ESSO FLEET NEWS

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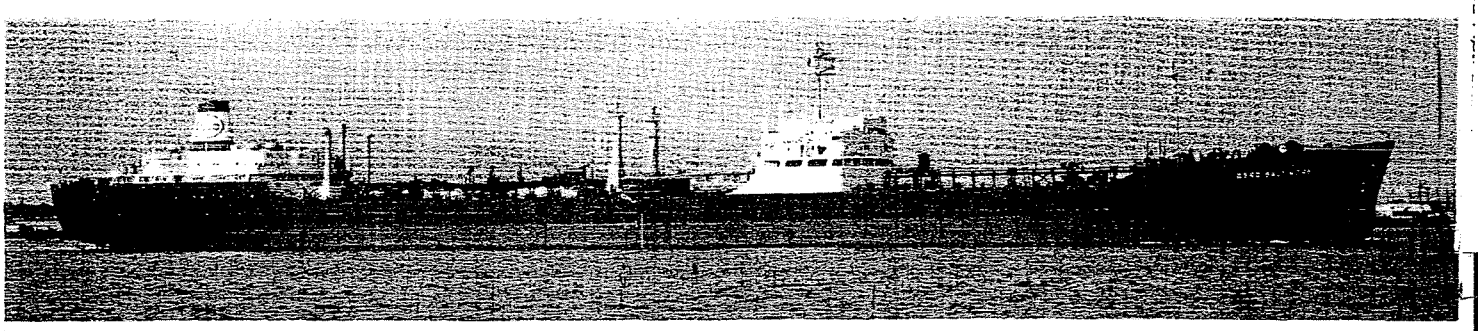
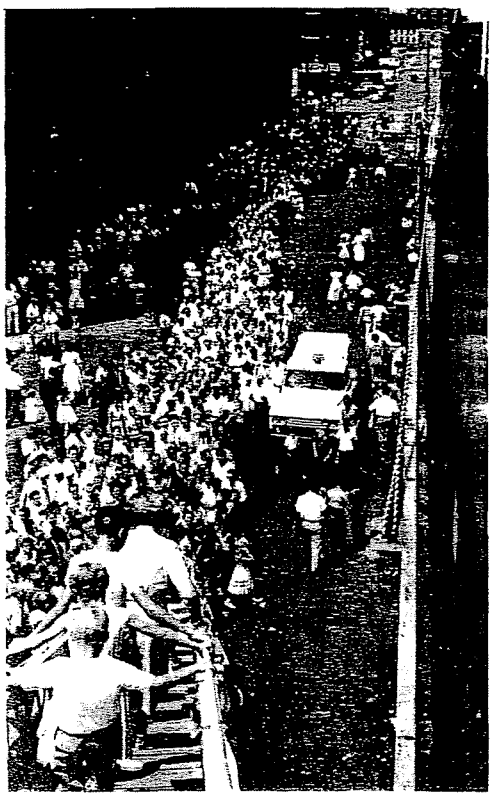


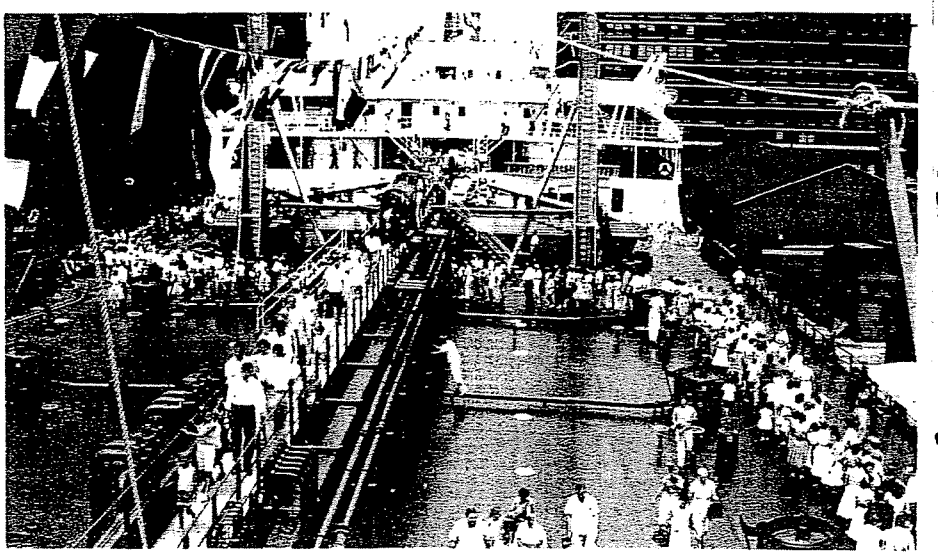
48,800 dwt. Supertanker Esso Baltimore Enters Service

