

ESSO FLEET NEWS

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Esso Chester to be an Asphalt Carrier

The Humble Fleet will have another specialty ship early next year when, according to present plans, the *Esso Chester* will enter a new trade — carrying hot asphalt. As far as we can determine, she will be the world's largest asphalt carrier, with a capacity of 170,000 bbls. The vessel will go into a shipyard late this year for alterations estimated to require about 30 days.

Current plans are for the *Chester* to carry hot asphalt from Bayway and Bayonne to hot terminals at Charleston, Baltimore and Everett. However, the asphalt business probably will not be sufficient to keep the ship engaged entirely in this service, particularly during winter months when road building, the principal asphalt use, falls off. Consequently, the vessel is expected to make a small number of Gulf-East Coast voyages per year carrying crude.

Because asphalt is heavier than clean products or crude, only 20 of the ship's 30 tanks will be required to bring her down to marks. Five sets of wing tanks will be empty on loaded runs and

used for segregated ballast on return voyages when in asphalt service.

Plans to convert the *Esso Chester* for the new trade are being prepared by our Technical Section and will call for rather extensive alterations. Three of the 4 main cargo pumps will be replaced with 3 rotary pumps, 3 of 4 deck discharge lines will be renewed and relocated below deck, as will 3 of 4 discharge crossovers. Portions of the discharge manifold above deck will be steam traced and insulated.

All loading of asphalt will be through the under-deck pipeline system with open drops to each tank. An additional 12" line will also be installed under the deck, running from the midship manifold to No. 1 center tank, to simplify loading the forward tanks.

Special heating coils, consisting of a bottom grid and conical coils, will be installed in each asphalt tank. Also, the vent system will be modified and bulkheads of cargo tanks adjoining both pumprooms will be insulated.

Competition Means Change

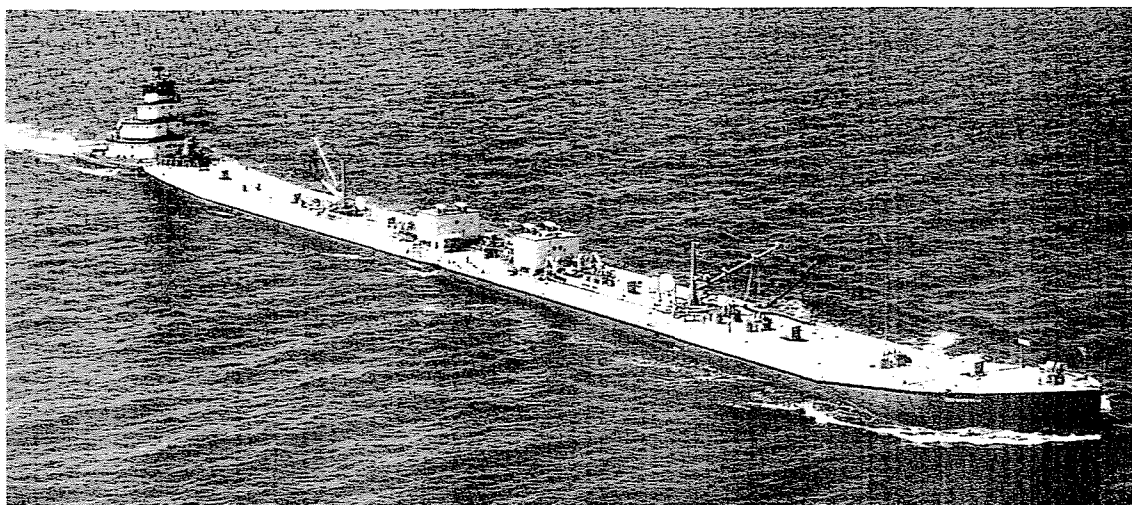
Tanker discharges at the Company's Albany, New Haven and Providence terminals will be much less frequent than they have been in the past. In fact, it is expected that they will be eliminated except possibly during winter months.

