

ESSO FLEET NEWS



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Dirty to Clean in One Ballast Voyage

Esso Gettysburg and Esso Jamestown make fast change of service to meet increased demand for clean products.

Back in the days of sailing ships, "weather permitting" was a well-understood factor in all marine operating calculations. Today, even with our modern equipment, the principle is pretty much the same. Weather, at least in the tanker business, is the action that prompts many a reaction — often a chain reaction. Right now, it is the frequently quoted "rough and boisterous seas" or a cold spell on the East Coast.

It was the latter development during the last half of December that caused an unprecedented reaction in our tanker operations. Cold weather increased demand for clean products, requiring more clean tonnage in a hurry. The demand was met by shifting two 37,800-tonners from dirty to clean service in one ballast voyage.

The *Esso Gettysburg*, Captain Hans Bonte and Chief Engineer James J. Gunnip, was the first to tackle the change-over. She had delivered a cargo of Navy Special fuel oil from the Caribbean to the West Coast and returned to New York December 22 with a cargo of West Coast heavy fuel oil.

Special preparations were made because this West Coast oil is particularly difficult to clean. A supply of chemical cleaner was put aboard and the ship sailed from New York December 23 with an extra Mate and two extra Deck men to help with the job. The chemical cleaner was used during the trip south and, at Baytown, cargo lines and tank bottoms were given a kerosene flush. Nine days elapsed from departure to approval to load heating oil.

The *Esso Jamestown*, Captain Roland E. Parkhurst and Chief Engineer Myles C. Keller, carried out a similar job but with different conditions. She had also transported West Coast heavy fuel oil to New York but that had been followed by a cargo of So. Central Louisiana crude. Cleaning was accomplished with Butterworth machines and a pipeline and bottom flush with 5,000 bbls. of kerosene taken aboard at New York.

The *Jamestown* sailed January 2 with her regular complement and arrived at Baytown on the 9th for an elapsed time of slightly under 7½ days — departure to ready to load. The loading, incidentally, was 297,174 bbls. of Esso gasoline, reported to be the largest single grade cargo of gasoline ever moved out of Baytown.

Officers and crewmen of both supertankers deserve credit for exceptionally difficult jobs well done. "The crew turned to day and night, shifting Butterworth machines and working in tanks. It was a steady grind and we were thankful that there was not too much sediment," Chief Mate Jack Morrell, in the *Jamestown*, said.

Harold Martin, Chief Mate in the *Gettysburg*, summed it up by saying — "We really pitched in and did a job."

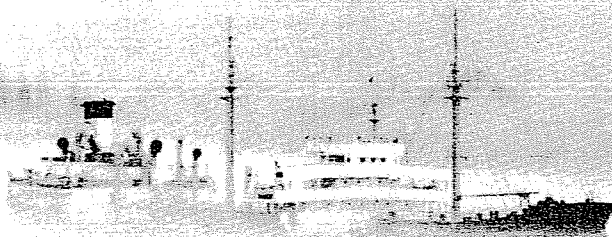
It seems, however, that the *Esso Gettysburg* men thrive on that kind of work — or perhaps it's just that, after the tank cleaning chore, any other work is apple pie. At any rate, the crew set a new discharge record at Northville, Long Island, with her very next cargo. They pumped 250,448 bbls. of Esso Heat Medium ashore in a flat 16 hours. The 15,653 bph. discharge rate was 1,506 bph. (10.6%) higher than the previous record, made by the *Esso Washington* last June with the same grade of cargo.

Sell Esso Program Gets Underway In Fleet T. A. Guire Leading In Prize Points

The Seagoing Personnel Division of the Sell Esso Program is beginning to roll. As of January 13, 87 credit card applications and "hot tips" have been submitted.

Top man by a wide margin is Theron A. Guire, Jr. Third Mate in the *Esso Boston*. Mr. Guire received approval so far on 23 credit card applications (six are still pending) for a total of 9,200 points.

(Continued on next page)



GHOST SHIP? No, but it might be a pilot's nightmare. Actually it's an Esso T2 tanker hull down in a Mississippi River mist. Photo is from the excellent collection of Radio Officer Charles E. Warren, Jr.

Robert H. Boteler, recently AB in the *Esso Chester*, and Charles Zeman, Jr. Third Mate, *Esso Lima*, are tied for second place with 2,000 points each. Mr. Boteler submitted a hot tip that resulted in a new heating oil contract and Mr. Zeman has five approved credit card applications.

In third place are Paul W. Leatherman, Jr. Third Mate, *Esso Huntington*, and Harry Oelgart, AB, *Esso Bermuda*, with 800 points each.

The Sell Esso Program is a business boosting idea where employees (annuitants may also participate) receive point certificates for sending in leads that result in new business. The points may be exchanged for valuable prizes. Mr. Guire's 9,200 points, for example, are enough for a 26" cowhide "three suiter" or, if three more of his credit cards are approved, a Botany "500" worsted suit. Samples of 2,000-point prizes listed in the award book are: a six-piece towel set or three Arrow short sleeve dress shirts.

