



ESSO FLEET NEWS

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Jet Fuel - No. 1 Growth Product

In 1960 our tankers delivered approx. 1,500,000 bbls. of jet fuel. Last year we transported 1,700,000 bbls. on chartered voyages for the Government and commercial accounts and 2,225,000 bbls. for Company account. This is a total of 3,925,000 bbls. and a 261% increase in 5 years.

What the volume to be transported 5 or 7 years from now will be is uncertain but it is certain that jet fuel consumption is growing at a faster rate than any other petroleum product. It has been estimated that by 1973 the free world will be using close to 100 million gal. daily, compared with something over 50 million gal. a day now.

Prime factors in calculating the spurting demand for jet fuel are the supersonic transports (SSTs) and jumbo jets that will come into operation in the next 5 years or so.

An idea of how much fuel the new planes will be using is shown in the following examples:

— Today's subsonic jets, with top speeds of 600 mph., can fly from New York to London (3,540 miles) in 6 hrs., 45 min. from take-off to landing. They use 13,000 gal. of fuel.

— The world's first SSTs, which will fly at 2.2 times the speed of sound or 1,450 mph., will make the same trip in about 3 hrs. and use some 18,000 gal. of fuel. These should be in scheduled service by 1971 or 1972.

— The first American SSTs, which will fly 2.7 times the speed of sound or almost 1,800 mph., will shave 15 more minutes off such a trip and increase fuel consumption to 30,000 gal. These should be in service by 1974.

— The so-called "next generation" SSTs, those that will fly 3 or more times the speed of sound, will save another 15 min. between New York and London and will consume some 35,000 gal. of fuel. These might be in service by 1980.

— A jumbo jet making this trip will take almost as long as today's conventional jets but will use more fuel — 23,000 gal., compared with 13,000 gal. Of course, they'll have a much bigger pay-load, too.

Supplying the increasing demand for jet fuel will require new refining technology just as automobiles did 50 years ago. Then oil scientists had to find ways to get more gasoline from crude oil. Thermal cracking, catalytic cracking and various other refining processes were developed which almost doubled the percentage of gasoline yield from crude.

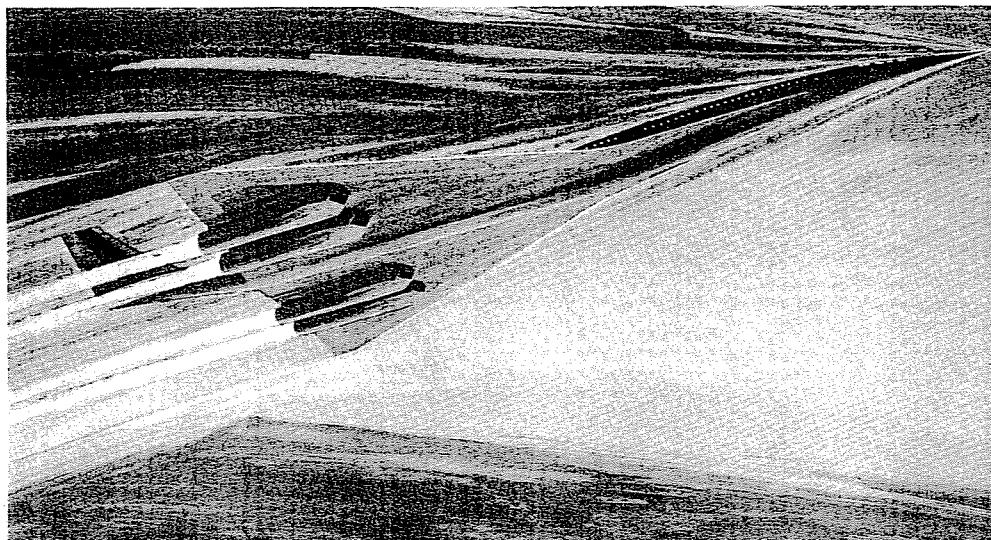
The principal component of jet fuel is kerosene. Crude oil, depending upon what part of the world it comes from, has a kerosene content of 1% to 18%. The average is 12%.

If that entire 12% were available for jet fuel there would be little trouble meeting foreseeable demands. But other products compete for part of that 12% kerosene — illuminants, space and home heating fuels and diesel fuel.

Most of the refining techniques which have so greatly increased the gasoline yield from crude oil do not help produce much more kerosene - thus the need for new technology.

Although kerosene very similar to what the oil industry has been producing for over 100

Artist's conception (which appeared in color in a recent Humble advt.) of a U. S. supersonic transport. This type aircraft will carry 250 passengers at 1,800 mph. At that speed the plane's skin temperature will rise to about 450°F. The British-French "Concord", which may be the first SST, will carry 120 passengers at 1,450 mph.



years is the principal component of jet fuel, there are some important differences.

