

ESSO FLEET NEWS

PUBLISHED BY THE MARINE DIVISION, HUMBLE OIL & REFINING COMPANY



Vol. 6, No. 11

May 28, 1964

After 2 months' repairing, during which all her cargo tanks were coated with Rust-Ban 190 and 195, the *Esso Seattle* presents a smart appearance as she is prepared for Far Eastern service.

Newport News Shipbuilding & Dry Dock Co.

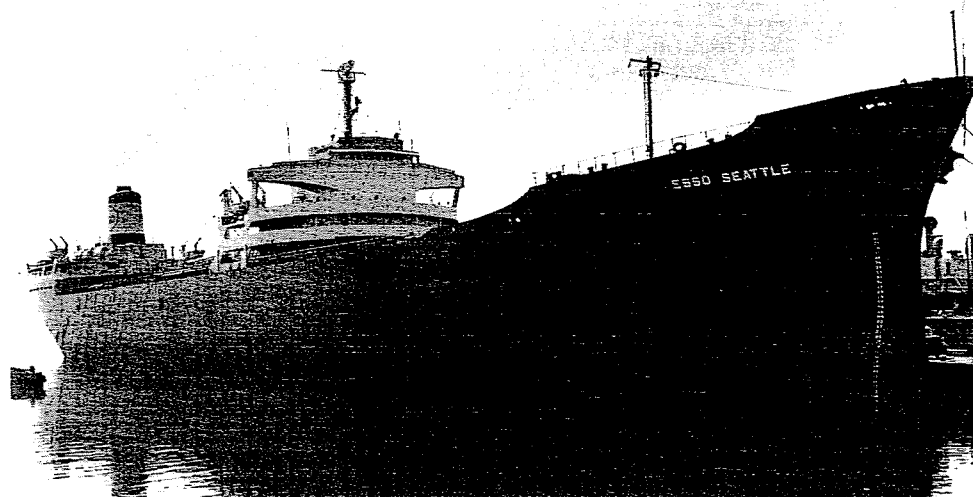
Esso Seattle Joins the Fleet

The first Company-operated vessel to be named for a West Coast port entered service under the Esso flag on May 14, when she sailed from Newport News. She was Aruba-bound to load cargo for Lajes, Azores and LeHavre, France and from there she will proceed to the Persian Gulf. Her trade for the foreseeable future will be between that area and Japan.

The *Esso Seattle* has been bareboat chartered by Humble from Esso International, Inc., who chartered her for 15 years from Skouras Lines, Inc. Humble has a 5-year time charter with the Military Sea Transportation Service.

Completed in 1958 by Ingalls Shipbuilding Corp., Pascagoula, Miss., the *Esso Seattle* is a 32,300 dwt. vessel with a cubic cargo capacity of 244,000 bbls. She measures 665'8" overall, 84' beam and 46'9" depth. Propulsion is by Westinghouse steam turbines developing 18,600 shp. at 103.5 rpm. and giving a service speed of 18 knots. The living accommodations are air conditioned and a separate room is provided for each crew member except that the 2 Messmen are quartered in one large room with connected bath and walk-in locker.

Because of the unusual nature of the service in which the *Esso Seattle* is to operate, compared with our normal coastwise runs, a modification of our rotating relief plan was negotiated. The result was that the ship is manned by volunteers who agreed to one-year assignments with the under-

