

ESSO FLEET NEWS

PUBLISHED BY THE MARINE DEPARTMENT, HUMBLE OIL & REFINING COMPANY



Vol. 8, No. 18

September 22, 1966

Bombay and Beyond

By BILL E. TYRA, AB, Esso Miami

Our story continues (from the Aug. 25 issue, telling of the *Esso Miami's* Atlantic crossing, Suez Canal transit and arrival in Bombay Harbor) as we leave anchorage and slowly make our way to and through the locks of the Alexandra Docks. The water level is equalized, the gates swing open and we are skillfully maneuvered between rows of ships moored all along the busy dock sides to the grain pier.

Even before we put out the gangway, the native work parties began lugging their equipment aboard and setting it up. Contrary to what we expected, the Indians made use of the latest and most modern equipment, making the discharge of grain easier and even more simple than the loading. Parked on the dock alongside the ship were several massive machines called Vacuators. These are really huge vacuum cleaners with a system of hose and tubing interconnected and inserted into the tank openings through which the grain is sucked into the Vacuators. The Vacuators clatter and chatter as the chaff and dust separates from the grain and clutters the ground beneath the machines. Grain is whisked on conveyor belts to a storage bin inside the grain shed. On the lower floor of the shed, several workers fill burlap bags with grain from these bins, stitch the tops of the bags and put them into piles.

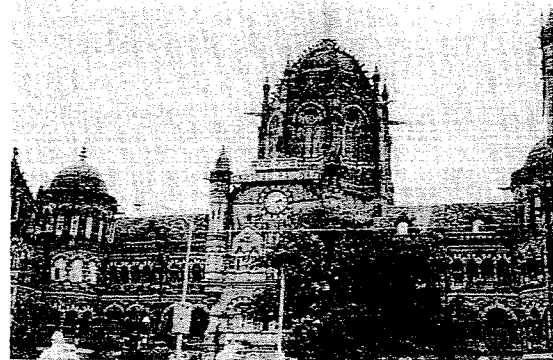
You are sort of reminded of an industrious colony of ants by another group of workers who trudge and strain under bags of grain carried on their heads and shoulders as they load trucks and box cars for transport to distribution centers throughout the country.

India is a land of mystery and enchantment and there are many wonders to see. Bombay itself is an

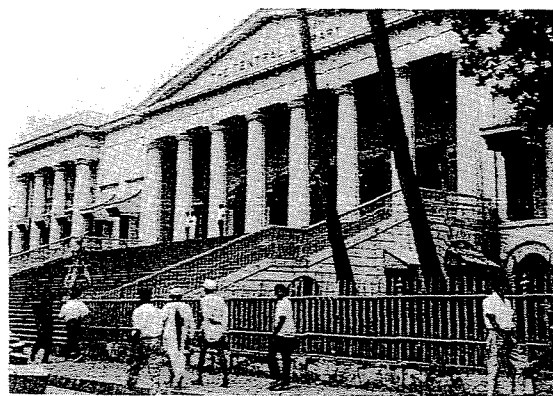
unforgettable sight, being both a very old and very modern city but its inhabitants retain their ancient ways. Some of the people, due to the many years of British rule and influence, dress in Western styles but most wear their traditional clothing. Some men wear what would pass for a nightgown and a loosely-fitting diaper, called a dhoti. The Sikh always wears a turban, a beard and never cuts his hair. He usually dresses Western style. Indian women usually wear a sari, which is made from about 6 yards of cloth that is draped over their bodies in any of many styles or fashions.

ADVICE ON SHOPPING, SIGHTSEEING, ETC.

