



ESSO FLEET NEWS

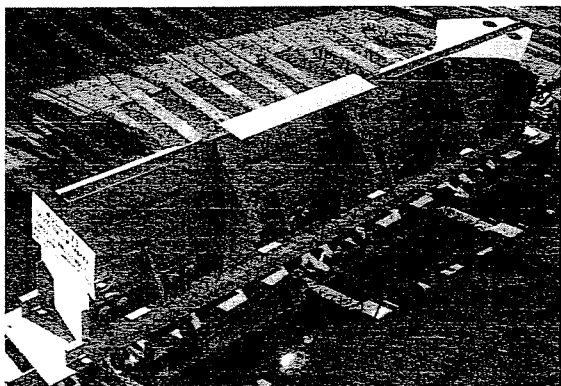
PUBLISHED BY THE MARINE DIVISION, HUMBLE OIL & REFINING COMPANY



Vol. 6, No. 3

February 6, 1964

Keel Laid for Hull No. 573



Freshly coated with Rust-Ban 191, first bottom section assembly for Humble's 66,700-dwt. supertanker is lowered to keel blocks at Newport News.



After many months of planning, designing and slide rule pushing, the Company's first 66,700-dwt. supertanker started to take shape at the Newport News Shipbuilding & Dry Dock Co. yard, Jan. 27, when an assembly of the ship's keel was lowered to the blocks of Shipway No. 8. About 4 months later, a similar operation will mark the beginning of construction of a sistership, Hull No. 576.

The keel section is about midway between bow and stern. Construction will proceed in both directions at the same time for the ship's 800' length (60' longer than the *Esso Baltimore* and *Esso Boston*). The beam of 116' will make Hull No. 573 eight ft. wider than the Panama Canal locks and she will thus become the first Company vessel too wide to transit that waterway. Her length would not be a limiting factor.

The 5 huge center tanks will also be the biggest ever in our fleet. They will measure 104' in length, 54' wide and 57' deep. That's more than enough space to contain 2 average-size, story-and-a-half houses and lots, one above the other. The capacity of two of these tanks—about 110,000 bbls.—would more than equal the entire capacity of an

Esso Bayonne class vessel of the middle 1930s.

Some other interesting features of Hull No. 573 are:

Humble's Rust-Ban 191 zinc silicate coating on all interior tank surfaces, the hull from light load line to rail, inside and outside of cargo piping, exterior of superstructure, masts, hatches, smoke-stack and most of the decks.

Pumprooms are eliminated. Four steam turbine-driven deepwell pumps on deck discharge most of cargo and 2 smaller pumps handle solvents.

Tank suction valves hydraulically operated.

A Pumpman's House, 8' x 12', on deck aft of the cargo loading manifold.

Tank cleaning plates held down by 3 quick-acting type dogs instead of nuts and bolts.

The single boiler will be located forward of the propulsion turbines and fired from the starboard side instead of the forward side.

A man would be able to stand stoop-shouldered



Island Retreat

When Radio Officer Clifford L. Benedict, Jr. (left) wants to "get away from it all", this is where he goes — to his cottage on Dickinson Island. The island is about 4 sq. mi. in area, located between the north channel of the St. Clair River and Lake St. Clair, 40 miles NE of Detroit. It has no roads, no ferry, no bridge and no telephones. Except for about 25 cottages and an abandoned farm, the island is a grassy and wooded wilderness in which deer and small game abound. "The hunting season opens like the Battle of Gettysburg," Cliff said.

Cliff's cottage is a 4-room prefabricated building to which he added and closed in a 10' x 20' porch. Heat and water are by electricity. He also built a dock and access channel for his 16' outboard speedboat and made a little sandy beach with the dredgings.

Fishing is a popular sport in the St. Clair River and lake and right now "ice fishing is in full force." We gather, though, that this is a pastime to which Cliff is not addicted. "I spend most of my time," he said, "swimming, scuba (skin) diving or sitting on the porch, sipping long, cool drinks and watching the younger generation tempt fate on water skis."

Cliff's "town house" is in Lincoln Park, a suburb of Detroit. He has 13 years' service as a Radio Officer.

in the boiler's steam drum — it's 5' in diameter.

Boiler, turbine and generator controls centrally located at a control station on starboard side of engineroom.

A foam fire-fighting system to protect deck and engineroom areas — no CO₂ in engineroom.

Galley and storerooms air conditioned in addition to all living quarters.

