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Humble Announces New Organization Plan

Marine Headquarters to be in Houston

A long-range plan of organization and consolidation of Humble Oil & Refining Company's operations and streamlining its management was announced on December 15 from the general headquarters in Houston.

Morgan J. Davis, Humble President, said the main feature of the plan is the establishment of four operating regions for exploration, production and marketing. Boundaries are drawn almost entirely along state lines except for exploration and production, where boundaries of the oil and gas basins are used.

In addition to the four regions, there will be three functional divisions — Manufacturing, Marine and the Enjay Chemical Co. All refineries will be grouped into the Manufacturing Division with offices located in Houston. The Humble Pipe Line Co. will continue to operate as a separate corporation.

As of January 1, 1961, the present Marine Departments of Esso Standard and Humble Divisions will become the Marine Division of Humble Oil & Refining Company and headquarters will later be moved to Houston. John D. Rogers has been named General Manager of the new Marine Division.

In informal meetings with Marine shore personnel, J. E. Stoveken and Sydney Wire, Assistant General Managers, said that the moving of employees to Houston will probably begin next spring but that a New York office will continue to be maintained.

"The Company has for some time been studying various forms of organization," Mr. Stoveken said, "and has decided to adopt a regional type of organization for those activities such as marketing, exploration and production and a functional type of organization for manufacturing, pipeline, chemical sales and marine transportation operations, which can best be directed from a central headquarters."

Mr. Wire told the groups that management is working on a resettlement policy and that "we hope to have the details pretty well worked out by the middle of January".

As far as can be foreseen at this time, seagoing personnel will not be affected by the changes other than to have employment transferred from the Esso Standard Division rolls to Humble.

THE OPERATING REGIONS

Esso Standard, Eastern Region will replace the Esso Standard Division of the Company in the northeast portion of the United States. The region will include 13 states from Maine to Virginia and West Virginia, the District of Columbia and the former Ohio Division. The regional office will be in New York.

The Southeast Region will have its principal office in New Orleans and will include North and South



Greetings

To all officers and men in the Esso fleet and their families, we extend sincere wishes for Good Health, Happiness and a full cargo of Good Fortune throughout the New Year.

Central Region

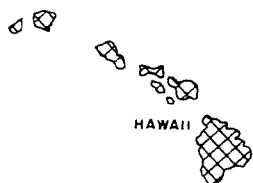


John W. Brice
vice-president



R. O. Goodykoontz
general manager

Humble's Organ



Functional Divisions

In addition to the geographical regions, there also will be three functional divisions:

