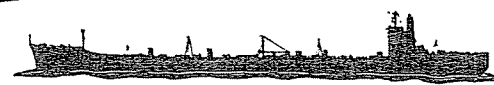


ESSO FLEET NEWS

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IN NEW YORK HARBOR SERVICE

Esso Garden State Esso Empire State

More power for docking and undocking tankers and more efficient barge handling in New York Harbor became available when the *Esso Garden State* and *Esso Empire State* entered service, Sept. 25 and Oct. 1, respectively.

The 2 sister tugs are exceptionally worthy additions to Humble's growing fleet of inland waterway craft, which now numbers 69 units.

Perhaps the most outstanding features of the tugs are their maneuverability (mentioned below) and the efficient way in which the horsepower of the main engines is converted into useful work. The main engines are twin 12-cylinder Caterpillar diesels, each rated at 850 hp. for continuous operation. However, the 1,700 hp. doesn't tell the whole story. Bollard pull, or effective thrust, is a more meaningful measure of a tug's capacity and the *Esso Garden State* and *Esso Empire State's* rating is 67,000 lbs. at the 1,700 hp. This compares with about 45,000 lbs. of pull

A twin screw Kort nozzle installation similar to that on the *Esso Garden State*. Note the 2 rudders ahead and one aft of the propellers.



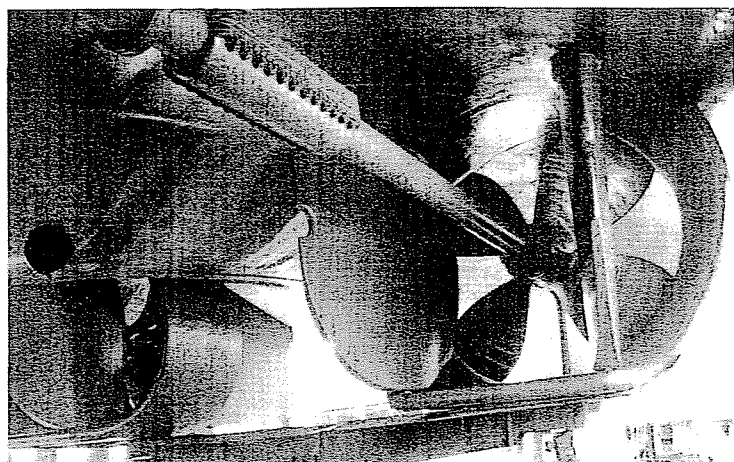
Esso Garden State in the St. Johns River, Jacksonville, Fla. She and the *Esso Empire State* were built by Jacksonville Shipyards, Inc. and Second Mate Joseph M. Stultz was navigator on both tugs for their trips to New York. A third tug, for service in the Philadelphia area is also being built at Jacksonville.

for the 1,500-hp. diesel-electric propelled *Esso Massachusetts*, the third New York Harbor tug.

The new tugs' 48.9% more pull on only 13.3% more horsepower is achieved mainly by the use of Kort nozzles and a high and low reduction gear. Kort nozzles are short streamlined cylinders which encase the propellers and have the effect of making a smooth and solid flow of water to the propellers and a concentrated, rather than dispersed, flow from them.

The effectiveness of the engines is further enhanced by the gearing, consisting of a 7.21 to 1 "low" gear (for more push), a 6.44 to 1 "high" gear for speed (13 knots) and an astern gear with a 6.80 to 1 ratio. Air operated clutches control ahead and astern movement. Propellers are 4-bladed, 96" in diameter and of stainless steel.

Another interesting feature of the machinery are the cooling systems. Engine jacket water is cooled by circulating it through the interior of the Kort nozzles and through skin cooling tanks, about 2" high, on the bottom shell. A second



system, also using the double bottom skin coolers, serves the water circulating to the gears and the engine after cooler. The latter device cools combustion air going to the cylinders through the turbo-chargers. In other words, the engines are supplied with cooled, forced draft air for combustion. It adds about 10% to the power output. A third cooling system circulates water between the skin coolers and the two 40 kw. diesel-electric generator sets.

Designed by the Marine Department's Technical Staff, the *Garden State* and *Empire State* measure 105'x29'2"x13'9½" and will operate on a designed draft of 10'2".

High maneuverability is obtained by 6 rudders, 2 forward and 1 aft of each propeller, and a slip feature of the clutches between engines and gears that permits wide variations in propeller rpm. Steering is hydraulically powered and controlled by levers in the pilot house and at an after control station. Each set of rudders has an independent source of energy.

The pilot house also contains a console to start and control both engines; a 4-channel VHF radio transmitter-receiver, permitting direct communication with the Marine Office at Bayonne and other vessels in the harbor; a Decca Model 202 radar, and an intercom system.