Points are awarded according to the following schedule: credit card applications (approved and used), 400 points; "hot tip" awards (contracts signed and a delivery made), 2,000 points for each heating oil contract and for each commercial, service station, marine-aviation, car agency and industrial account and for each oil burner installation. A re-seller account earns 5,000 points.

In addition, a schedule of bonus points are offered. When you have one approved credit card and one hot tip account sold, you receive 1,000 extra points. For three approved credit cards and three hot tip accounts sold, 5,000 bonus points are awarded. With the latter combination, you also receive extra points for each additional credit card and hot tip accepted.

Further information may be obtained from P. J. McEwan, Chief, Seagoing Personnel Section, Room 809, 156 William Street, New York 38, N. Y.

Should Esso Rate Fifth in Safety?

At this writing it looks as though the Esso fleet is going to wind up in fifth place in the National Safety Council's 1960 Marine Section Safety Contest for Ocean and Coastwise Tankers.

This is a crying shame because none of us likes to think of our fleet as fifth rate in anything — least of all in safety.

And it need not have been so. For three months of the year we had perfect records. In March, April and December there were *no* reportable lost time personal injury accidents. In four months only one accident in each was reported.

It was those other five months that killed us. There were five lost time injuries in both January and July, four in June, three in May and two in August.

If we can go seven months with only four reportable accidents, certainly we can do better than 19 accidents in the other five months. Funny thing too, except for last January, the winter months were among the safest.

It's possible though, that we're starting a new trend. September, October and November had one reportable accident each. December had none. How about concentrating on keeping that trend going in 1961?

ESSO FLEET NEWS is published for the seagoing employees of the Marine Division, Humble Oil & Refining Co.: J. D. Rogers, General Manager; James E. Stoveken, Assistant General Manager; Sydney Wire, Assistant General Manager.

W. E. Gardner, Ed.; R. M. Sheridan, Editorial Ass't. Contributions and suggestions are invited and should be addressed to The Editor, ESSO FLEET NEWS, Room 936, 15 West 51st Street, New York 19, N. Y.

Marine CYI Awards

\$100

Hose Reducing Flanges

By Pumpman Walter C. Drivet

Mr. Drivet received \$100 from the CYI Committee for designing a reducing flange for the 6" and 8" discharge lines of the *Esso Bangor* and *Esso Huntington* for use at Baltimore, where discharge hoses are 10".

\$60

Heater Strips for Radar and Loran

By Captain Anton H. Hunt

Moisture damage to radar and loran equipment could be eliminated if strip heaters were installed in each set, according to Captain Hunt's recommendation.

\$50

Additional Hose and Clamps for Butterworth Machines

By Chief Mate Clarence E. O'Hara

Mr. O'Hara suggested that the installation of two extra hose and trolley track clamps equidistant between Butterworth plate opening and tank washing machine would enable unit to move easily on track.

Rig for Removing Boiler Registers

By First Asst. Engineer William L. Kelly

Mr. Kelly designed an arrangement to take the weight of boiler registers when removing them for repairs. Each rig consists of a bracket bolted to the boiler casing above the burners, chain or cable with a turnbuckle suspended from a roller on the bracket and connected to a padeye on each register.

\$20

Distances Forward and Aft of Bridge

By Able Seaman Michael Sharik III

In response to a CYI by Mr. Sharik, laminated signs showing the distances forward and aft of the bridge will be posted in the wheelhouses of the 37,800 dwt. and 48,800 dwt. ships as an aid to docking masters and pilots.

Four Engine Dept. Men Donate Blood

Oiler Frank E. Caroros and Firemen-Watertenders Raymond J. Bastone, Alfred G. Schank and Stephen Shelby recently responded to an SOS for blood. The patient was Fireman-Watertender John J. Margres, who had a spinal operation January 3, at the U. S. Public Health Service Hospital, Stapleton, S. I. Mr. Margres is reported convalescing satisfactorily.

OBITUARY

CHIEF STEWARD SULPICIO B. TANGCO. Mr. Tangco, Chief Steward in the *Esso Bermuda*, died in New Haven on January 17. He was a resident of West Islip, L. I., and is survived by his widow. Born in the Philippine Islands 58 years ago, Mr. Tangco served in

the U. S. Navy before joining Esso as Chief Cook in the *John D. Archbold* in June, 1946. Promoted to Steward one year later, he sailed in this capacity for over 13 years. Burial, with military honors, was at Long Island National Cemetery.



of his 30 years of credited service.

JOAO DIAS. An Esso annuitant since October 5, 1954, Mr. Dias died in Porto, Portugal, on December 9. A native of Portugal, he was 69 years old and a sister is his sole survivor. Mr. Dias joined Pan Am on April 8, 1919 as Fireman in the *Norman Bridge* and served as Pumpman for most

If Pumpman George W. Henry has a larger chest expansion these days, it isn't hard to find the reason. Here she is — a real honey — Ireta George Ann, 18-month-old daughter of Mr. Henry and his wife, Ireta.

"Like most young ladies," Mrs. Henry said, "Ireta is very adept at talking on the telephone, even though her vocabulary is limited."