25,000 Visit Ship on Open House Days

It is extremely unlikely that a new tanker has ever been so thoroughly and successfully "introduced" as the *Esso Baltimore*. The open house held Saturday and Sunday, July 16 and 17, at Pier 4, Pratt St., Baltimore, actually stopped traffic. Twenty police squad cars were on hand Sunday to handle the crowd and direct traffic.

With flags fluttering above and music piped over the loud speaker system, men, women, children, babes in arms, nursing mothers, grandparents and military officers streamed aboard. Over decks, through passageways, in and out of quarters and down into the engineroom they went — orderly, inquisitive, interested and very impressed. They looked in the operating radar scopes, turned the steering wheel, besieged the Master for autographs and were amazed at the galley and living quarters. A surprisingly large number of women ventured down to the engineroom operating platform and back again—a good four flights. Many a seaman's wife expressed a readiness to swap places with him—no meals





Part of the Sunday crowd on dock and swarming over decks of the *Esso Baltimore* during "Open House" at Pratt Street, Baltimore.

Photos by Wiper Frank J. Gross

EXX-MOR-006724

Officers and Crew, Esso Baltimore, July 16-17, 1960

CAPT. HAROLD GRIFFITHS	*Master*
CLARENCE E. O'HARA	*Ch. Mate*
RALPH E. LANGAN	*2nd Mate*
WILLIAM R. TYRRELL	*3rd Mate*
RAYMOND C. EDWARDS	*Jr. 3d Mate*
WILLIAM H. AHRENS	*Ch. Engr.*
WILLIAM A.DUNDON	*1 Asst. Engr.*
MICHAEL R. ZENCOE	*2 Asst. Engr.*
ROBERT A. SEITZ	*3 Asst. Engr.*
ARTHUR P. MORRISON, JR.	*Jr. 3 Asst. Engr.*
EDWARD B. KERBY	*Radio Officer*
BASIL O. CHALLENGER	*Bos'n*
WERNER ZOEPF	*AB*
EDWARD A. KONN	*AB*
JAMES M. HUGHES	*AB*
SAMUEL T. ABBOTT	*AB*
JOHN PORI	*AB*
WALTER J. DORAN	*AB*
HERBERT F. EDDY	*OS*
CLIFFORD MCCLELLAN	*OS*
ANDREW F. CARTER II	*OS*
JOHN E. ANTHES	*DM*
WAYNE W. BIRDSONG	*DM*
BILL E. TYRA	*DM*
JESSE E. CAMPBELL, JR.	*DM*
DONALD W. AYERS	*DM*
LINCOLN W. SWIFT	*Machinist*
WILFRED L. LEDDICK	*Pumpman*
WOODROW W. SMITH	*MM/2nd Pump.*
THOMAS J. FORD	*Oiler*
MITCHELL MCEWAN	*Oiler*
JOHNNIE W. JERNIGAN	*Oiler*
FURMAN R. HUTSON	*FWT*
JAMES R. LANGEN	*FWT*
STANLEY S. BAKER	*FWT*
FRANK J. GROSS	*Wiper*
ARNOLD A. HARRILL	*Wiper*
DAVID A. E. SCULLY	*Wiper*
LUCIO A. OLIVEIRA	*Wiper*
LESTER M. PAYNE	*Steward*
ALFREDO GIBAU	*Ch. Cook*
MANUEL V. BARCELLOS	*2nd Cook*
JOHN M. WEST	*2nd Cook*
CHARLES W. PETERS	*MM*
JOSEPH J. LOMBARDI	*MM*
TEODORO MARTINEZ	*MM*
RALPH H. BUCK	*MM*
ANTON BALZER	*MM*
PATRICK J. CURRAN	*UM*
JAMES B. HEDSPETH	*UM*
EDWARD C. FITZGERALD	*UM*



