ESSO FLEET NEWS

PUBLISHED BY THE MARINE DEPARTMENT, ESSO STANDARD, DIVISION OF HUMBLE OIL & REFINING COMPANY

Vol. 2, No. 21 October 20, 1960

Esso Huntington Converted to Carry Alcohol

Specialty Ship's 43 Compartments Include Eight for Alcohol

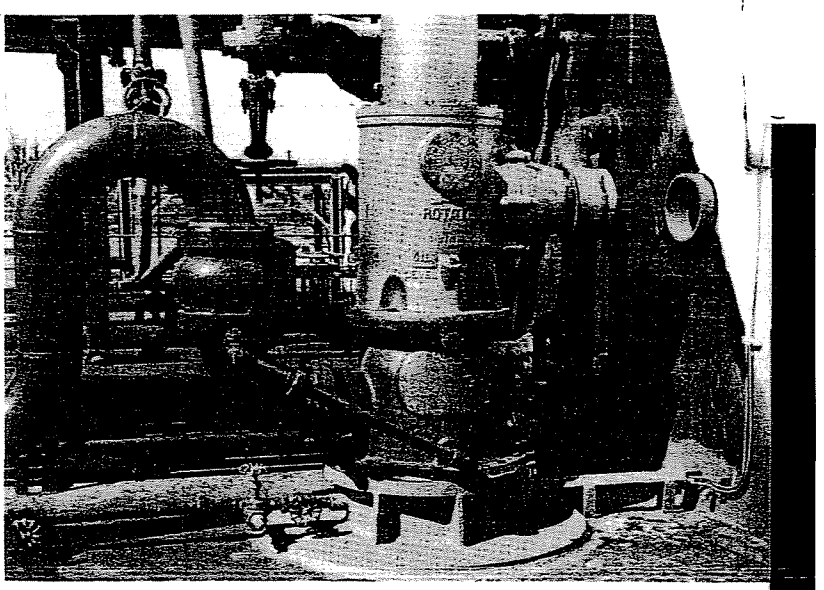
Stepping over the side of the *Esso Huntington,* any but the most "lubberly" observer can see that here is no ordinary tanker. On deck is an intricate maze of pipelines, crossovers and valves.

Most of the *Huntington's* special equipment was installed in 1957, when she (along with the *Esso Bangor*) was converted to carry lube oils and waxes. Now, she is "specialized" still further for the carriage of alcohols, replacing the *Esso Chattanooga* in this trade.

The second conversion on the *Huntington* involved installation of new transverse bulkheads in No. 3 wing tanks, dividing each tank in two, and piping alterations to these tanks and to No. 3 center and No. 9 across, making eight tanks totaling 48,000 bbls. for alcohols. All the alcohol tanks are zinc coated with Humble Rust Ban 190/195.

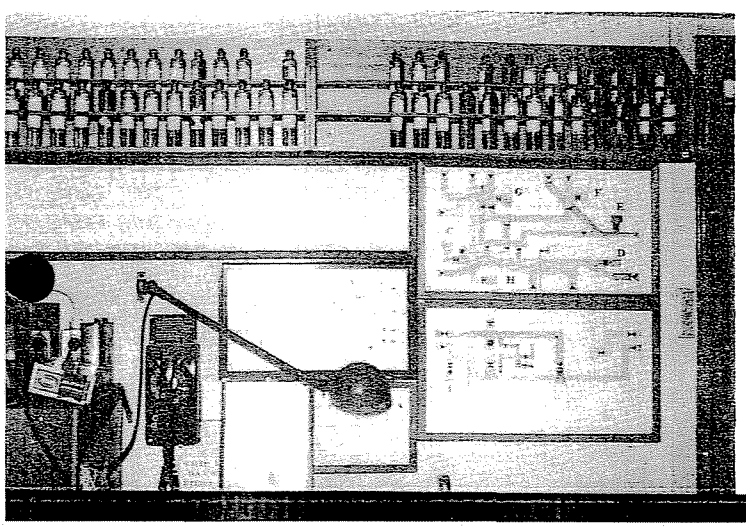
A deepwell pump of about 3,000 bph. was installed on deck just forward of the midship house, driven by a steam turbine in the midship square. Also forward of the midship house are seven new crossovers on each side. They slant inboard and have drain lines, so that product in the lines will drain back into the tank drops.

