

HUMBLE OIL AND REFINING COMPANY
MARINE DIVISION

VESSEL ACCIDENT REPORT

FILE NO. 416-5-106
CLAIM NO. 5189
DATE April 8, 1963

SS "ESSO GETTYSBURG"
Dock Damage - Paulsboro
March 31, 1963

The Master reported the SS "ESSO GETTYSBURG" surged due to the passing of a Hamburg American Line vessel; later identified by the agent as the SS "ERLANGEN"; parting a steel mooring wire and pulling a bollard off the dock.

Owners of the SS "ERLANGEN" will be placed on notice we are holding them liable for all damages.

CHB
C. H. Bennett

CHB:mj

Please notify Insurance Personnel AT ONCE when this vessel will be ready for survey, stating place and hour. This information is required in order that all parties interested may be promptly advised and be present at Survey, if necessary.

COPY FOR:- Messrs. N. B. Avenell
E. A. Flotten
F. F. Newton ←

File

VESSEL ACCIDENT REPORT

CLAIM NO. 5190

DATE April 9, 1963

HUMBLE OIL AND REFINING COMPANY
MARINE DIVISION

SS "ESSO GETTYSBURG"
Dock Damage - Baytown
April 6, 1963

The SS "MAUMEE" was turning around at Baytown and backed stern first into the bow lines of the SS "ESSO GETTYSBURG" causing three mooring wires to be damaged. Our vessel also surged due to the propeller wash action of the SS "MAUMEE" and the shore Chiksan connections were damaged.

M.S.T.S. will be placed on notice that we are holding them liable for all damages sustained.



C. H. Bennett

CHB:mj

Please notify Insurance Personnel AT ONCE when this vessel will be ready for survey, stating place and hour. This information is required in order that all parties interested may be promptly advised and be present at Survey, if necessary.

COPY FOR:- Messrs. N. B. Avenell
E. A. Flotten
F. F. Newton

File

HUMBLE OIL AND REFINING COMPANY
MARINE DIVISION

VESSEL ACCIDENT REPORT

FILE NO. 416-5-715
CLAIM NO. 263
DATE April 23, 1963

SS "ESSO GETTYSBURG"
Machinery Damage
April 23, 1963

The Master advised extensive damage to the Number Two Generator.
Repairs will be carried out.



C. H. Bennett

CHB/jl

Please notify Insurance Personnel AT ONCE when this vessel will be ready for survey, stating place and hour. This information is required in order that all parties interested may be promptly advised and be present at Survey, if necessary.

COPY FOR:- Messrs. N. B. Avenell
E. A. Flotten
F. F. Newton ✓
File

VESSEL ACCIDENT REPORT

FILE NO. 416-5-716
CLAIM NO. 267
DATE May 3, 1963HUMBLE OIL AND REFINING COMPANY
MARINE DIVISIONSS "ESSO GETTYSBURG"
Machinery Damage
May 2, 1963

The Master of the SS "ESSO GETTYSBURG" radioed that the motor shaft of the main circulating pump was broken and the pump was seized.

Survey will be held and repairs carried out.

*CHB*C. H. Bennett

CHB:mj

Please notify Insurance Personnel AT ONCE when this vessel will be ready for survey, stating place and hour. This information is required in order that all parties interested may be promptly advised and be present at Survey, if necessary.

COPY FOR:- Messrs. N. B. Avenell
E. A. Flotten
F. F. Newton —

File

Master
Humble Oil Marine Div.
As Below

SS Esso Vettysburg
Newport News , Va.
May 8-1963

Att.: Capt. J.G. Moffitt
Manager Operating Div.
Humble Oil Marine Div.

Dear Sir :

While at Baytown Texas on April 18-1963 , there were placed aboard as freight , certain Humble Paint Products , as enumerated on attached sheets, for use during repair period at Newport News , Va.

During our ballast passage towards the shipyard , while gasfreeing vessel , encountered severe weather . Having but little ballast , yet going at hove-to speed only , while cleaning tanks , the constant rolling in confused sea and swells worked the lashings loose , with which these paints had been secured under the focslehead spaces . Before anyone became aware of the situation , a chain reaction of loose 5 GAL. cans had set up the havoc. No human element is at fault here , unless we can call normal lashings insufficient for the unusual sea conditions.

Attached please find our list of quantity of paint received of each grade ; quantity on hand now , quantity lost . Also , Masters Note Of Protest , in case the Co. wishes to make use of Insurance features to account for the loss sustained.

Respectfully submitted ,

Charles F. Stober
Charles F. Stober Master

HW
Claim No 270

NOTE OF PROTEST

COUNTY OF _____

STATE OF _____

} SS:

ON THIS FOURTH DAY OF MAY 1963

BEFORE ME _____ A NOTARY PUBLIC

DULY COMMISSIONED AND SWORN, PERSONALLY CAME _____

MASTER OF THE AMERICAN TANKERCALLED THE SS ESSO GETTYSBURG OF WILMINGTON DEL.OF THE BURDEN OF 15197 NET REGISTERED TONS, OR THEREABOUTS, LADENWITH BALLAST AND SAITH THAT HESAILED FROM BOSTON MASS.ON THE TWENTYSEVENTH DAY OF APRIL 1963 LAST BOUND TO _____NEWPORT NEWS, VA.