(l. to r.) Mrs. Judy Soper and 1½-year old daughter Beth, who was one of the youngest to come aboard the *Esso Baltimore;* Mrs. Laura DeWitt Greer, 84, one of the oldest. At right is Chief Mate Clarence E. O'Hara.

Photos by Francis DiGennaro

"Let 'em eat cake"—and they did.



to cook, no beds to make, air conditioning, a change of scenery every day.

The Saturday crowd — about 3,000 — was only a sample for Sunday, when police estimated that 15,000 or more came aboard. Many Saturday faces were recognized again on Sunday and hundreds had to be turned away as the ship prepared to shift to the refinery for her first cargo.

The *Esso Baltimore's* crew was marvelous. Dressed in smart khaki, the officers with gold trimmed hats and house flag insignia and crewmen in white caps with an Esso oval were perfect hosts and centers of attention. They conducted tours, answered innumerable questions, gave lollypops to the kids and a descriptive brochure and Esso safety matches to the adults. Most of the men devoted all their off-watch time to the sightseers, many staying up 20 hours.

Busiest men aboard, and they never worked harder, were those in the Steward's Department. They prepared and served thousands of sandwiches—roast beef, corned beef, ham, cheese, cold cuts, chicken salad. For hours on end they made potato salad, served cake, coffee and lemonade at top speed. Between 300 and 400 lbs. of roast beef, 100 lbs. of corned beef and several hundred pounds of potatoes were consumed.

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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 1713, 15 West 51st Street, New York 19, N. Y.

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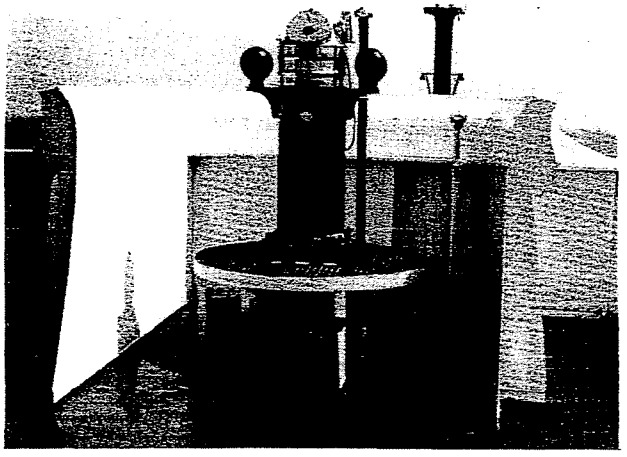
For days afterward, other members of the crew marveled at the stupendous job done by the Steward's Department. Many deck and engine men, and officers too, volunteered a helping hand, which was very much appreciated.



Compass and protected lookout station atop the wheelhouse. Note venturi wind scoops on three sides.

Shifting to the Baltimore Refinery on Sunday evening, the *Esso Baltimore* loaded her first cargo — 152,000 bbls. of process gas oil. She sailed about 2200, July 18, for Bayway, docking at 0500 on the 20th. There, another open house was held, the ship being host to over 7,000 visitors and again the complement was more than equal to the occasion. Morale was tops throughout. A third public showing is scheduled for July 28 at Baytown.

● Fascinating as the *Esso Baltimore* is to the general public, she is even more impressive to an experienced seaman. Many of her features can be fully appreciated only by a professional eye.