The deepwell pump handles No. 3 center tank, while the No. 3 starboard wing tanks are discharged through the old fuel transfer pump and the No. 3 port wing tanks discharge through the old bilge and ballast pump. A new bilge and ballast pump has been installed in the forward pumproom. The old port cargo pump serves No. 9 center, the old star-

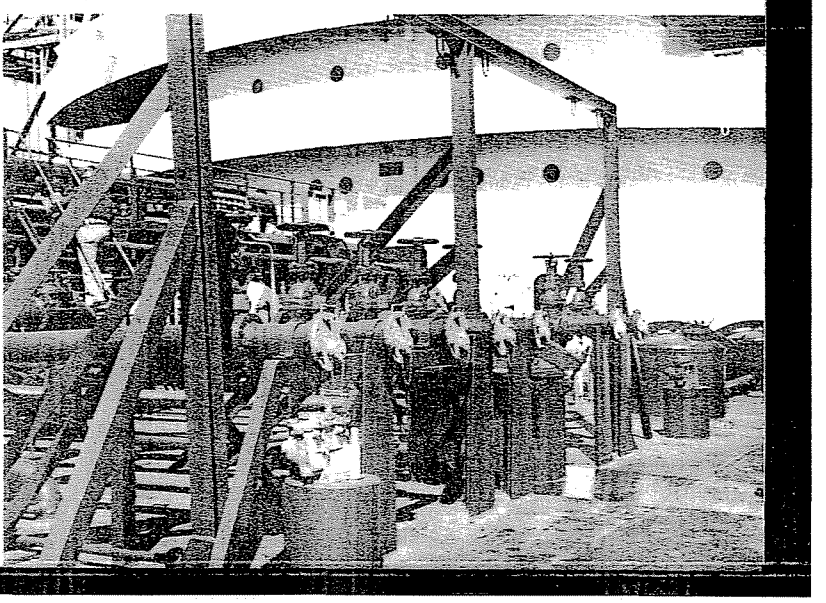


New deepwell pump for alcohol on forward deck. Turbine to drive pump is being installed on other side of the midship square bulkhead.

Piping diagrams and lube oil samples on a bulkhead of the cargo office. The office and all other living spaces are now air conditioned.



Seven port side crossovers and hose handling frame for discharging alcohol.



EXX-MOR-006746

board stripper pump No. 9 starboard and the screw pump No. 9 port.

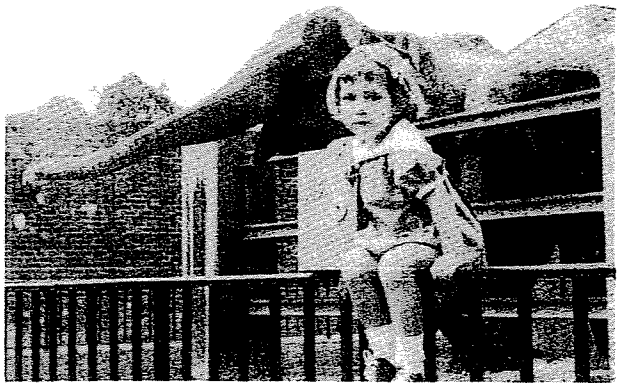
The *Esso Huntington* now has three pumprooms, plus the deepwell pump on deck, and 19 tanks for lube oils, six tanks and a separate handling system for dairy wax, eight alcohol tanks and 10 balance cargo tanks. All 43 compartments, the pumprooms and cofferdams are served by a dehumidified air system.

The booming expansion in petrochemicals can come, as far as Captain Edwin Wright and the *Esso Huntington* men are concerned. They're ready.

Heavy Fuel for Blast Furnaces Proves Successful in Pilot Plant Tests

A new development which may be one of the most important iron manufacturing advances in 20 years was announced October 10 by Esso Research & Engineering Co. For two years Esso Research has been operating and experimenting with a pilot plant simulating part of a blast furnace. The project aims to prove that heavy oil injected into the bottom of blast furnaces can, in many cases, increase capacity and decrease costs of "hot metal" production. Oil supplies part of required heat and also contributes additional "reducing" gas to speed the reduction of ore into iron.

M. J. Rathbone, President of Jersey Standard, said: "This development is one result from a comprehensive program which Jersey and affiliates are conducting with Esso Research scientists to explore new uses for petroleum products. This work with respect to iron making can be of substantial importance to two basic industries — steel and oil — and to the free world's economic strength."



DON'T LOOK NOW, BUT - - Two-year-old Suzanne Davis, daughter of Kenneth A. Davis, Second Mate in the *Esso Huntington,* balances neatly on a fence at the Audubon Park Zoo, New Orleans, while her father snapped this photo on a recent paid leave. A pair of pachyderms provides a contrasting background, in keeping with good photographic technique.

Baytown Employees Ask New NLRB Elections

The Baytown Employees Federation, an independent and unaffiliated union at Humble's Baytown Refinery, has filed petitions with the NLRB requesting representation elections among production and maintenance employees and semitechnical personnel. The Federation represented Baytown's production and maintenance workers for over 20 years — until August, 1959. At that time the Oil, Chemical and Atomic Workers, AFL/CIO won representation rights for wage employees.

