

ESSO FLEET NEWS

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Towboat Esso Tennessee Enters Service

Fresh from the builder's yard and a fast down-river passage from Pittsburgh, the *Esso Tennessee* pushed her first string of barges up the Mississippi, Feb. 19-22, loading at Baton Rouge and discharging at Memphis. She had only 4 barges on this trip but in April, 4 more will be added to make an integrated 8-barge tow of 200,000 bbls. capacity.

The barges were designed by the Marine Dept. Technical Staff to supply clean products and asphalt to Company terminals in Memphis and Nashville, Tenn., a 2,100-mile, 15-day round trip from Baton Rouge. The tow was also planned to take advantage of improvements to navigation in the Cumberland River, which Nashville straddles. The principal improvements are the new Barkley and Cheatham dams and 800' x 110' locks, which provide deeper water (about 10') and replace 5 old 280' x 52' locks and dams.

The *Esso Tennessee* will be able to put her 8 integrated barges, measuring 1,040' x 108' and arranged 2 abreast, through the locks in 2 "passes", whereas the 54'-wide barges could not get into the old locks.

The integrated idea comes from the fact that the 2 lead barges and 2 stern barges are shaped to decrease water resistance, while the middle

barges are square at both ends. To assist in maneuvering the more than 2½ acres of barges

