ESSO FLEET NEWS

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Masters' and Chief Engineers' Conferences

The first of two conferences between shore personnel of the Marine Division headquarters in Houston and ships' Masters and Chief Engineers was held in the Humble Building on Oct. 5 and 6. The second conference is scheduled for Oct. 15 and 16.

Under the chairmanship of William F. Robinson, Acting Manager of the Operations Dept., the conference was devoted about equally between discussions of shoreside and shipboard activities. Included in the former were an outline of the organization of the Marine Division, a description of the processes that determine when, where and what cargoes are to be moved and a preview of the 66,700 dwt. vessels being built.

Shipboard subjects were health problems, especially the proper procedures for handling heart cases; communicating aboard ship and between ship and shore; ship stores; safety, and what to do about overtime.

On the second conference day, separate meetings were held with the Masters and Chiefs. Port Captain F. L. Hooper was Chairman of the Masters' session which began with a "who was at fault" quiz by G. L. Becker, of the Law Dept. The counselor also included what he called a "bonus question" — What are the most northerly, easterly, southerly and westerly states in the United States? (Try it. Answer on page 3.) The Masters also heard talks on and discussed port turnaround and vessel operation, marine insurance, Ships' Payroll and Personnel section functions, and accident reports.

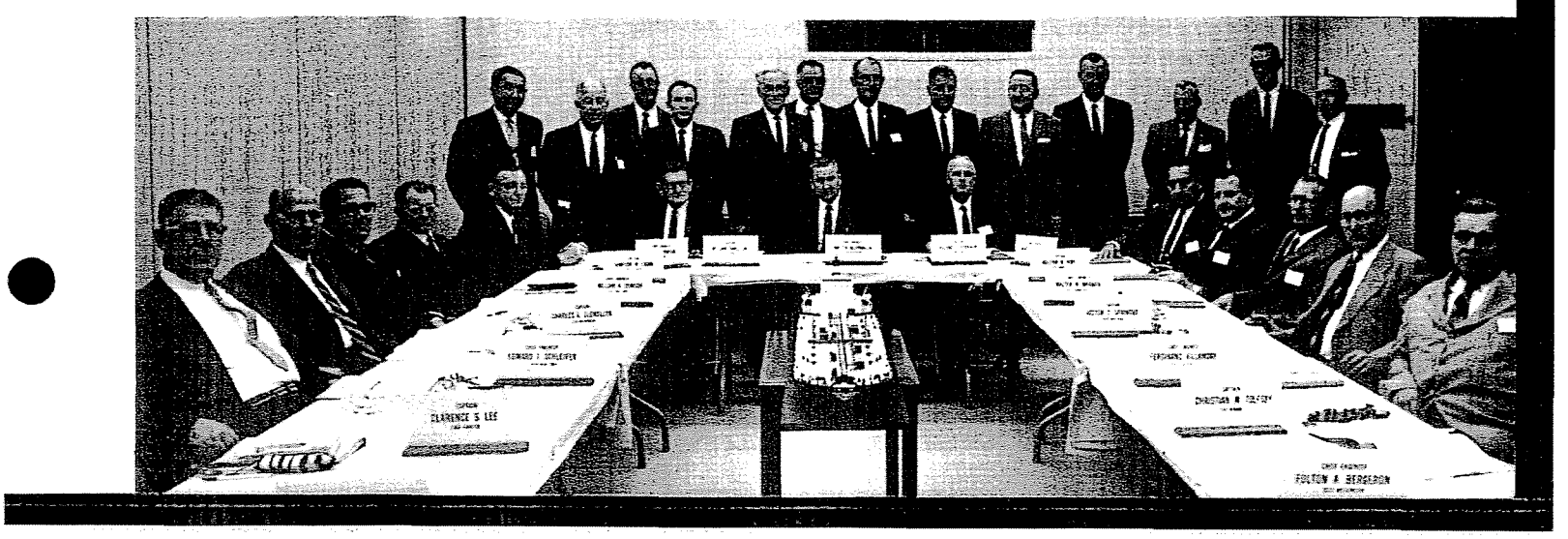
The Engineers' meeting, chairmaned by Port Engineer T. J. McTaggart, discussed coordination between ship's personnel, Repair Inspector and shipyard on repair work; adequate but not excessive bunkers; procedures for keeping bilges clean; best types of packing and the elimination of less desirable types; use of welding equipment; operation and emergency repairs to boilers; care of outboard shaft seals and bearings, and cargo pump valves.