Esso Boston Lifts Largest Cargo From BR

The *Esso Boston* (Captain George E. Christiansen and Chief Engineer Aubrey G. Allen) sailed from Baton Rouge, Jan. 26, with a record clean cargo for our fleet. She had 47,688 tons (354,724 bbls.) of heating oil and was drawing 39'. Captain Christiansen reported "no trouble" during the passage down river.

While the *Boston's* cargo was the largest we have taken out of the Baton Rouge Refinery, the

Esso Baltimore has topped both the tonnage and volume figures at other ports. On Dec. 27-28 she loaded 47,820 tons of Delta crude (352,845 bbls.) at Ostrica, La. and on Nov. 7-8 took 360,909 bbls. (46,306 tons) of SW Texas crude containing butane out of Harbor Island.

Commenting on the *Esso Boston's* record clean cargo, Captain S. V. Gardner, of the Baton Rouge Branch Office, said it was made possible by the U. S. Army Engineers' 40-ft. project depth channel from Baton Rouge to the sea.

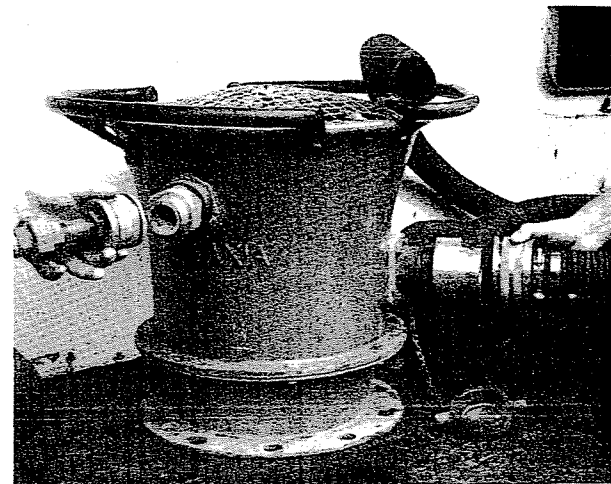
When he mentioned that the Mississippi water level was low, we asked (sheepishly) if the ships could load deeper when the water was high.

"...no," Captain Gardner replied, "the Pass silts up too fast." The trouble spot is in Southwest Pass where the river meets the ocean and causes a "fall out" of sediment.

This is a water powered (as distinguished from compressed air) blower which is being tested aboard the *Esso Newark*. The unit, designed to vent cargo tanks, operates on hot or cold sea water supplied by a fire or Butterworth pump. Water enters on the left side, spins a small water turbine known as a Pelton wheel, and discharges overboard through the flexible hose at right. The turbine turns a fan which will deliver 3,000 cu. ft. of air per min. when supplied with sea water at 150 psi.

The lighter (87 lbs.) blower is being tested with a 3/4" inlet hose and a 2 1/2" flexible outlet hose, both fitted with quick-connect couplings, also for testing.

C. S. Conklin, Technical Staff



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

RECENT RETIREMENTS

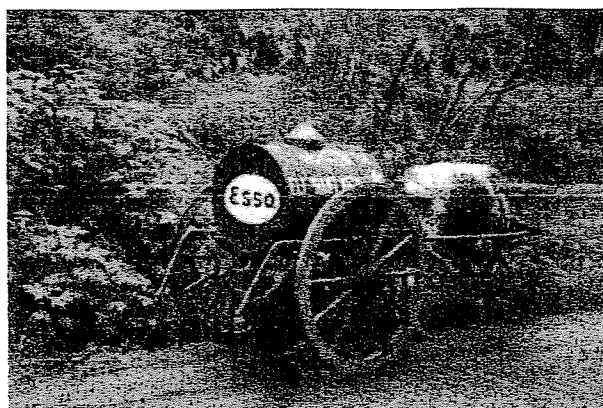
UTILITYMAN AMANDO A. ROSALES. Writing from the *Esso Lexington*, Mr. Rosales said, "On the eve of my retirement from Esso, I wish to say that it has been a very satisfying experience to sail with the men in the Esso fleet. This is the best company I have been with since I arrived in the United States."

Mr. Rosales' opinion of the Company and men is based on broad experience — 46 years. He was in the U. S. Navy from 1919 until 1926, sailed 2 years with American Hawaiian, 7 with Sun Oil, 10 with Atlantic Refining and 10 in SIU and NMU ships. He was a steward in the Navy and with Sun, second cook with Atlantic and chief cook in various other ships.

