

Esso

ESSO FLEET NEWS

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July 13, 1961

10 Cubans Assisted by Esso Scranton

It was about 1:20 on the afternoon of June 23 when Third Mate H. C. S. Jensen, of the *Esso Scranton*, saw the small boat and someone waving a white rag or shirt. At the time, the *Scranton* was seven miles south of American Shoals on a voyage from Baytown to Baltimore.

"When we came closer," Captain Earl E. Walker reported, "we found the disabled Cuban motorboat *Elsita*, from Matanzas, with 10 men and boys on board."

Captain Walker contacted the Coast Guard and was requested to stand-by and render whatever assistance he could until a cutter arrived.

When the *Elsita* came alongside, it was learned that they were four days out of Matanzas, Cuba. Their motor had broken down while evading the Cuban Coastal Patrol and they had been rowing for two days. They had been without food for three days and their water was gone. Despite this, Captain Walker said, they appeared to be in fairly good condition.

While waiting for the Coast Guard boat to arrive, crew members of the *Esso Scranton* gave food, water, milk and cigarettes to the refugees and expressed their own generosity with a donation of \$64.15.

Right—A line from the *Esso Scranton* draws the Cuban motorboat alongside.

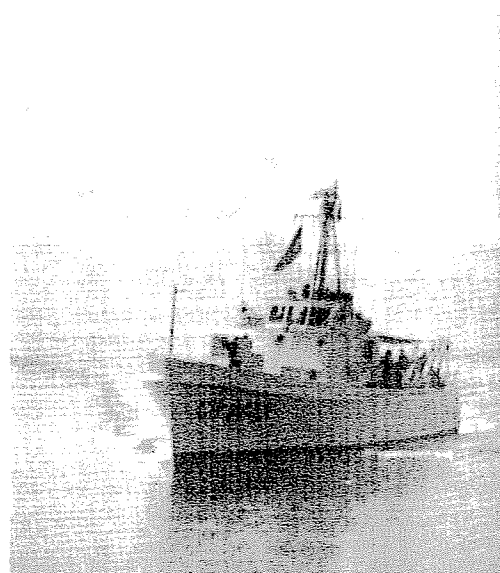
Below—The ten "fortunate unfortunates".

Below, center—Chief Mate Sebastian J. Masuzzo counts the collection taken up for the refugees.

Below, right—Coast Guard Cutter No. 95331 arriving to take over the rescue.



Photos by Able Seaman Ralph M. Bragdon, Jr. (above) and Able Seaman Tom Kinney (below).



New Loading and Turnaround Marks Set By Esso Jamestown at Baytown

Exceptional loading records continue to be made at Baytown since the new 24-in. pipeline and pumps were put into service. On June 3 the *Esso Jamestown* established a new high average loading rate of 33,148 bbls. per hr. The *Esso Boston* upped the figure to 33,501 bph. on June 11. A good try was made by the *Esso Lexington* on July 5 with a 33,210 bph. rate — shading the *Jamestown's* mark but just short of the *Boston's*.

Then, on the *Esso Jamestown's* "second time around" — July 7 — the boys really set a target to shoot at. They loaded 247,533 bbls. of mixed sweet crude in 6 hrs., 25 min. — an average rate of 38,700 bbls. per hr. And on top of that, her time from "all fast" to "all clear" was a remarkable 8 hrs. and 55 min. She docked at 0005 and was away at 0900.



Able Seaman John Pori, of Baytown, spent part of his last paid leave on a trip to Roswell, New Mexico and vicinity. On the table are some of the souvenirs he brought back.

From left to right are: a piece of topaz (transparent amber crystal), amethyst (clear purple crystals), a fossilized piece of dinosaur bone, a chunk of turquoise (blue and bluish green) and some ordinary looking stones that contain pieces of vari-colored agate or quartz. In the center foreground are two Mescalero Apache flint scrapers which were used, John says, as eating implements.

Around his neck John has a braided leather bolo tie made by Chief Joe Deerfoot, a Mescalero Apache. The ornament has semi-precious stones set in an almost pure silver setting.