It was generally agreed that the meetings were well worth-while and should be held more frequently.

(l. to r., seated) C. E. Edward J. Schleifer, Capt. Charles L. Llewellyn, C. E. William A. Dundon, Capt. Simpson W. Logan, C. E. Sverre Johnsen, Capt. William Hamilton, C. E. Walter McDonough, Capt. Roland E. Parkhurst, C. E. Charles A. Ruggerio, Capt. William N. Sims, C. E. Walter W. Werner, Capt. Victor T. Springer and C. E. Ferdinand Villamore.

(standing) Capt. Clarence S. Lee; Capt. Harold Griffiths; C. E. Fulton A. Bergeron; C. E. Colos J. Bennett; Capt. Vincent F. Lucas; Asst. Port Engineer Harold W. Bradbury; Capt. Christian W. Tolfsby; Port Captain Frank L. Hooper; Robert X. Caldwell, Technical Supt.; Steve M. English, Repair Supt.; Albert B. Randall, Port Staff; William F. Robinson, Acting Manager, Operations Dept. and Conference Chairman, and Robert F. Stap, Asst. Port Captain.

In center foreground is a model of the *Esso Houston* used to make smoke tests.



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Esso Scranton Crew Relieved

The long-pending charter of the *Esso Scranton* for 11 additional Sidon-Bizerte voyages was finally confirmed on Sept. 30. The last discharge at Bizerte under the new charter is scheduled for Jan. 18, 1965.

As a result of these additional voyages, arrangements were made to transport a new crew to the *Scranton* and repatriate the old crew except for the 4 men who chose to remain aboard. The 29 new men left Kennedy Airport, New York at 7:15 p.m., Oct. 7 for Frankfurt, Germany and from there were flown to Tunis. The men relieved left Tunis Oct. 11 for Paris and thence to New York — all in the same day.

The following men were involved:

NEW CREW		OLD CREW
Robert H. Stotts	Master	Roger A. Steward
Arnold A. McBride	Chief Mate	Neo H. Robinson
Roy H. Ewell	Second Mate	Joseph M. Stultz
Charles H. Tyler	Third Mate	Charles Zeman
		Paul E. Genest
Nunzio Consoli	Chief Engineer	John N. Outwater
Matthew L. Tingle, Jr.	First Asst.	Richard E. Lewis
William S. Roulhac	Second Asst.	William S. Roulhac
John B. Chamberlain	Third Asst.	George F. Miller, Jr.
Harry L. Fendt	Radio Officer	Hartwell A. Baxter
John W. Wehman	Able Seaman	John W. Wehman
William G. Wasko	Able Seaman	William G. Wasko
Theodore Kaczynski	Able Seaman	Francis E. Conroy
James F. Barrett, Jr.	Able Seaman	Anthony Lazarczyk
Edward L. Philphot	Able Seaman	John J. Seiler
Kelley J. Graham	Able Seaman	Louis E. Sabat
Jose Nieto	Ordinary Seaman	Jose Nieto
Harry R. Goetz	Ordinary Seaman	Donald T. Robinson
Colon W. Cowart	Ordinary Seaman	James A. Norton
Per S. Esten	Pumpman	Douglas T. Parker
Wilder J. Robbins	MM/2nd Pumpman	William M. Gardner
Eugene Kurtz	Oiler	Thomas Boyle
Herman J. Raby	Oiler	Joseph J. Sokolowski
Melvin F. White	Oiler	Frank R. Ritchie
Alexander E. McCorkel	Fireman-Watertender	Edmund F. Jutz
Jimmie F. Crews	Fireman-Watertender	John J. Forker
Joao M. Castro	Fireman-Watertender	Lloyd E Mercer
Manuel J. Lopez	Chief Steward	Maurice Wishnoff
Augusto J. Senna	Chief Cook	Ronald J. McLean
Edmund J. Reimer	Second Cook	Jerry S. Lambertson
Francis J. Drahos	Officers' Messman	John Huntley
John F. Shayner	Crew Messman	Raymondo G. Dahilig
Paulo F. Pimental	Utilityman	Edmund R. Canlon
Andres Ortega	Utilityman	James P. Sibley

100 Hrs. Dock Time Saved at Baytown

Tanker turnarounds at Baytown continued to show improvement for the 3rd quarter of this year, compared with 1963 and the first half of 1964. According to figures supplied by L. J. Fentiman, Baytown Dockmaster, the 28,000 dwt. vessels averaged 18.08 hrs. at the dock (all fast to all clear) for 36 loadings during the past 3 months vs. 19.61 hrs. in the same period of 1963. The 38,000 and 48,000 tonners averaged 19.33 and 21.96 hrs. respectively, on 12 and 5 loadings, compared with a combined average of 23.87 hrs. last year.