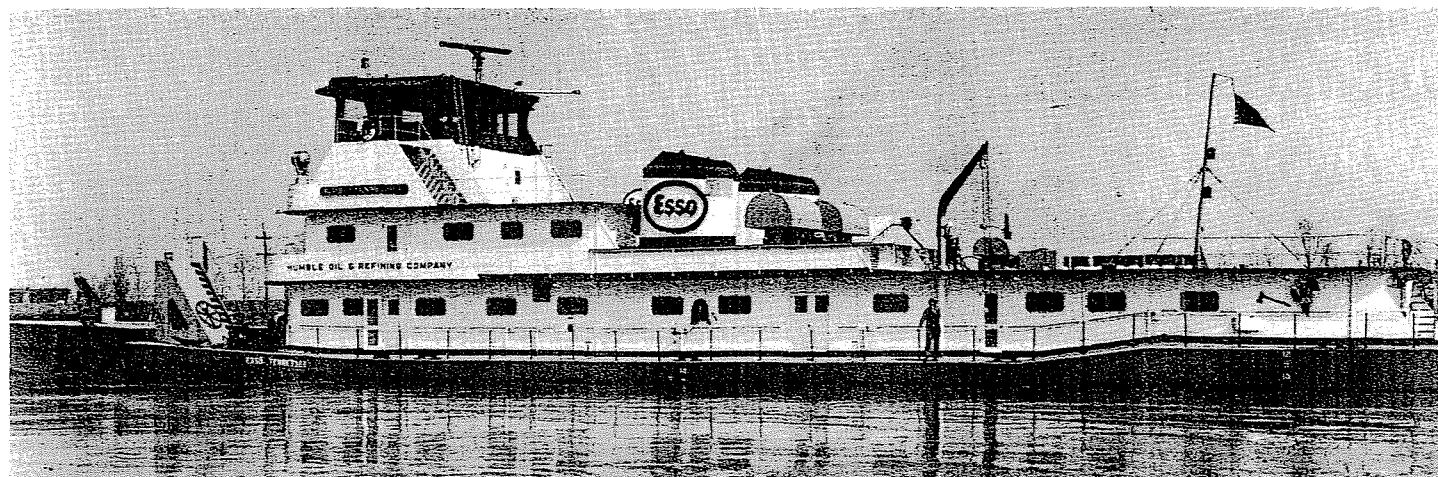


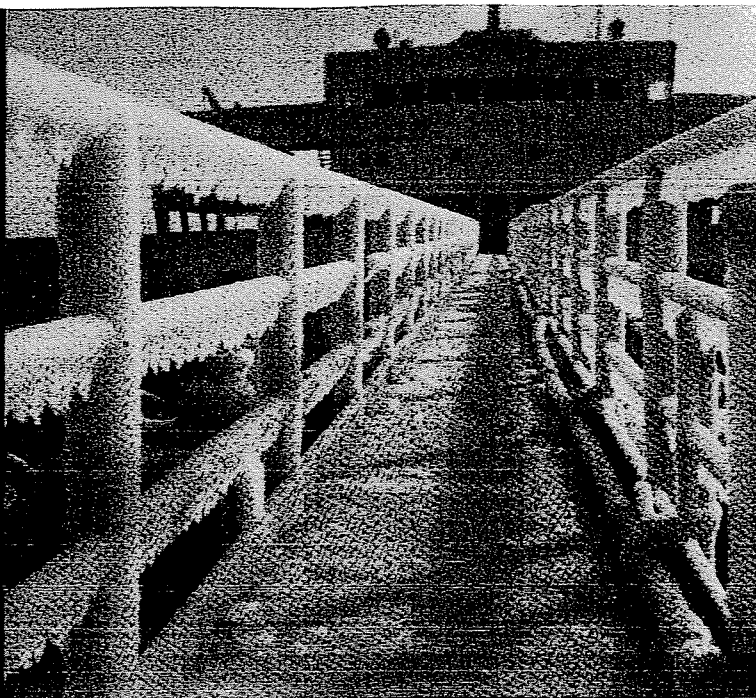
Christening ceremonies aboard the *Esso Tennessee* at Memphis, March 3 — the Sponsor (center), Mrs. Jack A. Eckardt, wife of Humble's Southern Esso Region Manager, is about to smash the be-ribboned champagne bottle against the capstan. Others in the group are, l. to r.: Joseph Andraea, General Manager, Marine Dept.; R. H. Venn, Vice President and Director; Mr. Eckardt, and Miss Susan Eckardt, Maid of Honor.

Esso Tennessee at Baton Rouge, Feb. 25, after her first Memphis trip. Completed Feb. 12 by the Dravo Corp., Pittsburgh, the *Esso Tennessee* is 150' x 42' x 11' and draws 8½' of water. Propulsion is

by two 9' stainless steel propellers, each driven by a 12-cylinder, 2,160 hp. diesel. Except for starting and stopping, the engine can be controlled from the pilot house. The pilot house also contains controls for

6 rudders — 2 in front and one behind each propeller, and latest navigation and communication equipment. Quarters and lounges for an 11-man crew, the messrooms and galley are air conditioned.





Pumpman L. V. Homand

This is one of the cool scenes presented by the *Esso Boston* when she arrived at New Haven on Jan. 17. Some portions of the side railing were almost solidly filled in with frozen spray. Quite a picture, isn't it?

around river bends, there is a retractable "bow thruster" (something like a giant outboard motor) on one of the lead barges. This is controlled electrically from the pilot house.

A unique feature of 3 of the barges will be tanks-within-tanks. The inner, hopper-shaped tanks are for hot asphalt cargoes and the outer tanks will carry clean products when asphalt is not in demand.

With the addition of the *Esso Tennessee* and her barges to its Inland Waterways fleet, Humble will have 3 modern river tows operating from the Baton Rouge Refinery. The *Esso Pennsylvania* supplies Company terminals at Midland and Pittsburgh and the *Esso West Virginia* operates to 5 terminals in West Virginia. Total capacity of the 3 tows is about 550,000 bbls.

New Tax Law

You might keep a cheerless eye out for news of President Johnson signing the Tax Adjustment Bill of 1966. At that time it will become law. At this writing, U. S. Senate and House of Representatives action on the bill has been nearly completed.

The main purpose of the bill is to adjust income tax withholding rates so they will be more in line with actual taxes to be paid. This means, for most of us, increased withholding but not necessarily a higher total tax. Income tax rates have not been changed—just withholding rates.

The new withholding system is expected to go into effect on May 1 and some time before that you should have received and returned a new W-4 Form.

FLASH — the House and Senate passed the bill and President Johnson signed it on March 15.

Andreae Sees Automated U. S. Flag Ships Competitive in Foreign Trade

Joseph Andreae, Marine Department General Manager, is a member of President Lyndon B. Johnson's Maritime Advisory Committee. This Committee is made up of spokesmen from industry, labor and the public. It has been working for the past two years to bring forth a new program for the United States Merchant Marine.

A recent national union publication says Andreae told the MAC that Esso would like to operate U.S. Flag tankers of 80,000 DWT with crews of 12 to 15 men in international trade.

Joe Andreae has publicly declared on many occasions that U.S. Flag operation in foreign trade would be preferred if a way could be found to compete on even terms with other flags.