The reason is that the supply of products to these terminals has been taken over by a 610'

integrated tow consisting of the 2,000-hp. push-pull towboat *Esso Maryland* and the 250' *Esso Barge No. 29* and *No. 30*. This unit was transferred from Chesapeake Bay to New York in mid-July and has made several round trips between Bayway and Albany and to New Haven and Providence with better than satisfactory results.

The reason for relocating the *Esso Maryland* tow is the completion of an extension to the

The modern (built in 1962) high efficiency integrated tow *Esso Maryland* now operates in the New York Branch area. Her cargo capacity is 56,000 bbls.



Plantation Pipe Line from Greensboro, N. C. to Richmond, Va. This fall the pipe line is to be extended again—to Fairfax County, Va., about 15 miles from downtown Washington.

Although tanker calls at Albany, New Haven and Providence will be much fewer, it does not follow that our ships will carry that much less cargo. It means that more cargo deliveries will be made to Bayway for reshipment to these points.

We can see here a good example of changes caused by competition in the oil transportation business. The Colonial Pipeline, owned by 9 of Humble's competitors, is now operating from Texas to Washington and Philadelphia and early next year is scheduled to be completed to New Jersey. Plantation Pipe Line, in which Humble has an interest, counters with extensions to Rich-

mond and Washington. These moves make the supply of Chesapeake Bay points by the *Esso Maryland* tow less attractive and hence the shift of her base from Norfolk to Bayway.

Bayonne Storehouse to be Closed

The Marine Storehouse at Bayonne is in the process of being closed and future storings will be at loading ports in the U. S. Gulf. As soon as arrangements have been completed, the fleet will be advised regarding storing schedules and complete procedures. In the meantime, vessels will operate on a 30-day build-up basis, with stores furnished at loading ports whenever possible. Special instructions will be issued by radio. We will continue to use the present stores catalogue for specifications and descriptions.

Reports from the Esso Seattle

"The *Esso Seattle* has been in operation for 3 months now," Captain Harry Bansen wrote Aug. 10 to Marine Division headquarters. "The morale of the crew has remained very good... the food is excellent, the quarters comfortable and all hands look forward to their monthly liberty in Japan."

Captain Bansen also mentioned some of the MSTs cargo requirements that differ from those to which we are accustomed. All tanks must be gas-free regardless of previous cargo so that each tank may be entered for inspection. MSTs requires that bulkheads separating jet fuel tanks from others be inspected after the jet fuel is loaded, consequently adjacent tanks cannot be loaded until the jet fuel tanks are topped off.

When docking at Bahrain, Captain Bansen said the pilots require a draft of 16' forward and 26' aft—about 80,000 bbls. of ballast. If jet fuel tanks are ballasted, they must be bailed out and wiped dry after discharge. A minimum of 10 hours is required from all fast to start loading.

"The British Petroleum Co. tankers that dock near us at Bahrain all have pools," Captain Bansen added, "and our crew is always invited for a swim. The men really enjoy this and I'm sure that a pool would be a very welcome addition to this ship."

Chief Steward John J. Fernandes, in a letter

ESSO FLEET NEWS is published for the seagoing employees of the Marine Division, Humble Oil & Refining Co.: Joseph Andrae, General Manager; Sydney Wire, Assistant General Manager.

W. E. Gardner, Editor.

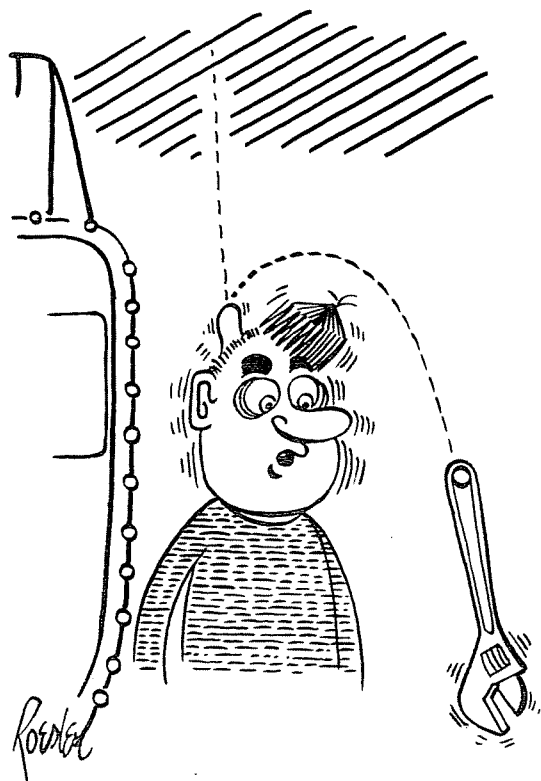
Contributions and suggestions are invited and should be addressed to The Editor, ESSO FLEET NEWS, Humble Oil & Refining Co., P. O. Box 1512, Houston 1, Texas