Manufacturing Division

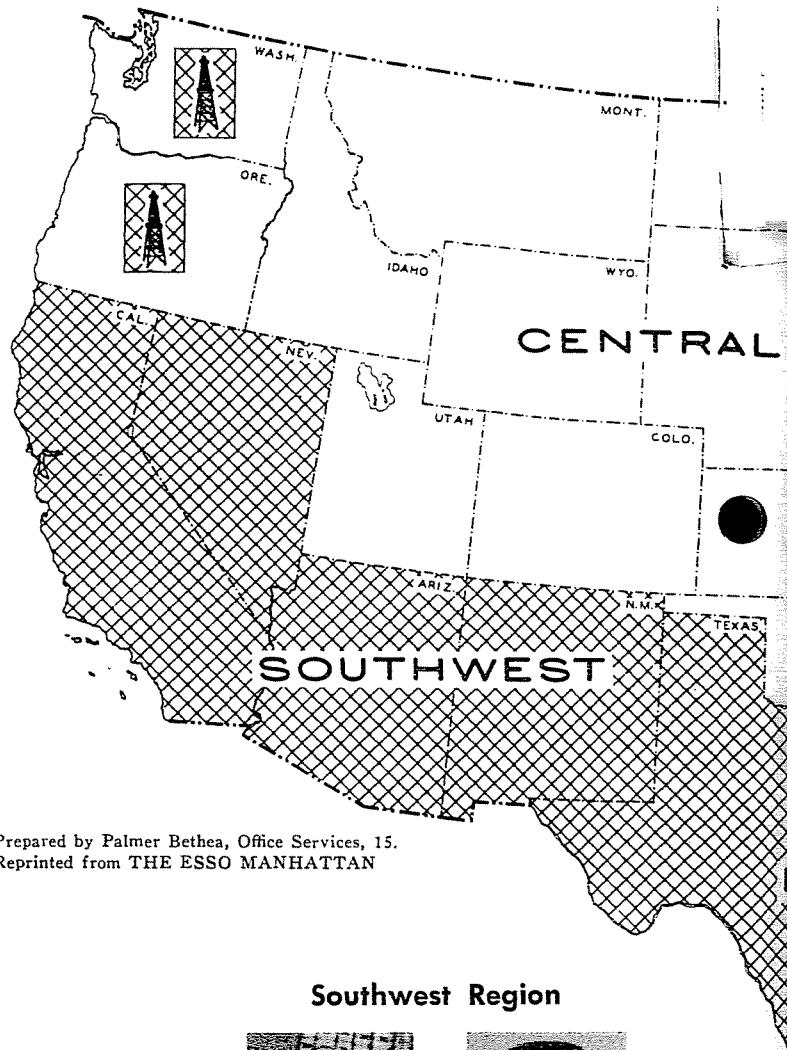
Marine Division



J. Prince Warner
*vice-president and
general manager*



John D. Rogers
general manager



Prepared by Palmer Bethea, Office Services, 15.
Reprinted from THE ESSO MANHATTAN