A Deck Department man, for example, will quickly note the smart, streamlined appearance; the absence of longitudinal cargo piping on deck (it's below); midship catwalk shelter and foam fire fighting monitor and self-standing kingposts with ladders, wires and conduits sheltered on three sides. There are very few guys and padeyes, no cargo booms forward. The radar mast is massive — two big radar scanners, proportionately large yardarms with halyards for eight flags, 12 fixed lights able to show any combination of red, green, white or yellow and a wind direction indicator and anemometer.

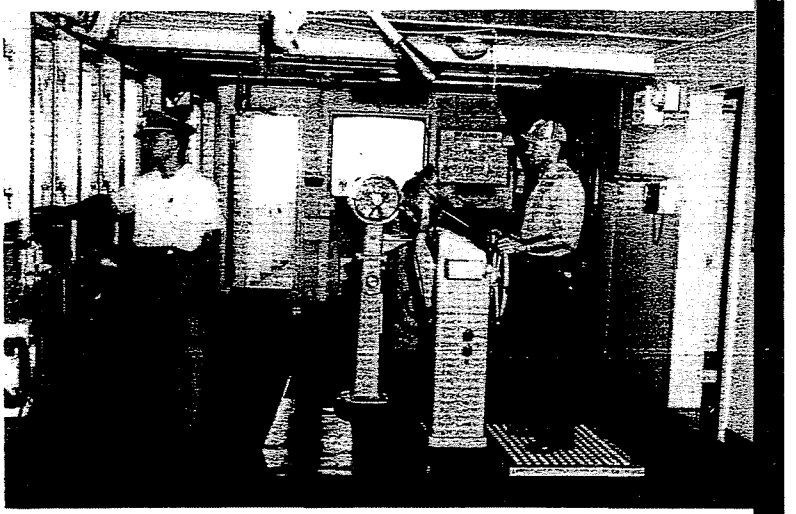
Taking a turn around the decks a seaman will notice counterweights on the bow and stern anchor pawls and a pin to hold the pawls down, a chock in the nose to put a line through instead of across the bow, life preserver rack forward and only a small forward hatch. Its cover and the forepeak and stores hatch covers are all counterweighted.

Topsides, there is an aluminum wind shelter atop the wheelhouse for the lookout when bad weather makes the bow station unusable. Combination loading and blinker lights and TV antenna masts are hinged at bottom so they can be lowered and the radio direction finder loops are stationary. Two large hooks for man ropes are installed below lifeboats and one hook near the winch is for the boat painter. A life ring with waterlight is mounted in a chute on the after side of each bridge wing. Pulling out a pin inside the wing releases ring and light overboard.

In the wheelhouse there is no magnetic compass. An adjustable periscope is connected to the standard compass on the wheelhouse top. The helmsman sees a magnified arc of the compass projecting from the ceiling. Instead of a telemotor there are two sets of electric motors and hydraulic controls for a combined gyropilot and hand steering system. The rudder may also be controlled by a small upright lever just to the left of the wheel.

The 3.2 and 10 cm. radar sets are on the starboard side of the wheelhouse, separated by a two-ft. square table. Curtains around the sets slide on tracks built into the ceiling. A 20-station radiotelephone with station selector and ringer is in the chartroom and a master unit in the wheelhouse.

There are three engineroom telegraphs, one in the wheelhouse and one on each bridge wing. Pointers are operated by knobs in the center (no handles). Tele-



Captain Harold Griffiths (left) and Ordinary Seaman Andrew F. Carter II.

graph dials are marked in the usual way, plus rpm. calibrations from 0 to 110 ahead and 0 to 90 astern in increments of 5.

Wheelhouse windows lower by turning a crank after loosening dogs at sides. There is no setback to the wheelhouse and windows can be washed with hot or cold water sprays controlled from inside.

Other points of interest on the bridge are rheostat controlled lights on rudder angle indicator and rpm. indicator; venturi wind scoops on forward sides of bridge wings and around lookout station; swiveled fluorescent lights with red plastic screens for night use; electric and hydraulic (emergency) whistle controls instead of chains, turnbuckles and wires; lighted course board; loudspeaker plug-ins on after side of wings and a recording Fathometer.