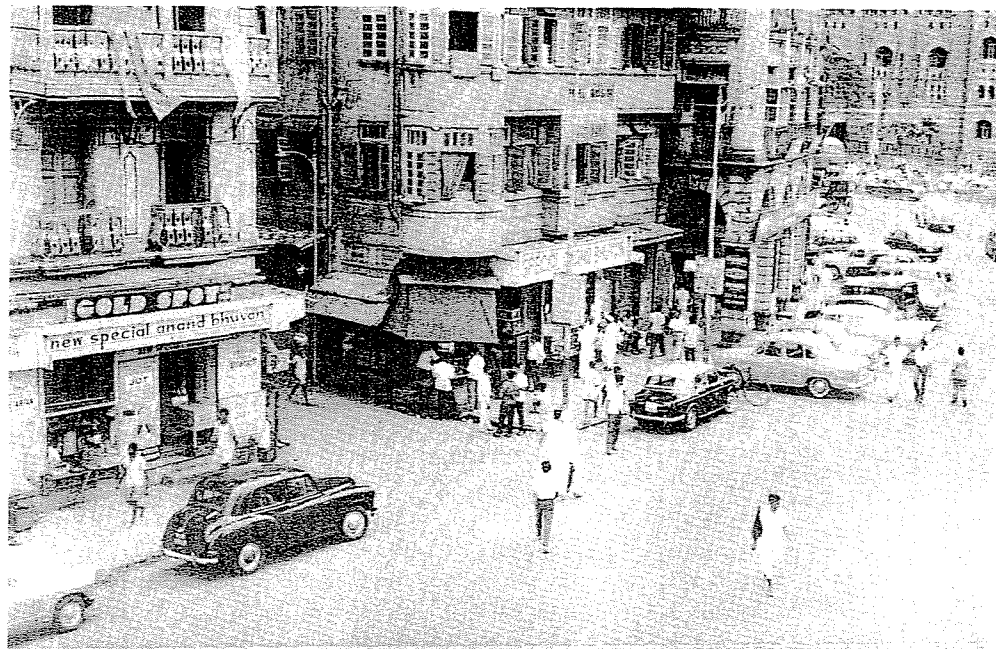
The stores and shops are stocked with many fine things for you to buy and there are some real bargains to be had here. Instead of spending your money on trinkets and trivialities in transiting the Suez Canal, wait until you get here. You will be glad you did. In Bombay, good buys are made in small shops but better buys are made at the government-sponsored handloom and handicraft emporiums.



Architectural contrasts — the massive, ornate Central Railway Building and the Central Library, in classic Grecian style.



(below) A Bombay street scene.





A snake charmer pipes to his hooded cobra in the basket.

If you plan to make a tour or do any sightseeing, it might be a good idea to pick up a pamphlet on Bombay, or "Bombay Guide," which is free for the asking at any hotel or Government Tourist Office. It contains a number of interesting places to see and lists the rates and prices of admission, guide rates and cab fares.

The Seaman's Club is where most everything begins and ends for the visiting seaman here. It houses a church, refreshment stand, postal service, restaurants, gift shop, theater, etc. This is the place where you will seek solitude and rest between your shopping and sight-seeing forays, during which you have spent part of your time evading the fakirs and inhaling odious odors. After you have recovered your strength and courage, you may venture out again. To avoid disappointment, remember that Bombay is an unbelievable place that simultaneously appears amazing and disgusting.

Our group hired a cab in order to visit some sites we wanted to see. Our driver-guide showed us buildings and places of interest that, to us, were vague and blurred by the taxi's weaving and wobbling through traffic-congested streets. We concluded that while a cab is no way to see city sights, for sheer thrills and excitement, there is nothing like a ride in a Bombay taxi. You will marvel at the accuracy and skill of your death-defying, daredevil driver as he deftly dodges pedestrians, honking cars and holy cows. And it's no bull about these sacred cows being free to roam where they please.

We drove along Marine Drive and made several stops on the way to the Hanging Gardens on Malabar Hill on the outskirts of Bombay.

Some of the places we stopped at and things we saw were:

A dirty, old and smelly Kolis fishing village, the inhabitants of which are descendants of the first known fishing tribe — with practically the same conditions and way of life.

An itinerant snake charmer who failed to make an impression on the cobra or us with his weird off-key flute playing. Some of these snake charming shows are pretty good but unfortunately the

one staged for us wasn't.

Visited a Hindu Temple that has many jewels, treasures and even solid silver doors.

