

ESSO FLEET NEWS

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Ships Set Turnaround Records

Two ships set new turnaround records for vessels in the 40,000-dwt class in September.

The *Esso Lexington* arrived at Baytown Refinery at 2235 on September 21, and 13.2 hours later she cast off her last line, headed for Bayway with some 295,000 barrels of mixed crude.

The *Esso Washington*, after discharging crude and PGO at Bay-

way, departed for the Baytown docks, arriving there at 1135 on September 25 to load 286,000 barrels of Esso heat medium. In just a fraction over 12 hours after arriving at Baytown, she left the dock on her way to Northville, Long Island.

Officers and crews in both ships had all tanks, lines, and other equipment ready for hookup im-

mediately upon arrival at Baytown. Shoreside personnel there were ready and waiting to make the hookups and start pumping products. As a result of these operations, each vessel was able to shave about seven hours off its previous average turnaround time.

Captain Tom Lawton is master of the *Lexington* and Herbert Trenoweth is chief mate. Captain William Falvo is master of the *Washington* and Joe Von Stultz is chief mate.

'San Francisco' In Service

The *Esso San Francisco*, scheduled to depart Sun Shipyard in Chester, Pennsylvania, on September 24, did not leave there until October 2. The delay was caused mainly by the magnitude of a coating repair job in the forepeak tank which required a great deal of staging and sandblasting. Removal of sand from the sandblasting operation further delayed the ship.

'Esso Dallas' Sold On October 8

The *Esso Dallas*, after discharging grain at Pusan, Korea, left there on September 29 for Singapore where she was transferred to her new owner, Esso Transport Company, Inc. on October 8. Esso Transport plans to use the ship in western hemisphere trade, operating mostly out of Caribbean ports.

The grain trip to Pusan, with

Captain Bob Stap as master and Jack Stillman as chief mate, was the first for the veteran tanker which had carried more than 125 million barrels of crude oil and products in her career. She was mostly in East Coast trade. The *Dallas*, along with the *Esso New York* and the *Esso Miami*, all in the 28,000-dwt class, was built in 1950 at Newport News, Virginia. Only one other tanker currently in service in the fleet is older than the *Dallas* and her two sister ships. This is the *Esso Lima*, built in 1949.

The *Esso Dallas* is the second ship sold this year. The other, the *Enco Gloucester*, was sold on August 11.

The sale of the *Dallas*, which brings the fleet more in balance with the current supply and demand situation, leaves Humble with 19 oceangoing tankers which it owns, and one which the company operates, the *Esso Seattle*.

Personnel assigned to the *Dallas* were flown back to the states where most went on paid leave. The rest were reassigned.

Tape Used To Protect Navigation Charts



New ideas are always welcome in the fleet, and here's one thought up by Wesley F. Besse, Jr., third mate in the *Esso Baltimore*. Mr. Besse is shown here applying a 1-inch-wide strip of Scotch tape (the kind you can write on) to the permanent course lines on a navigation chart. This makes the chart last longer as marks made on the tape can be erased. Also, dividers do not tear the chart. He also applies tape to the latitude measurement scale on the side of the chart to protect it from divider pin holes. A very clever idea and one that others may like to try.

Their Job: Looking For Trouble

Looking for equipment trouble—that's part of their job.

It's also part of their work to see that any trouble relating to breakdowns reported by ships' officers is remedied quickly, efficiently, safely, and properly.

Who does all of this? Humble's five Marine repair inspectors, all experts in their profession and all carefully selected for the vital job of keeping the company's fleet of tankers on the go with a minimum of costly delays or downtimes.

Although they see that repairs are made properly after something breaks down, they spend much of their time in preventive maintenance work—looking for possible sources of trouble and eliminating them before they have a chance to develop. In performing their preventive maintenance duties and supervising repair work, they are on call day and night, traveling thousands of miles a year by land, sea, and air to board company vessels at various ports of call.