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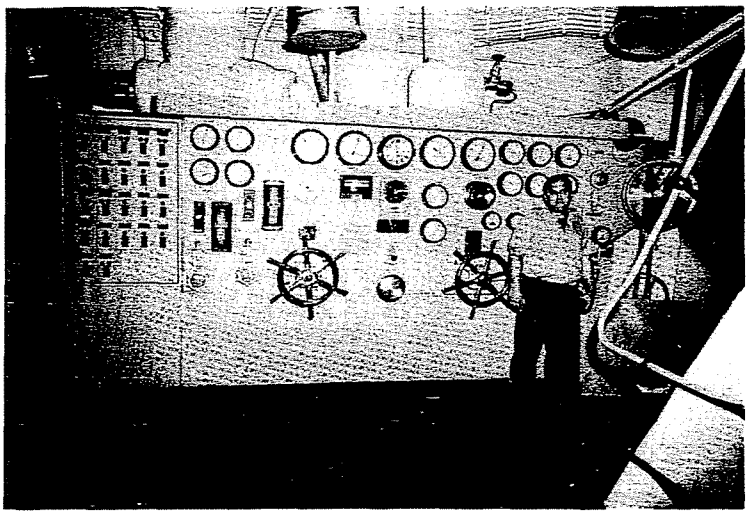
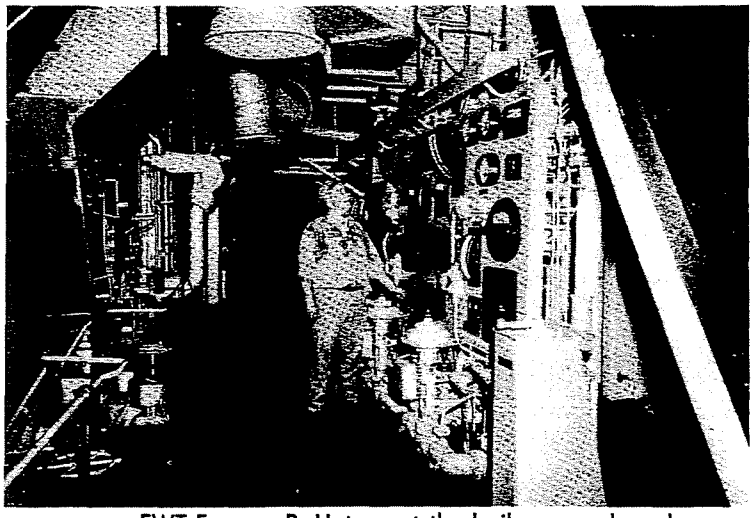
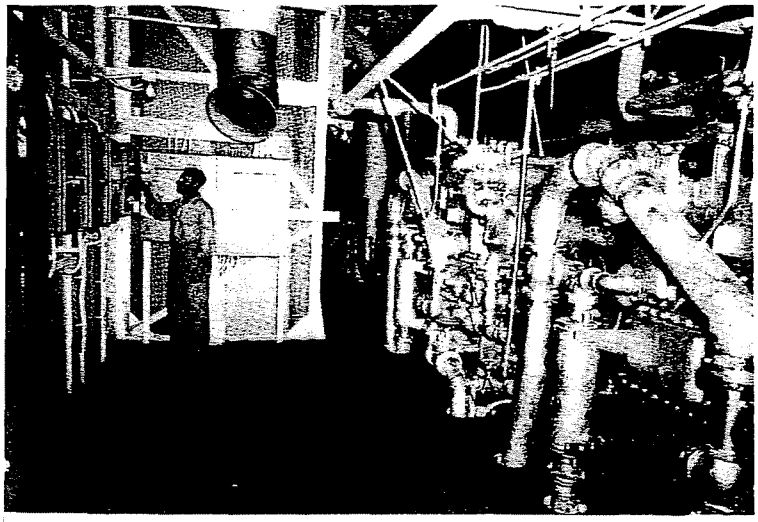


First Asst. Engineer William A. Dundon at engineers' control station.



