



Willard W. Mitchell (Pumpman, ret. March 1) with 2 big yellow catfish (25 and 45 lbs.) and 3 smaller blue catfish which he caught last summer in Lake Anahuac. Since retiring, Mitch has built "Mitchell's Fish Camp & Market," about 16 miles east of Baytown on a 2-acre strip of property running between the lake (formerly called Turtle Bay) and F.M. Road 563. He has 10 14-ft. fiberglass boats, a dock, and boat launching and picnic areas. He has had a new home built on the property and built a small house himself.

In addition to renting boats, supplying bait and other fishing needs, Mr. Mitchell does some commercial fishing for white perch, striped bass and "cats"; shrimping and oyster harvesting. Next year he plans to add a small trailer park.

NOVEMBER — Morgan J. Davis retires Nov. 1; C. E. Reistle, Jr. elected Chairman of the Board; J. K. Jamieson, President of the Company . . . Company announces (Nov. 27) plans to buy Tidewater refinery, marketing and transportation facilities in 7 western states . . . Radio Officers negotiate 2-year agreement calling for $26 per month wage increase . . . Special Group Life Insurance offer to permit coverage as an annuitant announced for men who will attain 15 years of insurance coverage before they retire . . . *Esso Scranton* (Captain Roger A. Steward and Ch. Engr. Thomas J. Bov) completes 4th India voyage.

DECEMBER — ESA referendum vote rejects proposed amendment to labor agreement . . . N. J. Camp, Asst. Port Steward, transfers to New York, Dec. 2 . . . *Esso Scranton* (Captain Emil L. Wigh and Ch. Engr. Robert D. Cain) sails on fifth India voyage, Dec. 12 . . . J. Stumbleprone McFracture loses no time in wishing a Happy New Year to all and adds, "Let safety be the watchword in '64 — the off-watchword, too."

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.

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Esso Gettysburg Assists Yacht

A yacht with a broken mast was given a 4-hour escort to safety by the *Esso Gettysburg* (Captain Harold L. Sholes and Ch. Engr. Harry R. Peck) on Dec. 16. Enroute from Baltimore to Baytown, the tanker was 15 miles off Fort Lauderdale, Fla., when a flare was sighted by Second Mate Robert J. Olsen at 1810. The vessel was maneuvered to the disabled craft, the ketch *Troubador*, occupied by an apparently exhausted elderly man. Seas were very rough, wind about 30 knots with heavy rain.

Captain Sholes telephoned the Coast Guard in Miami and was requested to stand by until a cutter could be sent out. After *CG 82327* arrived on the scene, the *Gettysburg* was asked to take a heading for Fort Lauderdale and the yacht made 3 attempts to come alongside, falling off each time. Then the cutter sort of "herded" the yacht into the lee of the tanker and the vessels proceeded toward the coast, the yacht using her auxiliary engine.

Fort Lauderdale Sea Buoy was approached at 2330 and as the seas had moderated, the *Gettysburg* was released shortly thereafter.

Rear Admiral I. J. Stephens, Commander of the Seventh Coast Guard District sent a message of appreciation to the *Gettysburg* for her "prompt and willing assistance".

Shipboard Movies

Shortly after the first of the year a 16-mm movie projector (sound), a screen and 2 safety films will be placed aboard a vessel at Baytown for use at sea. The films are:

"Rescue Breathing", showing how artificial respiration can save lives of unconscious victims of drowning, shock, drugs, choking, asphyxiation and chest injury, and

"Fire Fighting Aboard Tankers", a U. S. Coast Guard color film demonstrating equipment and techniques to use in combating fires above and below deck.

It is planned to rent 2 projectors, place them aboard vessels at Baytown and rotate them throughout the fleet on a trial basis. If the program is successful, it may be expanded.

"Dog-Eared" Documents Turned Down

A U. S. Shipping Commissioner at Baytown, Dec. 10, refused to sign on 2 men for the *Esso Scranton's* voyage to Karachi and Bombay because of mutilated Merchant Mariner's Documents. The men had to go to Houston next day to get new ones and fortunately, the ship was still there when they returned. Shipping Commissioners can refuse to accept mutilated or faultily laminated documents. Yours look OK?

A new card may be obtained by presenting the old one and new photographs to any Coast Guard Marine Inspection Office.

And speaking of documents — if you obtain any additional endorsements, suggest you report them to any base port office or to the Seagoing Personnel Section in Houston.

TAFFRAIL TALK

Captain Bernard Roberts (ret. June 1) sends "best wishes to the boys in the fleet for a Happy Holiday Season". He adds, "enjoying my retirement but have not yet gotten used to saving some things for tomorrow". This is an unusual complaint as most of us have little difficutly in not doing today what can be put off till tomorrow.