During the course of their work, they inspect everything, including cargo, communications, and electrical systems; hulls; boilers; turbines; propellers; and food storage equipment. In addition to carrying out Marine Department regulations while performing their jobs and making ship repairs, they work with shipyard personnel, American Bureau of Shipping surveyors, the U.S. Coast Guard, and others during surveys and inspections which involve our vessels.

John Ireland, the senior member of Humble's inspection team, joined the company in October, 1932, as a wiper. He later advanced to fireman, then through the engineering ranks, sailing as chief engineer for the first time in 1946. On April 15, 1952, he transferred to shoreside operations as a construction inspector for Humble at Newport News, Virginia. He later served as Humble's construction superintendent at Avondale Shipyards in Louisiana during the construction of the *Esso San Fran-*



Ireland



Worrel



Koelme



Peters



Ashwell

cisco, the *Esso Baton Rouge*, and the *Esso Philadelphia*, the three largest coastal tankers ever built in the United States.

Ed J. Worrel, Jr., was employed by the Marine Department as a construction inspector in May, 1969. He has many years of experience as a shipyard engineering inspector. In 1932, he joined Southern Pacific Steamship Company in New York where he obtained his chief engineer's rating. He resigned from this company in 1937 to sail on larger vessels in this same rating with the American Oil Company. In 1940, Mr. Worrel joined the Hartford Steam Boiler Insurance Company as an engineering inspector, resigning from this position in 1942 to join the U.S. Coast Guard where he served until he retired as a captain in 1969. He joined Humble's Marine Department in May of that same year as a construction inspector (he also served with John Ireland when the company's three

largest tankers w
Avondale) and t
inspector in July,

Tony Koelme
ble's Marine Dep
uary, 1971, as a
From 1954 to 196
the Netherland
pany in Holland as ship's engi-
neer. From 1960 to 1966, he served
as staff supervisor at a ship repair
yard in Rotterdam, then he joined
Goodyear's engineering division in
Toronto, Canada. After serving
there for about two years, he be-
came a staff supervisor at Sun
Shipyards in Chester, Pennsylvania,
the position he held when he was
employed by Humble.

Karl Peters, with some 25 years
of ship-board experience, was
chief engineer with American Trad-
ing and Production Corporation in
New York. He served as a repair
inspector at various times during
his career with this company. He
retired in early 1971. Mr. Peters
joined Humble as a Marine De-
partment repair inspector on
March 1.

Warren Ashwell is the newest
repair inspector in the Humble
Marine Department. He served in
the Engine Department in ships of
the Grace Line from 1944 to 1947.
He then joined Gulf and South
American Steamship Company as
a third assistant engineer and later
became chief engineer. In 1952,
he was named repair inspector for
this same company, and in 1968,
he was promoted to supervisor of
the Maintenance and Repair Sec-
tion. He was employed by Humble
on September 28, 1971.

Teagle Scholarship Award

Thomas Olsen, son of Toralf
Olsen, tug captain in the New York
Branch, inland waterways opera-
tions, has received a scholarship
from the Teagle Foundation to at-
tend the Massachusetts Institute
of Technology where he has been
accepted in the School of Science.
He was salutatorian in a class of
795 students graduating last June
from the Fort Hamilton High
School in Brooklyn, New York.

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RETIREMENTS

Four employees, representing a total of nearly 80 years of service in the fleet, retired on October 1.

Of this number, ROY O. BERG, chief mate, retired with the longest service—some 23 years. He was employed in January, 1948, as third mate in the *A. C. Bedford*. In July, 1948, he became the second mate in the *Wallace Pratt*, and advanced to chief mate in July, 1951, while assigned to the *Queenston Heights*. His last ship was the *Esso Gettysburg*. He lives in Rockport, Massachusetts.

KARL B. TRICKEL joined Humble in 1955 as utilityman in the *Esso Huntington*. In January, 1956, he sailed as OS in the *Esso Brooklyn* and advanced to AB in February, 1967. His last ship before retiring as AB was the *Esso Houston*. He lives in Rahway, New Jersey.