Enjay Chemical Company



J. E. Wood III
president

Southwest Region



Ray H. Horton
vice-president



James H. Galloway
general manager

**Humble Oil
& Refining Co.**

on for Consolidated Operations



Morgan J. Davis
president

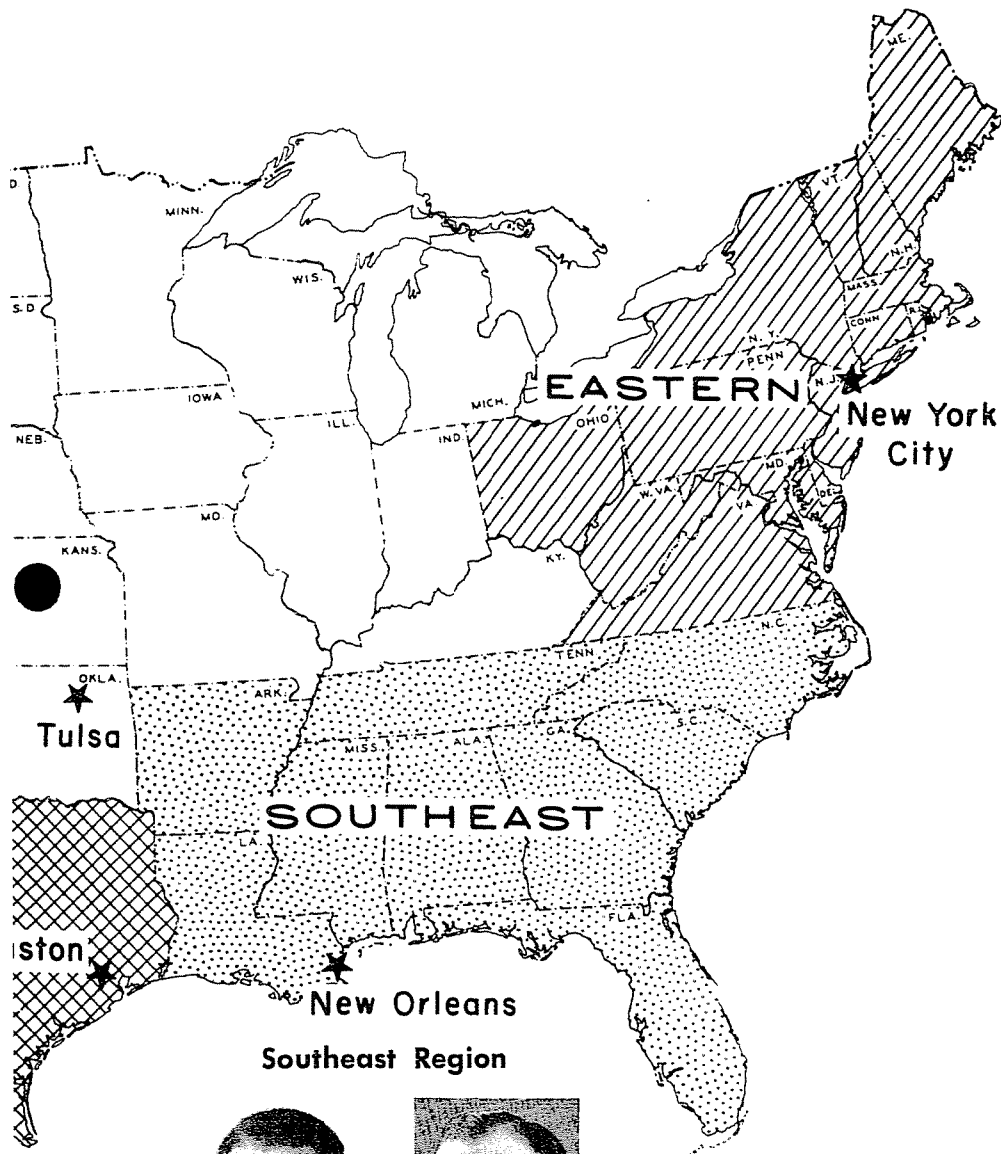
Eastern Region



William W. Bryan
vice-president



Alex A. Diffey
general manager



KEY



Assigned to Southwest Region for exploration and production only.



Esso Standard, Eastern Region



Southeast Region



Southwest Region



Central Region



Russell H. Venn
vice-president



Carl G. Herrington
general manager

175 Qualified Radar Observers In Fleet

Since the last list of qualified radar observers was published in the September 8 issue of *ESSO FLEET NEWS*, 24 Deck Department men have notified the Port Captain's office that they have passed the Coast Guard Radar Qualification examination. They are:

Albert J. Baptiste	Karl Lohmann
Harold F. Blytt	Vincent F. Lucas
Andrew Bozicevic	Fletcher A. Missud
William T. Campbell	Bernard E. Nelson
Edwin J. Fellows	Walter L. Parker
Anthony Giagnocavo	Bernard Roberts
Donald E. Graham	Ishmael B. Sadler
John D. Hall	Elnine W. Scott
Isaac F. Hamilton	Einar Skolem
Torrance Inman	Loyola P. Stephens
Alfred W. Kirby	Charles H. Tyler
Arthur H. Lankford	Hubert C. Webb

There are now 175 qualified radar observers in the fleet.

A Master's Impressions of Europe

Last spring Captain Hans Bonte, Master of the Esso Gettysburg, and his wife made an extended tour of Europe. The following is his interesting account of a memorable experience:

My wife and I left New York by jet plane on Easter Sunday, April 17. After a smooth flight we arrived in London early the following morning. We started our sightseeing in regular tourist fashion — tower of London, the Queen's palace, etc. — thankful not to encounter the well-known London fog.

On the following Wednesday we boarded a plane for Paris. We stayed at a small, centrally located hotel, so we were able to explore the city by ourselves. All the historic and modern sights were seen by taking guided tours, which are the cheapest and best way to see places of interest. We enjoyed the various parks and castles and admired the well-kept gardens planted in a riot of flowers — one of the marvels of Europe.

At the end of the week we proceeded via train through France to Belgium and into Germany. The railroad route took us along the banks of the famous Rhine. We could see the grape vines growing on the steep hills and the tops of the hills crowned with ancient historic castles, mostly in ruins. The river itself was a maze of traffic, barges self-propelled, under tow, etc.

At Frankfurt we had our first look at the new Opel car which we had ordered in New York. The city is amazing. Traffic is like a madhouse — as it is, more or less, all over Europe. Wherever you looked there was a building going up. A lot of American soldiers were stationed in and around the city and it is said that Frankfurt is the most Americanized city in Europe.

Captain and Mrs. Bonte in Paris, Eiffel Tower in background.



From there we started our "Grand Tour" via autobahn to Mannheim, Heidelberg and into the Black Forest. The latter has the most majestic trees, no underbrush and good roads, with villages spotlessly clean. Snow was still on the sides of the road and the air felt cold after a heatwave in New York. The famous Black Forest kirschwasser kept me warm; but since my wife was driving, she had to suffer.

We arrived in Zurich, a beautiful city located on a large lake with well-kept promenades and parks planted with spring flowers. The *Esso Zurich* received a proper name. After a short stay we went via the beautiful Bodensee (lake), where thousands of tulips were in bloom, through Austria to Garmisch-Partenkirchen, Germany, a famous winter and summer resort. We made a side trip to the highest mountain of Germany, the Zugspitze, from which lofty summit four countries can be seen when the weather is clear.

Further in Bavaria, we visited some of the grandios palaces the "mad" King Ludwig the Second had built. What splendor — paintings and carvings — all done by hand. It must be seen to be believed. We also stopped at the famous Hofbrauhaus in Munich, where waitresses handle a dozen steins of beer at one time.