The MIS-Adventures of

J. STUMBLEPRONE MC FRACTURE

BOYNNING!—"I was going around the main condenser when I felt something hit me on the side of the head," McFracture said. Starting an immediate investigation, Mac discovered that his skull had intercepted the fall of an 8" adjustable wrench from the grating above.

Other than "my head is all right," we have no record of further statements by our victim, although it would seem reasonable to expect that he made a few heartfelt (or headfelt) comments. Neither is there any reference to a person or persons on the grating above. Could be, of course, that Mac left the wrench on the grating himself sometime previously, in which case this incident might be poetic justice. Otherwise someone will probably carry a secret to his grave.



Training in Fire Fighting

Guided by V. A. Pursley, Baytown Refinery Fire Equipment Inspector, William J. Bouzan, Second Asst. Engineer in the *Esso Gettysburg*, directs CO₂ to the base of a blazing oil tank fire. *Gettysburg* crew members and Captain Charles F. Stober (in hard hat, center background) give close attention.



The training program got underway at Baytown, Aug. 6, when about half the men of the *Esso Gettysburg* and *Esso Gloucester* attended 2 sessions. Later this month classes will also begin at the Baton Rouge Refinery.

The Baytown course, conducted by Refinery fire fighting personnel, includes classroom instruction on the various types of extinguishers and their uses, plus practice in putting out fires. Portable CO₂ and dry chemical extinguishers are used to snuff out open tank fires and a fire in a steel container simulating a burning paint locker. With water fog, men beat back

the flames of a blazing tank so that a valve can be closed.

The importance of the training was well-stated by Captain Stober in a memo to all hands - "... if we consider how little we know or remember from earlier training on what to do to overcome different types of fires, these short 2 hours may mean the difference between staying alive should an emergency arise, or losing out by ignorance on what to do."

Not only that, but you get 2 hours overtime if you attend while off watch.

dated July 22, also said that "Everyone is happy here, especially after seeing Japan. The trip so far has been most enjoyable, with the exception of a few days of bad weather... I must say also that I have never seen a crew with such enormous appetites. Everyone is working lots of overtime and it seems the more they work the more they eat. We hardly have any leftovers and absolutely no waste."

Shore leave in Japan must have been more than usual after the *Esso Seattle's* latest arrival at Yokosuka (near Yokohama) Aug. 9. She was in port about 7 days discharging and repairing. After the next loading in the Persian Gulf, about Aug. 30, the ship is scheduled to discharge part cargo in the Philippines Sept. 12 and the balance at Guam.

Ships' Personnel Commended For Product Quality

The interest and efforts of Marine personnel in developing and maintaining a high level of product quality — particularly the elimination of salt water in heating oil — was commended by Sydney Wire, Asst. General Manager, in a letter to all vessels.

A Company committee, formed to investigate means to improve heating oil quality, was recently disbanded after it was found that oil quality was excellent throughout the Company's distribution system at the end of the last heating season.

"Marine Division management is appreciative of the interest displayed by the fleet in maintaining product quality," Mr. Wire said. "Very few instances of excess salt water in cargo have since been reported. All hands are commended for a job well done."

Contributing greatly to the success of the program were the "last gallon" strippers installed in a number of vessels and the diligence of Deck Dept. officers and men in preparing tanks and handling cargo.