FWT Furman R. Hutson at the boiler gage board.

10,000 gpd. distillers. Third Asst. Engr. Robert A. Seitz checks salinity indicator.



Esso Baltimore's Principal Characteristics

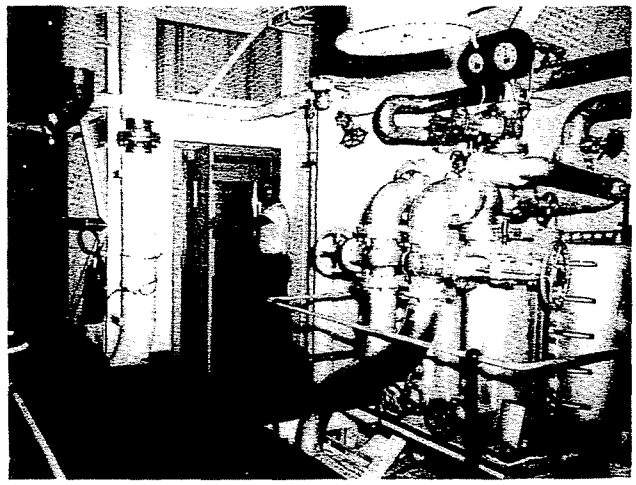
Length overall	740' 0"
Length between perpendiculars	705' 0"
Beam, molded	102' 0"
Depth, molded	50' 0"
Draft on international summer freeboard	37' 8½"
Displacement at 37' 8½" draft	62,105
Deadweight tons at 37' 8½"	48,800
Cargo tank capacity 100% full (bbls.)	417,842
ABS "rated speed" shaft horsepower	19,000
Trial speed at 37' 8½" draft (knots)	17.5
Bunker capacity 100% full (bbls.)	13,100

• Going below, an Engine Department man might step into the automatic elevator, push the button for the operating platform and hum a little tune as he descends. As he steps out of the car he may feel somewhat awed by all the space around and above him. It's terrific.

The control board is positively glamorous with gleaming throttles; red, white and green water level indicators; lights; dials and gages. Forced draft vents are numerous, large and effective in maintaining a comfortable temperature. Near one of the generators is a waist high lever that puzzled visitors and engineers alike. It controls a hydraulic system to open or close the engine-room skylights. Two flash-type distillers each make 10,000 gallons of water per day.

There are no batteries for starting the auxiliary Diesel. Instead, an automatic hydraulic cranking system and a manually operated system do the job. A pump forces oil into four bottles (two when manually operated), compressing a bag of nitrogen. To start the Diesel, pressurized oil is run to a "Hydrotor" cranking motor which turns the engine over. Three prongs in front of the Diesel radiator make it impossible to run the engine when the vent door is closed.

There is "all kinds" of room around and between the boilers and no platforms in front of the burners. Fire-



Oiler Johnnie W. Jernigan at door to engineers' elevator, main air ejectors at right.

men can service the four burners in each boiler from the operating level. A battery of push buttons operate the soot blowers, two of which are retractable for the superheater areas.

• A Steward, Cook or Messman going into the galley for the first time would do well to wear sun glasses — there are "acres" of stainless steel. The counters, sinks, racks, range, separate high temperature broiler, bake oven, steam dish washer and refrigerator with eight doors (they open on two sides) are all bright metal. Near one sink is an electric garbage disposal unit. There's a vegetable sink and counter alcove, an automatic coffee dispenser and a meat slicer. In another corner is a three-speed electric mixer-grinder-chopper with about 20 attachments — meat grinder, french fried potato slicer, spice crusher, knife sharpener, several dough mixers and beaters.

Below the galley there is a large storeroom, chill room, meat room and butcher shop. In the latter, an electric band saw has been installed to cut meat when frozen. This prevents loss of juices and speeds butchering. A stainless steel ice cube making machine is in the storeroom.