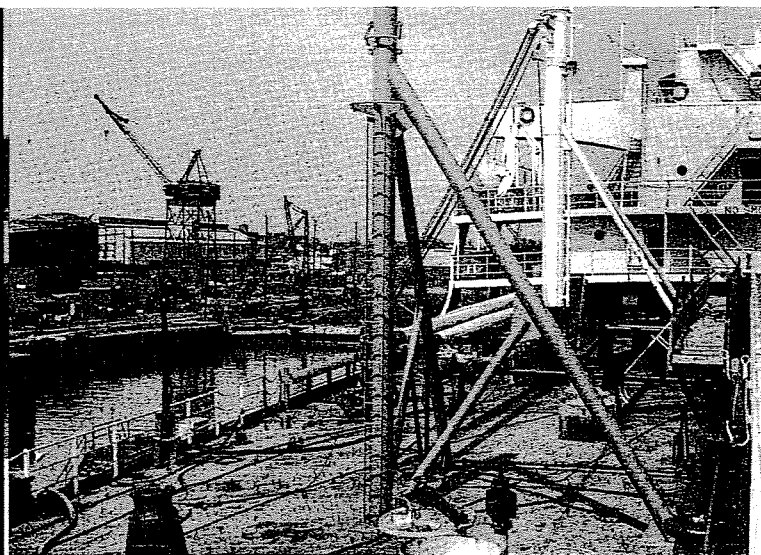


standing that upon request, relief will be granted after 8 months' service. The regular one day of paid leave for each 2 days worked will apply.

The following is the ship's complement:

Harry Bansen	Master	Edgar T. Cooper	OS
Louis H. Staar	Ch. Mate	Stanley Pyndyk	OS
Patrick J. O'Donnell	2nd Mate	John J. Voigt	Pumpman
Arthur L. Hatchett	3rd Mate	Melvin F. Bomhoff	MM/2P
Keith V. Wintenburg	Ch. Engr.	Richard K. Surgocinski	Oiler
Reidar N. Jespersen	1st Asst.	Joseph K. Mayerhoff	Oiler
Edward P. Dolloff	2nd Asst.	Joao B. Silva	Oiler
Lawrence D. Roth	3rd Asst.	Norman D. Martell	FWT
Thomas J. McNee	Radio Off'r	Joaquim A. Santos	FWT
		Leonard H. Dickerson	FWT
John L. Benner	AB	John J. Fernandes	Ch. Stew'd
Carl F. Skov	AB	Mateus Gonsalves	Ch. Cook
Ian G. Harrison	AB	Marcelino M. Gilmete	2nd Ck
Francis L. Picou	AB	Ismail Muluk	OM
Sivert S. Nygaard	AB	Louis Shelbrick	CM
Alexander Armadi	AB	Agustin Loreda, Jr.	UM
Eugene E. Van Fleet	OS	Andres Alier	UM

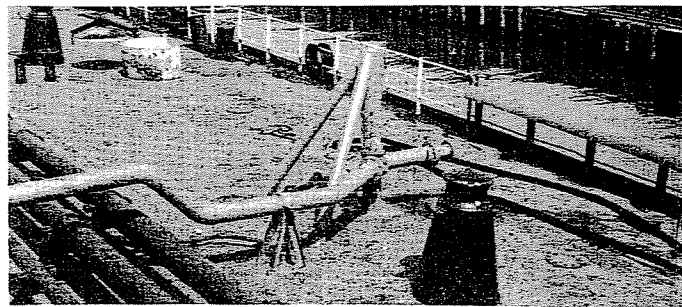
Storing the *Esso Seattle* with the high quality victuals to which our men have become accustomed and for a long stay in foreign waters was a considerable task. In 2 days—May 11 and 12—a year's supply of frozen provisions and dry stores; fresh fruits, vegetables and eggs for 90 days; plus Deck and Engine Dept. supplies and spare parts were put aboard. The stores amounted to over 20 truck-loads, including 6 trailer vans, most of



Part of the fueling-at-sea equipment installed on the Esso Seattle. The purpose of the well-braced sumpson

them making deliveries to Newport News from the Bayonne Storehouse. There were 17,000 lbs. of frozen meat, fish, vegetables, fruit and dairy products. Ingredients for bird's nest soup, shark fin salad, etc. may be purchased locally, should crew members develop Oriental tastes.

To help break the monotony of the 30-32-day round trip between the Persian Gulf and Japan (TV reception is very limited) a 16mm sound



post in left photo (port side, looking forward) is to support a "high line" from which hose would be suspended between the tanker and the ship being fueled. The line may also be used to transfer a person by breeches buoy or litter. Photo above (starboard side, looking forward from after house) shows one of the 2 starboard discharge lines. Duplicate installations were made on both sides. Also included in the fueling equipment are 7 20-ft. lengths of hose, 3 fenders and special hose connections that can be broken with a sledge hammer in case of emergency.