Four Ships Delayed

Four oceangoing tankers were significantly delayed by long lived Hurricane Ginger as she roared her way through an area south of Cape Hatteras. The *Esso Baltimore* was delayed more than 80 hours when, starting on September 29, she encountered high seas, driving rain, and gale-force winds. She hove to several times with her screw turning as low as 22 rpm. Other vessels forced to take evasive action, causing them to reach their destinations late, were the *Esso Washington*, delayed 43 hours, and the *Esso Philadelphia*, delayed 42 hours. The *Esso Chester*, in port at Charleston, delayed her departure by 19 hours to miss Hurricane Ginger. None of the delays caused any serious supply or rescheduling problems.

Last Lost-Time Injury
In Esso Fleet
September 15

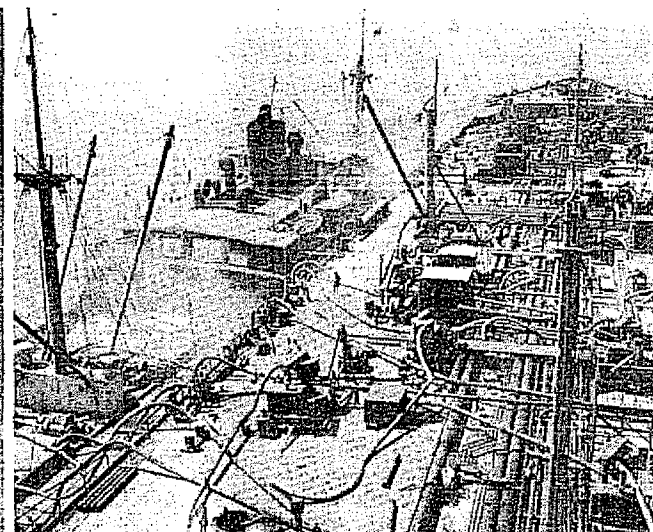
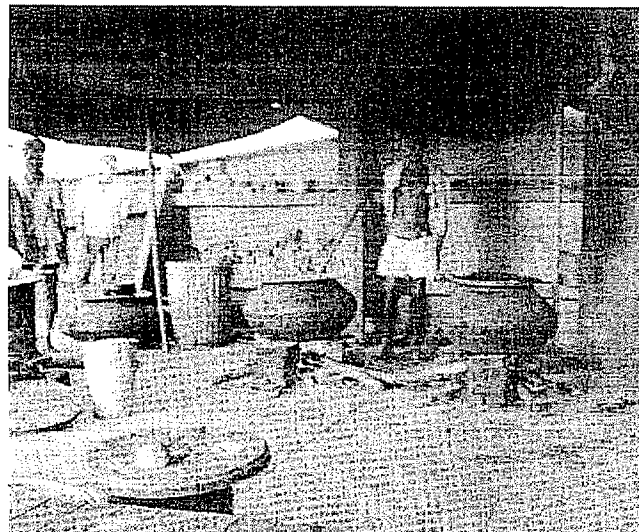


ROBERT ENDRES retired as radio officer in the *Esso San Francisco*. He had been regularly assigned to this vessel since January, 1970. He was employed by the company as a radio officer in 1951. While enroute from Boston to Chester, Pennsylvania on September 1, a group of Mr. Endres' friends gathered to wish him a happy retirement life. Captain R. J. Boxwell, second from the right, is shown presenting a cash gift to the chess-playing radio officer. The gift was from shipmates in the *San Francisco* and in other vessels in which Mr. Endres served. A message was also sent to Mrs. Endres stating that Bob would be home soon and wishing them a long, happy retirement life. The couple plans to buy camping equipment and spend much time under the stars. They live in Baytown, Texas.



Shipmates in the *Esso Lima* celebrated KOLBJORN HANSEN's retirement twice—once on deck (above) when they gathered to present a gift from the officers and crew (with Captain William J. Falvo doing the honors) and again when just before supper he was surprised by the presentation of a specially-baked, colorfully-decorated cake baked by Chief Cook John Abshire and Baker Jose Oliveira. AB Hansen is shown at right holding the cake as Chief Cook Abshire and OS Manual De-Brito, left, look on. Mr. Hansen was employed as AB in the *Esso Greenville* in July, 1951. He lives in Pawtucket, Rhode Island.





