

ESSO FLEET NEWS

PUBLISHED BY THE MARINE DEPARTMENT, HUMBLE OIL & REFINING COMPANY



Vol. 10, No. 10

May 29, 1968

SIGHTS AND SOUNDINGS

Baytown Lube Handling Facilities To Be Improved

Humble will spend \$3 million to construct and improve lube handling facilities at its Baytown Refinery.

Installation of line blending facilities and addition of 420,000 bbls. of tankage are included in the expansion program. The projects are related to recently completed expansion and modernization of several lube processing units at the refinery.

The line blending facilities will make it possible to blend products directly into tankers, railroad cars or tank trucks. Orders can more easily be tailored to customer specifications with the new facilities.

Another phase of the program will be installation of remote controls for valves and pumps associated with lube tankage. A heated line also will be installed to permit wax products with a low oil content to be loaded into vessels at the docks.

Completion of the overall project is scheduled for May 1969.

Wave Powered Light

The source of power for a flashing light in a lighthouse at the entrance to Tokyo Bay is waves.

Many men in the Fleet will recognize this slightly imperfectly patched picture as the Company's terminal at Paulsboro, N. J. What they may not know is that this is historic, if not hallowed ground.

The site of the Paulsboro terminal is said to be the first land purchase authorized by the Continental Congress — on July 4, 1776. The site, then known as Billingsport, commanded a stretch of the Delaware River and was an excellent location for a fort to protect Philadelphia from British warships.

A 10' length of 32" pipe is placed at an angle in the sea. In the trough of a wave, the pipe fills with air; in a crest, the wave compresses the air that spins a turbine that turns a generator that produces the current that charges a battery that powers the light that flashes every 3 seconds after dark. The light is visible about 14 miles and has been operating for more than a year.

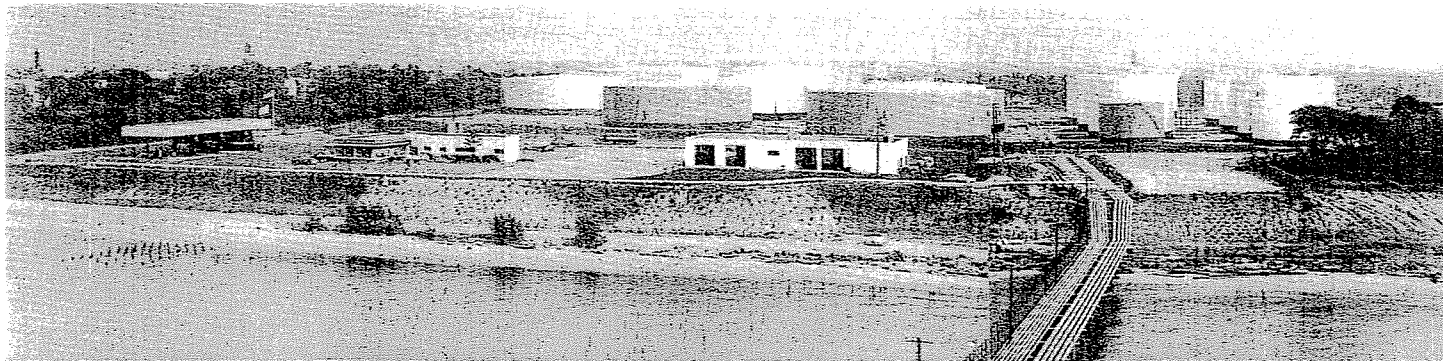
A Future on the Bottom

"I am convinced that in the not very distant future more will be going on on the ocean's bottom than is presently being done on its surface. Minerals, drugs, foodstuffs, fish farms, processing plants and a large number of efforts which many people think of today as science fiction are already well beyond that stage. Seamen are going to be the natural core of the labor force required. Obviously they will need skills which are not required today. Different types of vessels will be required. Some of these are already being built. Therefore I cannot help but feel that this area holds a tremendous future for the maritime industry."