Next, we took the so-called "romantic road" to Rothenberg. This walled city, more than 1,000 years old, has maintained its buildings, streets, shops, etc. in the original way. From there we toured the Harz Mountains, containing wonderful forests and resorts. Since the roads were good, driving was a pleasure, made more so by the excellent Esso service available everywhere we went.

We approached the Iron Curtain. It really makes a man wonder how such a condition was able to come about — barbed wire fences built right next to Western property, families divided without regard to hardship, guard towers and a 30-ft. strip of plowed land patrolled by guards and dogs.

We returned to Frankfurt via the Ruhr and Cologne and took many more tours, too numerous to mention.

Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Arkansas and Tennessee.

The states of Texas, New Mexico, Arizona, California and Nevada will comprise the Southwest Region with headquarters in Houston. It will also direct exploration and production operations in Oregon and Washington and activities in Hawaii and Alaska.

The remaining states in the Union, formerly served by the Carter and Oklahoma-Pate Divisions, will compose the Central Region. Its main office will be in Tulsa.

Esso Lima Delivers First Benzene Cargo

The fact that the *Esso Lima* discharged 10,840 bbls. of benzene from her No. 2 wing tanks at Carteret December 7 appears to be an unimportant item at first glance. The cargo movement gains significance, however, when it is realized that this is the first benzene shipment in an Esso tanker in recent years and undoubtedly a forerunner of many more.

Benzene, a colorless aromatic petrochemical made from naphtha, is manufactured at Humble's Baytown and Baton Rouge refineries. It has many uses — in the manufacture of synthetic rubber, resins, dyes, detergents, nylon, insecticides and as a component of high octane gasoline.

In the past Enjay Chemical Company (another Humble Division) has shipped benzene to customers by tank car and barge from Baytown and Baton Rouge. Recently, however, some Enjay customers with plants on the East Coast have shifted their benzene supply from the steel industry to the petroleum industry. Availability of the *Esso Lima* enabled Enjay to meet their customer needs easily and build up good will for the future.

There is a good illustration here of the importance of tankers in the economics of the oil business. A market is developed for a petroleum product, the refinery expands its capacity and tankage and other handling facilities ashore are acquired near the markets. Tankers are the connecting link between production, refining and markets.

Because bulk shipments by tanker are so much more economical, distribution costs can be reduced and that, in turn, often leads to greater sales and more tanker business. The freight charge on the benzene carried by the *Esso Lima*, for example, was about five cents a gallon (\$2.10 per bbl.) less than the tank car rate — a considerable percentage of the product's selling price.

Of course, not every tanker is suited to carry specialties, such as benzene, but the *Lima* is. Last August, alterations were made in the No. 1 and No. 2 wing tanks to carry paraxylene or up to four grades of other critical solvents. The four tanks



Photo by Wiper Lucio A. Oliveira

Colon W. Cowart had good reason to feel proud on November 27. He was a Seaman in the *Esso Boston*, newest and largest in the fleet, and he had a very special audience to escort about the ship during the open house at Baton Rouge.

Colon, his wife, Mildred, and their four sons and four daughters are shown here aboard "Daddy's ship." The children are, from left to right: Marilyn, William Mickey, Charles, Mary Jane, Cheryl, Jerry, Deijri and Bobby Glen.

The Cowarts live in Crosby, Texas, and although Colon's paid leaves are pretty well taken up with his family, he does find time for excursions in his 15-ft. dory. He is an expert small boatman as well as a super-tankerman.

were tied in with the former fuel oil transfer and bilge and ballast pumps in the forward pumproom, heater coils and two new deck lines and crossovers installed. These modifications, plus zinc coating of the tanks, provided a segregated system essential for special products that require heating and are sensitive to contamination.

TAFFRAIL TALK

It seems that seagoing journalism is on the rise and that's good. On the recent West Coast trip of the *Esso Jamestown*, Editor-Second Mate Edwin J. Fellows and Publisher-Captain Roland E. Parkhurst put out the JAMESTOWN JOURNAL, featuring headline news picked up from a San Antonio radio station during the wee small hours. The JOURNAL also carried weather reports in various parts of the U. S., sports, a serious thought for the day and a dash of humor.

The *Esso Gettysburg's* FLASHES was also published while the ship was enroute to and from California — by Editor-Chief Mate Edward Crawford. We understand, however, that Mr. Crawford's brand of journalism was so inclined toward the torrid and fantastic that no quotations were permitted.

The *Esso Bangor*, Captain Wiley L. Chambers and Chief Engineer George C. Brauner, picked up seven Cubans from a disabled boat and transferred them to the Coast Guard at Key West on Dec. 11.

