ESSO FLEET NEWS

PUBLISHED BY THE MARINE DIVISION OF HUMBLE OIL & REFINING COMPANY

Vol. 3, No. 20 **October 19, 1961**

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THE UNIVERSITY OF TEXAS AT AUSTIN

Esso Suez' Rescue Operations During

The Sinking of The Hess Mariner

As reported in the Oct. 5 issue of the FLEET NEWS, an explosion in the engineroom of the T2 tanker *Hess Mariner* resulted in her sinking on Oct. 2. More details of the *Esso Suez*' part in aiding the disaster victims are now available.

When the *Hess Mariner's* SOS was received at 2000, Oct. 1, the *Esso Suez* was about 27 miles away. She arrived on the scene in 1½ hrs., preceded by the *Texaco Nevada* and *Cities Service Norfolk*, which had been closer. All but six of the stricken vessel's crewmen abandoned ship and were taken aboard the *Texaco Nevada*.

At midnight, the *Suez* was requested to transfer a doctor from the pasenger liner *Brazil* (which had just arrived, along with the *Gulf Prince*) to the *Texaco Nevada* to attend injured *Hess Mariner* crewmen.

The *Suez*' motor-driven No. 2 boat was away at 0029. Second Mate Daniel P. O'Connor was in charge and Pumpman Rex B. Williams, Able Seamen Donald E. Delozier, Walter Doran, Ian G. Harrison and Harley N. Kinney, and Deck Maintenanceman Frank A. Hudy comprised the crew. They picked up Dr. Glendon C. Fraser from the *Brazil* and had him aboard the *Texaco Nevada* at 0113. The lifeboat lay off for slightly over an hour and then returned the doctor to his ship. They were secure aboard the *Suez* again at 0340, an elapsed time of 3 hrs., 11 min.

Captain Springer stated that the boat crew "did a wonderful job indeed under adverse conditions during the early morning hours" — the adverse conditions being principally long, rolling, northeasterly swells 8 to 12 ft. high. The *Suez*' Master also commended Chief Mate Howard T. McCartney for his handling of the lowering and securing of the lifeboat, Radio Officer William Ferreri for his cooperation during the entire operation and Chief Steward Lester E. Eckert, who was up most of the night serving bacon, eggs and coffee to the working crewmen.

At 0400 the *Esso Suez* maneuvered to pick up the last six survivors from the *Hess Mariner*. They were Captain Francis W. Durbin, Third Mate William Allbritten, Chief Engineer John K. Elholm, First Asst. Engineer Frank Bevacqua, Radio Officer Thomas Yohovic and Able Seaman Arthur Falcon.

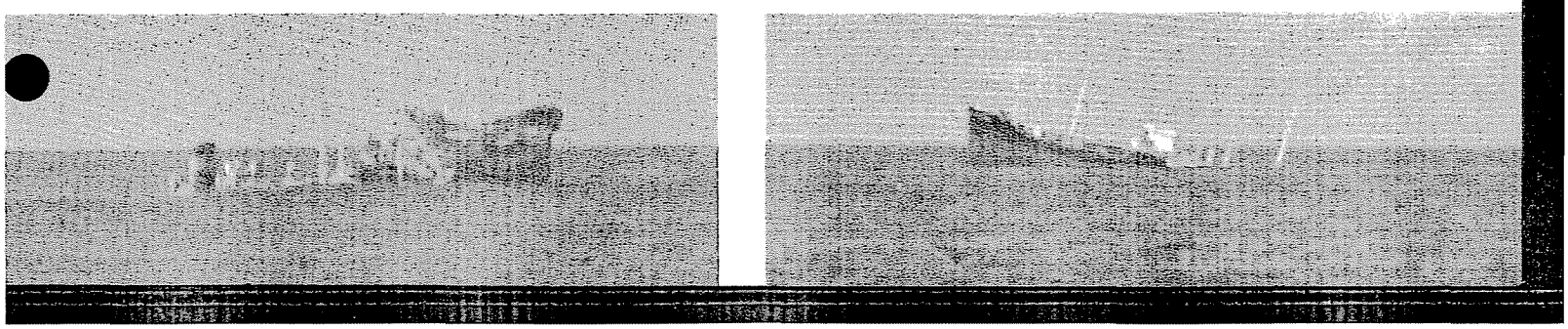
"The *Hess Mariner* submerged up to the after part of the midship house at an angle of 75 degrees," Captain Springer concluded, "then suddenly broke in two. The stern end sank, the bow section tipped vertically and sank within two minutes. Vessel disappeared beneath the waves at 0926. All hands saved."