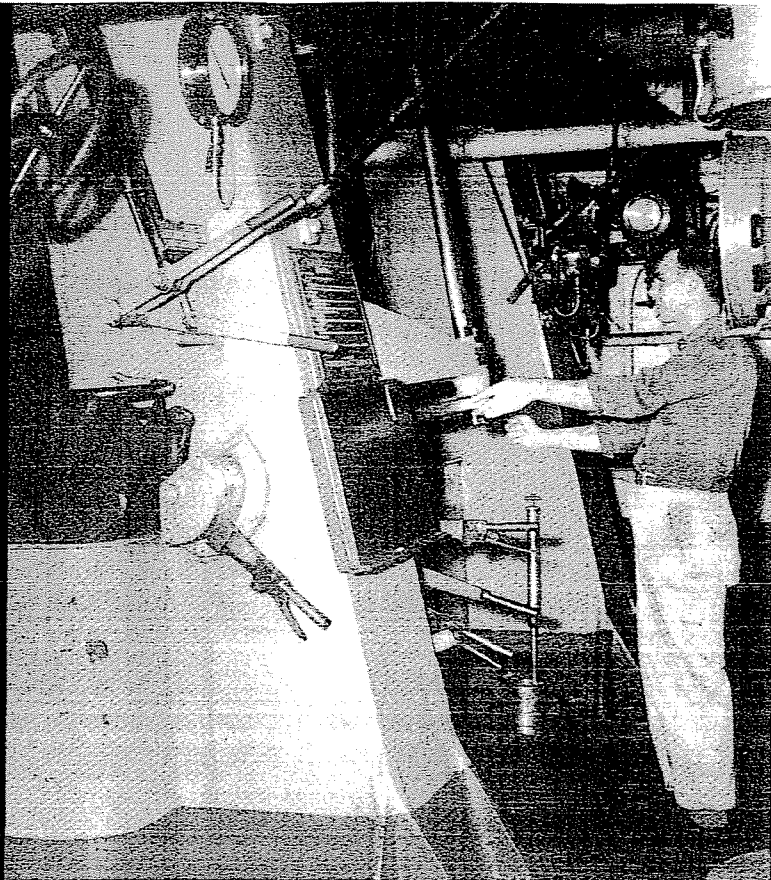
The above quotation is from the annual report for 1967 of The Rev. John M. Mulligan, Director, Seamen's Church Institute of New York. A development to substantiate Mr. Mulligan's conviction

Construction of Fort Billingsport was begun but on Oct. 2, 1777, when General Howe sent 2 British regiments against it, it was still unfinished and the small garrison of American defenders could only spike their guns and depart.

The Company purchased the river-front land, formerly an amusement center, in 1928 and built a deep-water terminal there between 1952 and 1954. A small stone monument on the property still marks the site of the fort.



COPIED FROM THE COLLECTIONS IN THE CENTER FOR AMERICAN HISTORY
THE UNIVERSITY OF TEXAS AT AUSTIN



THIS IS THE WAY IT WAS — 25 years ago. The Third Asst. is operating the throttle of the Esso Aruba's triple-expansion steam engine. The 3 levers below his hands are the throttle for getting her off dead center, a throttle drain and (bottom) reversing lever. At upper left are 3 levers to drain the LP, IP and HP cylinders and below them, a spring-handled lever to engage the exhaust turbine, a progressive feature of that day.

was the announcement last month that the U. S. Naval Civil Engineering Laboratory had awarded a "conceptual" contract to the Electric Boat Division of General Dynamics for the development of underwater oceanographic laboratories in which scientists can work a mile below the ocean surface for 30-day periods.

Largest River Cargo

The *Esso Tennessee* loaded the largest cargo ever taken out of Baton Rouge for up-river delivery on May 5. The cargo, discharged at Memphis on the 9th, totaled 239,230 bbls. (29,453.5 tons) and consisted of 10 grades of clean products and 2 of asphalt.

The 4,320-hp., twin-screw *Esso Tennessee* normally pushes an 8-barge integrated tow with a capacity of about 200,000 bbls., supplying Memphis and Nashville. For the record movement she also had 2 side barges which will become part of a 4th Mississippi River unit when the towboat *Esso Arkansas* is completed about July 1.

The *Tennessee* usually makes a round trip to Memphis in 7 days and the 2,100-mile round trip to Nashville in 12-13 days.

Humble Praised by Jersey President

J. K. Jamieson, President of Standard Oil Co. (N. J.) reviewed some of Humble's recent accomplishments and praised its "outstanding performance" in 1967 at the 86th annual meeting of shareholders, held May 15 at Boston. He mentioned the Company's improved earnings, 9% increase in crude oil and natural gas liquids production and 9% growth in motor gasoline sales due in part to additional marketing outlets on the West Coast.

"Humble is off to another good start in 1968," Mr. Jamieson added, "with continued growth in sales and relatively stable prices. Of special importance for Jersey is Humble's recent acquisition of leases or interests (at a cost of about \$218 million) on approximately 235,000 acres of federal lands off the coast of California near Santa Barbara. Drilling has already begun on this acreage. We are hopeful, of course, that these tracts will yield substantial new oil reserves which will provide ample crude oil to back up both our new refinery at Benicia, California, scheduled for completion in 1969 and continued expansion for marketing activities, leading to a more balanced operation and important additions to earnings on Humble's part. Also, on the Arctic Slope of Alaska about 390 miles north of Fairbanks, Humble, in partnership with Atlantic Richfield Company, has made an apparent oil and gas discovery, the commercial significance of which is yet to be determined by additional testing and drilling.