Living quarters, messroom and all-electric galley are air conditioned and heated and a television set is located in the messroom.

In line with current anti-pollution efforts, each vessel has electric incinerating units to dispose of sewage.

JSTOA Ratifies Amendment No. 8

The Company was notified Sept. 28 that members of the Jersey Standard Tanker Officers Association had voted 161 to 23 to accept Amendment No. 8 to their Agreement.

The Amendment provides monthly wage increases, effective July 12, 1967, for Deck and Engineer officers as follows:

Master	\$103
Chief Engineer	99
Chief Mate, First Asst. Engr.	68
Second Mate, Second Asst. Engr.	59
Third Mate, Third Asst. Engr.	55

It is possibly of more than passing interest to Able Seaman and Oilers with active or latent ambitions to become officers (*hint, hint*) that these increases raise the starting pay for Third Mates and Third Assts. to more than \$900 per month — \$923, to be exact.

It was just 7 months ago that JSTOA members ratified Amendment No. 7, which provided a Special Sea Service Retirement Annuity Supplement for officers who choose to retire early.

RECENT RETIREMENTS

SECOND MATE ADRIAN F. BOULAY completed his Company career with a grand flourish — a 98-day voyage around the world. He was Second Mate in the *Esso Newark* on her Baton Rouge-Bombay - Bahrain - Okinawa - Panama Canal and back to Baytown trip, April 23 to July 30.

Retiring Sept. 1 with the Special Sea Service Supplement, Mr. Boulay had 19 years, 7 months' credited service. He joined the Fleet on Dec. 23, 1947 as Third Mate in the *Esso Shreveport*. With 2 exceptions, all his assignments were as Third, Second or Chief Mate.

Mr. Boulay was born in Quebec, Canada and has lived in Leominster, Mass. (33 miles WNW of Boston) for 20 years or more.

FIREMAN-WATERTENDER GEORGE N. BARODY left the *Esso Jamestown* at New York, Aug. 24 for paid leave and then mandatory retirement, Sept. 1. A day earlier he had been the object of crewmembers' attentions, including the presentation of a retirement gift, with speeches, and a "Best Wishes and Good Luck" cake by Second Cook Jerry Pederson. Mr. Barody's response to both expressions of esteem was (according to a letter from the *Jamestown*) a heartfelt "Thanks fellers."



George's career has been that of a man on the move. In his early years he "saw America first"

ESSO FLEET NEWS is published for the seagoing employees of the Marine Department, Humble Oil & Refining Co.: Joseph Andraee, General Manager; Sydney Wire, Assistant General Manager.

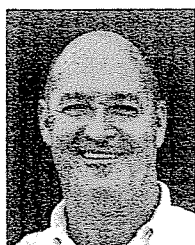
W. E. Gardner, Editor.

Contributions and suggestions are invited and should be addressed to The Editor, ESSO FLEET NEWS, Humble Oil & Refining Co., P. O. Box 1512, Houston, Texas 77001.

SERVICE EMBLEM AWARDS



20 YEARS



Michael C. Hickey
Third Mate
September 5, 1966



Houston A. Wilson
Able Seaman
December 13, 1964



Raymond J. Bastone
Oiler
September 23, 1967

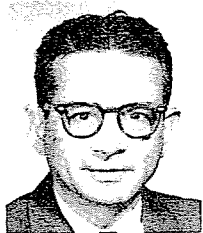
N.E.S. and W. by courtesy of the nation's railroads and kind-hearted brakemen. In the 1920's he served 2 years in the U. S. Marine Corps. did some boxing here and there, worked in half-dozen movies and spent 2 seasons in Alaska.

Going to sea in 1925, George shipped out in all departments and from the East, West and Gulf coasts. In June 1943 he sailed with the *West Nilus* in a 38-ship convoy for Russia. Only 12 ships made it.

"With all my travels," George said. "I have found that the men in the Esso Fleet average better than others. The trouble with me is the nags got the better of me. I was a little lucky, though, had a few bucks in the Thrift Plan."

Despite his wanderlust, Mr. Barody settled down after he joined the *Esso Nashville* on Sept. 21, 1950. Outside of a year with MSTs in 1955-56, his service was continuous and totaled 15 years, 4½ months, most of it as FWT.

Mr. Barody was born in Syracuse, N. Y. and has recently moved from Jersey City to Oneonta, N. Y.



30 Years' Service

JOSEPH J. CASTELLANO
Senior Financial Analyst
Marine Controller, Houston
September 12, 1967

TAFFRAIL TALK

LINCOLN W. SWIFT (Machinist, ret. 2/1/63) has opened a rifle and pistol shooting gallery on Harbor Street, Baytown, next door to the Baytown Seaman's Center. He is also proprietor of Swift's Gem Shop, opposite the Post Office.

