

ESSO FLEET NEWS



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Esso Gettysburg, Esso New York Going Around the World

Yes sir, we have 2 ships making surface orbits of the earth in the same direction and in one area they should be within radar range of each other, if not within hailing distance.

The *New York* started her circumnavigation from Corpus Christi, Sept. 9, with an MSTS cargo for Okinawa but was diverted enroute to Sattahip, Thailand (75 miles SE of Bangkok), where she docked Oct. 17. She sailed on the 19th for Ras

Tanura in the Persian Gulf (due Oct. 31) to load for Portland, Maine.

The *Esso Gettysburg* loaded at Amuay and Aruba, Sept. 18 and 19, also for Okinawa and also was diverted — to Yokosuka, Japan, arriving Oct. 10. She sailed on the 13th for Amoco's modern, fast-loading, offshore terminal at Ras Shukheir, Egypt, which is on the west shore of the Gulf of Suez, about 130 miles south of the city of Suez. She should arrive there Oct. 30 and load cargo for discharge at Yorktown, Va.

It is on the homeward passage that the *Gettysburg* and *New York* may meet. According to present estimates, both ships should be in Cape Town, South Africa for bunkers on Nov. 16. Then the *Gettysburg*, with her greater speed will outdistance the *New York* on the transatlantic leg of the voyage. The faster ship should make Yorktown about Dec. 1, while the *New York* is not expected at Portland until Dec. 5.

It is interesting to note the effect of the closing of the Suez Canal on these 2 voyages. If the *Gettysburg* could go through the Canal, she would be almost back in the States Nov. 16 instead of in Cape Town, as the distances from Ras Shukheir in both directions are fairly close — 5,490 miles to Yorktown, 5,130 miles to Cape Town. Then it's about 6,800 miles from Cape Town to Norfolk.

For the *Esso New York*, the difference between the 2 routes is not quite so bad — 11,770 miles via Cape Town vs. 8,245 miles by the Canal.

ESSO DALLAS, SCRANTON VOYAGES

Two other long foreign voyages have recently been completed. The *Esso Dallas* arrived in Corpus Christi Oct. 30, the first time she's been in U.S. Gulf Coast waters since April. Her 5-month charter to MSTS ended at Yokosuka, Sept. 30 and on her way home she loaded a cargo at Cook Inlet, Alaska, for discharge at Los Angeles. This was a fortunate development for everyone. The Company earned some additional freight revenue and

Circumnavigators in the

Esso Gettysburg

James D. Lawton	Master
Jean S. Brower	Chief Mate
John D. Hall	Second Mate
Eero Puranen	Third Mate
Theodore C. Woodard	Chief Engr.
Axel G. Miller	First Asst.
Leif Groneng	Second Asst.
Edward M. F. Flynn	Third Asst.
Thomas J. McNee	Radio Officer
Walter J. Zekos	Able Seaman
Robert L. Milburn	Able Seaman
Robert E. Hare	Able Seaman
Charles B. Banks	Able Seaman
Edwin M. Holmes	Able Seaman
Charles W. Ryan	Able Seaman
Guy C. Picou	Ord. Seaman
George R. Rivet	Ord. Seaman
Donald T. Robinson	Ord. Seaman
John B. Saylor	Pumpman
Eryk T. Szatek	MM/2nd Pump.
James W. Crossland	Oiler
Frederick J. Schilein	Oiler
John R. Devre	Oiler

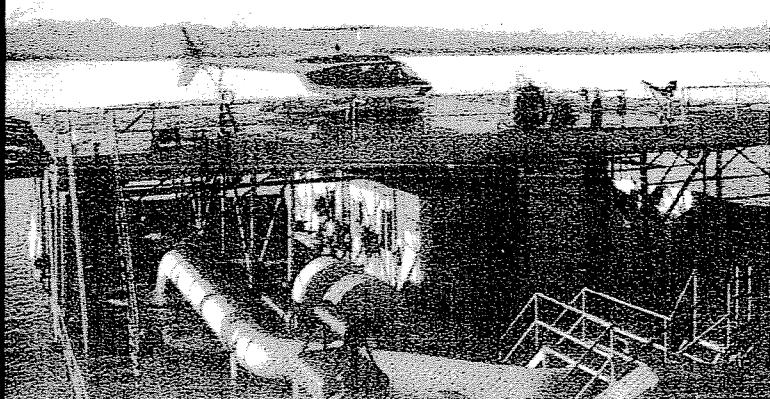
	FWT
	FWT
	FWT
Leopold Oliveira, Jr.	Ch. Steward
Idilio F. Gomes	Chief Cook
Fernando A. Ferreira	Second Cook
Moses C. Niles	Messman
Lindsay B. Fant	Messman
Oliver P. Picou	Utilityman
Emery J. Jones	Utilityman