Captain Francis W. Durbin, of the *Hess Mariner* (left) with Captain Victor T. Springer aboard the *Esso Suez*.

Two views of the tanker *Hess Mariner* a few minutes before she broke in two and sank in 320 fathoms of water about 120 miles ENE of Jacksonville on Oct. 2.

Photos by Able Seaman Tom Kinney



EXX-MOR-007429

Turbine Warm Up System Cuts Dock Time

A relatively simple little "wrinkle" has been developed by our shoreside and seagoing engineers that will save an estimated $50,000 a year in ships' time.

The idea is a system by which propulsion geared turbines can be safely warmed up at the dock without danger of the vessel surging. This will eliminate the need for the ½ to ¾ths of an hour warm up time usually required after cargo loading has been completed.

Aboard the *Esso Boston*, first vessel in the fleet to be equipped with the system, steam is taken from a connection upstream of the main steam stop valve and led through a 1" diameter line to connections on the steam lines which supply the ahead and astern turbines. The main steam stop valve and turbine throttle valves are kept closed during the warm up.

Steam flow is controlled at each connection by a valve and a Stellite orifice. The ahead turbine orifice is .180" dia. and the astern orifice is .150" dia.

The installation allows steam at full boiler pressure and superheat to flow under positive control to the turbines simultaneously while they are being turned with the jacking gear.

The 19,000 shp. turbines in the *Esso Boston* have been successfully warmed up by this method for several months and no delay in leaving docks due to warming up has occurred. Similiar installations will be made in most other geared turbine vessels of the fleet in 1962.

Credit for developing the idea belongs to Port Engineer Thomas J. McTaggart, with assistance from Chief Engineer William H. Ahrens and First Assistant William A. Dundon, of the *Esso Baltimore*.

Thrift Fund Report

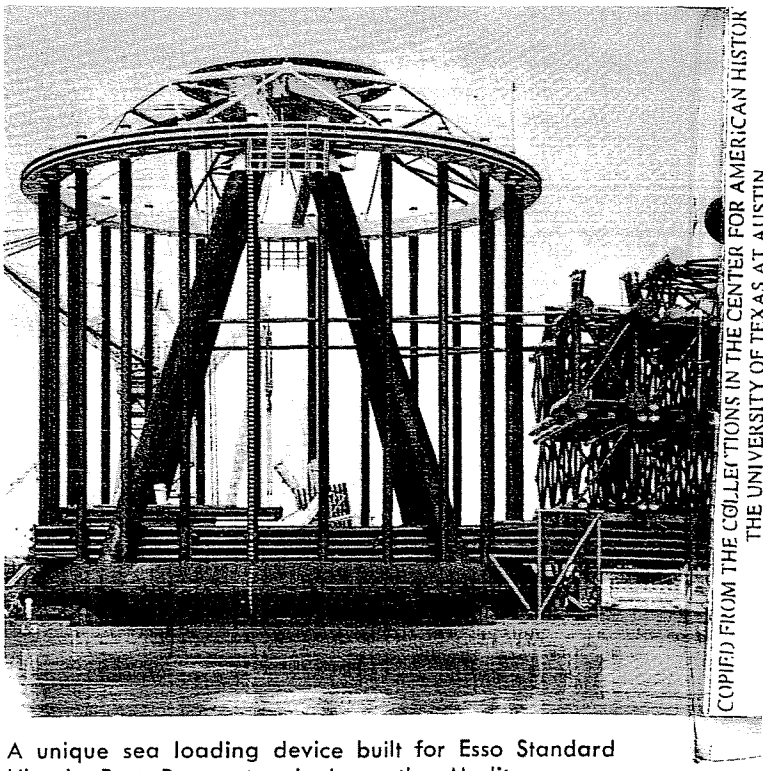
A report on the single Thrift Fund, including operations for the six months ended June 30, 1961, has been distributed to employees.