Sell Esso Program for Seagoing Employees

The "Sell Esso" Program is a concerted employee effort to obtain additional business for the Company by soliciting credit card accounts, home and commercial fuel accounts, oil burner installations, etc. Points are awarded for each activity and are redeemable for valuable prizes. This program has been successful with shoreside employees and our seagoing men and their families now are being given an opportunity to participate. It is anticipated that full details will be in the mail by November 1 and you will be eligible to participate from that date.

Humble to Acquire Monterey Oil Co.

Humble Oil & Refining Co. will purchase substantially all of the business and assets of Monterey Oil Co., according to a joint announcement October 11 by Morgan J. Davis, President of Humble, and Howard C. Pyle, President of Monterey. Essentially a producing company, Monterey has an output of 15,000 b/d in California, Texas, Wyoming, Louisiana and New Mexico. Humble plans to take over the properties and employees and continue operations as the Monterey Division. The acquisition, described as an $80 million deal, is subject to approval by Monterey's stockholders.

Baytown Credit Union

Seagoing men living in the Baytown area may obtain low interest rate loans and high dividends on savings by joining the Humble Employees Baytown, Texas, Federal Credit Union. The non-profit credit union has averaged 4½% dividends on savings for the last 12 years. Members may get "same day"

ESSO FLEET NEWS is published for the seagoing employees of Esso Standard, Division of Humble Oil & Refining Co., Marine Department: J. D. Rogers, General Manager; James E. Stoveken, Assistant General Manager; Sydney Wire, Assistant General Manager.

W. E. Gardner, Ed.; R. M. Sheridan, Editorial Ass't.

Contributions and suggestions are invited and should be addressed to The Editor, ESSO FLEET NEWS, Room 936, 15 West 51st Street, New York 19, N. Y.

EXX-MOR-006747

loans for practically any purpose at an interest rate of 5/6 of 1% per month on the unpaid balance or certain types of loan at 5% per year. Located at Blaffer & Market Streets, Baytown, the credit union has assets of $2,500,000, with outstanding loans of $2,184,000.

TAFFRAIL TALK

Deck and Engine Officers may renew their licenses up to 90 days before expiration date after January 1, 1961. At present, licenses cannot be renewed more than 30 days prior to the date of expiration, except in extraordinary circumstances.

* * *

Emmett W. Young, Pumpman in the *Esso Huntington,* was transferred ashore at Miami by the Coast Guard on October 4 and taken to Jackson Memorial Hospital. Mr. Young, suffering from swollen joints and a high fever, was later found to have severe blood poisoning. He was reported to be "recovering very nicely" as of October 10.

* * *

New 4x6" maneuvering speed signs will be posted in the wheelhouse and engineroom of the *Esso Gettysburg* class ships. Successful tests conducted on the 37,800 tonners indicate the following desired maneuvering speeds: 75 rpm. for full speed, 50 for half, 30 for slow and 15 for dead slow, instead of 80, 60, 40 and 20 rpm.

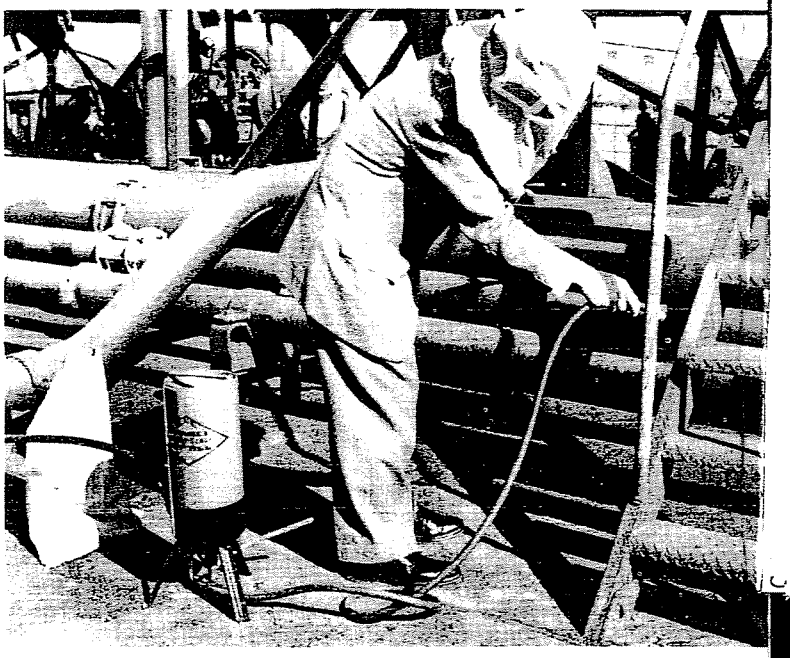
* * *

Soon you will be able to write out a message in longhand, send it over the telephone wires and have it received the same way, according to a manufacturer of telewriting equipment. The system will provide instantaneous transmission of both spoken and written messages over a single dial telephone circuit.