"Looking toward the next decade, we forecast a continuation of the 4 per cent growth in total energy demand in the United States. Oil and natural gas will continue to supply more than 70 per cent of this country's total energy requirements, and Humble plans to participate fully in this growth. In addition to exploration for conventional crude oil and natural gas, the company has established a major position in coal reserves, and is working to develop the technology for commercial utilization of these resources. Also, Humble is continuing to study acquisition of additional oil shale reserves."

ESSO FLEET NEWS is published for the seagoing employees of the Marine Department. Humble Oil & Refining Co.: T. J. Fuson, 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.

Original License

EDWARD M. F. FLYNN — 2nd Asst., May 13*.

*Date reported to Company.

Put it on Ice

For a safe, simple and frequently handy first aid treatment for a variety of casualties, use ice. It is a fast pain killer, helps prevent infection, is a powerful anesthetic and perhaps the best initial treatment for burns.

The New York State Department of Labor's INDUSTRIAL BULLETIN, March 1968, gives these examples of the first aid benefits of ice:

- Ice helps stop bleeding — not only visible but under the skin from a bruise. Black and blue discoloration is due to leakage of blood from torn blood vessels. Ice constricts, so there is less leakage until clotting takes place. This means less discoloration, swelling, damage to surrounding tissues, and less pain.
- For a sliver in a sensitive fingertip, put the tip on ice until numb and lift the sliver out painlessly.
- Sometimes ice can relieve backache when due to simple muscular strain. An ice cube over the "trigger" area, the spot which when pressed triggers extreme pain, at times enables patients to get about without help when previously they could not.
- Ice may help prevent infection. Cold keeps germs dormant. An ice cube held against a wound may decrease danger of infection.
- Persons who cannot tolerate narcotics or demand an unreasonable amount are often given the ice treatment. Pain is relieved and disagreeable effects — such as nausea, constipation, drowsiness and possible addiction are avoided.
- Put a burned finger in cold water in which an ice cube or two have been placed. Or, apply ice directly over the burn until the sting is no longer felt when the cube is removed. More important, there will be very little swelling and blisters will be less likely, so the burn will heal more rapidly.
- Ice is not dangerous because it refrigerates the tissues, it does not freeze them. The temperature of the tissues is lowered to between $\frac{1}{2}$ and 5 degrees above freezing.
- Do not add salt to ice. That can cause frostbite.

Daffynitions

SPOILS OF WAR — Army food.

BIGAMIST — Dense fog over Italy.

DIPLOMACY — Telling a man he has an open mind when you mean he has a hole in the head.

WORDS OF THE WISE

Perhaps the most valuable result of all education is the ability to make yourself do the thing you have to do, when it ought to be done, whether you like it or not. It is the first lesson that ought to be learned. — *Thomas H. Huxley*

I do not have to make over the universe; I have only to do my job, great or small, and to look often at the trees and the hills and the sky, and be friendly with all men. — *David Grayson*

TAFFRAIL TALK

JOHN ANDENES, a former Bargeman in Humble's New York Harbor fleet, won \$50,000 in the New York State lottery, April 23. Mr. Andenes retired May 1, 1965 because of an arm injury and recently bought a new home in Fort Lauderdale, Fla.



This is our first communique from the *Esso Dallas*, which is on her first voyage under a 5-month charter to MSTs. She loaded at Aruba, April 20-22, discharged at Guam, May 17-19 and is due back in the U. S. Gulf about June 16.

The photo, sent by OS Al Erickson, shows him about to cut his birthday cake. In spite of the festive occasion, Al had a distressing thought. His birthday was May 9 and since the ship crossed the International Date Line on May 10, they didn't have any May 11. So if his birthday had been May 11, he wouldn't have had any and no birthday, no cake.

From l. to r. are: AB Carl Vella, Mr. Erickson, OS DeForest Marshall and just a bit of AB Bill Tyra.

CHARLES H. HANCOCK, Third Asst. in the *Esso Washington*, has his freezer and those of his relatives, friends and neighbors filled with fish filets. He and Chief Engr. Edward V. Branigan went out to Buoy WR2, off Cumberland Island, Ga. in Charley's 20'-outboard 2 months ago and hauled up 2,000 lbs. of sheepshead, 5 to 20-lb. each "The buoy marks a wrecked ship and the fish gather 'round to

feed on the barnacles," Charley said. "Their teeth are well suited for that purpose."