Four United States Maritime Academy cadets are presently sailing with us: JAMES R. JANSEN (deck) and RICHARD E. DAVIS (engine) in the *Esso Baltimore*, and JOHN F. FOREMAN (deck) and CARL L. LOONEY (engine) in the *Esso Jamestown*.

Survivors of the late Captain FRANS G. M. ANDERSON, in addition to his wife and daughter mentioned in the last issue, include another daughter, Mrs. A. J. Collier, of Alexandria, Va. and a son, Evert, of Rome, N. Y.

The good ship *Esso Scranton* (Captain ROBERT H. STOTTS and Chief Engr. ROBERT D. CAIN) arrived in Baltimore, Sept. 23, exactly 4 months after she left Baytown. Her ports of call were:



Except possibly for the cyclists and the economy-size taxis, you might never guess that this Esso service station is located in Saigon, South Viet Nam. Harold Sholes, Jr., son of the Esso Newark's Master and Mrs. Sholes, brought the picture home after a year as Specialist, 4th Class with the U. S. Army's 11th Transportation Battalion.

Harold, Jr. will next help train men for Viet Nam at Fort Polk, La., which is also known as Tigerland (no relation to the Humble Tiger).

Captain and Mrs. Sholes have another interest in the Far East — their daughter Sally is living in Yokosuka, Japan, where her husband, Ensign Palutis, is on a 3-year tour with the Navy Seabees.

Baton Rouge; Freeport, Bahamas; St. Vincent, Cape Verde Islands; Durban, So. Africa; Bombay; Calcutta; Cyrus Terminal, Iran; Ras Tanura, Saudi Arabia; Cape Town, and Baltimore.

WORDS OF THE WISE

If your wife wants to learn to drive, don't stand in her way.

Employ your time in improving yourself by other men's writings so you shall come easily by what others have labored hard for.—*Socrates*

You have to be dead to get your face on money but very much alive to get your hands on it.

OBITUARY

EMIL ENSTROM, 81, who retired as Chief Engineer 21 years ago, died Sept. 26 in Bayonne, N. J., where he had lived for many years. Two sons, Reinhold and Emil, survive.



Mr. Enstrom joined the Company on Jan. 16, 1919 as Chief in the *Wico*. Among the numerous vessels in which he sailed were the *Charles G. Black*, *W. S. Farish* and *G. Harrison Smith*. He had 26 years' service (all as Chief Engineer) and was a lieutenant in the Naval Reserve when he retired, March 1, 1946.