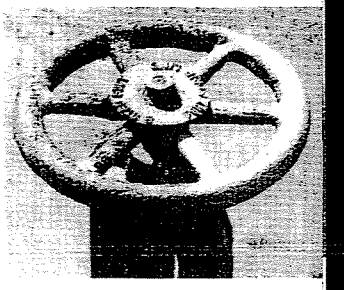
RECENT RETIREMENTS



UTILITYMAN CASILDO ANIA. For 23 years Mr. Ania sailed in Steward's Department ratings aboard ships of the Munson Line, Hudson River Day Line, Moore McCormack Lines and U. S. Army Engineers. After five years ashore as saladman and cook in hotels and restaurants, Mr. Ania returned to sea as Petty Officers' Messman in the *Esso Manhattan* on August 6, 1948. When he left the *Esso Jamestown* prior to his retirement on October 1, he had over 12 years of credited service in the fleet. Born in Spain, Mr. Ania is unmarried and a resident of the Empire State. He expects to devote a good part of his new "leisure" to his hobbies of carpentry and hunting.



Demonstrating a portable sandblaster aboard the *Esso Huntington* on October 7. Unit weighs 24 lbs., is 23" high and the 7" diameter tank holds about 25 lbs. of copper slag abrasive. Using ship's air supply, the "Handi-Blast" outfit made quick work of removing ordinary rust, scale and paint from flat and irregular surfaces. On heavy deck scale, progress was slower. Suitability of the blaster for shipboard use is being studied.



A valve wheel partially cleaned to bare metal with the blaster.

Training Courses Offered

Marine weather courses for merchant marine officers were renewed by the U. S. Weather Bureau on September 12. Classes are free and are held at the Weather Bureau office, 17 Battery Place, New York 4, daily, Monday through Friday, 9 a.m. to 3 p.m.

The agenda includes marine observations, basic meteorology, construction and interpretation of weather maps at sea and application of meteorology to operational problems. It takes two to five days to cover all the subjects.

It is recommended that the Weather Bureau office be notified by telephone (DIgby 4-4848) the day before attending.

The U. S. Maritime Administration Gulf Coast District, New Orleans, is resuming its five-day Radar Observer training course; 10-day class in Gyro Compass training and two-day Atomic, Biological and

Chemical/Fire Fighting and Damage Control school. The starting dates and locations of the new sessions will be as follows:

RADAR TRAINING
October 24 and 31; November 21; December 5, 12, 19 and 27
New Orleans Army Terminal, 4400 Dauphine Street, New Orleans

GYRO COMPASS (Only one course)
November 7 through November 18
New Orleans Army Terminal, 4400 Dauphine Street, New Orleans

ABC/FIRE FIGHTING AND DAMAGE CONTROL
October 24; November 7 and 21; December 5 and 19
New Orleans Shipyard (Delta Shipyard)

Application to attend any of the Maritime Administration courses should be made in writing to the Maritime Administration, P. O. Box 674, New Orleans 7, La., or by calling EXpress 2411, Extension 312.

Reminder Re Mutilated Mariner's Documents

Specially Validated Merchant Mariner's Documents that are in bad or mutilated condition due to age, normal use or faulty lamination will not be accepted by the U. S. Coast Guard Shipping Commissioners after January 1, 1961. You may apply for a new document on an exchange basis, without cost, by presenting the old card and necessary photographs at any Coast Guard Marine Inspection Office.

OBITUARY



CAPTAIN IVAR BOKLUND. Assistant Port Captain in the Port of of New York Office, Captain Boklund, 59, died in Brooklyn on October 17. He is survived by his wife. Born in Sweden, Captain Boklund joined Pan Am as Third Mate in the *F. H. Wickett* on February 23, 1926. He was a licensed officer in the fleet for 30 years — 14 as Master — before coming ashore as Group Captain in August, 1955. He was named Assistant Port Captain on April 14, 1959. Regarded as an expert on shipboard radar and loran, Captain Boklund assisted in developing and conducting the Company's Radar Operational Training Program.



HENRY R. CLEMENTS. Funeral services were held October 1 in Baton Rouge for Henry R. Clements, retired Repair Inspector, who died on September 30. He was 66 years old and is survived by his wife and two stepchildren. Born in Alabama, Mr. Clements sailed with Crowell & Thurlow and The Texas Company before joining Esso as Pumpman in the *Wm. G. Warden* in 1922. He advanced to Chief Engineer in 1929 and came ashore in 1941 as Repair Inspector. Except for 14 months as a Tanker Expediter in Curacao during World War II, he continued as a Repair Inspector until his retirement on November 5, 1958. He had over 35 years of credited service with the Company.