Esso Seattle is back in business again. She left San Pedro, May 3 and had a good trip to the Gulf, making as high as 19 knots on occasions. She loaded at Beaumont and Baton Rouge and sailed for Yokosuka on the 19th.

The complement is as follows:

Arthur W. Smith	Master	Carlos A. Spencer	OS
Patrick J. O'Donnell	Ch. Mate	James E. Harrigan	OS
William A. Wilburn	2nd Mate	Charles S. Cicero	OS
Arthur L. Haichett	3rd Mate		
		Fred E. Engelman	Pumpman
Matthew L. Tingle, Jr.	Ch. Engr.	Alexus M. Michelson	MM/2P
James E. Fowler	1st Asst.		
Clement J. DeGrood	2nd Asst.	Lloyd E. Mercer	Oiler
Frank H. Freundlich	3rd Asst.	Richard K. Surgocinski	Oiler
		Stephen G. Curran	Oiler
Stephen Verbonich	Radio Off'r.		
		Paul Onufryk	Ch. Steward
Francis A. Hanlon	AB	Raymonda G. Dahilig	Ch. Cook
Robert Petrikat	AB	Ismail Muluk	2nd Cook
Eugene E. Van Fleet	AB	Jose C. Domingues	MM
John C. Van der Veur	AB	Derik G. Benson	MM
Ian G. Harrison	AB	Luis C. Martinez	UM
Donald D. Lytle	AB	Charles C. Gallagher	UM

JOHN D. HALL, Second Mate in the *Esso Jamestown*, tell us that his son John, Jr. is one of 10 University of Maryland students who have been accepted by the University of Georgia for advanced study at their School of Veterinary Medicine. John, Jr. is completing his third year at Maryland and was one of 50 students competing for acceptance at the Georgia school.

HENRY W. SMITH, Second Asst. Engr, ex-*Esso Boston*, is active in conservation work. He and his wife Enid are regional directors of the Lenni Lenape League, a New Jersey-Pennsylvania group interested in preserving the natural beauty and resources of the area. Last month Henry presented the conservationist view at a stockholders meeting of the Public Service Electric & Gas Co. He spoke in opposition to the company's proposed hydro-electric water storage project in the middle of a N. J. state forest near the Delaware Water Gap.

Henry is also an antique clock collector and restorer of many years. "I have a nice old Ansonia

alarm clock to fix," Henry said, "square case, glass sides, bell on the bottom, and an 8-day travel watch that runs 1/2-hr. fast every 2 hrs. I don't think I'll fix that one. Carry it with me when I go out to work in the garden (at his Washington, N. J. home). I set it at the right time in the morning and then enjoy a nice long evening."

RECENT RETIREMENTS

THIRD ASST. ENGINEER HARRY K. BENNETT retired May 1 after a 25-year career in the Fleet. His first ship was the *Prometheus*, in which he sailed as Wiper, FWT and Oiler for 8 months in 1941. He also made wartime voyages in 5 other vessels, including 18 months as Third Asst. in the *Dartmouth* and *Esso Buffalo*.



After the war Mr. Bennett spent 3 years in the *G. Harrison Smith*, 3 1/2 in the *Esso Zurich* and served in numerous other vessels, his last being the *Esso Lima*. He lives in Wilmington, N.C.



CHIEF COOK CLETO D. BANTANG, third senior Chief Cook, started in the Fleet as Messman in the *Esso Charleston* on Oct. 31, 1942. He served 13 months in that ship and after wartime voyages in 2 other vessels, advanced to Second Cook in April 1945.

In Nov. 1945 he signed on as Chief Cook in the *Esso Paterson* and sailed in that rating for more than 21 of his 24 1/2 years of credited service. His retirement date was May 1.

Mr. Bantang was born in the Philippine Islands and lives in Elizabeth, N. J. with his wife Evelyn.

CHIEF COOK JORGE M. DUARTE, who retired May 1, said he plans to work for International Telephone and continue his "hobby" of buying and repairing old houses. He lives in Pawtucket, R. I. with his wife Charlotte and 3 daughters, aged 11 to 15.



Mr. Duarte's 21-2/3 years in the Fleet began in Jan. 1946, when he joined the *Esso Wilmington* as Messman. He sailed in that rating and as Utilityman for 2 years, was promoted to Second Cook in 1948 and to Chief Cook in July 1965. His most recent ship was the *Esso Jamestown*.

"I enjoyed working for Esso," Mr. Duarte said, "with fine groups of men and it was also nice to work for Mr. D. A. Hodges."

SERVICE EMBLEM AWARDS

☆ 30 YEARS ☆



Bernard E. Nelson
Master
May 7, 1968



Hartwell A. Baxter
Radio Officer
May 14, 1968