

ESSO FLEET NEWS

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Andreae Appointed to Maritime Advisory Committee by President Johnson

President Lyndon B. Johnson, on June 18, named Joseph Andreae, Marine Division General Manager, as one of 4 management representatives on a newly formed Maritime Advisory Committee.

Secretary of Commerce Luther B. Hodges is Chairman of the Committee, which was created by an executive order of the President. Its purpose is to study the problems of the American

Merchant Marine and advise the Government on courses of action by which it may be strengthened. Particular subjects to be considered are trade, national defense, manpower and labor-management relations.

The Committee is composed of 14 members representing the Government, labor, management and the public.

My Day at the Fair

AB Bill E. Tyra, who wrote those interesting articles (EFN 3/5 and 4/2) about the Esso Scranton's voyage to Pakistan, India, Venice and Libya, is now sailing in the Esso Huntington. During a recent call at New York, he was "lucky" enough to get time for a visit to the World's Fair. The following are his impressions, again written in his interesting, informative and lively style. (Ed.)

Hello to all employees, families and friends of the Esso Fleet, from the World's Fair. I have just spent a day at the Fair and will try to recount a few of my experiences so if you intend to take in the Fair, you won't get taken.

There are all modes and manners of transportation to and from the Fair, so you have a choice. About "all roads" lead to the Fair. We'll say my trip started in New York City, where I took an IRT subway

The Unisphere towers above the "Fountain of the Continents".

Photos by AB Bill E. Tyra

from 42nd St. to Willets Point. If you ride the subway and are not familiar with the Fair site, keep your eyes peeled for the Unisphere (the theme symbol) otherwise you may end up watching the Mets playing ball in Shea Stadium.

When you debark (or is it de-train?) the ticket booths and turnstiles are only a stone's throw away. Some of you may have to throw 2 or 3 times but eventually you get to the ticket windows where they sell you a "beautiful" ticket to enter the New York World's Fair Corporation show grounds. A ticket taker takes your ticket and keeps it. I thought what a dandy souvenir it would have made—much nicer than some of the trinkets they were selling for souvenirs.

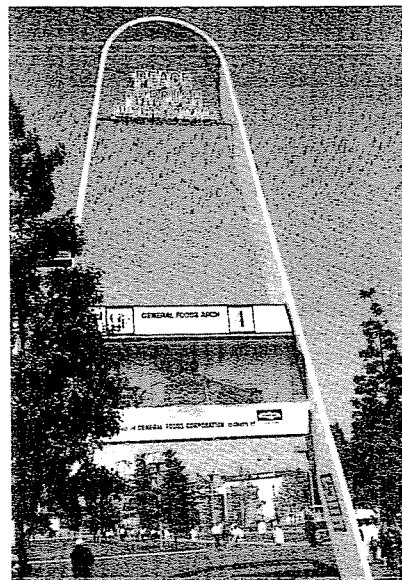
Now that we are inside the show grounds, what to see? There are about 60 major exhibits and about 40 miles of streets or sidewalks, so you can either walk or ride from one exhibit to another. There are plenty of park benches for pedestrians to stop and rest. Greyhound Lines has the ride and sightseeing concession, so if you get tired of walking you can go by Greyhound.

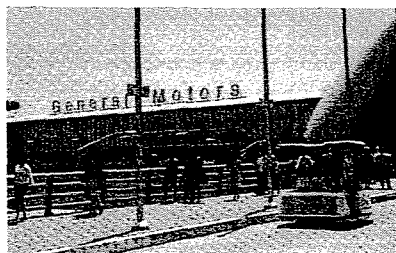
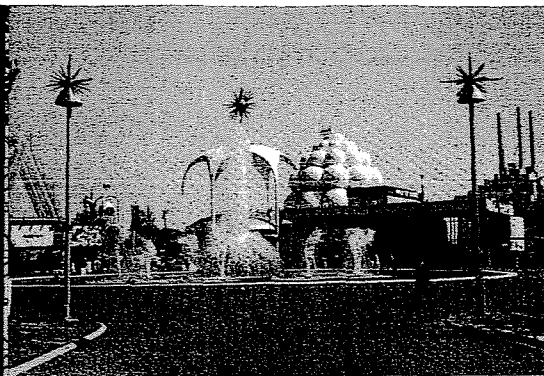
There are plenty of places to eat or drink—over 100 restaurants. Nearly all of the American (States) and foreign pavilions serve food and there are plenty of hamburger and hot dog stands. The prices of food and beverages, as expected, were higher than expected. And if you like a cold beer now and then, you are at the right place as there are several breweries dispensing their products.

If you plan to take pictures, color

(left) A General Foods communications arch with the Fair's theme sign—"Peace Through Understanding".