Esso New York

Karl Lohmann
Thomas B. Milligan
Millard C. Whitson
George F. Murphy
Arne C. Haug
Frederick J. Farrell
Max L. Rizzardi
Jack Ertl
Raymond B. Hurley
Stanley M. Vaughn
Stanley R. Anthony
John Melnick
Frederick F. Drake
Walter A. Dough
Benjamin F. Autrey*
Raymond J. Lapinski
Richard J. Senegal
Joseph H. Ruiz
Edward Derry
Julio R. Rodriguez
Joseph F. Sola
Paul F. Spinella
Alex. E. McCorkel

Norman D. Martell
Charles G. Freeman
Wesley S. Grant
Ronald J. McLean
Jose J. Baptista
Paul R. Robert
Alfredo P. Del Toro
Luis C. Martinez
John D. Barrelet
John F. Shayner

*Off at Sattahip (sick). Now fit for duty, to rejoin at Ras Tanura.



A portion of the Drift River Terminal, Cook Inlet, Alaska, taken from the *Esso Dallas* by OS Albert L. Erickson. "The helicopter on the deck flies dock workers back and forth from shore," Al said. Those are rugged, snow-covered mountains in the background.

the entire crew was relieved at Los Angeles, Oct. 16 — 10 days sooner than would have been the case if the ship had come all the way back from Japan in ballast.

All hands aboard the *Esso Scranton* also went on paid leave when the ship docked at Tampa, Oct. 12, completing a 110-day trip to Karachi and Chittagong. They had cold and rough (winter) weather off Cape of Good Hope outbound and some monsoon rains going around India but the return voyage was pleasant. One of the "sights" was a whale shark, estimated to be 50' long, that swam alongside the ship for several minutes off Africa.

The *Scranton* is off on another India cruise, sailing from Baytown, Oct. 24 and Baton Rouge the 27th for Bombay with Captain T. A. Johnson in command and Chief Engr. Nunzio Consoli in charge of the engineroom.

Stewards and Company Agree on Amendment Terms

A \$58 a month increase in wage rates for Chief Stewards is the principal provision of Amendment No. 7, negotiated by representatives of the Esso Stewards Organization and the Company earlier this month.

The new monthly rates of \$781 starting, \$799 after 3 years, \$811 after 5 years, \$841 after 10 years, \$871 after 15 years, and \$901 after 20 years served as Chief Steward during period of continuous service are, in each instance, more than \$100 higher than the rates that became effective on Oct. 1, 1965.

Amendment No. 7 also raises the overtime rate to \$2.86 per hour (from \$2.67), increases paid leave transportation to 10¢ per railroad mile where the distance is 200 miles or less, changes fleet reserve to 6th day instead of 8th day after

completion of scheduled paid leave, and lists conditions under which room allowance will be paid when vessels are in port but not necessarily in a shipyard.

Chief Stewards Lester M. Payne and Maurice Wishnoff, and Adviser John J. Collins negotiated for the ESO and Leonard H. Earle and DeWitt A. Hodges for the Company. The amendment is subject to ratification by ESO members.

Company Plans to Enter Coal Business

Humble is actively seeking opportunities to enter the coal business in Illinois as a supplier to major utilities. G. H. Shipley, General Manager of the Company's Coal and Shale Oil Dept., said in an address to the Illinois Mining Institute at Springfield, Ill., Oct. 25.

"For some time, Humble has been discussing with Midwest utility companies their forward requirements for coal," Mr. Shipley said. "At the same time, we have been doing the necessary geologic work to bring several of our properties to a 'ready to mine' status."

The Company announced last December that it had acquired extensive coal lands in Illinois and other states. Over \$25 million has been invested for coal reserves, research and staff.

"While Humble's anticipated activities in conventional coal development seem reasonably near, we are also optimistic — on a longer-term basis — about the prospects for synthetic fuels from coal. An entry into this business could take place within the next 10 to 15 years," Mr. Shipley remarked.

A pilot plant at Baytown, Texas, is operating to gather data on Illinois No. 6 coal. This will be translated into designs for commercial-size equipment to convert coal to gasoline.

Holiday Menus Speak For Themselves

(burp)

We've had a peek at the Thanksgiving, Christmas and New Year's menus for the Fleet and we must say that the next best thing to being home for the holidays is to dine aboard a Humble tanker. Listen to this:

For Thanksgiving there is the traditional roast young turkey, plus crab imperial and baked

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W. E. Gardner, Editor

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smoked ham; Cornish game hen, roast loin of pork and brook trout for Christmas, and roast sirloin of beef, supreme of chicken and poached fillet of sole for New Year's Day. (No hog jowls and blackeyed peas this year.)