John can talk for hours about New Mexico — the high, dry atmosphere; the museum at Roswell, where there are mummies estimated to be 7,000 years old, and the underground caves and rivers. He explored some caves with Arthur Trujillo, brother of Servando (Mike) Trujillo, Ordinary Seaman in the *Esso Chester*.

Free Courses in Radar, Gyro Compass And ABC/Fire Fighting & Damage Control

A schedule of classes in Radar Observer Training; Gyro Compass, and Atomic, Biological and Chemical Warfare/Fire Fighting and Damage Control has been announced by the Maritime Administration, Gulf Coast District.

The Radar School is located on the 6th floor, Unit 1, Section "A" of the New Orleans Army Terminal, 4400 Dauphine St. Starting dates for the five-day courses will be as follows:

July 24; August 14, 21 and 28; September 5, 11, 18 and 25.

Gyro compass maintenance and operation instruction will also be given at the above location and the next 10-day course will run from July 31 through August 11.

Two-day courses in ABC/Fire Fighting & Damage Control will be held at the New Orleans Shipyard (Delta Shipyard) on the following dates:

July 24; August 7 and 21; September 11 and 25.

Application to attend any of the above courses may be made by writing to the Maritime Administration, P. O. Box 674, New Orleans 7, La., or by calling 529-2411, Extension 312. Radar and gyro compass classes start at 0830 and the fire fighting course at 0900.

Esso Bangor Loads 26 Grades

The *Esso Bangor* sailed from Baytown, June 25 with 26 grades of refined products — a new record for the fleet and the terminal. (In May, 1960, the *Esso Huntington* carried 31 grades in one voyage — 24 loaded at Baytown and 7 at New York.) In the *Bangor's* tanks were 14 grades of lubricating oils, seven solvents, three grades of aviation gasoline and a parcel each of bus diesel fuel and Petrolatum, a waxy light motor oil.

Among the lube specialties were: Diol 40, 65, 80 and 90; Necton 37 and 45; solvent oil; Solvent 150 Neutral; Voltesso 36 Distillate; 500 viscosity white oil base; railroad diesel base; Coray 200; 1852 Oil, and 2502 Bright Stock.

The solvents were benzene, toluol, heavy aromatic naphtha, Varsol No. 1 and No. 3, Solvesso 150 and VM & P (varnish makers' and painters') naphtha.

ESSO FLEET NEWS is published for the seagoing employees of the Marine Division, Humble Oil & Refining Co.: J. D. Rogers, General Manager; James E. Stoveken, Assistant 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.

10 Barges, 3 Towboats Ordered by Marine Division

Contracts for the construction of eight barges and two towboats for Mississippi and Ohio River service and two barges and one tug for operation on Chesapeake Bay have recently been placed by the Marine Division.

The river barges are designed to make up into an integrated tow measuring 1,040' long and 105' wide, with a capacity of about 200,000 bbls. of clean products. At each end of the tow there will be two 297' 6" barges lashed side by side. Next to the lead barges will be two more of the same size but blunt-ended, followed by two 147' 6" box-type units. The flotilla is referred to as a "double-width" tow because only the outboard forward corners of the bow barges and the outboard after corners of the stern barges are shaped to provide a streamline form.

The two towboats will each be 150' long, twin screw and powered by two opposed piston, geared diesels developing a total of 4,320 hp. One of the towboats will work with the new barges and the other with existing equipment.

Barges for the Chesapeake area will be 251' long, 41' wide and 18' 6" deep, with a capacity of 28,000 bbls. each. They are also designed for integrated operation. The lead barge will have a shear and a rounded bow and the second barge a notched stern for push towing.

Operating with the barges on the Chesapeake will be a new twin-screw tug 110' long, 28' wide and 14' 11" deep. She will be similar to but larger than the *Esso Pelham*, with a set of rudders fore and aft of the propellers for high maneuverability. Two 1,050 hp. geared diesel engines will supply propulsive power.

Plans and specifications for all the equipment were prepared by the Inland Waterways Technical Section of the Repair Department, Marine Division. Many advanced features were incorporated in the designs after extensive model tests.