The 1964 averages include one 32-hr. loading for the *Esso Baltimore* and five 21-plus hr. loadings for the *Esso Gloucester*, all of which were black oil cargoes having a maximum loading rate of only 11,000 bph.

Altogether, the 53 Baytown loadings during July, Aug. and Sept. required 99.82 fewer hours at the dock than would have been required at last year's turnaround rates. Some of the best performances were the following:

	Total Cargo (bbls.)	No. of Grades	Loading Time (hrs.-min)	Bbls/hr.	Turn-around (hrs.-min)
Esso Bangor	200,908	27	15:25	13,029	17:05
Esso Chester	195,116	2	7:55	24,636	13:30
Esso Dallas	195,403	1	7:30	26,054	13:30
Esso Miami	190,173	1	7:15	26,231	16:40
Esso Jamestown	245,937	1	8:40	28,366	16:25
Esso Boston	334,477	4	10:30	31,855	17:25

Tidings from Capt. E. J. O'Connell



Captain Eldridge J. O'Connell (ret. Dec. 1962) is now Master of the tanker *St. Lawrence*, owned by Olga Konow interests (who also own the *Sea Pioneer*, ex *Esso Tampa* and *Ocean Pioneer*, ex *Esso Jacksonville*).

"I have been here since Aug. 12 and like it very much," Captain O'Connell wrote Sept. 27 from Balboa, C.Z. "This ship is a little larger than the *Lima* type — 28,000 dwt., 624' 9" long, 84' beam, 16.5 knots and 241,503 bbls. cargo capacity. We are operating for the U. S. Navy at present, having just made a trip to San Diego and Port Hueneme, Calif.

"After being in the Esso Fleet so many years (26), it is quite a change to be sailing on another company's ship with entirely different conditions. The unlicensed men are SIU, the mates AMO and the engineers MEBA. The pay is just about the same for officers but we do not have air conditioning or a recreation room with big chairs. The Captain takes care of all paper work, such as payrolls and all finance on board ship.

ESSO FLEET NEWS is published for the seagoing employees of the Marine Division, Humble Oil & Refining Co.: Joseph Andreae, 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 1, Texas.

EXX-MOR-006837



Dispatcher William H. Castleman (seated, center) receives best wishes and retirement gifts from fellow employees at Baytown on Sept. 24. Bill retired Oct. 1 with 28 years, 9 months of Company service, all in the Baytown Branch Office. He will spend part of his new leisure managing his Sunshine Center Washateria in Baytown.

Others in the photo, l. to r., are: Norman B. Avenell, Agency and Materials Coordinator; Reece Bains, Dock Dept. (behind Mr. Avenell); Wilbur W. Cottle, Baytown Branch Manager; C. M. Peoples, Dock Dept., and Herman M. Teller, Baytown Branch Office.

"I found since retiring that I have had no trouble getting jobs as Captain or mate if I wanted to go to sea. I do not know what Humble thought of me while working for them but the way they have been since I retired has been something no other company would do for their ex-employees. It has been wonderful to know how some of the top men have taken such interest in me and I wish to thank each and every one of them.

"I also wish to extend best regards to all Mates and Captains and especially to one man with whom I felt it was a pleasure to sail — Captain George Christiansen, in the *Esso Washington*."

OBITUARY



CAPTAIN CALEB L. MORRIS, 80, Port Captain at Port Aransas prior to his retirement in March 1949, died Oct. 5. He lived in Corpus Christi and is survived by his wife, Helen; a married daughter and son, Mrs. Frank Buckingham and Caleb Morris, Jr., and 3 teen-age boys, Wayne, Gary and Bruce.

Born in Nova Scotia, Captain Morris went to sea in Down East schooners in 1900 and was a Master at age 22. He joined the Company as Second Mate in the *Brindilla* in Aug. 1915, served as a Lt. Commander in the Naval Reserve during World War I and as Master of Company vessels from 1919 to 1929.