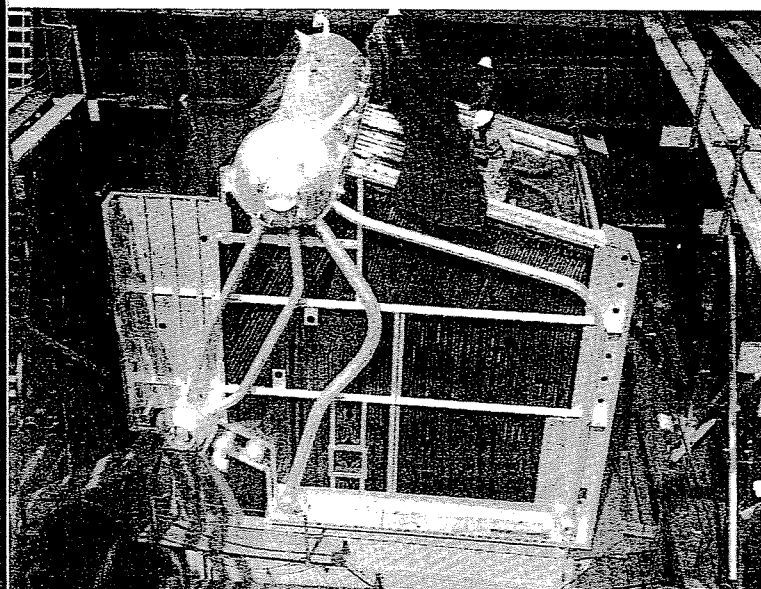
movie projector was put aboard with a supply of first-run Hollywood color films. Also furnished was a tape recorder with which the Radio Officer can tape short wave news and music programs and "pipe" them to loud speakers installed in the messrooms and recreation rooms. It is also anticipated that the tape recorder will be used to tape and play back messages to and from the Houston office.

Boiler Installed in Hull 573

There she is, settled on her foundation — the main steam generator of Humble's 66,700 dwt. tanker under construction at Newport News. The view looks forward. The 4 rotary cup burners, which eliminate sprayer plates, will be on the starboard side and equipped with automatic controls. Steam drum at top is 5' dia, 19' long and its round manhole covers don't come out — they swing in.

Large opening between spread tubes in lower center is for access into furnace. Smaller opening just above is where a trash burner will be installed.

The boiler will generate 150,000 lbs. of steam per hr. max., the same as the 2 boilers in the Esso Baltimore except that the pressure will be 600 psi. instead of 850.



Ahoy Firemen and Oilers! Great Investment Opportunity!

You may recall a "blurb" or two in these pages last year to the effect that former Wipers could do themselves a favor by perhaps buying or borrowing a book (MARINE POWER PLANT GUIDE), studying it and passing the Coast Guard examination for a Fireman-Watertender or Oiler's endorsement.

The suggestion is still good and now we'll go a step further. Firemen and Oilers presently have a good chance to increase their base pay at least 55%—from \$520 per month (the 10-year service rate) to \$807. You just drop in at a Coast Guard Marine Inspection Office and pass the examination for a Third Assistant Engineer's license. Naturally, this would require some effort and preparation but it ought not to be too difficult for many of our

ESSO FLEET NEWS is published for the seagoing employees of the Marine Division, 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 1, Texas

men. Even if you spent \$150-\$200 at a school, you'd get it all back, and more, in a month or two. In addition, you would be eligible (if you passed the course) for a refund of 2/3rds of the school tuition under the Company's Educational Refund Policy. So, for a net investment of about \$50 and a few weeks' study, you stand to increase your earnings over \$3,000 a year. How else can you get such a magnificent investment return?

And it is BEING DONE. Antonio DePalma, who has been Wiper, FWT and Oiler for the past 9 years, got his Third's license on April 6 and 6 days later went out as Third Asst. in the *Esso Boston*. Antonio Rose has been FWT, Oiler and MM/2nd Pumpman since 1959. Now he is Third Asst. in the *Esso Dallas*. He shipped out on April 18, 3 days after reporting his license.