Fuel systems in jet aircraft are extremely sensitive to impurities. Esso scientists have found ways to make jet fuel as free of impurities as drinking water.

Another important factor, especially with the SSTs, is thermal stability—a fuel's ability to resist changes normally caused by high temperatures. The SSTs will be flying so fast that ram pressure and friction will cause the air frame to heat up to the point where ordinary kerosene, and many present types of jet fuel, would undergo chemical changes. Esso Research has already developed fuels to meet these criteria.

For the foreseeable future, jet aircraft will probably continue to burn kerosene-like fuel. Should planes be built to fly in the area of 5 times the speed of sound — 3,300 mph. — they may require so-called cryogenic fuels such as liquid methane, which is natural gas liquefied at very low temperatures.

If such should come to pass we might have some liquid methane carriers in our Fleet — perhaps something similar to the 4 that are to be built in Europe for Esso International, Inc. for service between Libya and Spain and Italy.

NOTE: Information in this article is based on material supplied by W. G. Dukek, Esso Research & Engineering Co. scientist, and A. W. Hanson, Marine Dept. Tonnage Analyst.

A TIGER IN OUR TANK-ER - and this was a big one - 501,649 bbls. - largest single cargo ever loaded at the Baytown Refinery. It was the first time the Esso New Orleans had lifted over a half-million bbls. The record, made Aug. 4, was due principally to the bulk of the cargo being gasoline, which is relatively light.

Captain William Hamilton was Master, Torrance Inman, Chief Mate, and Daniel J. Bradley, the paid leave-going Chief Mate who dramatized the tale with the tail.

Now, both our 67,000-dwt. ships have loaded over the half-million bbl. mark The Esso Houston, with Captain Fred G. Smith and Chief Mate George Beck, did it at Baton Rouge, Feb. 7, taking out 520,367 bbls.



NLRB Holds Meeting on Second Election

Representatives of the Company, Esso Seamen's Association and Local 866 of the Teamsters met with officials of the 22nd Region, National Labor Relations Board, in Newark N. J. on Aug 8. The purpose of the meeting was to establish procedures for a second election, as ordered by the NLRB in Washington, D. C. In the election, unlicensed men (except Chief Stewards) in the Company's seagoing vessels will vote for whichever union they prefer as a bargaining agent.

A ballot by mail plan was proposed, with ballots to be sent only to home addresses of eligible voters. The Company is protesting the mail ballot on grounds that the second election should follow the same rules as the first and that voting aboard ship is the most direct way to conduct the secret election.

Esso Newark's Crew

We had to go to press last issue before the *Esso Newark's* complement for her voyage to India had been settled. So these are the men who sailed from Baton Rouge, July 30 for Bombay, due Aug. 27:

Julius E. Wend	Master	Colon W. Cowart	OS
Marshall G. Price	Ch. Mate	Ramon Hernandez	OS
Herbert A. Trenoweth	2nd Mate	Fred E. Engelman	Pumpman
Julian B. Eubank	3rd Mate	William M. Gardner	MM/2P
Gregor O. W. Collins	Ch. Engr.	Ralph Maupin	Oiler
Charles E. Holton	1st Asst.	James W. Crossland	Oiler
Archie N. Griffith	2nd Asst.	Richard A. Vila	Oiler
John B. Chamberlain	3rd Asst.	Andrew J. Murphy	FWT
Robert V. McQuillan	3rd Asst.	Homer M. King	FWT
John J. Meegan	Radio Officer	Matthew M. Matherne	FWT
Benjamin F. Autrey	AB	Ronald J. McLean	Ch. Steward
Angel R. Meraz	AB	Stephen W. Johnson	Ch. Cook
Thomas R. Smith	AB	Joseph Martin, Jr.	2nd Cook
Abram M. Silva	AB	Yismael Coronado	MM
Gilbert L. Gilmore	AB	Joao M. Lopes	MM
Harry W. Matthai	AB	Domingo Y. Estrada	UM
Joseph C. Silva	OS	Albert W. Cole	UM

Original Licenses and Raises in Grade

PHIL B. GAITHER — to 2nd Asst. Engr., 4/19/66
CLIFTON R. SCOVILLE — 2nd Asst. Engr., 7/8/66
JOHN H. METCALF — to 2nd Asst. Engr., 7/26/66
E. B. STUBBLEFIELD — Temp. 2nd Asst., 5/17/66
C. E. RICHARDSON — Temp. 2nd Asst., 5/23/66
N. L. MCCORISON III — Temp. 2nd Asst., 7/6/66

*All dates on which Company was Notified.