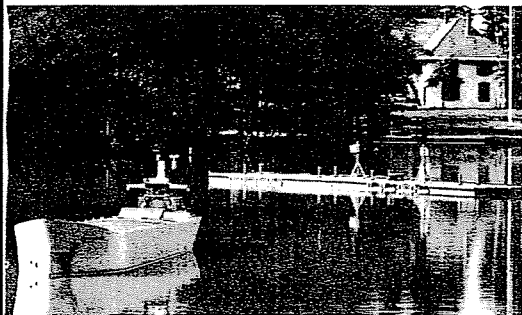
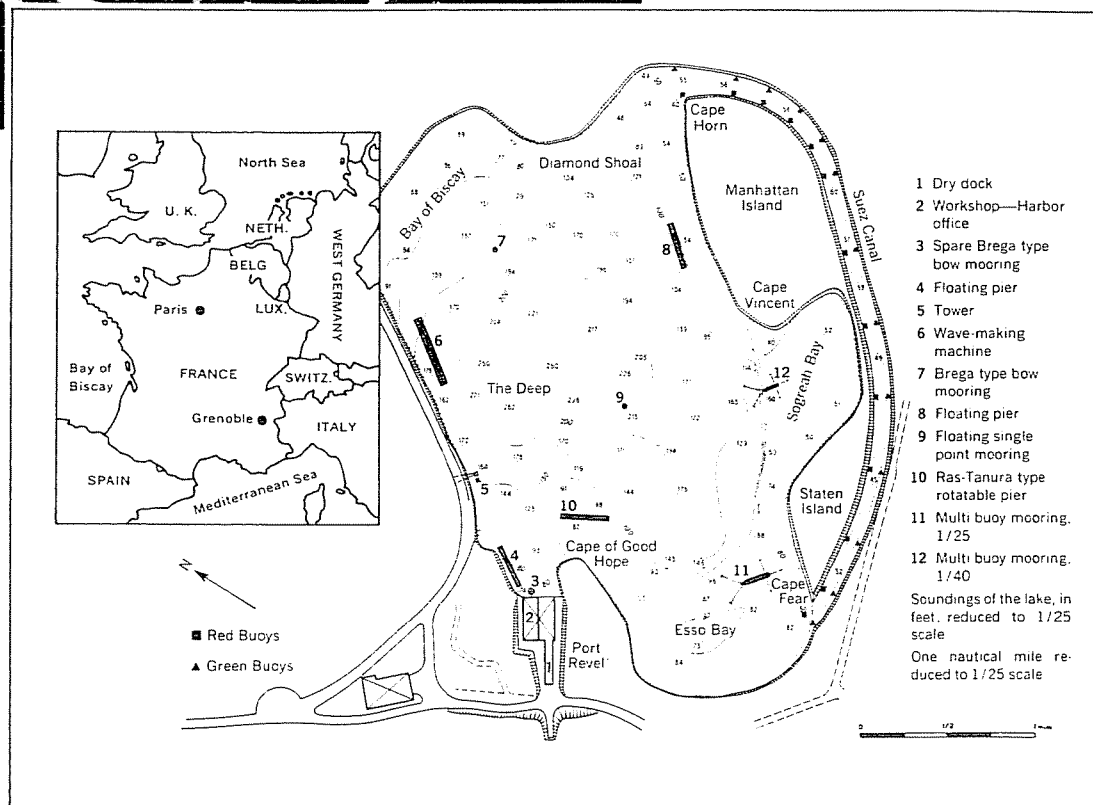
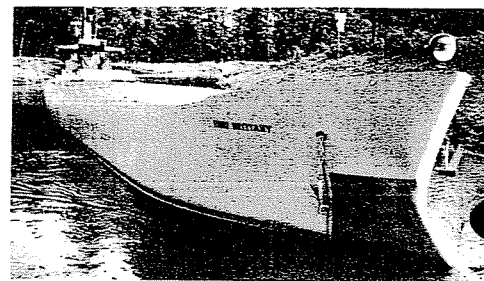
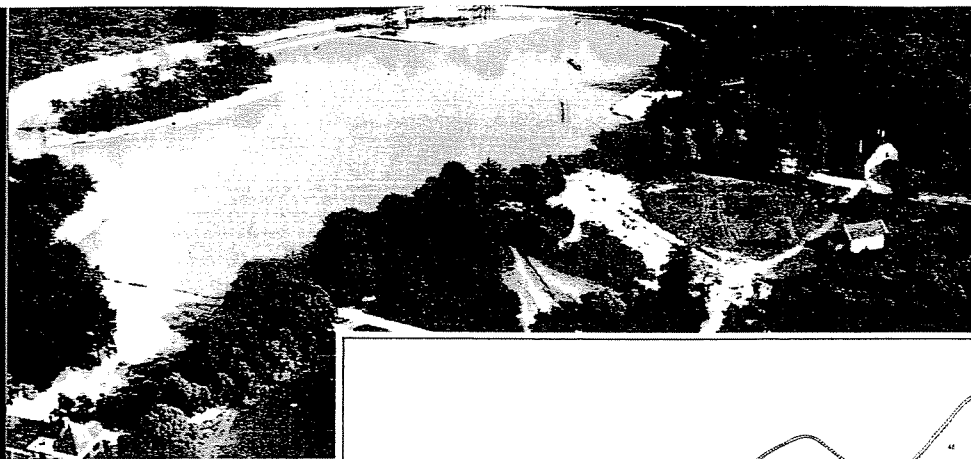


Chart and views of the Esso Marine Research and Training Center at Port Revel, near Grenoble, France. TOP LEFT — Air view of 8-acre lake. TOP RIGHT — 1/25 scale model of 190,000-dwt. *Esso Brittany*, shown completing a bend in the "Suez Canal." LEFT CENTER — The Captain, positioned so that his eyes are at the same relative level as they would be in a full-sized ship, gives maneuvering orders to the helmsman. LEFT — *Esso Brittany* leaves a rotating pier equipped to measure the ship's impact when mooring.

To date, 6 Humble Marine men have taken the 2-week ship handling course at the Center. Scheduled next to go are: Captains Thomas K. Lawton, Oct. 8; James A. Mercer, Oct. 22; Harold L. Sholes, Nov. 12, and Alphonsus Gregaitis, Dec. 3.

Jersey Orders 12, 240,000-Ton Tankers

Affiliates of Standard Oil Co. (N. J.) have placed orders with European shipyards during the past 2 months for 12 tankers of 240,000 dwt. All of the vessels will have the same general characteristics — 1,100'x170'x84', with a draft of 63' and 15 knots operating speed. They are intended for Persian Gulf-Europe crude service.

Two of the huge ships will be built in England. 2 in Northern Ireland, 2 in Denmark. 3 in Hol-

land and 3 in Germany. Deliveries are expected in 1969 and 1970.

New Regular Employees

The number of temporary employees offered and accepting regular status this year increased to 38 with the addition of the following 4 men:

JAMES W. GIBBENS RICHARD G. KENT
LIONEL N. HERRERA CLARENCE A. RACE. III