OBITUARY

PHILIP PFENDER, messman, died on September 23 at Atlanta, Georgia. He was 66. Mr. Pfender was born in Germany and came to this country shortly before WWII. He joined the U.S. Army in 1941, obtained his citizenship while in the service, and joined Humble in 1951. His first assignment was messman in the *Esso Shreveport*. He sailed in the Steward's Department until his retirement in April, 1970. He is survived by his widow of Riverdale, Georgia.

FRANCISCO T. BARROS, 71, died in St. Luke's hospital at New Bedford, Massachusetts on September 18. He started his seagoing career as second cook in the *Christy Payne* in June, 1937, and served as chief cook in various vessels for the last 19 years of his nearly 23 years of service.

ALEXANDER PRATT, who retired from the fleet as chief engineer in December, 1957, died at age 71 on August 31 at Miami, Florida. He joined the company as wiper in the *F. Q. Barstow* on April 30, 1929, and sailed in various unlicensed ratings until obtaining his third assistant license. His first assignment in a licensed capacity was in the *W. H. Tifford* in November, 1931. Mr. Pratt sailed continuously as chief engineer from May, 1947, until his retirement. His last vessel was the *Esso Washington*. He is survived by his widow.

THE ACCOMPANYING PHOTOGRAPHS are part of a collection brought back to the states by Captain Ed Mahoney who served as expediter in the *Esso Houston* during grain discharging operations in India recently. The picture at left shows a cook and his helper who set up cooking pots on deck to feed the large number of Indian stevedores, mechanics, and machine operators who came aboard soon after the *Houston* dropped anchor at Pondicherry. At one time, nearly 300 men had established living quarters on the deck where they worked, slept, and ate. For food, they brought large quantities of rice, mutton, chicken, and fish curry. Part of the 62,700 tons of grain was discharged at Pondicherry, after which the *Houston* moved to Saugor Roads at one of the mouths of the Hooghly River, about 85 miles south of Calcutta, to discharge the rest of the cargo. "The Indian crew of stevedores, mechanics, and others did not remain on board the ship during the move," Captain Mahoney said. "They went ashore and traveled by rail to a point near Saugor Roads where they were picked up by ship and brought to the *Houston* to set up housekeeping all over again." At both locations, wheat was discharged into dry cargo vessels, as shown in the picture at right. "We were in port during the period of the "Bore" tides, some of which reached 23 feet in height. Local representatives said that these were the highest tides ever encountered here. Because of the ship's location, the incoming tides did not affect our operations, but we had to run our engines for three or four hours to hold position when ebb tides up to seven knots occurred. We also weathered several days in which sheets of blinding monsoon rains sent everybody scurrying for shelter. Men even crawled into the ship's tanks to escape the rain and wind," Captain Mahoney said. The *Esso Houston* is now enroute from Mena Al Ahmadi to Paulsboro under charter to Mobil. She is scheduled to arrive at Paulsboro about October 27. Captain Phil Babcock is master of the *Houston*, Roy Ewell is chief mate, and Colos Bennett is chief engineer. At *Fleet News* presstime, plans were being made to deliver stateside mail to ship's personnel by helicopter as the vessel passes Capetown, South Africa—a service never before attempted by the Marine Department, except when the *SS Manhattan* was on her Arctic voyages.

LENNES A. TALBOT, died on September 17 at Baton Rouge, Louisiana. He was 65. He retired as chief engineer in the Inland Waterways Fleet in July, 1963. Mr. Talbot joined the company as deckhand on December 16, 1922, and served in the old Lighterage Department's steam sternwheel

towboats. He sailed in various unlicensed and licensed capacities aboard the company's Mississippi River vessels and was promoted to chief engineer on September 1, 1944. His last vessel was the *Esso Tennessee*. Mr. Talbot is survived by his widow, two sons, and a daughter.

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