There is a Moslem Mosque that appears to float in the waters surrounding it and can only be reached at low tide or by boat.

We refused to visit it because of its commercialization — there is a big bright neon sign on top advertising locally-made tidbits.

(To be continued)

Bombay — City of Striking Contrasts

By GLENN E. MILLER, AB, Esso Miami

A densely populated (2,839,270 in 1960), sprawling metropolis even by our standards, Bombay is a city both modern and ancient. For example, there is evidence at every turn of ultra-modern architecture. Consisting chiefly of simple designs and straight lines, these monuments to man's progress (the Esso Building is one) are purely functional. Outnumbering these glass and concrete structures are old and stately buildings erected a century or more ago and built with an eye to lasting beauty.

In Bombay, as in other major cities, there is "millionaires' row," skirting the seaward shoreline. Several miles of swank apartment houses in pastel shades mark the elite part of town. The opposite end of the city contains what is probably one of the sorriest, most unsanitary slum areas in the world. Here the housing shortage is so acute that entire families sleep in the streets. Inhabitants of this section are unbelievably poor, relying heavily on alms to keep body and soul together.

Wherever we went we were accosted by scores of beggars ranging

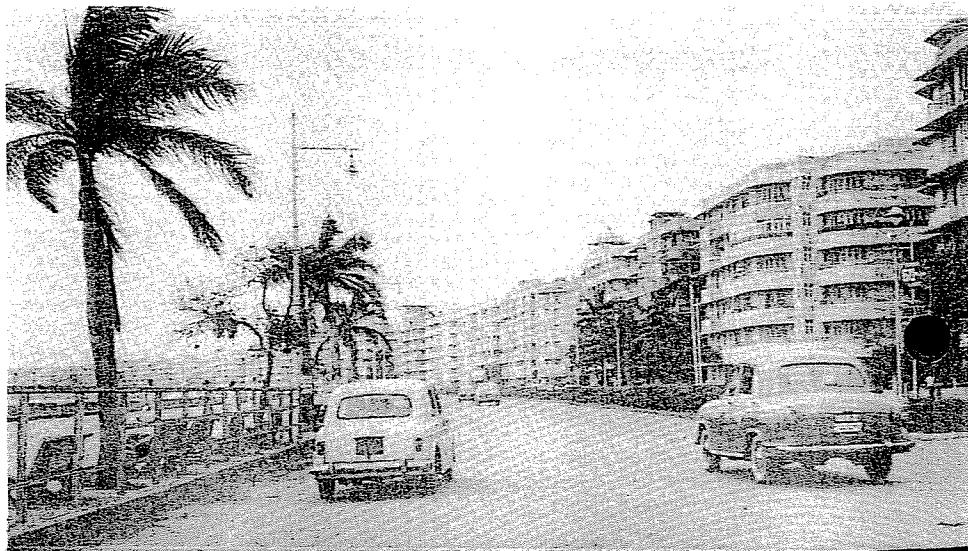
in age from those barely out of the crawling stage to the wizened and infirm. They insisted that as Americans we were wealthy and could well afford to part with our "small money" as they quaintly put it. Strangely enough, the well-to-do native is not harassed by beggars and panhandlers. Pitchmen, ever hopeful for a sale, spread their wares on the sidewalk and assume the eternal squatting position. These open-air shopkeepers entreat the prosperous-looking passers-by to stop and purchase. How they manage to eke out a living remains a puzzle.

Even transportation has its sharp contrasts. The city abounds with small European-make taxicabs yet the horse and buggy survives along with oxcarts and various other odd-looking contrivances. The sacred cow, of course, always has the right of way and for obvious reasons is given a wide berth.

In dress, the traditional sheet is a favorite or possibly a must with some of the men, and most women wear saris. Even so, it is not uncommon to see a man or woman in Western dress. Some dockside labor-

A row of modern apartments on Marine Drive.

Photos by AB Bill E. Tyra



ers make do with gaudy shorts which serve as underwear for us.

It is interesting to note that in India an umbrella is a status symbol of sorts, or so it appeared to me. It seemed that anyone carrying an umbrella commanded a bit more respect.