ESSO FLEET NEWS is published for the seagoing employees of the Marine Department, Humble Oil & Refining Co.: Joseph Andraee, 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, Texas 77001.

A strange object in the distance . . .

. . . It's 10 men in a liferaft . . .

. . . They climb aboard



Photos by OS Juan R. Castillo

. . . Happy to be safe at last. UM Teddy Martinez (center, in T-shirt) acted as interpreter.

Esso Huntington Rescues 10 Cubans

Ten young men — escapees from a Cuban concentration camp — were picked up by the *Esso Huntington* on Aug. 2. The men, at first visible only as a "strange object", were sighted by Third Mate Charles E. Owens, Jr. at 1330, about 20-25 miles SE of Miami. After Captain Ernest Palazzini, Jr. altered the southbound tanker's course, the 10 men could be seen waving madly. They were in a makeshift liferaft made partly of automobile inner tubes.

The refugees were taken aboard the *Huntington* between 1412 and 1425. Four were litter cases

from severe sunburn and several had swollen feet from being in the water so long. They had set out from north Cuba 5 days before and were without food and water. There may have been masts and sails on the raft at one time but when rescued there were only sticks and rags.

Crewmen in the *Huntington* gave water, clothing and other aid to the refugees while the vessel was proceeding to Miami Sea Buoy, where the rescued men were transferred to a Coast Guard cutter as pre-arranged. UM Teddy Martinez talked with the men in Spanish and said they were very thankful for all that was done for them.

Captain Palazzini complimented the crew of the *Huntington* for the fine manner in which they carried out the rescue.

RECENT RETIREMENTS

FIREMAN-WATERTENDER LEONARD H. BRADLEY requested that we publish the following letter:

"I retire on Aug. 1 and wish to say 'so-long' to all the officers and crew I have sailed with. I found them to be a good class of men, willing to share their knowledge of their job with me and I wish to thank them for it.

"Good and safe sailing to all.

"Also, I want to thank the Company for the early retirement."

Mr. Bradley leaves the Company after 18 years' service. He started as Messman in April 1948, changed to Wiper in July 1950 and has sailed as OS and FWT since Dec. 1962. Prior to joining the Fleet he served 3½ years (1942-46) with the Army Combat Engineers in Europe and the Pacific.

Mr. Bradley was born in Malden, Mass. and lives in nearby Wakefield with his wife Louise. He likes to listen to and repair hi-fi sets.



MESSMAN JOSEPH J. LOMBARDI.

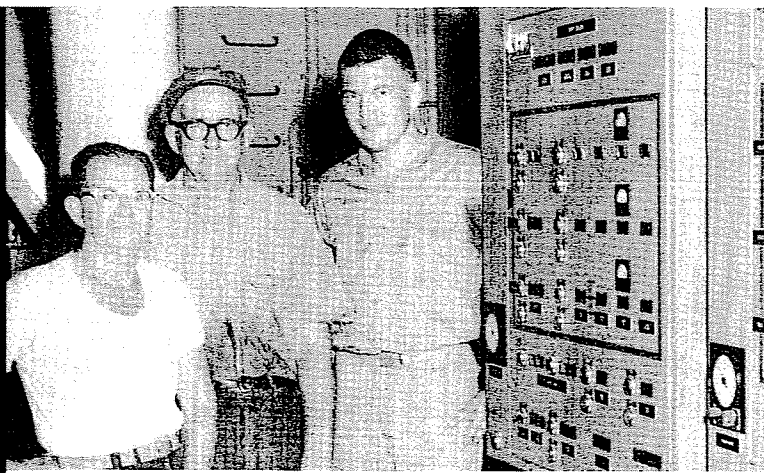
"I am now residing with my daughter Sonya here in Ft. Lauderdale, Fla.," Mr. Lombardi wrote. We moved here from Boston 3 years ago. I have another daughter, Mrs. Josephine Sarno, of Roslindale, Mass., a son William, also married,

of Jamaica Plain, Mass. and 7 wonderful grandchildren.

"I served in the U. S. Marine Corps and the Army from 1922 to 1930, stationed at Guantanamo Bay and Washington, D. C.

"Now that I am retiring, I am looking forward to many happy leisure years."

Mr. Lombardi's 18¾ years of Company service were all in Steward's Dept. ratings, except for a few months in the Engine Dept. in 1949. He started as Crew Messman in the *A. C. Bedford* in Aug. 1947 and was Messman/Utilityman in the *Esso Houston* just before retiring.