Captain Lucas Commended

Captain Hewlett R. Bishop, Atlantic Coast Director of the Maritime Administration, presents commendation for "fine seamanship" to Captain Vincent F. Lucas (second from right). The award was made in New York on October 3 and signed by Walter C. Ford, Acting Maritime Administrator. It recognizes services "in keeping with the highest traditions of the United States Merchant Marine" during the rescue of 25 survivors of the burning freighter *Olivia Winther* by Captain Lucas and his men in the *Esso Allentown* on May 17, 1958.

Others in the photo (l. to r.) are: Captain F. L. Hooper, Assistant Port Captain; L. H. Earle, Employee and Labor Relations Assistant; T. J. McTaggart, Port Engineer, and Captain A. Larson, Port Captain.



ESSO FLEET NEWS

PUBLISHED BY THE MARINE DEPARTMENT, ESSO STANDARD, DIVISION OF HUMBLE OIL & REFINING COMPANY

Vol. 2, No. 20 October 6, 1960

Launch Esso Boston, Second 48,800-Tonner

The *Esso Boston* slid majestically down the ways of the Newport News Shipbuilding & Dry Dock Co. on September 28, following her sistership, the *Esso Baltimore*, by exactly five months.

Mrs. George M. Parker, wife of the President of Esso Export Corporation, christened the *Esso Boston* "in the best traditions" and later expressed the wish that "the ship may pursue a distinguished career and that all her seamen will have smooth sailing."

In addition to the Sponsor's party, launching guests included officials of Standard Oil Co. (N. J.), Humble and Esso Standard, civic and business leaders of Boston, Mass., and representatives of the Jersey Standard Tanker Officers Association, Esso Seamen's Association, Esso Stewards Organization and Esso Radio Officers Association.

Measuring 740 ft. in overall length, 102 ft. beam and 50 ft. depth, the new supertanker will have a cargo tank capacity (100% full) of 417,842 bbls. Her geared steam turbine propulsion plant will be rated at 19,000 shp. and develop 17.5 knots on trials at the international summer freeboard draft of 37 ft. 8½ in. The living quarters include a separate room for each crew member and will be air conditioned throughout.



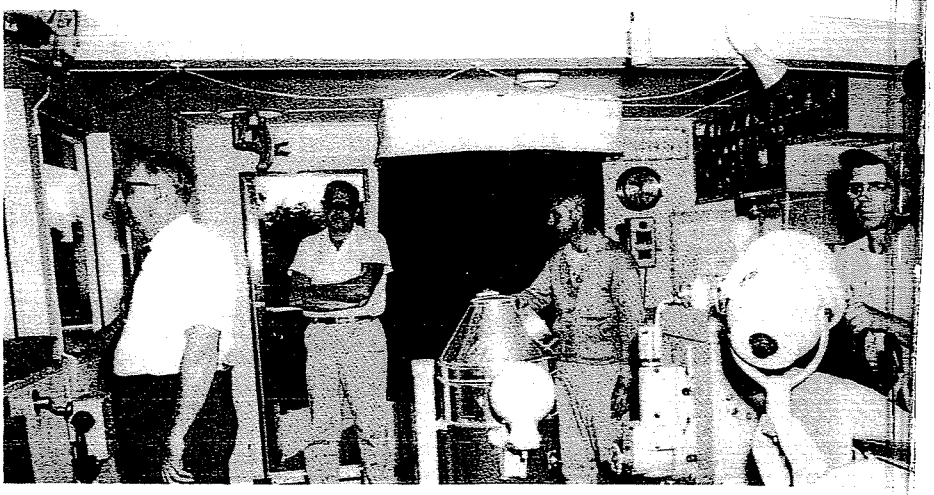
Completion and delivery of the *Esso Boston* is scheduled for November 22. Chief Mate Clarence E. O'Hara is assisting with the inspection of Deck Department work and First Asst. Engr. Michael R. Zencoe with the machinery installation and testing.