India, with its aura of mystery, lends itself well to extremes in religion. Much of what is practiced would be termed barbaric in America. The Parsi* custom of disposing of their dead is to let vultures re-

duce the body to bones, which are then swept into a well, pulverized and pumped to the sea. The not-so-drastic Hindus prefer to speed their deceased to the hereafter by cremation. This ritual is carried out in public pits known as Burning Ghats. There are many religious fanatics who regularly perform incredible feats of endurance and self-torture in the hope of attaining salvation. To this I say — "to each his own."

All things considered, Bombay is a fascinating city, richly endowed

with an intriguing past and well worth touring. My one regret is that I did not get to see the Taj Mahal. To have viewed this remarkable memorial would have rounded out an enlightening visit.

*"Parsi — an adherent of the Zoroastrian or ancient Persian religion, descended from Persian refugees settled in India, mostly at Bombay, whither they fled in the 7th and 8th centuries to escape Mohammedan persecution; a fire worshipper."—Webster's Dictionary.

A Good Man at Work

We've said it before and we'll say it again — it's always a pleasure to watch a good man work, be he Messman, AB, Engineer, Master, ballplayer, golfer, or whatever. Our latest experience in this line occurred during a recent visit to the *Esso Bangor* at Baytown.



Roy J. Merritt

Chief Mate Roy J. Merritt was loading the ship and, as you know, the *Bangor* is one of our super specialty carriers. Roy, in neat khakis, sits at a desk in the ship's cargo office part of the time and is like a military commander conducting a battle from field headquarters. "Lieutenants" (ABs, Mates, dock men) come and go, giving loading rates, starts, stops, product samples, ullages, and relaying instructions. Roy is up and down, keeping a running score on the progress of the loading on a blackboard cargo layout and checking with the previously prepared "battle plan."

It's a rather complicated business, loading the *Bangor*. On Aug. 27, for example, they started at 0510 with Diol 90 and before that parcel of 2,047 bbls. was finished at 0720, seven other grades were coming aboard. There was a little slack around 0900 when the number of grades loading dwindled to 4 but it was up to 8 at 1000, 9 at 1130 and 10 at noon. The last hose was disconnected at 0025, Aug. 28 and the *Bangor* sailed at 0111.

That's something of a long and busy day — 26 grades loaded in 21 hrs., 31 min., all fast to all clear. In addition there was a back-haul cargo of methyl ethyl ketone discharged between 0450 and 1100. Nevertheless, Roy handles the job as though

ESSO FLEET NEWS is published for the seagoing employees of the Marine Department, 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, Texas 77001.

he invented it. Perhaps the fact that he's been Chief Mate and Master in the *Bangor* since May 1963 has something to do with it — that and his nearly 25 years in the Fleet.

Esso Scranton Sails for India

The grand old lady of the Esso Fleet arrived in Houston Sept. 15 after repairing at Tampa. She has 300,000 lbs. of new steel in her hull and her sides, from light load line to rail, were sand blasted and coated with Rust-Ban 191 and 2 color coats. She was checked out on her second American Bureau of Shipping Special Survey No. 3 (the 24-year inspection) and her machinery was

SERVICE EMBLEM AWARDS



20 YEARS



Donald E. Delozier
Third Mate
May 13, 1966



Charles A. Laratta
Chief Engineer
December 7, 1962



Anthony Petryk
First Asst. Engineer
October 21, 1965



William J. Williams
Radio Officer
May 21, 1964



Daniel G. Fernandes
Chief Steward
June 22, 1963



Fred E. Engelman
Pumpman
July 11, 1966

NOTE: Occasionally we hear murmurings about some of these Service Award photos being not exactly current. Mostly the reason is that it takes a while for Ye Photog to catch up with some of these men-on-the-move and even then, the timing may not be propitious, for one reason or another. (If I'da known you were acomin' I'da shaved.)

Be informed, therefore, that we shall be glad to receive any photo you care to send us for publication in this dept., if you have 20 or 30 years' service and such has not been duly recognized herein.

reported "as good as new," which speaks well for the builders and operating engineers.