Surrounding these entrees are soup-to-nuts "fix-ins" ranging from chicken consomme and shrimp cocktail to honey spiced yams and French peas and tiny onions to English plum pudding with custard sauce and hot mince pie to salted and mixed shell nuts.

And topping off (if you'll excuse a work term) each of the holiday feasts will be Duc Monopole California Champagne — the genuine bubbly.

RECENT RETIREMENTS

ABLE SEAMAN KELLEY J. GRAHAM, who lives in Hot Springs, N.C. (on the Appalachian Trail, 18 miles NE of Great Smoky Mountains National Park) retired Oct. 1 with over 29 years' service in the Fleet. After starting as Messboy in the *Beacon* in Sept. 1936, he was OS and AB in the late '30s and early '40s and shipped out as AB in 6 vessel during World War II. He advanced to Bos'n in Jan. 1948 and sailed in this rating for 15 years.

OILER JOSEPH H. KISSEL shipped out in the *Esso Buffalo* and *Esso Raleigh* for 7 months in 1943-44 and after serving in the U.S. Army, returned to the Fleet in April 1947. From Dec. 1949 until his retirement, Oct. 1, with 22 years' service, he has been FWT and Oiler.

Joe lives in Goshen, N.Y. (20



miles SW of Newburgh) with his wife Anna and their 2 children, John 5 and Suzanne 3. He plans to get into TV, radio and electronics work.

OILER LEE J. MUNNERLYN retired Sept. 1 with 27 years of credited service, although he started in the Fleet nearly 38 years ago. He sailed intermittently as Messman from Dec. 1930 to Sept. 1936 and as Wiper, Fireman and Oiler until Dec. 1941. Returning to the Company in Sept. 1947, he had one assignment as FWT, then was Oiler until his retirement, except for an absence of 16 months in 1959-60. He lives in Jersey City, N.J.



FIREMAN - WATERTENDER DONALD SMITH. Except for his first assignment as Utilityman in the *F. H. Bedford, Jr.* in Feb. 1947 and a few berths as Wiper and Storekeeper, Mr. Smith was FWT throughout his 21¼-year career with the Company. Since his retirement Oct. 1, he has been training as a driver-coordinator with a drug manufacturer's new hos-

pital unit.

Don lives in Philadelphia with his wife, Ferol, and enjoys playing the guitar and carving ivory statuettes.

MESSMAN TAMESADO J. ESTRADA, who retired Oct. 1, came to the Fleet in Jan. 1946, following 2 years with Todd Shipyards in Houston. He sailed as Messman and Utilityman for most of his nearly 22 years' credited service, which includes 18 months in the U.S. Marines in 1952-53.

Mr. Estrada is a native and resident of Baytown. He and his wife



HERE'S SOMETHING that's real clever — simple but clever. It's an Automatic Anchor Chain Wash-Downer developed by Chief Engr. William A. Dundon and Chief Mate William M. Galloway aboard the *Esso Jamestown*.

The device consists of a semi-circular piece of 2½" galvanized pipe, blanked off at one end and fitted with a hose connection at the other; eight ¾" nozzles welded to the pipe at various angles, and 3 straps welded to the pipe and bolted to the hawse pipe.

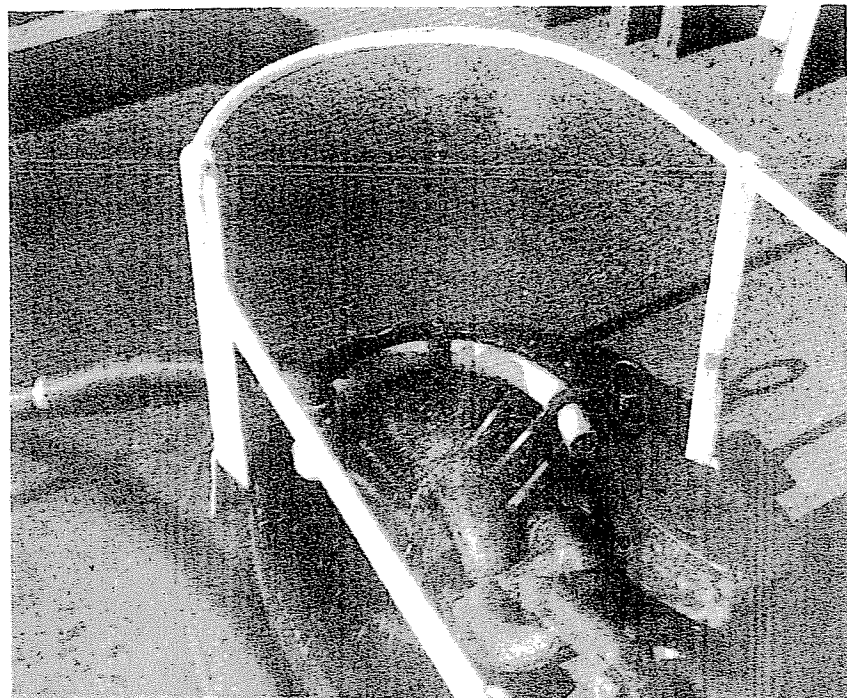
To operate the Wash-Downer it is only necessary to connect it to the forward water hydrant with a length of Butterworth hose and turn on the water. A "Y" connection at the hydrant permits both anchor chains to be washed at once.