Daughters of Seagoing Men Awarded 2 More Nursing Scholarships

Mylene A. Keller, daughter of retired Chief Engineer Myles C. Keller, and Joanne J. Williams, daughter of 1st Asst. Engineer Tom W. Williams, have been awarded Teagle Foundation Nursing Scholarships beginning next month. Miss Keller will attend Baylor University School of Nursing, Waco, Texas (she spent her freshman year

at Lee College, Baytown) and Miss Williams is to enroll at the Cooper Hospital School of Nursing in Camden, N. J.

These awards bring to 15 the number of Teagle Nursing Scholarships awarded to daughters of seagoing men during the past 2 years.

TAFFRAIL TALK

Ahoy Mates! We're back from 2 weeks' vacation and it's nice to get the feet up on the desk again after puttering about the house, missing putts on the golf course, trudging along the World's Fair's asphalt (adv't.) and arriving at airports at uncivilized hours. Even such a short furlough can make one realize there are worse things than working for a living.

Second Asst. Engineer Fred Lyons, ex-*Esso Newark*, and his wife, Iva, invite shipmates and office friends to be their guests (paying, of course) at their AAA-approved Gold Coast Motel in Jacksonville Beach, Fla. From the color post card and description, the Lyons have a fine establishment with all conveniences — oceanfront location (731 N. First St.), efficiency apartments and rooms with air conditioning, electric heating, TV and wired music.



Caesar Burgo, Jr., Chief Cook in the *Esso Washington*, tells us that his daughter, Barbara Ann (left) graduated from State College, Bridgewater, Mass. last June and will begin teaching elementary school in New Bedford next month. She is also planning to be married Nov. 26.

We try to outsell communism, not out-yell it; and, wherever we have reasonable freedom to do business, I think we succeed very well.—*M. J. Rathbone.*

Requirements for Disability Benefits

The Company has what is generally regarded as a good set of disability benefits — as much as 26 weeks at full pay and 26 weeks at half-pay if you are unable to work due to illness or injury while off the job and 26 weeks' full pay and 26 weeks at 2/3rds pay when injured on the job.

While these (and other) benefits are liberal, certain requirements are expected of employees so that benefits can be paid promptly and right-fully to those disabled and *not* paid where they

are not deserved. Among these requirements are the following:

If you become disabled at work —

Notify your department head,
Report to the Master,
Be guided by their instructions.

If you are disabled away from work —

Notify nearest Branch Office or Houston headquarters *promptly*,
Give your best estimate of how long you might be absent,
If you are not able personally to take these steps, have someone contact the Company for you.

While you are disabled and away from work —

Give the Company full and correct information about your disability,
Keep Company informed regarding your progress,
Notify the Company before changing your address or location,
Use common sense in taking proper care of yourself,
Report in person to a Company physician, if feasible, when your condition permits.

OBITUARY

OILER JEAN H. CARLSON, 42, died Aug. 12 in Des Moines, Iowa, after an illness of 5 months. He is survived by his wife, Isabelle, a daughter, Candace, 16 and a son, Kenneth, 19.

Mr. Carlson had over 13 years' service with the Company, starting as Oiler in the *Esso Bolivar* on Nov. 6, 1950. Most of his assignments were as Oiler, the last being to the *Esso Tampa*.

CAPTAIN ROLF CLAUSEN, 57, who retired on disability last September, died in Bergen, Norway on Aug. 1. His wife, Helene, survives.

Born in Norway, Captain Clausen sailed under the flags of 12 nations before he became AB in the Company's *W. C. Teagle* in Oct. 1939. He was Bos'n in the *Allan Jackson* when she was torpedoed off North Carolina on Jan. 18, 1942 and advanced to Third Mate in his next ship, the *Livingston Roe*. His first command, the *Red Canyon* in April 1948, was followed by nearly 3 years in the ship as Chief Mate and Master and over 4 years in those ranks aboard the *Esso Greenville*. He had 21 years of credited service.

Captain Clausen's home was in Eau Gallie, Fla.