The report shows that more than 87% of the 45,600 participants held stock in their accounts. Total number of shares in the Fund on June 30 was 6,283,124, or about 3% of all Jersey stock.

More than 95% of the members contributed to their thrift accounts at the maximum rate of 10% of earnings. Their contributions for the six months amounted to $19,300,000, Company contributions for the same period were $5,800,000.

Fund earnings, or income from loans to employees and security investments, came to a net of $913,000—an earnings rate equal to 2.3% per year.

Thrift Fund activity during the six months continued to be heavy. A total of 111,214 transactions were made—about 875 per day for the 127 working days between Jan. 1 and June 30.



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A unique sea loading device built for Esso Standard Libya's Port Brega terminal on the Mediterranean. The structure is 140' high and designed for use in 100' of water.

When installed on the sea bottom 3/4ths of a mile off shore, only the top parts of the pipes, the upper ring and control house will be above water. Tankers will moor by the bow and crude oil will flow from shore tanks in a five-mile, 48" pipeline. The crude reaches the coast through a 100-mile, 30" pipeline from Esso Standard Libya's new Zelten oil field.

Company Buys 23 Florida Gas Stations

Two Florida retail gasoline companies were acquired by Humble this month. One is the Singleton Oil Co. with 15 service stations in Sarasota, Crescent Beach, Osprey, Lido Beach and South Venice. The other retailer, Watson Oil Co., had eight stations in North and South Miami and in West Palm Beach. The acquisitions are part of Humble's plans to extend its marketing throughout the state of Florida.

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.

EXX-MOR-007430

Changes of Address

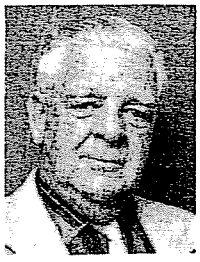
Employees occasionally ask us to change their addresses on the FLEET NEWS mailing list. Sorry, we can't do it.

Our list of home addresses of regular employees is the same one that the Company uses for payroll and tax purposes. The addresses are obtained from the W-4 forms. If you send in a change of address on a W-4 form, the FLEET NEWS address is automatically changed, too. But a request to change your address for the FLEET NEWS cannot be considered as authority to change your W-4 address.

We do it this way to avoid maintaining two separate lists of essentially the same addresses.

For annuitants, we have a special list which we try to keep up to date ourselves.

RECENT RETIREMENTS



CHIEF ENGINEER PATRICK J. BREEN. It was the Chief's last trip. When the *Esso Boston* docked at New York Sept. 5, he would go ashore to stay - as an Esso annuitant. The Deck Officers had presented him with a pen, pencil and lighter desk set, the Engineers with a movie camera and the Steward's Dept. with a special "inscribed" cake. Pat summed up his feelings this way - "There's a little gladness and a little sadness but I think the gladness prevails."

Senior Chief Engineer in the fleet, Mr. Breen had more than 34½ years with the Company and was Chief for all but seven months of his seagoing service. He started as Second Assistant in the *Beaconhill* on April 20, 1927, became First Assistant a month later and Chief on November 25. He spent over 10 years in that vessel, four in the *Esso Bayonne* and seven each in the *Esso Roanoke* and *Bethlehem*. From May, 1942 to Dec., 1946, he was a Construction Inspector at the Sun shipyard.

Pat was born in Massachusetts and has been a lifelong resident of the Boston area. In his youth he worked as a machinist and draftsman before serving two years in the Navy. He joined the U. S. Shipping Board's *Mariners Harbor* as second assistant in June, 1919 and during the next eight years sailed as second, first and chief engineer in a variety of merchant vessels.