Clement DeGrood, a 9-year FWT and Oiler, passed his Third Asst's examination on May 13 but he is on 70 days' paid leave and won't be shipping out until the middle of next month. Chances are he will be Third Asst. DeGrood when he does.

Now please *don't* talk to yourself like this—"Yes, I could probably get the license but I should have done it years ago. I'm too old now." Even if you are pushing 60, you're not too old if your physical condition is OK. There is no upper age limit for a license.

Then too, there is that "Final Five"—your best 5 years' earnings in the last 10—that can add considerably to your retirement income.

Maritime Administrator Commends Company for Safety Contest Score

In a letter to J. K. Jamieson, President of Humble, Maritime Administrator Nicholas Johnson congratulated the Company for winning third place in the ocean tanker division safety contest of the National Safety Council.

"This award is an equally fine tribute to your company's personnel for their awareness and observance of good safety practice," Mr. Johnson wrote. "They will certainly have my best wishes as they strive for first place next year."

In acknowledging the compliments and good wishes, Mr. Jamieson replied that "We are extremely proud of the safety record recognized by this award, and certainly intend to continue our best efforts to achieve first place in this important field."

Speaking of "best efforts"—our 1963 safety record of 1.77 lost time accidents per million man-hours worked *was* our best ever, even though it only rated third place. But, for the first quarter



Carl E. Reistle, Jr. (left), Humble's Board Chairman, and Joseph Andraee, General Manager of the Marine Division, hold the U. S. Public Health Service's Special Citation, which was presented by Richard S. Mark (center), Chief of the Interstate Carrier Branch. The presentation was made May 21 during a luncheon in the Petroleum Club, Houston.

The Special Citation was granted in recognition of the award of a Public Health Service Certificate of Sanitation to each vessel in the Company's ocean and inland waterways fleets. This is the 9th year that our fleets have earned the honor.

"Humble is very proud of this award and of its marine personnel whose efforts have made this and past awards possible," Mr. Reistle said.

of this year, our best is better yet. Our accident frequency rate is down to .68 for the first 3 months of 1964, compared to 1.19 in 1963—a 42% improvement. This gives us second place in the safety contest, behind Socony Mobil, but contest reports from Socony are incomplete.

RECENT RETIREMENTS

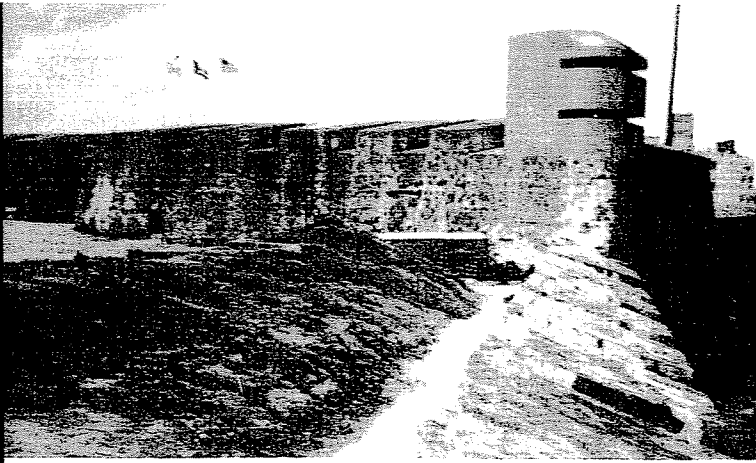


ABLE SEAMAN JOSEPH S. ROUNTREE. "I enjoyed the 15 years I worked in the Esso fleet," Mr. Rountree said, "and found the men most congenial. Even when I was so bad (with arthritis), they were willing to help me as much as they could. Humble is a very fine company to work

for and my only regret is that I could not carry on with my job."

It was arthritis that forced Mr. Rountree to take a disability retirement on May 1. He joined the fleet in July 1948, after 8 years in maintenance work with the Electric Boat Co. in Bayonne. His service was mostly as Deck Maintencenceman, with occasional berths as AB and OS.