What Joe Andreae said was that a highly automated U.S. Flag 80,000 DWT ship built abroad and manned with a U.S. crew of 12 to 15 men could compete successfully with foreign flag ships. His statement was not directed to the present coastwise fleet.

Features of Esso Houston's Boiler Described in Technical Paper

A paper describing the design features of the single boiler in the *Esso Houston* was prepared by Port Engineer T. J. McTaggart for presentation at a meeting of the Society of Marine Port Engineers and the State University of New York Maritime College at Fort Schuyler, N. Y. on March 19. The paper lists the causes of boiler "down time", developed after a survey of 17 vessels' operation for 217,296 hours, and showed how many of these "trouble spots" were eliminated in the *Esso Houston*.

Mr. McTaggart also pointed out that the single boiler installation resulted in the following equipment reductions: main steam piping—15%; main steam valves—56%; boiler feed and condensate

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W. E. Gardner, Editor.

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pipng—37%; feed and condensate valves, and machinery units—34% each, and combustion controls—40%.

"The *Esso Houston* completed the first year of service last December and has been operating continuously," Mr. McTaggart said. "The boiler has not been taken out of service at sea for any reason and has been entirely satisfactory."

"Low Bridge" Warning

An idea to help prevent "head on" collisions with watertight door frames and other low passages was reported in the *Esso Bangor's* safety committee minutes for February. Captain R. J. Merritt and Chief Engr. Svafar Steffensen said that, following an accident of this type, (no lost time) "a piece of tubing covered with garden hose painted yellow and black will be installed across the doorway, approx. 2" to 3" below the top of the door frame. This 'soft fender' will serve as a

clearance guide when this doorway is approached. The installation would not interfere with the door being properly secured when necessary."

Original Licenses and Raises in Grade

DENVER S. McCASLAND—3rd Asst. Engr., 2/10/66

ARTHUR R. MENARD—3rd Asst. Engr., 2/15/66

ROBERT G. KIRBY—to Master, 3/8/66*

*Dates reported to Company.

TAFFRAIL TALK

There will be a series of Caribbean (Aruba or Amuay) loadings for delivery to U. S. East Coast ports and possibly one or more voyages to the West Coast, starting late this month or in April. The cargo to be moved is 3 million barrels of jet fuel for the Department of Defense. This will require a 28,000-ton ship, not necessarily the same one, for perhaps the rest of the year.

Safety Awards

Marine Department Certificates of Safety, for operating throughout 1965 without a personnel accident resulting in lost time or sick leave, were presented to the *Esso Seattle*

at San Pedro, Calif., Feb. 25 and to the *Esso Dallas* at Houston, March 11. It was the first such award for the *Seattle* and the second consecutive award for the *Dallas*. A Jones F. Devlin Award for 7 consecutive

years' operation without a lost time accident will also be made to the *Dallas* later in the year.

The Company certificate and National Safety Council's pennant were presented to the *Seattle* by Port Captain Frank L. Hooper and to the *Dallas* by Captain James G. Moffitt, Operations Manager.



ESSO DALLAS, l. to r.: 3rd Mate Wesley J. Van Nostrand; 3rd Mate James J. Spring; Chief Mate Jack I. Morrell; A. B. Randall, Port Staff Asst.; 2nd Mate John C. Griffith; Arthur D. Baldwin, Asst. Port Steward; Captain Moffitt; OM Leo J. Stabryla; Chief Cook Paul Onufryk; UM Joseph C. Ramos; AB Daniel J. Rizzolo; Chief Steward Antonio J. Lomba; H. W. Bradbury, Asst. Port Engr.; Captain Milton L. Franklin, Master of the *Dallas*; 2nd Cook Artur D. B. Martins; CM Myron R.

Smigelski; RO Carroll W. Saunders; 3rd Asst. Linwood E. Davenport; UM

Loy R. Florentino; Chief Engr. John N. Outwater, and Captain Hooper.



ROBERT P. MAHER, who has been Deckhand and Mate with Butterworth and Inland Waterways since Jan. 1958, rejoined the Fleet as Third Mate in the *Esso Gloucester* on March 3. Bob was OS, AB and DM in the Fleet from 1951-58 and was Cox'n of several of Esso's lifeboat race crews.

CARL M. CARLSON, Oiler, in concluding a letter of resignation to the Company, wrote: "I would like you to know that it is with a deep measure of regret that I have decided to terminate over 18 years of the finest employee-employer relationship I have ever known. I know even now that I shall never match it again. I do so only with a hope for a happier and fuller home life."