FIREMAN-WATERTENDER STANLEY S. BAKER. Sailing most recently in the *Esso Gettysburg*, Mr. Baker retired Oct. 1 after almost 22 years in the fleet. About half of his service was as Storekeeper and half as Fireman-Watertender. He was one of the first Fireman-Watertenders in the new *Esso Baltimore*, serving on the maiden voyage and open house exhibits. Somewhat of a contrast was his first seagoing assignment - Sept. 10, 1934 - firing the three Scotch boilers in the *Paul H. Harwood*.

In addition to his Esso career, Mr. Baker was in the Navy for eight years (1919-1927) and worked as a rigger at the Maryland Shipbuilding & Drydock Co. for six.

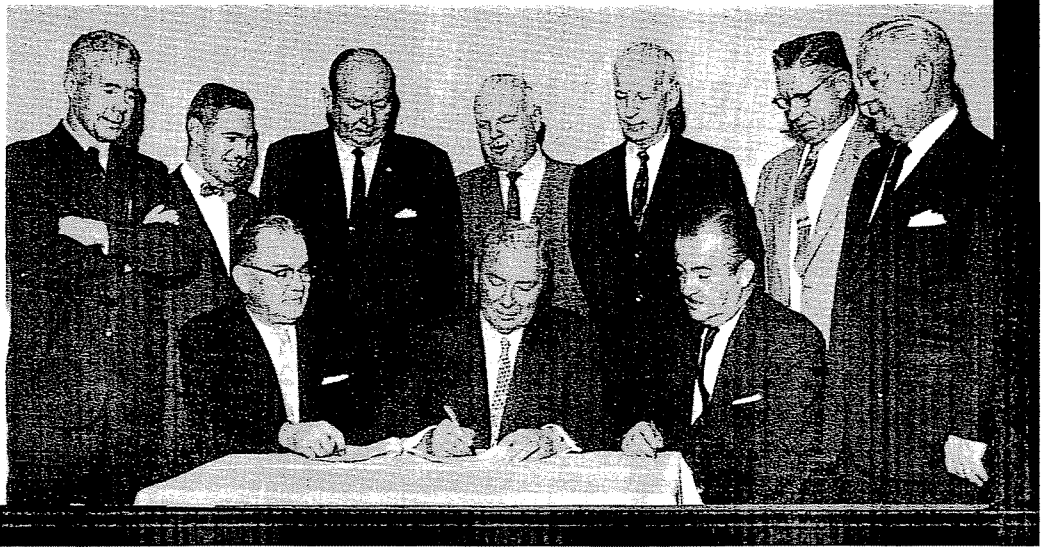
Mr. Baker is leaving his future plans open except to keep a close watch on the fortunes of the Baltimore Colts of the National Football League. He was born in Baltimore and still resides there.

Esso Stewards Organization and Company Amend Agreement

John D. Rogers, General Manager, Marine Division, signs amendment to agreement between Company and Esso Stewards Organization on Oct. 13. Seated at left and right are Chief Stewards Lester M. Payne and Lester E. Eckert, Chairman and Secretary, respectively, of the ESO Executive Committee.

Standing, l. to r. are: John J. Collins, ESO Adviser; Leonard H. Earle, Employee Relations Adviser; Fred F. Newton, Sr. Asst. Port Engineer; C. Leo Whyte, Employee Relations Representative; Captain M. Breece, Manager, Operating Department; Captain A. Larson Manager, Port of New York Office, and D. A. Hodges, Port Steward.

The amendment, which extends the Stewards' agreement to Sept. 30, 1963, provides a $31 per month wage increase and minor adjustments in the rotating relief and standby provisions. The amendment is subject to ratification by the Union membership.



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"Humble News" to be Published in Jan.

Publication of a monthly Company-wide employee magazine, HUMBLE NEWS, will begin in January, 1962. The new magazine will report on plans, progress and developments in all phases of Company operations, especially items of interest to all employees.

The HUMBLE NEWS will be LIFE magazine size and style, of about 16 pages written and edited by a staff in the headquarters Public Relations Department. It will be mailed to vessels and the homes of all employees and annuitants.