At Sea : 5.1.63 in Position Lat. 39.0 North Long. 72.3 West from 0000 E.S.T.

until 5.2.63 in Position Lat. 37.2 North Long. 74.3 West at noon E.S.T

Moderate West'ly Gales and heavy confused seas, with various high swells.

Vessel hove to at minimum steerage revs, on various courses, while cleaning tanks for shipyard.

AND ARRIVED AT THIS PORT OF NEWPORT NEWS, VA.THE THIRD DAY OF MAY 1963, BUT
FEARING DAMAGE, ENTERS HIS PROTEST IN DUE FORM OF LAW, TO SERVE AS OCCASION MAY REQUIRE, RESERVING TO HIMSELF THE RIGHT TO EXTEND THE SAME AT TIME AND PLACE CON-
VENIENT.*Charles F. Stober*

Charles F. Stober

MASTER

SWORN TO BEFORE ME THIS _____ DAY

OF _____ 19____

WITNESS :

Herbert J. Swift

Herbert J. Swift

Chief Mate

SS Esso Gettysburg Newport News Va, May 8 - 1963

Arrival Inventory of Special Paint Products for use during shipyard period, put aboard at
 Baytown as freight, on 4.19.63
 Note of Protest attached.
 See Masters report to Management, and our

KIND	QUANTITY SHIPPED	GAL.	QUANTITY ABOARD	GAL.	LOSS	GAL.
Vinyl Red 501	60		20		40	
Vinyl Primer 520	60		20		40	
Marine Primer Red 566	180		55		125	
Marine Hull Dark Gray 597	150		80		70	
Vinyl Mastic Brown 9512	45		15		30	
Vinyl Thinner 366	20		5		15	
Marine Hull Dark Gray 597	30		???		30	
Vinyl Mastic Brown 9512	105		???		105	
TOTALS	650	GAL.	195	GAL.	455	GAL.

Aboard & Unidentified due label-spoil

RESUMEE : QUANTITY SHIPPED 650 GAL. TOTAL

QUANTITY ON HAND
 Unidentified 85 GAL.
 Total on Hand 280 GAL.

SHIPPED 650 GAL.
 ON HAND 280 GAL.
 NET LOSS 370 GAL.

Herbert J. Swift
 Herbert J. Swift Chief Mate

Charles F. Stober
 Charles F. Stober Master



FROM Thomas F. Smith
TO Mr. J. J. McTaggart
SUBJECT Delay of Vessel

VESSEL S/S Esso Gettysburg
PORT Baton Rouge
DATE March 25, 1963

Dear Sir,

While raising the port anchor at Northville on March 19, the starboard piston rod on the forward anchor windlass parted. The rod had melted and a collar of bronze about four inches in diameter had fused to the broken piece that was attached to the cross head.

Upon taking measurements, it was found that the broken rod was $\frac{1}{8}$ " over size from the port side and also the after windlass, from which I had intended to take a rod.

Due to the inaccessability of Northville,



FROM Thomas F. Smith
 TO Mr. J. J. McSaggart
 SUBJECT Delay of Vessel

VESSEL 3/5 Esso Tettysburg
 PORT Baton Rouge
 DATE March 25, 1963

I decided that time could be saved if I made a new rod myself rather than ask for shore assistance.

Two and one half inch bronze was the only stock nearest the size and considerable time was consumed turning this down.

Work was completed and the windlass tested at 9:00 PM.

Vessel was delayed approximately eleven hours but Mr. Pome said that it would have been at least twelve hours longer had he sent a repair crew from New York.

I would like to recommend that stainless steel rods be installed in these windlasses.

yours very truly
 Thomas F. Smith, Chief Eng. 3/5 Esso Tettysburg

Charles F. Stober , Master
Capt. J.G. Moffitt , Manager
As below

SS Esso ^Uettysburg
Paulsboro N.J.
March 31-1963

Dear Sir :

While at the Esso Terminal at Paulsboro , N.J. this day , at about 1455 , an inbound German freighter , name unknown at this time , with smoke stack markings of black , white red bands , top to bottom , denoting a vessel of the German Hamburg American Line , passed this terminal inbound , at extremely excessive speed , while we were discharging cargo . Our mooring lines being of the wire type , and the rising tide coupled with lightering vessel raising us out of the water , all our mooring lines were properly tended and tight .

Result of the great speed of this German freighter passing the Terminal was that our two back springs leading from the foredeck to the cement piling and existing bits there , tore this bits to parts , letting go our two mooring wires , fracturing one wire while in the process of hurtling the broken part of the mooring bit into the river .

Fortunately , after stopping the cargo pumps on the emergency buttons , we managed to get back alongside the dock , after running out another wire to an other bit further aft , with the damaged spring as an additional precaution going to a barge mooring on the dock .

Attached please find our Note of Protest , which Mr. Kennedy of this Terminal has promised to notarize and forward to your office. Mr. Kennedy will also attempt to establish the identity of that freighter , as well as its Pilot involved.

Arriving loading port , it will be necessary to either replace our one mooring wire , else salvage the damaged one by cutting , and having someone splice another eye into it.

Respectfully submitted ,

Charles F. Stober