A view of and from the Swiss Ski Ride.





(left) Solar Fountain with Austrian Pavilion at left, refreshment and souvenir center (under "white grapes") and Hall of Magic at right.

(above) The popular General Motors exhibit and a Greyhound "Escorter" vehicle with driver-guide at right.

(right) The Louisiana Pavilion.

film is available at a number of notion and novelty stands all over the Fair grounds. These stands are easily identified by their tops, which resemble a cluster of large white grapes. They are also comfort stations.

As my time was limited—I only had a few hours—I thought I would try to see as much of the Fair as possible, so I visited the less popular exhibits and pavilions. To see the more popular industrial pavilions could take days or even weeks as there are long lines of people waiting for most of them. So you should plan to see only 1 or 2 of the major exhibits if you spend but one day at the Fair.

I was a little disappointed with the Texas Pavilion. I guess I expected more and better from the great state but they did feature a good road show—"To Broadway with Love". And Louisiana was about the same—a portrayal of part of the French Quarter (or was it Bourbon Street?). Anyway, it didn't come up to my expectation.

Before I go any further (my feet hurt already) let me sit down and tell you about the Theme of the Fair. In case I say anything detrimental, you will know I am not opposed to the basic purpose, which is "Peace through Understanding"—education of the peoples of the world as to the inter-dependence of nations to insure a lasting peace.

The Fair is dedicated to man's achievements in an expanding universe, his inventions, discoveries, arts, skills and aspirations; to the celebration of the 300th anniversary of the founding of the City of New York, etc., and the completion of Flushing Meadow Park with a legacy of permanent recreational facilities after the Fair. And if the 80,000,000 people who are expected show up, maybe it will accomplish its purpose.

Now let's get back to my sight-seeing. I took a ride on the Swiss Ski Lift. It affords an excellent view of the whole Fair. It's about a 5-minute ride some 100-odd feet in the air and costs 75¢.

I visited the Egyptian or United Arab Republic Pavilion. They had a display of some, or more likely, all the goods that are made in Egypt.

The Republic of China featured a sort of museum, if you can call a few display cases a museum. There were some metal utensils dating from the Shang Dynasty (about 1106 to 1122) and earthenware pottery and dishes dating back much

further but similar to modern dishes. There were several books and scrolls of interest. A book on shipbuilding, the Lung Chaing Dock Yard, printed during the Ming Dynasty (about 1553) describes the history of the dock yard and techniques of manufacturing ships, complete with drawings and illustrations.

The Hawaiian Pavilion was unique and one of the best at the Fair. When you enter you get a free lei from one of several native Hawaiian girls who place it around your neck. There is a model village of grass huts, a Hawaiian band and for a small fee you can ride in an outrigger canoe.

There is an ice show, a circus, a wax museum and about all the things you would see at a carnival or side show. There is a monorail train, beautiful fountains, a big tire Ferris wheel, movies and more movies.

There is something to fascinate and delight everyone.

I saw everything in general but nothing in particular, so you can't really use this as a guide but there are guide books and maps available. You can obtain a good map of the Fair from your Humble service station dealer or get one at the Fair.

That was my day at the World's Fair. Hope yours will be even better.

TAFFRAIL TALK

First Asst. Engr. Albert T. Fellows and his wife, Louise, have a husky (8 lbs., 14 oz.) new son, John Albert, born June 12. They have another boy, Robert, who will be 4 in August.

* * *

Captain Adolv Larson (ret. May 1, 1962), his wife, Marion and daughter, Ingrid, are spending the summer in Borrbj, Sweden. Enroute, they spent 10 days motoring in England, including a visit with Captain William Vautrinot, formerly in the Esso Fleet and now Operation and Terminal Asst. in London for Esso International, Inc.

Captain John S. Conaghan, looking fit or fitter than the day he retired (Dec. 1, 1957) visited the Houston Offices on June 9. He is now Chief Mate in the USNS *Pecos* (operated for the MSTs by Mathiasen's Tanker Industries, Inc.) on a voyage from Texas City to Thule, Greenland.

ESSO FLEET NEWS is published for the seagoing employees of the Marine Division, Humble Oil & Refining Co.: Joseph Andraee, 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

Safety Awards

As 1963 was the Fleet's best year, safetywise, we've had a bumper crop of awards. The Marine Division's Certificate of Safety (for no accidents resulting in lost time or sick leave) was presented to 4 vessels — the 3 shown here and the *Esso Chester* (EFN 4/30). Also, 4 ships earned Jones F. Devlin Awards for 2 and 4 years' operation with no lost time accidents. The *Esso Bangor* received both honors — the Company Certificate and a 4-year Devlin Award.

