

ESSO FLEET NEWS

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SIGHTS & SOUNDINGS

THIS MAKES IT OFFICIAL — M. A. Wright, Humble's Board Chairman, signs contract Oct. 9 for the construction by Avondale Shipyards, Inc., New Orleans, of three 75,600-dwt. tankers. H. Zac Carter, President of Avondale (also seated) is an interested witness.

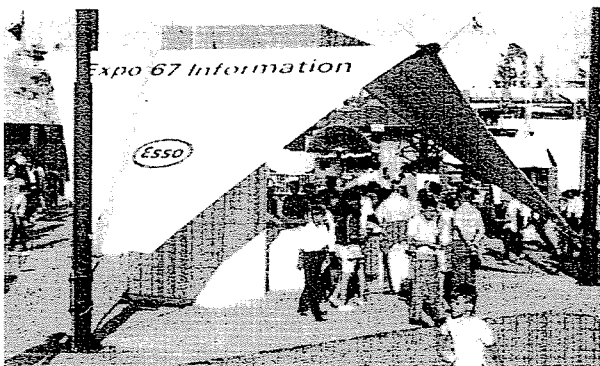
Standing, l. to r., are: Chas. F. Jones, President and Director and R. H. Venn, Vice President and Director of Humble; Earl Leonard, Chief Engineer of the shipyard; Joseph Andrae, General Manager, Marine Department and Robert X. Caldwell, Technical Superintendent, Marine Dept.

Until names are chosen for the new vessels they will be known as

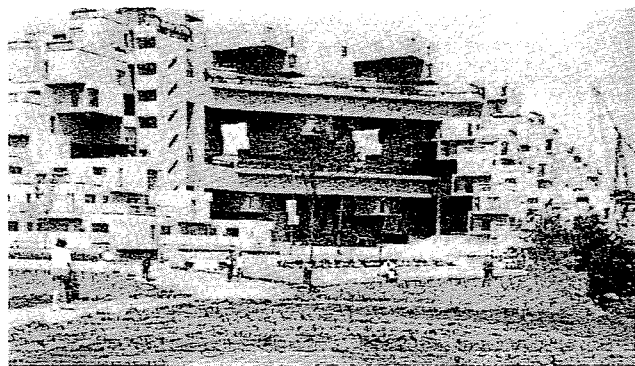


Hull Nos. 1180, 1181 and 1182. Keel laying of the first ship is scheduled for next spring with delivery

in Aug. 1969. The second and third ships will follow at approx. 4-month intervals.



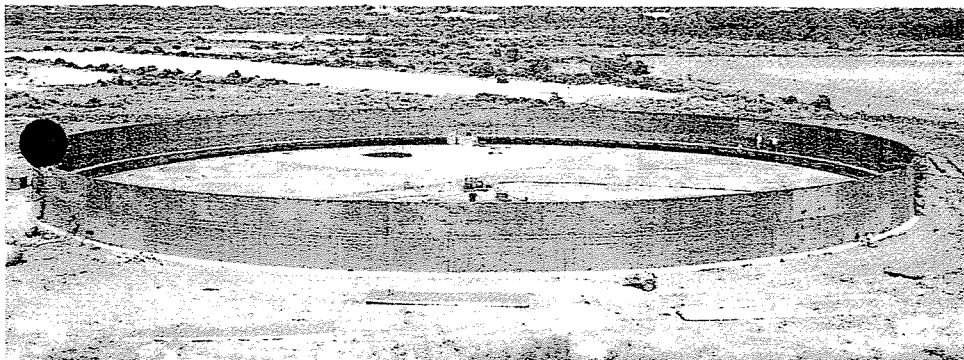
Two views of Canada's Expo 67, Montreal, by Ian G. Harrison, AB in the Esso Gettysburg. At left is the Esso Information Booth, which Mr. Harrison said was very helpful, and at right, the "Habitat Montreal." Could be it is also known as Wierdsville?



You can get a better idea of how much cargo the Esso Houston and

Esso New Orleans tuck away from this photo of a giant storage tank,

one of 2 being built at Baytown. When the tank is finished it will have 5 more rings of plates, a height of 52' and diameter of 260'. The storage capacity of 492,000 bbls. compares with the Esso New Orleans' 508,278 bbls. taken out of Baytown on Sept. 23 — a routine loading.