Born in the Philippine Islands 65 years ago, Mr. Rosales joined the fleet as Officers' Messman in the *Esso Concord* on Dec. 14, 1952. He continued as Messman and Utilityman until his retirement, Feb. 1, with 11 years of credited service. His home is in Franklinville, N. J.

TAFFRAIL TALK

EDMUND H. SMITH, formerly with the Repair Division of the Tanker Dept. of Esso International, Inc., is back with us again (since Jan. 1) as a Repair Inspector. Ed, who has had a Chief Engineer's license since he was 25, sailed in the fleet from 1948-57, mostly as Third and Second Asst. He came ashore in Feb. 1957 as a Coating Inspector and was later a Repair Inspector in New York and Houston and on a loan assignment as Engineering Assistant with Standard Vacuum Oil Co. in White Plains, N. Y.



Captain Victor G. Lee

You'd hardly think this cow-drawn cart, 4,500 ft. above sea level in central Ceylon, and our tankers had anything in common but they do — both display the Esso oval aft and both deliver petroleum products.

The photo was sent from Hong Kong, Jan. 23 by Captain Victor G. Lee (ret. March 1, 1963) and received in Houston on Jan. 27. Captain and Mrs. Lee are on a 5-month world cruise which should get them back home (Staten Island) on March 4.

"We are enjoying the trip very much," Captain Lee said. "Have taken 1,500 ft. of movie film so far. Hong Kong is a fascinating city and if you want to get rid of your money in a hurry, come here." (Could probably do just as well, though, a lot closer to home.)

Captain Lee also mentioned a pleasant visit with Captain Albert H. Kooistra, who is Acting Port Operations Manager in Singapore for Jersey's Petroleum Transport & Services, Inc. Captain Kooistra sailed in the fleet as OS, AB, Mate and Master between 1940 and 1959.

Esso Scranton is being newsworthy again (or yet). She loaded crude at Mena al Ahmadi, Kuwait, Persian Gulf, Jan. 27-28 and is to discharge at Venice, Italy about Feb. 12. The Office wags say she'll dock at Canal Street.

Meanwhile, the *Esso Lexington* (Captain Simpson W. Logan and Chief Engineer Francis R. Zeller) loaded at Aruba, Jan. 28-29 for discharge at Los Angeles about Feb. 8.

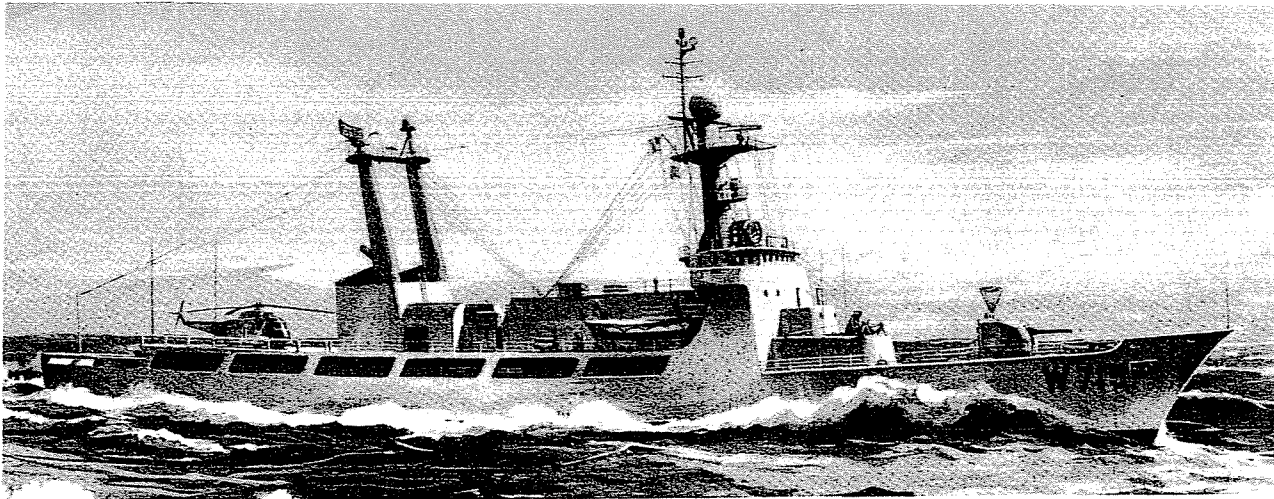
It was a stormy passage the *Esso Gettysburg* had from Baytown to Boston, Jan 9-15 — almost as if the elements were angry about Chief Engineer Harry R. Peck leaving the sea. It was the Chief's last trip before his retirement, March 1. There were gales outside and gales (of laughter) inside as crewmen fittingly marked the occasion with gifts, speeches, remarks (congratulatory and wise) and free advice. Among the gifts was a rope yarn "shrunken head" (shown in the Chief's

hand), the handiwork of Chief Mate Joseph E. Johnson.