During his 20 years as Port Captain at Port Aransas, Captain Morris piloted 3,000 vessels in and out of the Harbor Island and Ingleside terminals. He was highly regarded for his ship handling skill, knowledge of Port Aransas waters and his genial personality.

Esso Jacksonville Sold

Title to the *Esso Jacksonville* was transferred to Pioneer Tankers, Inc. at Halifax, N. S. on Oct. 6. The vessel, to be renamed *Ocean Pioneer*, is now owned by the same interests who purchased the *Esso Tampa* last May.

Officers and crew members of the *Jacksonville*, except Chief Engineer Charles A. Laratta and First Asst. Donald Shaver, were flown back to Boston for paid leave or reassignment. The 2 Engineers will stay with the ship as Advisory Chief and Advisory First Asst. for a month or two. Incidentally, Harry K. Stringer, who retired July 1, 1963, is the ship's Chief Engineer.

The 15-year old *Esso Jacksonville* began her service in the fleet in 1949 as the *Esso Suez*. Her name was changed to honor the Florida port in May 1962 and in the same month she embarked on a 102-day voyage around the world. She completed a second globe-circling trip last year. Captain William Hamilton, AB Henry C. Payne and Oiler Lawrence Eisenbiegler made both the circumnavigations.

ANSWER TO QUIZ on page 1. Alaska is the most northerly, easterly and westerly state in the U. S.; Hawaii is the most southerly. A large part of Alaska is above the Arctic Circle. The 49th State is also the most westerly, being closest to the 180° longitude line which divides the Eastern and Western Hemispheres. Because several of Alaska's Aleutian Islands lie west of the 180° line, they are in the Eastern Hemisphere. Hawaii extends south of 20° N. latitude while the Florida Keys are north of 24°.

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TAFFRAIL TALK

A card from Johnny Yapp (Chief Steward, ret. Feb. 1962) mailed, according to the postage stamp, from "The Hashemite Kingdom of Jordan" reads: "Best wishes to you and my friends at Humble Oil. Jerusalem is a lovely place to visit."

* * *

Ralph Johnson, of Baytown, 12-year-old son of Donald K. Johnson, Second Asst. in the *Esso Florence*, caught a 60-lb. halibut with rod and reel off the coast of Maine last July. The halibut is the largest species of flatfish and a 60-pounder is quite something to wrestle with.

* * *

If a nation values anything more than freedom, it will lose it's freedom; and the irony of it is that if it is comfort or money that it values more, it will lose that, too. — *Esso Lima* LEDGER

* * *

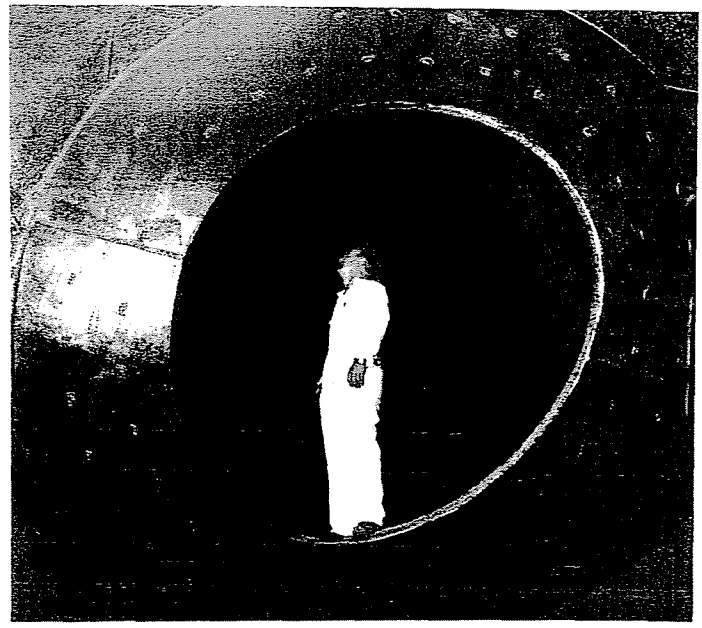
I do not believe you can do today's job with yesterday's methods and be in business tomorrow.
—*Nelson Jackson*