The *Scranton* loaded part cargo at Houston, part at Baytown and the balance at Baton Rouge, sailing Sept. 21 for Bombay and Calcutta.

Independent Unions at Bayway Seek to Oust Teamsters

Two new independent unions have been formed at the Bayway Refinery and Chemical Plant. The Bayway Employees Salary Union and the Bayway Refinery & Chemical Workers Union have been soliciting pledge cards from the approx. 165 salaried and 800 hourly wage employees in order to petition the NLRB for representation elections. The salaried workers' union filed such a petition on Sept. 16.

The BR&CW union promises monthly dues of \$3 (instead of the new Teamster minimum of \$6 a month) and "a truly democratic union that will be run by Bayway workers and whose only objective will be to work for the interests of the Bayway worker."

Only about half of the membership of Teamster Local 866 is made up of Bayway employees.

TAFFRAIL TALK

AB BILL TYRA's advice for sailors in Bombay (elsewhere in this issue) came too late to be of any help to the men in the *Esso Newark* — and they had 3 weeks in port (Aug. 26 to Sept. 16) discharging lubes and loading a return cargo of naptha for Bayway. However, there will be another chance. The *Newark* has been chartered for another voyage to Bombay, starting mid-October.

Sure'n they had some foine sons of Erin in the *Esso Gloucester* recently. There was McCARTNEY

(Captain Howard G.), CORRIGAN (Chief Mate John H.), DONOVAN (2nd Mate Daniel F.), RILEY (3rd Mate John F.) and KELLAHAN (Chief Engr. Joseph J.).

Three more men have donated blood for Chief Cook CAESAR BURGO, who is still in the USPHS Hospital, Staten Island. The three are: Chief Cook JOSEPH M. FRANCIS (who received blood donations himself in Nov. 1964) and Messmen DAVID V. LADNER and JOSE L. LOPEZ.

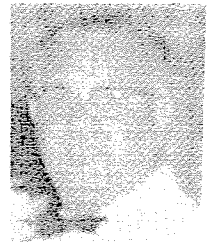
MM/2P MICHAEL BUJNO, *Esso Bangor*, spent most of his last paid leave on a grand tour of the United States with his 11-year old daughter Linda. They drove 11,000 miles in 46 days and "saw everything."

RECENT RETIREMENTS

CHIEF STEWARD LOUIS J. TORRES. "It was a pleasure to work with such wonderful people," Mr. Torres said in thanking the crew of the *Esso Lexington* for a retirement gift. He became an "early" annuitant, Sept. 1, after 29¾ years with the Company.

Mr. Torres started to sea 42 years ago, sailing with the Bull, American South African and Munson lines. He joined the Company as Messman in the *Cerro Azul* on Dec. 26, 1930, advanced to Steward in 1942 and then resigned to serve with the WSA. Returning to the Fleet in April 1947, he advanced to Chief Steward again and attained over 15 years in this rating.

Born in Puerto Rico, Mr. Torres lives in Westbury, N. Y. with his wife Virginia.



A HOUSE OF BRICK — BMX brick, that is — a new building material made from soil and a petroleum-based binder. The house was built by Esso Research & Engineering Co. as part of 5 year's development and testing of the material.

BMX brick can be used instead of concrete blocks or clay brick. The

material has greater strength per unit weight, lower moisture absorption and better freeze-thaw properties than conventional materials. In addition, because of its smooth surfaces, one coat of plaster is all that is needed to obtain a finished interior.

Raw materials for BMX are petro-

leum asphalt and natural soils that are generally not useful for agriculture. BMX is expected to have lower manufacturing and end-use costs in many locations.

Two mortar systems are possible with the new material — conventional trowel-and-mortar and applying the mortar, at a great saving in time, with an ordinary paint roller.

Esso Research is licensing the process for making BMX blocks and bricks to companies in the building materials industry. The Sayre and Fisher Co., of Sayreville, N. J., is the first U. S. licensee. That company is now producing market development quantities of the products.