* * *

The *Esso Jamestown*, Captain Roland E. Parkhurst and Chief Engineer Myles C. Keller, stood by the stern half of the *Pine Ridge* for 18 hours on December 21-22 after the T2 tanker broke in two in heavy seas 100 miles off Cape Hatteras. Helicopters from the aircraft carrier *Valley Forge* rescued 28 men from the wreck. The chief engineer, John Richart, remained aboard to assist with the tow to Newport News, which was completed on December 27. Seven men, including the master, Captain Clark Snyder, were lost from the bow. Five men of the normal complement of 41 missed the ship at sailing time.

* * *

Two tankers of 130,000 dwt. each have been ordered by a Japanese petroleum company, according to a report in the *NEW YORK TIMES*. To be built in Japan, the monstrous vessels will measure 887' x 113', draw 68' of water and cost \$14,722,340 each. They will trade between the Persian Gulf and Japan.

The first ship, to be named *Nissho Maru*, will be about 5,400 tons short of equalling the combined deadweight of our two 48,800-tonners, plus one of the 37,800s. And the cost is less than that of the *Esso Baltimore*.

* * *

On this date (Dec. 29) in 1777, General George Washington was disturbed by threats of mutiny among his troops at Valley Forge. He asked his chef to concoct a nourishing meal to warm the cold and starving men. Improvising with what he could find, the chef cooked up a large quantity of tripe, some peppercorns and a few vegetables and called it "Philadelphia Pepper Pot". Strangely enough, history tells us, morale improved and the threat of revolt was averted.

OBITUARY



WILLIAM L. NAUGHTON. A resident of DeLand, Fla., former Chief Engineer William L. Naughton, 59, died in Charleston, S. C., on December 1. He is survived by his wife and son. Born in Norfolk, Va., Mr. Naughton worked in a shipyard before joining the *Esso* fleet on June 21, 1922. At the time of his retirement in December, 1957, he had over 30 years' service and more than 12 as Chief Engineer in the *Esso New Haven*.

Living Costs Compared

A comparison of the cost of living for retired couples in 20 large U. S. cities was published by the Bureau of Labor Statistics in the *MONTHLY LABOR REVIEW* for November.

The "budget family" used in the report "consisted of a husband and wife, aged 65 years or over, who maintained their own 2- or 3-room rented dwelling in an urban area. The couple was assumed to be self-supporting, in reasonably good health and able to take care of themselves". The budget was based on costs prevailing in the autumn of 1959 and was designed to provide a modest but adequate level of living.

In the comparative costs, shown in the following table, Houston had the lowest yearly budget (\$2,641) and Chicago the highest (\$3,366).

Annual Costs of the Retired Couple's Budget, 20 Large Cities and Suburbs, Autumn 1959					
City	Total budget	Food and beverages	Rent, heat, and utilities	Other goods and services	Relative total cost*
Atlanta	\$2,720	\$768	\$778	\$1,174	89
Baltimore	2,840	781	802	1,257	93
Boston	3,304	953	1,029	1,322	108
Chicago	3,366	889	1,067	1,410	110
Cincinnati	2,925	879	821	1,225	96
Cleveland	3,244	860	1,015	1,369	106
Detroit	3,096	899	858	1,339	102
Houston	2,641	758	694	1,189	87
Kansas City	3,034	841	942	1,251	100
Los Angeles	3,111	894	862	1,355	102
Minneapolis	3,135	846	962	1,327	103
New York	3,044	945	849	1,250	100
Philadelphia	2,909	940	754	1,215	95
Pittsburgh	3,102	956	863	1,283	102
Portland, Oreg.	3,049	887	817	1,345	100
St. Louis	3,099	870	970	1,259	102
San Francisco	3,223	920	919	1,384	106
Seranton	2,681	900	595	1,186	88
Seattle	3,252	938	921	1,393	107
Washington, D. C.	3,047	864	921	1,262	100

*Washington, D. C. — 100

RECENT RETIREMENTS

ABLE SEAMAN GEORG A. WEGNER. Joining the *William Green* on April 13, 1925, Mr. Wegner sailed intermittently as Able Seaman and Quartermaster and was aboard the *Esso Boston* when she was torpedoed and sunk 300 miles off St. Martin's Island on April 12, 1942. He was Able Seaman and Deck Maintenceman from December, 1946 until his retirement on December 8 with over 27 years of credited service. Mr. Wegner was born in Germany and now lives in Newark.

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