Mrs. M. W. Haas prepares to christen the *Esso Garden State* and, at right, Mrs. S. E. Charlton is coached by A. Giallorenzi, Manager, N. Y. Branch Office, aboard the *Esso Empire State* as Mr. Charlton, son Sam, Jr. and daughter Martha observe with interest. Mrs. Haas was accompanied by her husband and daughter Cecilia.



Twin Tugboats Christened

Christening ceremonies aboard the New York Harbor tugs *Esso Garden State* and *Esso Empire State* were held on Oct. 16. Mrs. M. W. Haas, wife of Humble's Vice President for Exploration, broke the champagne bottle on the forward towing bitt of the *Garden State* at 10 a.m. at Constable Hook, Bayonne.

The Sponsors and guests then had a tugboat trip across the harbor to The Battery, New York

City, where Mrs. S. E. Charlton, whose husband is Vice President for Marketing, christened the *Esso Empire State*. A luncheon at the Downtown Athletic Club followed.

During their initial operation, the new tugs have won high praise from their crews, the N. Y. shore staff and numerous visitors. As described in the Oct. 5 FLEET NEWS, they have exceptional maneuverability and flexibility for docking and undocking our ships and towing barges in the New York area.

Art by Numbers

By AB BILL E. TYRA

Here is a little bit about another of our talented shipmates who is perhaps better known around the Fleet for his comic antics than as an up and coming artist.

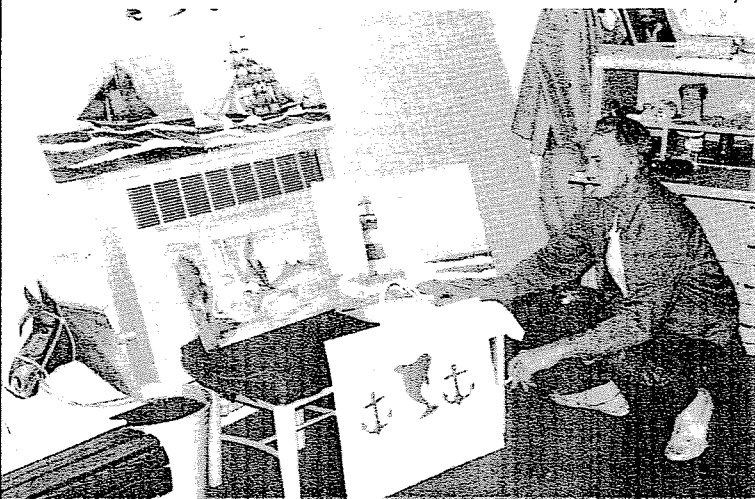
AB Edward Philphot has been dabbling in oils since he bought a paint-by-numbers kit several years ago. These kits are a boon for beginners, or at least they were for him.

If you think you might be interested in oil painting, you should buy a "numbers kit" and try your hand at it. Could be that you have some hidden talent and if not, it would still be fun.

If you do buy a set, here's about what you would find in the box: (1) three pre-sketched canvas covered boards divided into little spaces

AB Edward Philphot, some of his art work and a custom-made canvas carrying case.

AB Bill E. Tyra



and plots and stamped with numbers corresponding to numbers on the tops of (2) 12 little paint bottles. (Two or three of these contain odd colors not required for your paintings.) (3) two paint brushes with bristles seemingly broader than the area you will be covering. (4) one skimpy instruction sheet, (5) an order blank and (6) pictures of other pictures you can order.

Number painting appears to be op-art at its best, or worst, depending upon the smearability of the brush wielder. Needless to say, Monsieur Philphot's masterpieces were almost as attractive as the paintings pictured in the paint kit brochure.

After many, many off-watch hours striving to improve his skill, Ed decided he might as well work on some creations of his own and he no longer uses the semi-automated numbers system. He has pretty well developed his own style and is on his way to becoming a really fine artist.

An outdoor man and nature lover, Ed paints wild life, animals, landscapes and seascapes. He has sold several "Philphot's" to friends and shipmates to obtain more material for more paintings to sell to friends and shipmates.