Ye olde Ed. is going on a week's vacation after this issue comes out. Seems that news is slow in developing, so we figure if we take a week off the news will have a chance to catch up. Expect the next FLEET NEWS on April 7 or thereabouts.

SHORT HAULS. BOSTON BRANCH OFFICE of the Marine Dept. has been moved from Beacham St. to 433 Broadway, Everett Square, Everett, Mass. 02149. Telephone numbers remain the same . . . Speaking of addresses, P. O. BOX 1512 is the Marine Dept. mailing address in Houston. Some Company stationery and publications show Box 2180, which is correct but not for Marine mail . . . SAFETY RECORDS should be better this year. The National Safety Council has changed the definition of a lost time accident to an injury that prevents a man from standing his regular watch or assigned duty on the day following the accident (instead of the next scheduled watch after the accident) . . . OUR SAFETY RECORD is off to a good start this year—no reportable accidents for the first 2 months . . . INSTANT HOT CHOCOLATE machines have been installed on all but 2 ships in the Fleet and are proving very popular.

SERVICE EMBLEM AWARDS



20 YEARS



Joao DeBarros
Chief Cook
February 9, 1965



Arthur H. G. Penha
Chief Steward
July 26, 1965



Andrew E. Johnson
MM/2nd Pumpman
October 9, 1965



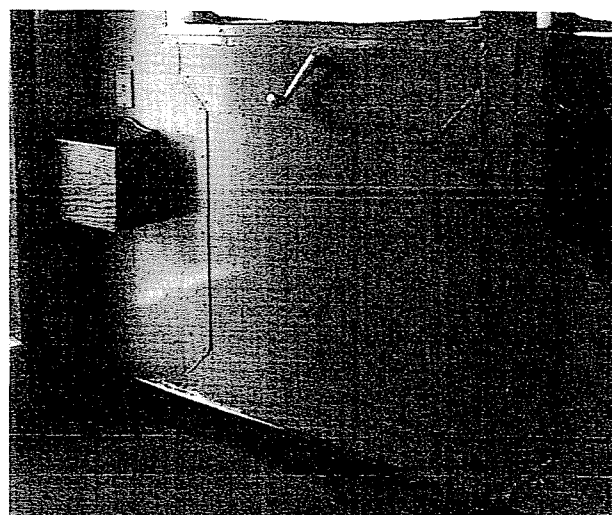
10 YEARS



Johnnie W. Jernigan
Oiler
January 12, 1966

Joseph C. Silva
Ordinary Seaman
January 21, 1966

Clinton M. Hydes
Able Seaman
January 22, 1966



Asst. Port Captain R. F. Stap

This corner of the *Esso Dallas*' wheelhouse looks freshly painted and it is but it wasn't a case of saving the surface to save all. Water runs down the windows and into copper pans behind the bulkheads and drain pipes from the pans connect to an athwartship pipe to carry the water overboard. The problem was that the drains became plugged and there was no way to get at them.

The solution was to cut out a panel under each window, clean the drains, renew the wasted lower paneling and baseboard and replace the cut out panels in frames of 4" x 1/8" galvanized strip, attached by screws.

First Asst. Arne C. Haug welded the corners of the frames and Captain Milton L. Franklin, MM/2P Leuign W. Osier and Pumpman Trainee John L. Hillman did the renovating work and panel installation.

OBITUARY

WEBB A. STARRATT, 78, retired Chief Engineer, died March 9 in San Francisco, where he had lived for the past 10 years. His wife Elizabeth survives.

After serving in World War I as a U. S. Naval Reserve officer and sailing in freighters during the 20's, Mr. Starratt joined the Fleet as First Asst. in the *James McGee* on March 28, 1928. He was an Asst. Engr. and relieving Chief until Nov. 1941, when he became an engineer on the Night Relief Crew. He retired May 19, 1946 with 16 years of credited service.

MAURICE C. BAUCOM, 65, former Bos'n, died March 5 of an apparent heart attack in Norfolk, Va., where he lived with his sister, Mabel.

Mr. Baucom had been retired since Jan. 1, 1963. He had 23 years of continuous service in the Fleet, sailing as OS and AB throughout World War II and as Bos'n from April 1947 until his retirement.

