



ESSO FLEET NEWS

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Mock Disaster at Bayway Tests Emergency Procedures

A disaster drill was held July 10 at the Bayway docks to familiarize Marine Department and Refinery employees with the proper procedures for meeting an actual emergency at the docks.

For purposes of the test, it was assumed that a fire had broken out aboard the Esso Gettysburg while she was discharging at Berth No. 2. At the sound of the vessel's general alarm, the pumps were shut down and crew members began pouring foam on the imaginary conflagration. The alarm was relayed by the Shift Superintendent on the dock to the Bayway and Linden Fire Departments and the Refinery Emergency Squad, which rushed all available equipment to the scene.

Shore firemen fought the "blaze" from the dock with foam equipment and wet down the surrounding area to contain the fire. Refinery medical personnel treated three "injured" men on the ship and one on the hose tower and supervised their removal by ambulance. The Esso Dispatch, which had been loading stores aboard the ship when the alarm sounded, used her foam system to keep the fire from pouring over the side of the Esso Gettysburg onto the waters of the Arthur Kill.

Marine Department participation in the drill was coordinated with the Refinery by H. W. Bradbury, Safety Engineer. Among observers of the test were Assistant Port Captains I. Boklund and Harry Heffelfinger, Assistant Port Engineer L. D. Angel and John B. Drake, a Technical Clerk on the Port Staff.

Sixth Cargo Handling Record of '59 Set by Esso Florence

Another exceptional cargo handling performance was completed by the Esso Florence on June 19 when she discharged a four-grade cargo at Baltimore at the rate of 13,428 bph. The discharge, made through one 4-in. and four 6-in. hoses into five 10-in. and one 18-in. shore lines, surpassed the previous Baltimore mark for clean 27,300 tonners (12,372 bph), which was set by the Esso Chester on March 1.

The Esso Florence's record discharge marks the sixth time this year that she has exceeded the best existing figures for discharge, loading or turnaround. In January the vessel unloaded three grades of cargo at Harkness Point and two grades at Bucksport, Me., at record rates. She established marks for time in berth and time in port at Norfolk on consecutive visits to that port. On May 19 the ship nearly doubled the best previous loading average at Charleston, S.C., while taking aboard a cargo of process gas oil.



Plaque Presented to **ESSO ALLENTOWN**

Captain William Mello (left), Agent at Jacksonville, delivers Tradition of the Sea Award plaque to Neo H. Robinson, Chief Mate of the Esso Allentown. Captain Mello made the presentation on behalf of Captain Vincent F. Lucas, who was regular Master of the vessel. The award was presented to Captain Lucas on May 23 by the Transportation Section of the New York Board of Trade for the rescue of 25 persons from the burning Danish freighter Olivia Winther in May, 1958. The plaque will be permanently mounted aboard the ship. Looking on are members of the ship's complement.

Esso Bangor Loads 13 Grades at Baytown in Record Time

An outstanding turnaround was accomplished by the Esso Bangor on June 14 at Baytown. The only Esso lube oil ship loading at that port, she surpassed her best previous loading rate, time in berth and turnaround time while loading 13 grades of cargo - totaling 189,357 bbls.

The cargo was loaded through two 6-in., six 8-in. and three 16-in. shore lines into eleven 6-in. and three 8-in. hoses at a rate of 16,007 bph. This is nearly 3,000 bph. higher than the ship's previous record of 13,164 bph., established August 15, 1958. The Esso Bangor was at the dock 16 hrs. 34 min. and completed the turnaround in 24 hrs. 36 min. Both times are nearly nine hours faster than the previous marks, also set August 15, 1958.

Captain Einar Skolem is Master of the Esso Bangor. The men primarily responsible for the vessel's exceptional performance were Chief Mate Roy J. Merritt, Second Mate Earl R. French, Third Mate Hoke S. Touchton, Jr. Third Mate Ralph C. Huneycutt and the unlicensed members of the Deck Department.

**Officers' Conferences
to Resume in Fall**

The Esso Marine Officers' Conferences were suspended for the summer following the May 26-27 sessions. When the two-day meetings resume in the fall they will include all Mate and Engineer ranks. The majority of officers who attended the first seven conferences, which began February 17, were Second Mates, Second Assistant Engineers or higher. The conferences, held every two weeks in New York, are expected to continue until May or June, 1960.

**Modernization of Dock No. 2
Completed at Baytown**

Modernization of cargo handling equipment at Baytown Dock No. 2 - including the installation of 10 Chicksan type loading arms - was completed early this month. The first vessel to use the new facility was the Esso Washington, which loaded at Berth No. 4 on July 1-2. The swiveled aluminum loading arms are arranged in banks of five, serving each side of the dock. They are maneuvered into position from twin control stations atop the loading platform.

The new rig has an elaborate manifold system, which will enable multi-grade cargoes to be loaded without shifting the loading arms. The apparatus also makes it possible for three men to hook up to a ship's manifold. About half of the dock's 58 shore lines have been relocated from beneath the dock to an overhead gantry structure to facilitate maintenance and make room for new lines as needed.