A reception at the James River Country Club followed the launching. Among the guests were (l. to r.): Sydney Wire, Assistant General Manager, and J. D. Rogers, General Manager, Marine Department; Bertram L. Bisantz, Treasurer, JSTOA; J. E. Stoveken, Assistant General Manager, Marine Department; Mrs. Moore; Thomas W. Moore, Vice President, Esso Standard; Mrs. Stoveken; Mrs. LaFoy; James L. LaFoy, Secretary-Treasurer, EROA; Mrs. Boxwell; Robert J. Boxwell, Chairman, Executive Committee, JSTOA; Mrs. Smith; Harold R. Smith, Secretary and Member, Board of Governors, ESA; Mrs. Redepenning; William W. Bryan, President, Esso Standard; George J. Redepenning, Chairman, Board of Governors, ESA; Wiley B. Shirley, Vice Chairman, Board of Governors, ESA; Mrs. Shirley; Chief Mate Clarence E. O'Hara; Mrs. Hodgkins; Lester E. Eckert, Secretary, ESO; First Asst. Engineer Michael R. Zencoe; Mrs. Breece; Captain M. Breece, Manager, Port of New York Office; L. J. Hodgkins, Manager, Operating Division; Mrs. Shaw and Captain Frank I. Shaw, Agent at Boston.





Captain James D. Lawton and Chief Mate Leo H. Willis on the port bridge wing as the *Esso Gloucester* moves up the Hudson.



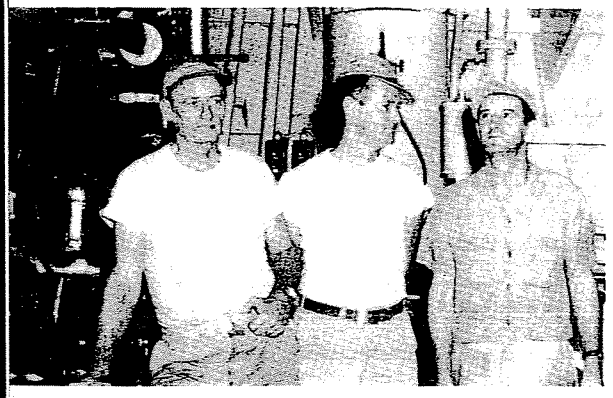
L. to r.: Hudson River Pilot John Hamilton, Jr. Third Mate Paul P. Balcius, Second Mate Keith E. Frutiger (up for coffee) and Able Seaman Stanley Pyndyk.



Among the stores loaded at New Haven was a new manila mooring line. Bos'n Kelley J. Graham (left) and Deck Maint. Louis E. Sabat wasted no time splicing an eye in it.

It was roast chicken and fresh baked apple pie for dinner. Chief Cook Jose Gonsalves (right) prepares the chickens, Second Cook Priscilio P. Neves, the pies. Both are New Bedford men, both fine cooks. Mr. Gonsalves, in fact, claims to be the "best cook in the fleet." This is a very large claim in a fleet that boasts many culinary maestros but Jose offered some rather convincing evidence — or so it seemed to this writer's palate.

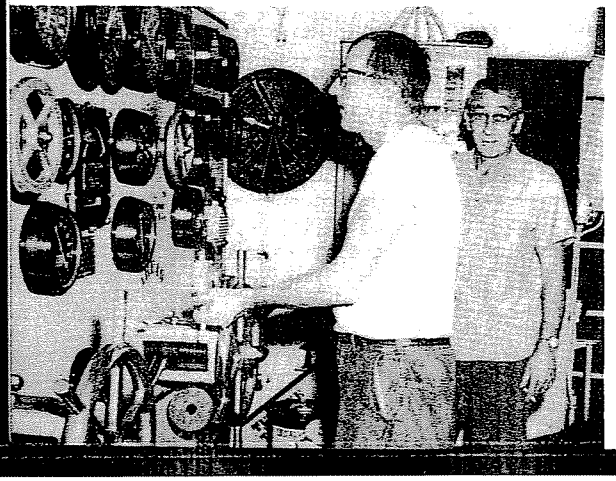




Wipers Calvin R. Bonner and Francis J. Drahos, who flank Fireman-Watertender Gerald G. Poore, have just finished painting the boiler fronts.



(Right): First Asst. Engineer Julius Q. Brown, Jr. and Machinist Marshall R. Burgess check stores received at New Haven.



There's plenty of maneuvering on a Hudson River passage. The bridge has just rung half-ahead, Chief Engineer Aubrey G. Allen has answered the telegraph and Third Assistant John B. Chamberlain closes in on the throttle.

10 a.m. coffee break. L. to r.: Deck Maint. John A. G. Penha, Wipers Roberto J. DeBarros and Francis J. Drahos, Deck Maint. Albin C. Kennedy and Able Seaman Thomas E. Leggett.

EXX-MOR-006751

ARD THE ESSO GLOUCESTER

The Esso Gloucester, Captain James D. Lawton and Chief Engineer Aubrey G. Allen, sailed from Baytown September 7 with 214,000 bbls. of gasoline, turbo fuel and railroad fuel for New Haven and Albany.

Coming across the Gulf there was a bit of uneasiness about hurricane Donna. Ship and storm were coming together head-on at about 25-30 knots. When they were 250 miles apart, Donna veered to the north and northeast, just before Captain Lawton was planning to head south. The tanker then rounded the Florida Keys and steamed up the coast, keeping about 250 miles astern of the hurricane. They encountered rough water but suffered no damage.