TAFFRAIL TALK

As a result of recent retirements, the following promotions in the Deck and Steward's Departments have been made:

Captain William Hamilton to Master (*Esso Raleigh*), Howard A. Briles to Chief Mate and relieving Master (*Esso Lima*), Philip W. Babcock, Jr., to Second and relieving Chief Mate (*Esso Newark*) and Bertram O. Christensen to Third and relieving Second Mate.

John J. Fernandes has been promoted to Chief Steward, Jose Gonsalves and Harold R. Smith to Chief Cook and Eugenio T. Pina and Thomas G. Foley to Second Cook.

* * *

One might say that Able Seaman William P. Marvin became a more responsible person on his last paid leave. His new responsibility is Mrs. Marvin, the former Miss Georgia Baldwin. They were married on Sept. 30. Our congratulations and best wishes to both.

* * *

Our thanks to Pumpman Theophilus A. Bodden, *Esso Gettysburg*, for an interesting item from the Aug. 22 issue of a Canadian newspaper. A fisherman of West Dover (25 miles south of Halifax) harpooned a giant green and gray turtle while jigging pollock about a mile off shore. The turtle measured 9′ x 3′, weighed between 700 and 1,000 lbs. and was estimated to have hatched about the time Columbus was a boy.

* * *

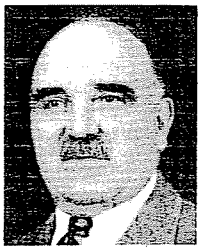
A 16-year project to widen and deepen the Port Aransas - Corpus Christi channel has been completed, according to H. M. Teller, Agent in that area. The waterway now has a 400′ minimum bottom width and a 36′ depth from Port Aransas to the main Corpus Christi harbor. Still deeper channels are projected.

* * *

It was announced from Germany recently that the Schlieker Werft shipyard in Hamburg had received an order from Marlin Tankers Corp. for a tanker of about 50,000 dwt. The vessel is to be 750 ft. long with the bridge and all accommodations located aft. (Several Jersey affiliates have bridge-aft type supertankers under construction.) Propulsion will be by twin screws, turned by diesel engines controlled from the bridge. Other features unknown in tankers of this size are reported to be included in the design.

Upon completion in 1962, the new vessel will be operated in Persian Gulf service by Sinclair Oil Corp. under a long term charter.

OBITUARY



CAPTAIN ARNULF HARTMAN, annuitant, died of pneumonia Oct. 9 in Baltimore, where he had resided for many years. He is survived by his wife, Louisa Helena.

Born in Norway 67 years ago, Captain Hartman had a 50-year seagoing career in sail and steam vessels. His service in the Esso fleet extended from May 16, 1930, when he joined the *J. M. Danziger* as Second Mate, until his retirment on Dec. 1, 1957.

In World War II, Captain Hartman commanded several tankers on wide-ranging voyages. He took the *W. H. Libby* to Capetown, Abadan and Indian Ocean ports; the *R. G. Stewart* to the Caribbean; *Esso Annapolis* on Pacific fueling missions and the *John D. Archbold* across the Atlantic to Glasgow.

After the war Captain Hartman had the *Esso Shreveport* for almost four years, the *Esso Aruba* for one and the *Esso New Orleans* for five.

BOS'N JOHN E. CANTWELL, SR., 55, died of a heart attack Sept. 26 at his home in Baltimore. Surviving are his wife and a 29-year old son.

Mr. Cantwell's Company service goes back to 1927 and was continuous from January, 1946. He was Able Seaman in six ships during World War II, including the *John Worthington* when she was torpedoed (but not sunk) off the coast of Brazil on May 27, 1943.

For the past 10½ years Mr. Cantwell sailed as Bos'n, most recently in the *Esso Gloucester*, *Havana*, *Chattanooga* and *Suez*.

RAYMOND W. CLARK, 36, died in Houston Oct. 3, a week after he had terminated his employment. His mother, Mrs. Grace Clark, Arlington, Mass., survives him.

Mr. Clark was in the fleet 14 years, six as Wiper and eight as Utilityman. His last ships were the *Esso New York*, *Esso Scranton* and *Esso Washington*.

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