All loading at Berths No. 3 and No. 4 will be amidships. The cargo piping on our 27,300 dwt. ships has been modified to enable the forward drops to be connected into the midship crossovers.

On the Sick List

The following members of the Esso fleet were reported hospitalized as of June 29:

USPHS, BALTIMORE	Jean H. Carlson, Oiler, <u>Esso Huntington</u>
USPHS, BRIGHTON	Thomas J. McDonald, Pump., <u>Esso Chattanooga</u>
USPHS, GALVESTON	Pedro E. Santos, CM, <u>Esso New Orleans</u>
USPHS, NEW ORLEANS	Angel R. Meraz, DM, <u>Esso Paterson</u>
USPHS, STAPLETON	Casildo Ania, UM, <u>Esso Huntington</u>
NORFOLK GEN. HOSP.	Leslie H. Winder, Master, <u>Esso New Orleans</u>
PROVIDENCE, R.I., HOSP.	John Vieira, FWT, <u>Esso New York</u>

On sick leave at home are: Johannes Boje, Master, Esso Gettysburg; Vincent F. Lucas, Master, Esso Allentown; Frederick Braun, 3rd Mate, Esso Lima; William L. Thievon, Ch. Engr., Esso Greenville; Dewey E. Barr, RO, Esso Allentown; John W. Montgomery, Ch. Cook, Esso Bermuda; Enrique Eguren, Mach., Esso Gettysburg; George T. Murphy, MM/2 Pump., Esso New York; Albert P. Foote, AB, Esso Scranton; Domingo A. Formoso, AB, Esso Lexington; Robert C. Heyman, AB, Esso New Haven; Arthur E. Lawson, AB, Esso Annapolis; Francis L. Picou, AB, Esso Zurich; William R. Breitbach, DM, Esso Washington; Peter J. Jablonski, DM, Esso Newark; John J. Seiler, DM, Esso New Haven; Billie E. Harkleroad, FWT, Esso Scranton; Carl Northcutt, FWT, Esso Greenville; Eldege J. Latraverse, Wiper, Esso Bethlehem; Luca DeStasi, OM, Esso New Orleans; Jose M. Lopes, OM, Esso Florence; Thomas D. Russ, POM, Esso New Haven; David G. Caskey, CM, Esso Bethlehem, and Myron F. Norton, CM, Esso Washington.

**ESSO SCRANTON Assists
Motorboat Off Bahamas**

Captain Bernard Roberts, Master of the Esso Scranton, notified the Company June 27 that his vessel sighted a small boat in distress in Lat. 26°10' N. Long. 79°15' W. The boat, identified as the 18-ft., out-board powered Yaja, was drifting out of fuel with four persons aboard. The Esso Scranton took her in tow for Bimini.

**37's Set New "Firsts"
in Clean Service**

June was a month of "firsts" for Esso's four 37,800 dwt. supertankers. As reported in the June 16 FLEET NEWS, the Esso Gettysburg, Esso Lexington and Esso Washington were engaged in clean service, the latter two vessels for the first time.

On June 8 the Esso Lexington discharged the largest cargo ever received at the Northville, L.I., offshore terminal, 240,773 bbls. of Essoheat Medium. In the process, she set new terminal records for discharge rate (13,504 bph.), time at terminal (22 hrs. 56 min.) and total turnaround time (33 hrs.). Cargo was pumped ashore through two 8-in. hoses into one 24-in. line. Best previous discharge at Northville - 12,242 bph. - was made by the Esso Bermuda in December, 1958. The Esso Florence established the previous marks of 25 hrs. 14 min. in berth and 38 hrs. 48 min. turnaround on August 21, 1958.

The Esso Jamestown joined her sisterships in clean service - also her first such assignment - on June 25. The big ship loaded 242,741 bbls. of Essoheat Medium at Baton Rouge and discharged it at Paulsboro on June 30, just two days too late to be the first ship of her class to call at that port. The Esso Gettysburg snatched this honor on June 28 when she docked at the Delaware River terminal with 274,079 bbls. of Esso Extra, Golden Esso Extra, Esso, Diesel fuel and Essoheat Medium.

Taffrail Talk

July 1 retirements from the fleet were Oiler LUIS VERA and Firemen/Watertenders HOWARD M. JEAVONS and ELISEU MATRONE. ... Five Port of New York Office employees and five from the outport Agencies were among the July 1 shoreside retirees. In the first group were Assistant Port Captain PATRICK J. REIDY; Assistant Group Engineer E. C. HAATVEDT; J. F. LAVELLE, Chief of the Port Operations Section; ALBERT PETERSEN, Port Dispatcher, and V. J. ("Toots") CAREY, Head Inventory Clerk in the Materials Control Section. Those retiring from Agency offices were WALTER EICHELBERGER and MALCOLM J. TRICHE, Assistant to the Agent and Ship Dispatcher, respectively, at Baton Rouge; RALPH O. SMITH, Ships' Attendant, and Miss VERNA M. KAMMAR, of the Baltimore Agency, and Mrs. MARGARET C. PANZA at Boston. ... LOUIS BARCELONA, a Ship Dispatcher in the Baton Rouge office, celebrated his 30th anniversary with Esso on June 26.