The *Gloucester* docked at Esso's New Haven terminal at 0900 September 14, discharged 75,000 bbls. of gasoline (three grades) and 24,000 bbls. of railroad fuel and departed for Albany about 2100. Captain William Hancort conned the ship from Block Island to New Haven, Captain Myron Ballou, from New Haven to the Battery (Manhattan) and Captain John Hamilton took her up the Hudson.

Ye FLEET NEWS Ed., carrying a cargo of film, flash bulbs and camera, boarded the ship at New Haven and rode her to Albany, clicking the shutter most all the way. The accompanying photos are some of the tangible results. Among the intangibles was the pleasure of meeting a very fine crew.

OFFICERS AND CREW, ESSO GLOUCESTER, September 14, 1960

Capt. James D. Lawton	Master	Louis E. Sabat	DM
Leo H. Willis	Ch. Mate	Marshall R. Burgess	Machinist
Keith E. Frutiger	2nd Mate	Emory T. Bidle	Pumpman
Theron A. Guire	3rd Mate	John B. Saylors	MM/2nd Pump.
Paul P. Balcius	Jr. 3rd Mate	Richard P. Cooper	Oiler
Aubrey G. Allen	Ch. Engr.	Tom Sawyer	Oiler
Julius Q. Brown, Jr.	1 Asst. Engr.	Peter J. Roll	Oiler
Cecil E. Hunnicutt	2 Asst. Engr.	Gerald G. Poore	FWT
John B. Chamberlain	3 Asst. Engr.	Paul D. Rupp	FWT
Gustave Mueller	Jr. 3 Asst. Engr.	Arthur P. Forester	FWT
James W. Carlisle	Radio Officer	Roberto J. De Barros	Wiper
Kelley J. Graham	Bos'n	Calvin R. Bonner	Wiper
Stanley Pyndyk	AB	Francis J. Drahos	Wiper
Thomas E. Leggett	AB	Charles W. Sherman	Wiper
Covert L. Barker	AB	Juan G. Santos	Chief Steward
Matthew J. Lissman	AB	Jose Gonsalves	Ch. Cook
Stanley R. Anthony	AB	Priscilio P. Neves	2nd Cook
Alexander Armadi	AB	Furman C. Danby	OM
Genaro Salazar	OS	Jose C. Pereira	POM
Jimmie R. Dash	OS	James P. Sibley	CM
John A. James, Jr.	OS	Joseph M. Cruz	UM
John A. G. Penha	DM	Henry Koder	UM
Albin C. Kennedy	DM		



To All Hands — Watch the Fingers!

During the first nine months of this year injuries to fingers averaged one per month. The accidents showed no partiality. Deck, Engine and Steward's Department men were involved and the victims were officers as well as crew members. Here's the dismal list:

Utilityman, throwing laundry bags from vessel to dock, left hand got caught in bag — fracture of left middle finger.

Ordinary Seaman, slacking off line to tug, right index finger became jammed between chock and line — a most embarrassing position.

Ordinary Seaman, replacing broom in barrel, right hand came down on wire brush, bristle embedded in right index finger — infected finger.

Wiper assisted in stowing piece of brass stock. Other man let his end go, stock fell, crushing middle finger of Wiper's left hand.

Utilityman was cleaning room when door slammed suddenly, striking left thumb — bruise and discoloration under nail.

Wiper's door to quarters slammed shut, catching his right hand between door and bulkhead on hinge side — cut and crushing bruises to right middle finger.

Chief Mate, using wrench to open valve, smashed third finger of left hand between guard rail and wrench on a down pull.

Third Asst. Engineer slammed door of his room on left thumb.

Wiper, striking wrench with sledge hammer to remove boiler drum nut, struck right thumb — fractured same.

Thumbs up, men. It's O.K. to have a finger in the pie now and then but let's keep the digits out of door jambs and away from the bruising ends of hammers. Christmas is coming and a thumb in a splint won't make it merrier.

Humble Oil & Refining Co. has obtained a permit to drill the first commercial oilwell in Georgia. The 10,000 ft. wildcat well will be the deepest well drilled in that state. Estimated cost, $250,000.

ESSO FLEET NEWS is published for the seagoing employees of Esso Standard, Division of Humble Oil & Refining Co., Marine Department: J. D. Rogers, General Manager; James E. Stoveken, Assistant General Manager; Sydney Wire, Assistant General Manager.

W. E. Gardner, Ed.; R. M. Sheridan, Editorial Ass't.

Contributions and suggestions are invited and should be addressed to The Editor, ESSO FLEET NEWS, Room 936, 15 West 51st Street, New York 19, N. Y.