Esso Bangor's Bow Thruster

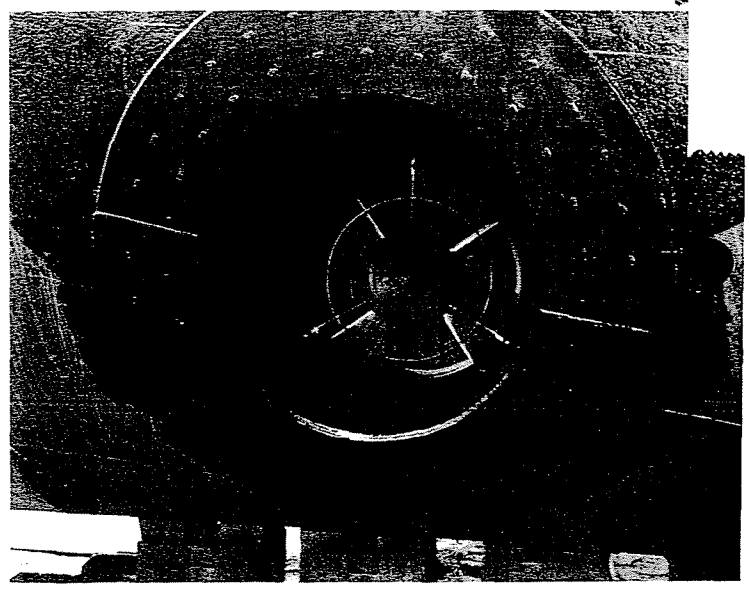
As they say in the cigarette ads, "It's what's up front that counts", and up front in the *Esso Bangor* is something we're counting on to reduce operating costs. It's the KaMeWa bow thruster that was installed during the ship's 19-day repair period at Jacksonville, Sept. 21 to Oct. 10. The athwartship propeller in a tube, about 73 ft. abaft the stem, is intended to make a bow tug unnecessary at most, if not all of the 2 to 4 terminal discharges that are customary for the *Bangor* in the Port of New York.

Essentially, the bow thruster is a variable pitch propeller driven by an 800-hp. diesel located on the tank top. Power is transmitted from the engine to the propeller through 2 sets of right angle gears and a vertical shaft. A hydraulic system controls the pitch of the propeller blades and operating controls are located on each bridge wing and in the wheelhouse.

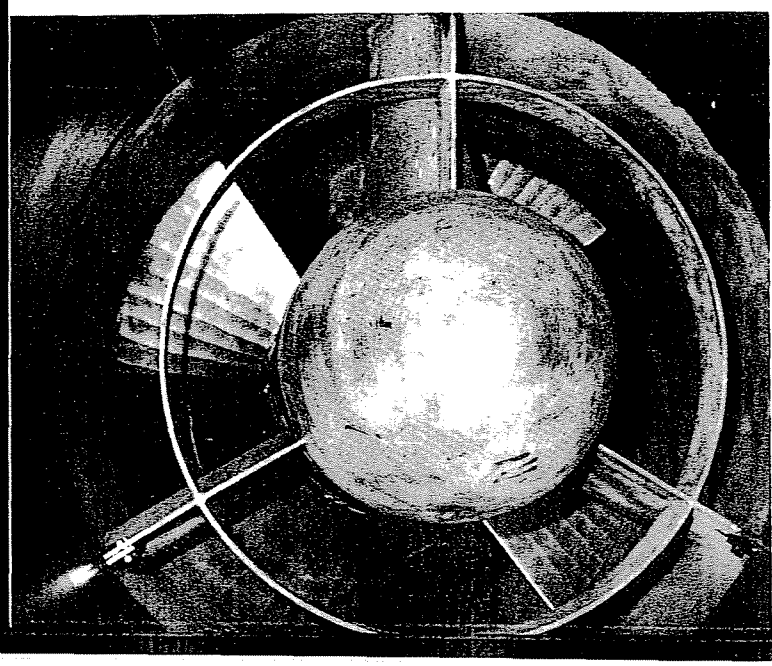
While the installation was being made, Captain William Hamilton, Master of the *Bangor*, flew to Chicago and made a trip on the Great Lakes steamer *Detroit Edison* to observe a bow thruster in action. He was quite favorably impressed.



The 6′ 7″ diameter of the bow thruster tunnel allows Repair Inspector Edward J. Porus to stand upright with room to spare.



Port side of the bow thruster.



Close-up of the fairwater cap, struts and 4-bladed, variable pitch propeller.

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