Known to his friends as Sam, Mr. Rountree is also known for the fine mahogany-handled, horse-



View of El Morro, a centuries-old Spanish fortress guarding San Juan, Puerto Rico. The fort was attacked by many would-be conquerors but was never captured. Photo was taken by Sidney Schmidt, OS in the *Esso Huntington*, on his last paid leave. He and his wife, Inocencia, who live in New York City, spent 12 days visiting the island, flying both ways. Sid has over 12 years' service in the fleet.

hair brushes he made. He learned the art in County Cavan, Ireland, where he was born. He now lives in Jersey City with his wife, Mary and their 22-year old daughter, Joan.



OILER JOSE SALINOS. A 3-blast salute on the *Esso Jamestown's* whistle as Mr. Salinos left the ship at Bayway, N. J., on April 15 was a fitting tribute to a man who was retiring after 52 years at sea. "I thank the Chief Mate (Bernard E. Nelson) for the 3 whistles and I am deeply grate-

ful to the Engine Dept. men for the present they gave me," Mr. Salinos said.

Born in Chile, Mr. Salinos began his seagoing career in 1912 (aged 13) as messboy in Chilean vessels. He was a coal passer in British ships from 1914-17 and fireman in U. S. freighters during and after World War I. He joined Pan Am in May 1925 and sailed intermittently until the later part of 1931. Except for a 3-month break in 1939, he was Oiler from Dec. 1931 until his retirement, May 1. His 37 years, 9½ months of credited service includes World War II voyages to distant parts of the world. He was in the *Beacon* for nearly 14 months and the *Esso Scranton* for her first year in the fleet.

Mr. Salinos is a long-time resident of New York City.

TAFFRAIL TALK

Nancy S. Churchill, step-daughter of First Asst. Engr. Charles L. Chapman, has been awarded a Teagle Nursing Scholarship to attend Salem Hospital School of Nursing, Salem, Mass.

The *Esso Tampa* was turned over to new owners, Pioneer Tankers, Inc., an affiliate of Destiny Carriers, Inc., on May 19. The ship, renamed *Sea Pioneer*, is commanded by Captain Vinnie A. Braud, who was 2nd Mate in our fleet in 1956.

Second Mate Loyola P. Stephens, ex-*Esso Miami*, is in New Orleans Public Health Service Hospital recovering from a heart attack at his home on May 15.

UM Henry A. Samuelson, who had 17 years' service in the fleet, apparently disappeared from the *Esso Miami* in Charleston Harbor on May 20. He was last seen about 0600 and was reported missing at 0830 as the vessel docked. A search of the harbor by Coast Guard helicopter, 3 patrol boats and other craft for most of the day was without success. Mr. Samuelson was born in Norway 59 years ago, and lived in Brooklyn with his wife, Edith. There are 2 daughters, Betty Lou, 21 and Mrs. Lois Ann Anderson.

OBITUARY

ROBERT F. CUGLE, 54, who retired as Second Mate in March 1959, died of a heart attack in New York City on May 21. He is survived by his wife, Alfreda.

A graduate of Tulane University, Mr. Cugle had nearly 20 years in the fleet, starting as AB in Nov. 1939. He advanced to Third Mate in Jan. 1941 and served in this rank or as Second Mate throughout World War II. From 1946 until his retirement, he sailed as Second or Chief Mate.

Mr. Cugle's home was in Point Pleasant, N. J.



BRUCE E. WHIMSETT, 67, former Special Assistant in the Port of New York Office, died in Florida on May 15. He and his wife, Laura, had been living in Palm Harbor, Fla.

Mr. Whimsett, who retired in July 1955, had a 36-year career with the Company. For nearly 20 years (Aug. 1919 to April 1939) he sailed as an Asst. Engineer and Chief, including 9 years as Chief in the *Polarine* and *O. T. Waring*. After coming ashore in 1939, he was Port Engineer with Standard Oil of La., Marine Supt. and Asst. District Supt. at Caripito, Venezuela and Port Engineer at Baton Rouge. From Oct. 1946 until his appointment to the Port Staff in June 1951, Mr. Whimsett was a Repair Inspector.