* * *

Gust Mickros, former Bos'n who retired June 1 after 35 years in the fleet, has this month taken

The MIS-Adventures of

J. STUMBLEPRONE MC FRACTURE

We made a double exposure of this sketch of J. Stumbleprone because it represents 2 Mc-Fractures. Mac No. 1 slipped and fell on a damp fo'c'sle head on his way to relieve the lookout. Suffered a chip fracture of his right elbow.

Mac No. 2, in a different ship but on the very same day, slipped in the pantry and fell through the galley door. He too, landed on his right elbow, fracturing same.

These accidents resulted in extended periods on the beach for both men and a miserable time *it must have been for them. Imagine the frustration* of trying to hoist a beer or deal a hand with a cracked crazy bone!

Moral — if you must fall, try to pick a padded part of the anatomy for a landing.



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to himself a wife, Aphrodite, and is now living in Sitia, on the island of Crete, Greece.

* * *

Eugene E. Sapp, Second Asst. Engr. and Thomas A. Murphy, FWT, both of the *Esso Gettysburg*, were severely injured in an automobile accident near Pasadena, Texas on Dec. 8. Both men were taken to Pasadena Bayshore Hospital. As of Dec. 20, Mr. Sapp was still unconscious and on the critical list but Mr. Murphy had recovered sufficiently by Dec. 16 to be transferred to Galveston Public Health Service Hospital.

* * *

Hull No. 573, the Company's 66,700-dwt. tanker under construction at Newport News, is to have fueling-at-sea equipment installed as a national defense feature. The equipment, to be paid for by the Government, will consist of "A" frames on each side of the vessel, piping, valves and fittings. The movable equipment will normally be stored in the fo'c'sle.

SERVICE EMBLEM AWARDS

☆ 30 YEARS ☆



Clarence S. Lee
Master
October 1, 1963



Lucas Jeannot
Messman
December 13, 1963

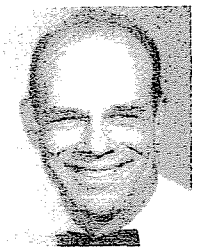
☆ 20 YEARS ☆



Edward Crawford
Master
January 11, 1963



Leif C. Eriksen
Radio Officer
December 24, 1960



Edward A. Konn
Able Seaman
June 25, 1963

☆ 10 YEARS ☆

John L. Benner
April 3, 1962
James S. Brown
March 3, 1962
John F. Caldas
March 31, 1962
Warren F. Davis
March 5, 1962
C. J. J. DeGrood
March 8, 1962
Arthur H. Eidinger
March 24, 1962
Lawrence Eisenbiegler
April 9, 1962
Loy R. Florentino
March 25, 1962
Antonio M. Goncalves
March 13, 1962
Joaquim J. Gonsalves
April 12, 1962
Borden E. Kenney
March 26, 1962
John J. Margres
March 18, 1962
George J. Olsen
March 20, 1962
Emeterio F. Pagdilao
March 30, 1962
Sidney Schmidt, Jr.
March 17, 1962
Herbert D. Sexton
April 8, 1962
Elbert D. Sprott, Jr.
April 9, 1962
William J. Starnes
March 17, 1962



Arthur D. Baldwin

A HOME WHERE THE BUFFALO ROAM. You can't see the home but that is a genuine American bison on the left, a descendant of the vast herds that once thundered across the Great Plains of the United States. These animals provided the plains Indians with food, clothing, shelter (teepee covering) and fuel. (Never heard of a buffalo chip fire, pardner?)

Oh yes, the man in the picture is Allen Baldwin, brother of Arthur Baldwin, of our Port Steward's staff, and those are some of Allen's Black Angus cattle in the background. Allen, who sailed as OS, AB and DM in the fleet between 1946-48 and 1956-59, has about 200 head of show quality cattle on his 1,200 acre ranch in Knox County, Nebraska. He also is very interested in soil conservation, tree farming and building small dams to conserve water. The land is rugged and hilly and deer, quail and small game are plentiful.

Why does Allen have the buffalos (he has 2, the other one is shy)? Just as a hobby. These are 3 years old and he has had them a little over 2 years. They are not of much commercial value as the meat is relatively tough and the animals are slow-growing.

RECENT RETIREMENTS

ABLE SEAMAN ANFIN B. MONSEN was a seaman in the Norwegian merchant marine (he held a Norwegian chief mate's license) and with other U. S. companies before he joined the *Esso Bridgeport* as AB on Oct. 22, 1951. He sailed continuously as AB and DM until his mandatory retirement, Dec. 1. His last ships were the *Esso Miami* and *Esso Jamestown*.

Born in Bergen, Norway, Mr. Monsen now lives in New Smyrna Beach, Fla. with his wife, Jenny Marie. They plan to visit his old home next spring.

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