Currently Pumpman in the *Esso Lima*, George has over 17 years' service in the fleet. He and his family are residents of Houston.



TAFRAIL TALK

A contract for maintenance dredging and easing three bends in the Houston Ship Channel, including the one at Alexander Island opposite the Baytown docks, has been awarded to the Atlantic, Gulf and Pacific Co. by the U. S. Army Engineers. Dredging at Alexander Island will move the center of the channel about 200 ft. further away from the Baytown docks. The project is expected to start shortly after February 1 and will cost about \$1,300,000.

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The *Esso New Orleans* went into tie-up at Jacksonville on January 4 after more than 18 years of service. She "came out" in November, 1942 and transported 84 wartime cargoes before entering the coastwise trade.

* * *

Captain James S. LeCain, who retired April 1, 1952 with 31 years of credited service as Master,

has become the unofficial "greeter" for Esso tankers voyaging to the West Coast. He has made it a practice to welcome vessels calling at San Pedro and serve as guide for sightseeing excursions.

A resident of Long Beach, Calif., Captain LeCain recently wrote that he is enjoying good health and has nothing to worry about.

"I would also like to add," he said, "that during my 48 years afloat, most of all I enjoyed the time served in Esso ships. Those were good and happy seagoing years. Good ships; kind, understanding and very efficient shore officials. Indeed, it really was a pleasure to command their vessels."

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The 1961 edition of the TELEPHONE DIRECTORY FOR USE OF SHIPS' PERSONNEL has been issued and distributed to vessels. The new directory has been set in larger type and, in addition to the usual names and telephone numbers of outport agents, includes two new sections. One is a directory of the interoffice phones of New York-New Jersey offices and plants; the other is a directory of key personnel at 156 William St. and 15 West 51st St.

Additional copies of the directory may be obtained from the Port of New York Office, 156 William St.

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A new outboard motor oil, designed to minimize spark plug fouling, was announced by the Company on January 18. Ordinary oils sometimes load the plugs with deposits after only a few hours' running. With the new oil and normal regapping of the plugs each year, one set of plugs in an outboard motor should last well over 100 operating hours.

Developed by Esso Research & Engineering Co. after more than 3,300 hours of laboratory and field tests, the new oil will be available at Humble marine dealers and service stations this spring. The new oil is also recommended for other two-cycle engines — power mowers, portable pumps, emergency generators and chain saws.

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WORDS OF THE WISE — "All the money in the world is no use to a man or his country if he spends it as fast as he makes it. All he has left is his bills and the reputation for being a fool." — Rudyard Kipling.

SERVICE EMBLEM AWARDS

★ 30 YEARS ★



Emil L. Wigh
Master
July 27, 1960



Emoor S. Bordelon
2 Asst. Engr.
November 11, 1959



Charles E. Schwarz
Radio Officer
February 1, 1959



August M. Hrovatin
Bos'n
November 8, 1959

☆ 20 YEARS ☆



Wiley L. Chambers
Master
December 6, 1956



Ralph W. Durdle
Master
February 25, 1960



Elnine W. Scott
Chief Mate
November 6, 1959



Alton J. Ross
Jr. 3 Mate
February 1, 1960



Theodore C. Woodard
Chief Engineer
December 12, 1958



Clifford E. Lindsey
1 Asst. Engr.
August 6, 1960



Howard C. Scears
Chief Steward
February 15, 1960



Alex Kirs
Bos'n
March 2, 1959

☆ 10 YEARS ☆

Arthur P. Forester
Apr. 19, 1953
Neal J. Bowen
Sept. 5, 1954
Benjamin F. Fisher
Nov. 8, 1954
Dalphon W. Camp
Oct. 14, 1955
Robert B. Alley
Nov. 11, 1955

Cecil E. Hunnicutt
Nov. 13, 1955
Raymond E. Mott
May 16, 1956
Billy L. Steward
May 21, 1956
Dale N. Baker
July 8, 1956
Walter A. Johnson
July 12, 1956

Stanislan Skadovura
Aug. 10, 1956
John F. Riley
Aug. 15, 1956
Jakob G. Berg
Aug. 17, 1956
Elmer A. Powers
Sept. 3, 1956
Enrique Eguren
Sept. 24, 1956

Alfred J. E. Rodtang
Dec. 6, 1956
Frederick J. Farrell
Dec. 10, 1956
Norman J. Cole, Jr.
Jan. 10, 1957
Charles W. Peters
Jan. 19, 1957
Ronald J. McLean
Jan. 21, 1957

Warner E. St. Clair
Apr. 7, 1957
Herbert A. Trenoweth
Apr. 17, 1957
Leonard C. Benson
June 6, 1957
Francisco DaSalla
June 11, 1957
Raymond J. Bastone
Aug. 8, 1957

Luke L. Williams
Aug. 23, 1957
William J. Eilers, Jr.
Sept. 11, 1957
Orville R. Heeter
Sept. 13, 1957
Donald M. Mathews
Oct. 18, 1957
Braulio L. Villanueva
Jan. 13, 1958