EXX-MOR-006752

LETTERS TO THE EDITOR

September 25, 1960

Dear Sir:

"I have been reading with increasing interest the Esso FLEET NEWS. I especially like to hear about my old shipmates and the conditions which they have managed to obtain. It is gratifying to know they are enjoying these privileges.

"Retiring as AB in April, 1957, I am pleased to say I am enjoying excellent health and only wish I could return to the sea. Last summer I paid a visit to Great Britain, purchased a new Ford Anglia and toured England, Ireland, Scotland and Wales, putting on 4,500 miles in the four months there. Shipped the car back from Liverpool to Boston and enjoyed very good weather. This is my second trip since retirement and hope it won't be the last.

"I hope some of my old shipmates will drop me a line.

Hugh Evans"

(NOTE: Mr. Evans' address is 50 Nepperhan Avenue, Elmsford, N. Y.)

SIU Blocked in N.Y. Scow Bid

An attempt by the SIU to take over skippers of sand and gravel scows in New York has run aground. The scowmen are represented by the NMU-affiliated United Marine Division, an inland boatmen's union.

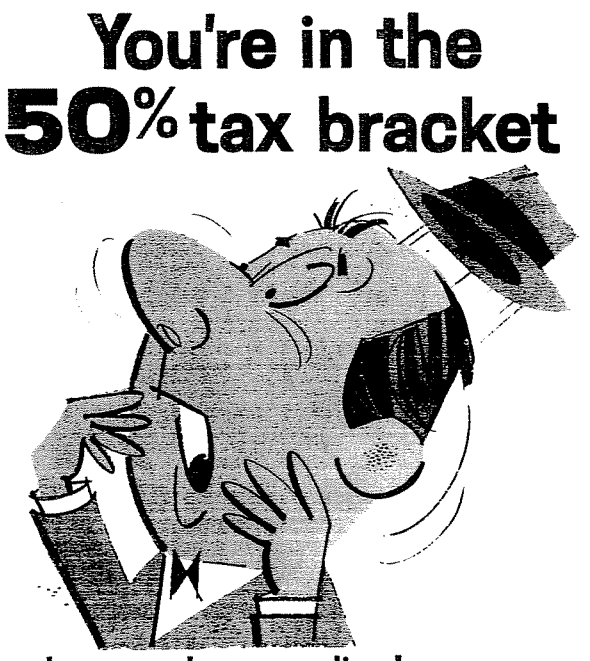
The move by SIU to peel off the scowmen was reportedly halted by George Meany, President of the AFL-CIO. An SIU charter, issued to the scow captains, was ruled by Meany to be "in violation of the constitution of the AFL-CIO."

The AFL-CIO constitution contains a "no-raiding" rule. Raiding by one union of another union's territory, is often done from the inside. "Affiliation" by trick ballot is a device occasionally used in such an operation.

OBITUARY

JR. THIRD ASSISTANT ENGINEER GUSTAVE MUELLER. Mr. Mueller, 48, died suddenly aboard the *Esso Gloucester* off Key West, Fla., on September 25. He is survived by a brother, sister and niece, who flew from his native Switzerland to attend the funeral services in Union City, N. J., on October 1. Officers and crew members of the *Esso Gloucester* contributed funds for a floral offering, which was in the shape of a ship's anchor.

Mr. Mueller joined the *W. H. Libby* as Wiper on March 26, 1945 after sailing with the United Fruit and William J. Rountree companies. At the time of his death he had over 15 years of credited service in Engine Department ratings and as Jr. Third Assistant Engineer.



This poster is part of a campaign to give motorists the facts about gasoline taxes. The campaign includes the signing of petitions urging Congress to let the "temporary" one cent Federal gasoline tax expire June 30, 1961 as scheduled. High taxes on gasoline tend to cut back its use and average state and Federal gasoline taxes are higher, percentagewise, than taxes on jewelry and mink coats.

TAFFRAIL TALK

JOHN M. WITTMANN, recently Advisory Second Asst. Engr. in the *Esso Caripito,* has transferred temporarily to Esso Tankers, Inc. He will go to St. Nazaire, France, to assist in construction inspection work on a 75,550 dwt. tanker.

* * *

CHARLES A. LARATTA has joined the *Esso Caripito* as Advisory Chief Engineer, to relieve ROLAND A. WALTON for paid leave. Mr. Laratta was formerly Advisory Chief in the *Esso Maracaibo.*

* * *

Benzene production at the Baton Rouge Refinery is to be increased 60% by the end of 1960. Benzene (not benzine, the cleaning fluid) is made from naphtha and is used in the manufacture of synthetic rubber, resins, dyes, detergents, nylon and insecticides.

EXX-MOR-006753