In presenting the framed certificates, Marine executives congratulated the ships' complements for their fine records. General Manager Joseph Andreae, in making the double award to the *Bangor*, also said, "Safety is important to our business. It is part of the job of keeping ahead of the competition that is breathing down our necks."

ESSO BANGOR



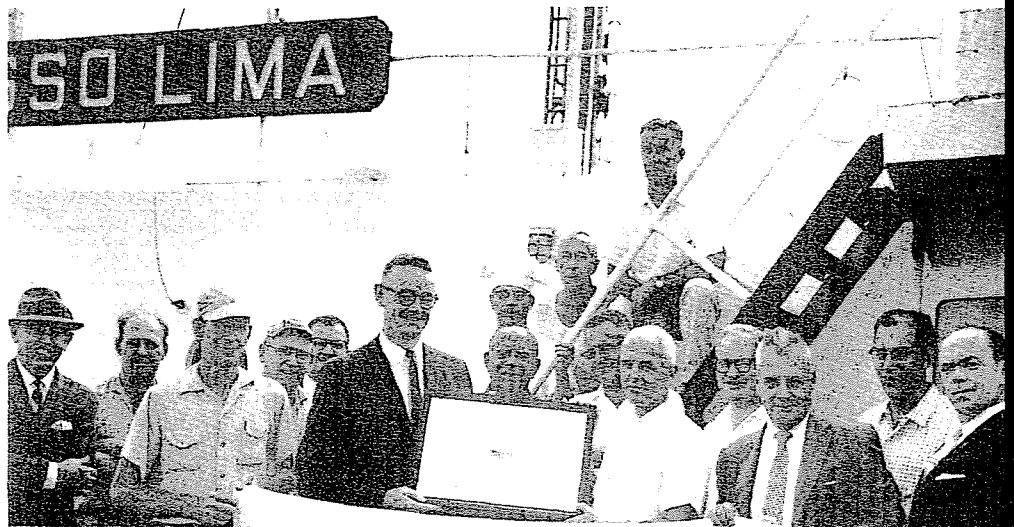
ESSO BANGOR. L. to r.: W. F. Robinson, Acting Mgr., Operations Dept.; Pumpman Walter C. Drivet; RO Carroll W. Saunders; AB Francis Rudis; 3rd Mate Richard J. O'Neill (partly hidden); Mr. Andreae; DM

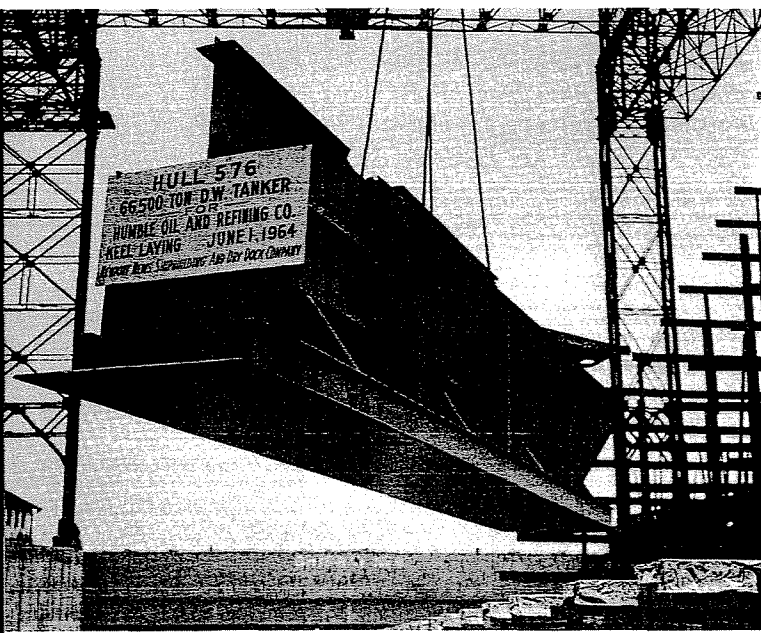
Edward A. Konn; Bos'n Henry C. Payne; Ch. Steward Edward Wilson; 1st Asst. Howard W. Menig; Captain William Hamilton; Arthur D. Baldwin, Acting Asst. Port Steward; H. W. Bradbury, Asst. Port Engr.; 2nd Asst. Alfred R. Weatherington; A. B. Randall, Port Staff Asst.; Ch. Engr. Clyde C. O'Neal; Ch. Mate George Beck, Jr.; W. W. Cottle, Baytown Branch Mgr.; Robert F. Stap, Acting Asst. Port Capt.; 2nd Mate Olav Haugevik, and Steve M. English, Repair Supt.