The advantage of the device is

that it eliminates the need to wash down the anchor chain by hand, thus releasing a man for other duties at a time when there are other duties.

The photo shows the Dundon-

Galloway Wash-Downer in operation but with low pressure on the water. Under full pressure the splash hides some of the details. "Everyone who has seen it, likes it," Mr. Dundon said



Frances have 3 children, Anna 12, Eddie 11 and Albert 4.



UTILITYMAN WALTER J. KUCHANSKI, a resident of Glen Burnie, Md. (near Baltimore), does decorative carving on furniture and fine cabinet work such as the pulpit and woodwork of a church. He worked at the Revere Copper and Brass plant in Baltimore before World War II, sailed in freighters and was in the Army during the War and joined Esso

in Oct. 1951. In his 16½ years in the Fleet he has been Wiper, Fireman, OS, Messman and Utilityman. He became an annuitant on Oct. 1.

Walter and his wife Mary have 2 daughters, Walda 20 and Jane 16.

OBITUARY

RADIO OFFICER EDWARD B. KERBY, 56, died in his hometown of Leesburg, Va. on Oct. 17. Surviving are 6 sons and 2 daughters, age 8 to 22.

Mr. Kerby served 6 years in the U.S. Coast Guard (1931-37) and sailed in Isthmian, Maritime Commission and Marine Transport vessels before joining the *Esso Utica* on Dec. 3, 1947. He was Radio Officer throughout his 20 years in the Fleet, sailing on the maiden voyages of the *Esso Baltimore* and *Esso Boston* in 1960 and in the *Esso Lima* for the past 5 years.



MIGUEL E. TORRES, 76, retired Pumpman, died in Mexico City, Sept. 30, after a short illness. His wife Lydia expressed gratitude to the Company "for all the years of security that were given to my husband and the family as a worker and in his old age."

Mr. Torres had nearly 20 years' service in the Fleet, starting as Wiper and Fireman in 1930. He made several wartime voyages as FWT, rejoined the Company in March 1948 and sailed as Pumpman from July 1948 until his retirement, March 1, 1957.



SERVICE EMBLEM AWARDS



20 YEARS



Per S. Esten
Pumpman
April 6, 1968



Joseph P. Reilly
Able Seaman
May 10, 1968



Justin A. Murphy
Able Seaman
September 23, 1968

WILLIAM E. BARNES, 69, former Repair Inspector and resident of East Millsboro, Pa., died Oct. 5.

Mr. Barnes sailed as Electrician during his early years with the Company (1937-41), was a Construction Inspector in World War II and a Repair Inspector from Aug. 1947 until his retirement, Dec. 31, 1959. He was a specialist in electrical installations, particularly those in T2 Tankers.



A New Adventure for

J. STUMBLEPRONE MC FRACTURE

WHEEE! Stumbleprone looks mighty pleased with himself here — as though he might be saying "How'm I doing, Dad?"

Actually, he's doing fairly well — descending a ladder in almost the right way. The only thing wrong is that his body should be turned more to the right so that all of his feet would contact the treads instead of just his heels.

Mac is doing the most important thing right, though. He's got his hand on the rail behind him with the thumb up. Had he always used this method, accidents like the following wouldn't have happened:

Slipped on ladder, fell, 3 fractures of wrist;

Fell from ladder, fractured ankle and elbow;

Foot slipped on ladder to engineroom, fell against rail, broken rib;

Fell going down to Steward's storeroom, skinned shin and elbow, bruised crotch and back.

So, y'all get the habit of using Mac's method and enjoy more security in your descents. Remember — THUMBS UP.