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.

Mr. Philphot resides in Bay Minette, Ala. (20 miles NE of Mobile) with his wife and 2 sons and is presently sailing as AB in the *Esso Miami*. He has 17 years' service in the Fleet.

RECENT RETIREMENTS

CHIEF ENGINEER ROY E. MENZER knows what hard work is — as a young lad he spent 6 months on road construction in Cheyenne, Wyo. That's when he decided there must be better ways to make a living and went to sea.



Starting with United Fruit in 1923, Roy shipped out as OS, spent a few years on the West Coast and then was Oiler in Morgan Line freighters. He got his Second Asst's license in 1929, sailed with Clyde-Mallory and in D. K. Ludwig's converter collier *Ulysses* and, on July 13, 1934, joined the Esso Fleet as Fireman in the *W. H. Libby*.

Mr. Menzer was soon sailing as Third Asst. and during the later 1930s, as Second and First Asst. He was First in the *Esso New Orleans* (I) in June 1941 and remained with her when she was taken over by the Navy and converted into the baby flat-top *Chenango*. He also served in another escort carrier and in the light cruiser *Miami*.

Returning to the Company in Jan. 1946, Mr. Menzer had his first Chief Engr's berth in the

Esso Concord 3 months later. He was promoted to Chief in Jan. 1955, sailing regularly in the *Esso Everett*, *Esso Chester* and, for the past 4 years, the *Esso Baltimore*.

Now, Mr. Menzer is prepared to enjoy the fruits of 33 years of credited service, including the Special Sea Service Supplement. His only immediate plans after retirement Oct. 1 are to improve (?) Mrs. Menzer's landscaping of their 3 lots in Wilmington, N. C.

Esso Scranton, Dallas, Miami Going Offshore

It's hardly a month since we told you about high charter rates, tankers in short supply and that we are not chartering our vessels out. Now we are chartering out even though rates are still high and tankers are generally short. A revision in our supply requirements and some inward-outward charter juggling are the reasons.

First to go offshore is the *Esso Scranton*, sailing from Baytown about Oct. 21 with a cargo of lube oils for Fawley, England; Antwerp, Belgium, and Rotterdam, Holland. Next, and about the same time, will be the *Dallas* with gasoline for Los Angeles and San Francisco.

The *Esso Miami* has been chartered to MSTs to deliver jet fuel from "one or more U. S. Gulf ports" to Europe (probably Rota, Spain) loading next week.

THEN (circa 1934) . . . This is the good ship *Suderoy III*, a whale catcher, and the man near the wicked-looking harpoon gun is Rolf Hallesen, the gunner. For 7 years in the late 1920s and early '30s Rolf sailed from his native Norway to the Antarctic on 6-month whaling expeditions — all highly successful.

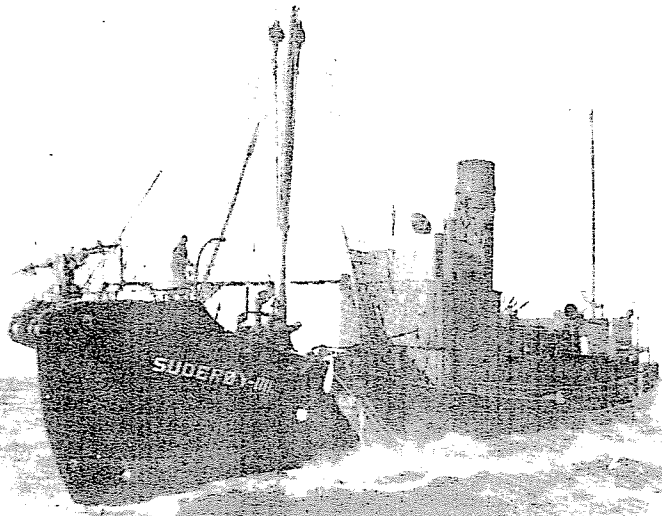
The whale catcher was one of 6 similar vessels that worked with the factory ship *Suderoy*, where whales

were processed for oil, meat, bone and fertilizer. Catcher ships were about 130' long, steam propelled (diesels' noise scared the whales) and built with a high bow, and cutaway forefoot for easy turning. You can see the catwalk from bridge to gun and ratlines to a crow's nest high up the foremast, where the lookout could sing out "Thar she blows" — in Norwegian, of course.