Just outside the galley door is a garbage chute with salt water flushing connection. Overhead, and on the other side of the poop deck, are corrugated green plastic awnings. The plastic sheets are fastened to frames which can be lifted off when required.

• The quarters in the *Esso Baltimore* (or perhaps we should say officers' and crew's staterooms) are deluxe, plush, ne plus ultra. Every man has a separate room with either a private toilet and shower or one for two adjacent rooms. They are all air conditioned; paneled and ceiled with fireproof Marinite; equipped with metal furniture; plastic upholstered chairs; a reclining lounge chair; built in closet, sink, fluorescent lights, book shelf, radio shelf and outlet. Several color schemes were used in the decorations.

A deck officers' lounge is in the midship house and an engineer officers' lounge and crew's recreation room aft. All three are similar, with flush fluorescent lights, sound absorbing ceiling, rubber tile floor, curved corner sofas, television sets, plastic covered chairs and tables.

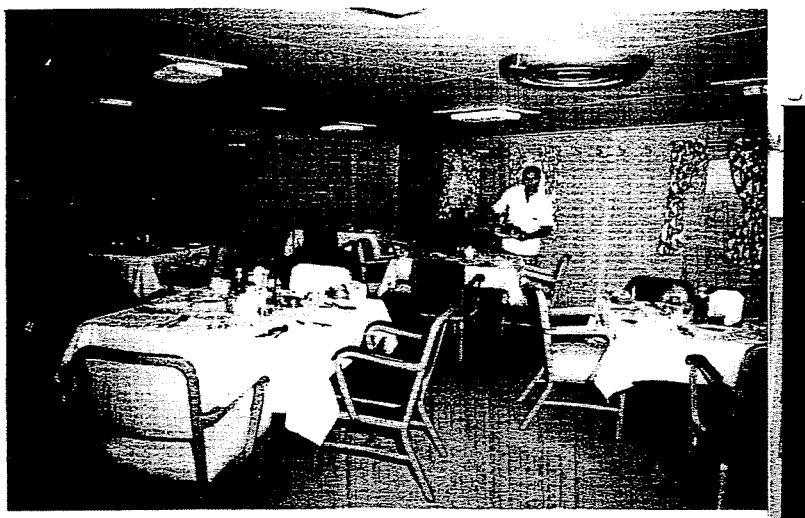
The officers' mess has five four-place tables, the spacious crew's mess three eight-place tables and the petty officers' mess one eight-place table. They also have rubber tile floors and sound absorbing ceilings.

• Other innovations and features of interest about the *Esso Baltimore* include the following: . . . Dispensary (next to the hospital) equipped with surgical sink with knee operated faucet, sterilizer for instruments, examining table with special optical light, two medicine chests. . . . Three laundry rooms — one each for deck and engineer officers and one for crew. Crew's laundry has two washers with automatic timers, two electric driers and two ironing boards; officers' laundries one of each.

An after docking bridge, port and starboard. . . . A cargo office with typewriter desk, two files, closet, settee, key case and multicolored plastic isometric piping plan mounted on bulkhead.



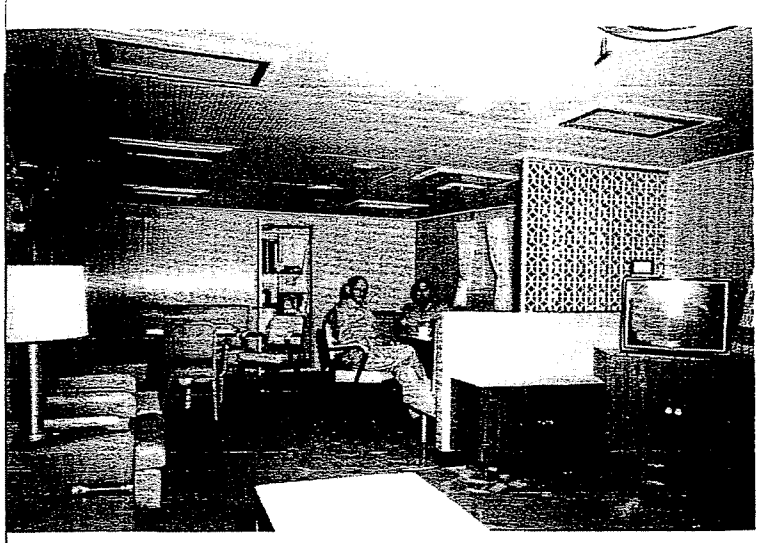
Chief Cook Alfredo Gibau prepares steaks to order (and they were delicious). At right, Second Cook John M. West; background, Second Cook Manuel V. Barcellos.