ESSO WASHINGTON. MM/2nd Pump. Julio R. Rodriguez; 3rd Mates James J. Spring and Raymond C. Edwards; Ch. Engr. Fulton A. Bergeron; Pumpman George F. Leonard; Herman M. Teller, Baytown Office; Sydney Wire, Asst. General Manager; Mr. Bradbury; T. J. McTaggart, Port Engr.; Captain Ernest Palazzini, Jr.; RO William Ferreri; Captain S. V. Gardner, Baton Rouge Office, and Mr. Randall.

ESSO LIMA. RO Edward B. Kerby; 2nd Asst. Frederick J. Farrell; Ch. Engr. William L. Thievon; 1st Asst. Robert A. Stewart; Mr. Baldwin; Mr. Robinson; Ch. Cook Eugenio T. Pina; MM/2nd Pump. William J. Somsy; UM Oliver P. Picou; Mr. Bradbury; Captain Roland E. Parkhurst; Ch. Steward Howard C. Scaers; Mr. McTaggart; Mr. Randall; 3rd Mate Edwin J. Fellows, and Captain Stap.





Here's the first keel section of Humble's 2nd 66,700 dwt. supertanker being lowered to the shipway at Newport News on June 1. The vessel is scheduled for launching next February and delivery in April, 1965.

Esso Scranton Mediterranean-Bound

It appears that the *Esso Scranton* may be spending a little time in the Mediterranean. She has discharged her cargoes at Bombay and Calcutta and is due at Ras Tanura July 1 to load for Bizerte, Tunisia. If present charter negotiations are successful, she will then load a number of cargoes of crude oil at either Marsa al Brega, Libya or Sidon, Lebanon, for delivery to Bizerte. This would keep her busy for 6 weeks or so, depending upon the number of cargoes agreed upon.

Esso Boston Rescues 4 Persons

A family of 4 in a drifting 26' cabin cruiser were rescued by the *Esso Boston* (Captain Julius E. Wend and Chief Engr. Aubrey G. Allen) on June 7. Enroute from Baton Rouge to New York, the *Boston* sighted the distressed craft about 15 miles west of Matanilla Shoal Buoy at 0600. Lifeboat No. 2 was launched, the yacht towed to the tanker and the occupants — Mr. and Mrs. Moore and their children, Michael, 7 and Sandra, 4 — taken aboard.

The Moores had left the Bahamas for Lake Worth, Fla., the day before but had encountered heavy squalls and rough seas during the night. When their fuel ran low, the engine was stopped and they drifted about 50 miles to the north.

"As soon as the rescue got underway," Captain Wend reported, "I contacted the Lake Worth Coast Guard Station. These good people had already been looking for the Moores but 40 to

50 miles to the south. When I said I was taking them aboard, they told me they would proceed full speed toward my location. At 1012 the Cutter *Cape Darby* was alongside and the Moores were transferred without incident."

Manning the *Esso Boston's* lifeboat were: Chief Mate Philip W. Babcock, Jr.; Third Mate Andrew Bozicevic; ABs Ludwig Roth, Charles E. Owens and James E. Sexton; Pumpman William B. Boruch and UM Fernando A. Ferreira.

Sea Pollution Avoidance Program

Standard Oil Company (N. J.) announced June 17 that its affiliates (including Humble) have developed and adopted techniques which can eliminate 95% of the water pollution associated with transporting oil by ocean tankers. The Company has established a series of shipboard procedures that make it virtually unnecessary to discharge persistent waste oil into the ocean.

"Persistent oils" are crude and heavy fuel oils which are not easily consumed by bacteria in the sea. Tanker captains have been instructed to refrain completely from discharging these oils and oily water mixtures overboard except where the safety of the ship or crew is concerned. The oily mixture is therefore handled aboard by carefully removing as much clean water from the mixture as possible and holding the remainder for discharge ashore. Refineries and terminals are providing installations where necessary to accept these oily residues.

To date more than 1,500 worldwide cargo deliveries involving more than 46 million tons of oil have been handled under the new program with an almost complete elimination of any sea pollution.

OBITUARY

EDWARD J. EDMONDS, 80, who retired Jan. 1, 1946 after more than 26 years as Radio Officer in the fleet, died on May 26. He joined the Company's *Bradford* in Sept. 1917 and sailed in this vessel over 4 years, including all of World War I. After returning to the fleet in July 1922, he served 6 years in the *O. T. Waring* and, throughout World War II, in the *Christy Payne*, *Esso Charleston*, *Esso Manhattan* and *Wallace E. Pratt*.

Mr. Edmonds was born in Riga, Latvia, and lived in New Orleans for many years.



Rescued 26' boat in tow of the *Esso Boston*.
Chief Engr. Aubrey G. Allen