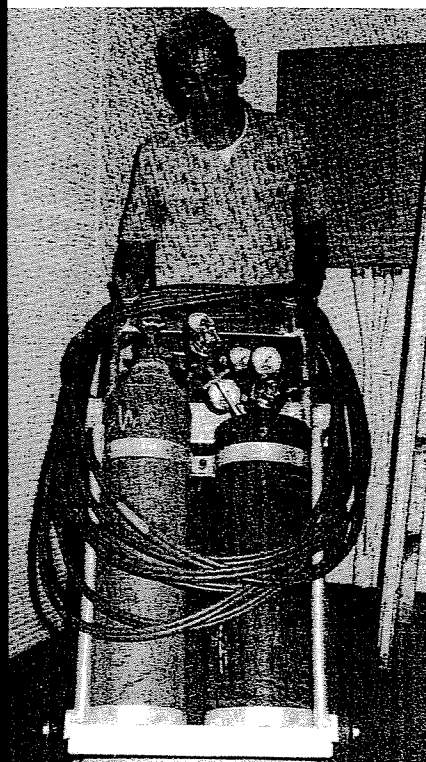
The 8 to 12 engineroom watch in the *Esso Florence*, July 28, beside 2 of the new boiler control panels. L. to r. are Oiler Marshall J. Dedon, FWT James C. Jenks and Third Asst. Daniel D. Withers.

Messrs. Dedon and Jenks are Louisianans and both have 17 years in the Fleet. Mr. Withers, from Missouri, joined the Company 10 months ago. He is a graduate of the U. S. Merchant Marine Academy (Kings Point) and has a M Sc degree from Washington University, St. Louis. Fortified by the prospects of steady employment and 70 days paid leave, Mr. Withers betook himself a bride (Margo) June 4, followed by a 3-week honeymoon in Wyoming.

TAFFRAIL TALK

CAPTAIN EMIL WIGH, who has been laid up for repairs for quite a spell, got his "seaworthy certificate" renewed Aug. 5 and will be shipping out again as soon as he runs through 15 days' paid leave. He is sincerely grateful to the 6 men who donated blood for him (EFN, 5/5/66), to all who sent letters and cards, and especially to Leo Whyte, New York Branch Office, for his visits and kindnesses.

Esso Seattle, reported last issue as scheduled to load at Aruba for Guam, is being diverted to



First Asst. William Motta, *Esso Houston*, demonstrates the 2-wheeled dolly he built to hold and move oxyacetylene cutting, brazing and welding equipment which is being supplied to all vessels. The dolly has secure fastenings for the bottles, brackets for hose and a box on the back for nozzles and small items.

Chief Engr. Clyde C. O'Neal (to whom we owe thanks for this picture) says Mr. Motta did a neat job but we hope the Mate won't get too inquisitive about the wheels.

the U. S. Gulf (due about Aug. 14) to load for Rota and Cartagena, Spain and Donges, France. Can't get a much wider diversion than that.

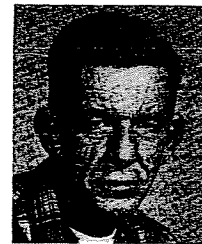
BAYTOWN SEAMAN'S CENTER, on Harbor St., is still going strong. They have served about 250 men in their first 6 months, the services ranging from club and game room facilities to shopping trips and invitations to a private home swimming pool. The Center is thinking about a gift shop handling items made by seamen and is hoping to acquire a billiard table.

OBITUARY

CHIEF STEWARD JOHN R. MOLOSKY, 48, died in a Boston hospital, July 28, after less than 2 weeks' illness. Surviving are his wife Mary and son Leonard, who is with the Armed Forces in Viet Nam.

Joining the Fleet on May 18, 1942, Mr. Molosky sailed throughout World War II as Messman, Second Cook, Chief Cook and Steward. He first sailed as Chief Steward in the *Esso New Haven* on Oct. 22, 1944 and continued in that rating until his death. The *Esso Newark* was his regular ship for the past 13 years.

Mr. Molosky's home was in Haverhill, Mass.



CAPTAIN DONALD P. SWAIN, 61, died July 27 in Waterloo, Iowa, where he had been living since shortly after his retirement, May 1, 1960. His wife Inez survives.

Captain Swain had almost 32 years of Company service, more than half as Master. He started in the Fleet as Third Mate in the *Princeton* on Dec. 21, 1927 and during World War II was Master of the *Maturines*, *Esso Wilmington* and *Beaconoil*.

ERNEST PETROWICH, 71, former Group Steward, died at his home in Clearwater, Fla. on July 23. He had been living in Florida since his retirement, Aug. 1, 1958.

Mr. Petrowich rejoined the Fleet as Steward in Oct. 1936, after previous Steward's Dept. service as early as Nov. 1919. He made World War II voyages in the *W. S. Farish*, *Esso Gettysburg* (I) and *Esso Buffalo* before coming ashore as Group Steward in April 1944.