L. to r. in the photo are: 2nd Mate Robert J. Olsen, 2nd Asst. Engr. Malcom J. Carlson, CM Moses C. Niles, Captain Charles F. Stober, MM/2nd Pump. William M. Gardner, OS Woodrow Pierce, Mr. Peck, 3rd Mate Oliver W. Holmes, Jr., UM Patrick J. Curran, 1st Asst. Engr. Theodore C. Woodard, Mr. Johnson, RO Leif C. Eriksen, AB Carl C. Vella and AB Robert S. Massenburg.

Available light photo by AB Eero Puranen





Artist's drawing of a \$10 million "high endurance" cutter recently ordered by the Coast Guard from Avondale Shipyards, Inc., Harvey, La. The 350' vessel will be the longest ever built for the Coast Guard and the first in a 38-ship replacement program.

Propulsion will be by diesel engines for speeds up

to 20 knots and gas turbines will give an additional 9 knots. Other features will include pilot house control, variable pitch propellers, a bow thruster, data computer system, helicopter deck, oceanographic labs and a closed circuit TV system. The complement will number 15 officers and 150 enlisted men.

The Standard Oil Company (N. J.) dividend for the first quarter of 1964 is 70¢ per share (65¢ a year ago), payable March 10 to stockholders of record Feb. 10.

OBITUARY

THIRD ASST. ENGINEER CHARLES A. BUJOL, 48, died suddenly Jan. 24 while on watch aboard the *Esso Newark*, which had docked at Baytown that afternoon. He was a native and resident of Plaquemine, La. and is survived by a brother, Joseph, of that community.



Mr. Bujol had 13 years of continuous service in the fleet since he joined the *Esso Concord* as FWT on Dec. 20, 1950. He became Oiler in March, 1951 and sailed as Third Asst. from July 1956 until his untimely death.



JOHAN O. JOHANSSON, 64, retired Second Asst. Engineer, died in Quincy, Mass. on Jan. 1, a victim of heart disease. His wife, Odina, survives.

Mr. Johansson had 22 years of credited service in the fleet, beginning as Oiler in the *Charles G. Black* on July 25, 1928.

He advanced to Third Asst. Engineer in 1939 and sailed in this rank and as Second Asst. throughout World War II. He was Second and First Asst. prior to his disability retirement on Jan. 21, 1958.

HAGOOD BRADDOCK, 66, an annuitant since March 1, 1962, died Dec. 26 in Sumter, S. C. Surviving are 2 sons, James and Walter.

Mr. Braddock joined the *E. J. Sadler* as Wiper on June 20, 1932 and most of his 28 years of credited service—including the War years—were as Fireman-Watertender. He was born in South Carolina and had been living in Florence, S. C.



HERBERT C. C. BAKER, JR., retired Repair Inspector, died at his home in Savannah, Ga. on Jan. 27. He had over 38 years of Company service when he retired on Dec. 1, 1958—all related to repair and construction inspection work.

SERVICE EMBLEM AWARDS

★ 20 YEARS ★



Thomas K. Lawton
Master
October 9, 1962



John R. Molosky
Chief Steward
September 16, 1962



Janis E. Gudrais
MM/2nd-Pumpman
January 24, 1963

★ 10 YEARS ★

Thomas W. Bennett, Jr.
October 9, 1962
John V. Clark
November 24, 1962
Hugh D. Grace
October 4, 1962
Robert C. Heyman
November 28, 1962

Thomas E. Leggett
November 3, 1962
George S. Mathis
November 2, 1962
William T. Mulhall
November 15, 1962
Guadalupe Salazar
October 25, 1962

Wesley C. Sewell
November 7, 1962
James P. Sibley
November 7, 1962
Sidney M. Warmack
November 12, 1962
Joseph Weinreb
October 7, 1962