AB Rolf Hallesen



AND NOW . . . Mr. Hallesen is AB in the *Esso Jamestown* and has 16 years' service in the Fleet. He and his wife Frieda have an attractive home on an acre of land in Mt. Marion, N. Y., 7 miles north of Kingston.





A Jones F. Devlin Award, for operating 2 years (1965 and 1966) without a reportable lost-time accident,

is presented to the *Esso Scranton* on her arrival at Baltimore, Sept. 23. She had just returned from a 4-

month voyage to India via Cape of Good Hope both ways.

L. to r. are: Chief Engr. Robert D. Cain; OS Jose Silva; Steve M. English, Repair Superintendent; E. E. Claypoole, Manager, Baltimore Branch Office; OS James R. Sharp; A. Levan, Baltimore Office; Captain Robert H. Stotts; P. J. McEwan, Head, Seagoing Personnel Section; RO Samuel R. Moore, MM/2P Francis L. Picou; First Asst. Sylvester Wueller, and Chief Mate Neo H. Robinson.

TAFFRAIL TALK

Captain HAROLD MARTIN has accepted a 1-year assignment in Aruba, effective Oct. 16, as Marine Specialist with Lago Oil & Transport Co. Captain C. P. SPERL (*Esso Lexington*) has been named Assistant Port Captain at the New York Branch Office during Captain Martin's absence.

MERCEDES RENTERIA, Oiler in the *Esso Dallas*, thinks he may be the youngest grandfather in the Fleet. His son's wife, Mrs. Bobby Renteria, of Baytown, gave birth to 7-lb. 12-oz. Bobby, Jr. on Sept. 23. Mercedes' age? — it's just twice his Company service, which is 21½ years.

DEBORAH C. OLIVEIRA, daughter of Chief Steward LEOPOLD OLIVEIRA, JR. (*Esso Gettysburg*), graduated from St. Peter's School of Nursing, Albany, N. Y. in August. Debbie received honors for her work in maternity care and is now working in that dept. at St. Peter's. She had a Teagle Nursing Scholarship.



LESTER A. DUTCHER, who sailed as AB and Third Mate in the Fleet from 1950 to '55 (with time out for Korean War service) and worked ashore in Marine Operations until Sept. 1960, is now an Associate Professor of Marine Transport-

tation and Acting Director of the recently established Office of Continuing Education at State University of New York Maritime College.

OBITUARY

CAPTAIN WESLEY F. BESSE, 75, a Group Captain in the Port of New York Office when he retired 10½ years ago, died Sept. 30. He had been living in Lincolnton, N. J.



Captain Besse had notable merchant marine and Navy careers. A graduate of the Massachusetts Nautical School, he went to sea in unlicensed ratings in 1911 and joined the Esso Fleet as Third Mate in the *El Capitan* on July 26, 1916. He had active duty in the Navy from 1918 to 1920 and was the Navy's Port Director at Houston with rank of Commander during World War II.

Between wars Captain Besse advanced to Master, starting with the *Livingston Roe* in Dec. 1930 and continuing in this capacity aboard the *Esso Richmond* in 1945. He was a Group Captain from Sept. 1951 until his retirement with 37½ years' service on March 1, 1957.

BERTINIUS OSMUNDSEN, 74, former Third, Second and First Asst. Engineer in the Fleet and a resident of Leonia, N. J., died Sept. 22. Surviving are his wife and daughter.



A native of Norway, Mr. Osmundsen had a 48-year seagoing career, beginning as a coal passer at age 17. He came to this country in 1911, worked in tugs and various merchant vessels and advanced to Chief Engineer with Isbrandtsen. More than half of his 10 years of Company service was in the *Esso Bethlehem*. He retired on Dec. 1, 1957.

SERVICE EMBLEM AWARDS



20 YEARS



William M. Galloway
Chief Mate
April 7, 1966



Antonio J. Fernandes
Chef
August 18, 1967



Herman E. Eller
Messman
September 10, 1967