Anton Balzer puts finishing touches on tables in officers' mess.

Messman Charles W. Peters gets set for hearty appetites in crew's mess.





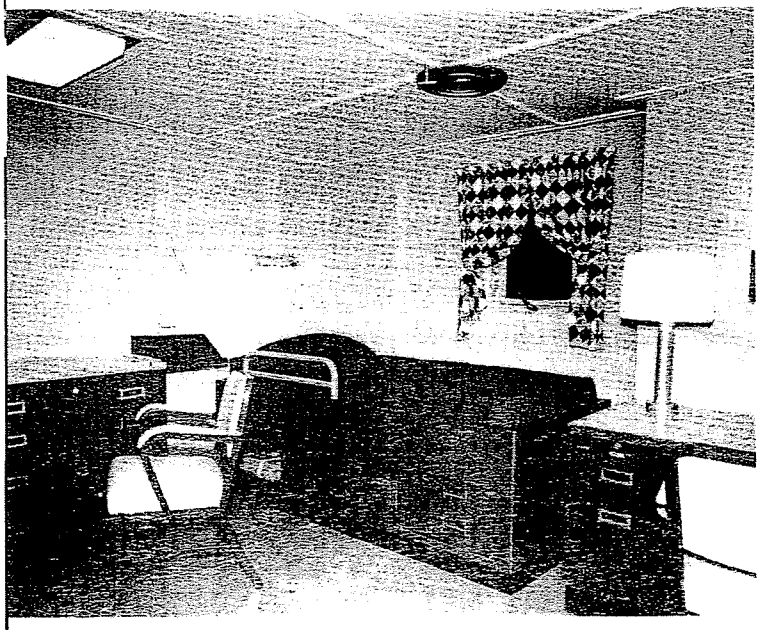
Ch. Engr. William H. Ahrens and First Asst. Dundon in officers' lounge.

Most joiner bulkheads amidships and in public spaces aft are plastic coated—nothing to paint. . . . Shower floors of non-slip aluminum plate; plastic shower curtains; terrazzo floor in bathrooms. . . . Bridge toilet aft of wheelhouse.... Fully equipped Master's sea cabin with separate toilet and shower, adjacent to chartroom. . . . Modernistic hardwood handrails in passageways; heavy metal ashtrays mounted at exits from houses.

Push a little red lever at the base of a small chrome gooseneck in any of the three pantries and get instant hot water for instant coffee or tea. . . . A recessed shelter area on after side of bridge deck and a convenient toilet for crew opening off of it.

Ladders and stairways have a gentler incline with two ladder railings on each side instead of one; abrasive

A typical officer's room.



• A colorful, well illustrated 32-page brochure describing the *Esso Baltimore* will shortly be mailed to the home addresses of all Marine Department seagoing personnel.



Off-watch in crew's recreation room.

non-skid treads inside doorways and at tops of stairs. . . . Lighted recesses for doors to boiler and engine spaces, so doors do not open directly into passageways. . . . Ballast pump is for ballast only, blanked off from main line.

Low frequency and short wave radio transmitters are 500 watt instead of usual 200 watt; the receiver is very sensitive and accurate; console is "beautifully laid out"; use of a rectified high voltage circuit does not require a main motor generator and results in much quieter operation.

An Able Seaman's room.