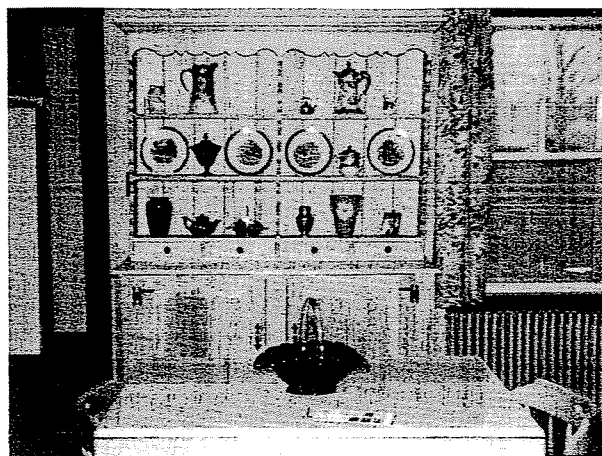
Todd Shipyards Corp., Houston, will build the eight river barges; Nashville Bridge Co., the two towboats; Livingston Shipbuilding Co., Orange, Texas, the two Chesapeake barges, and Jakobson Shipyard, Oyster Bay, N. Y., the Bay tug.

WORDS OF THE WISE

"Sympathy is never wasted except when you give it to yourself." *Arthur Wing Pinero*

— ★ —

"Aim at perfection in everything, though in most things it is unattainable. However, they who



This is the kind of beautiful and precise woodwork that Norman O. Clegg, Able Seaman in the *Esso Bermuda*, does on his paid leaves. The drop-leaf dining room table, captain's chairs and hutch cabinet (plus a serving table, not shown) are made of solid Ponderosa pine. The natural color of the wood is preserved by four coats of clear sealer and 12 coats of wax.

Norman has about \$3,000 worth of hand and power tools in his Berkley, Mass. home. He took a night school course in wood-working years ago and has studied and worked at it ever since. On his last paid leave he made an 18" x 34" coffee table using 28 different kinds of hard wood. The top is inlaid with varicolored woods arranged in an attractive pattern.



Norman O. Clegg

Another prize possession is a large cedar chest. The wood came from a tree on Norman's property, was sawed up at a local sawmill, seasoned and made into a handsome chest lined with aromatic cedar from North Carolina.

By the end of this year, Norman will have 15 years' service in the *Esso* fleet. Previously, he sailed with the Eastern Steamship Lines, South Atlantic Steamship Co. and for nine months in World War II was AB in the *MV Great Isaac*, a seagoing tug operated by Moran.

Norman has two sons, Alan, 20 and Jeffrey, 19, both in the Marine Corps. His daughter, Sandra, 15, is a high school senior and plans to enter Massachusetts State Teachers College at Bridgewater.

aim at it, and persevere, will come much nearer to it than those whose laziness and despondency make them give it up as unattainable." *Lord Chesterfield*

— ★ —

"Prayer is a force as real as terrestrial gravity. As a physician, I have seen men, after all other therapy had failed, lifted out of disease and melancholy by the serene effort of prayer. Only in prayer do we achieve that complete and harmonious assembly of body, mind and spirit which gives the frail human reed its unshakable strength." *Dr. Alexis Carrel*

TAFFRAIL TALK

William E. (Bill) Bailey, MM/2nd Pumpman, is recovering from a leg operation at the Marine Hospital, Norfolk, Va. According to a note from Mr. and Mrs. James A. Roach (Jim is in the *Esso Chester's* Engine Dept.) Bill would really enjoy hearing from his shipmates and "it would be encouragement to a swell guy". Bill's home address is: 3511 Norway Place, Lafayette Shores, Norfolk, Va.

Some men have noticed that their payroll and Thrift Plan accounting numbers on the new plastic cards, recently distributed, are not the same as their previous numbers. This is not a mistake.

SERVICE EMBLEM AWARDS

★ 30 YEARS ★



George E. Christiansen
Master
May 30, 1959



Gustave T. Piltz
2nd Asst. Engr.
February 13, 1961

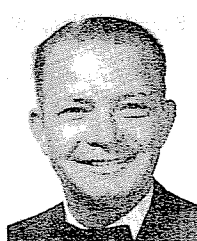


Silvino A. Lopes
Chief Steward
June 12, 1961

★ 20 YEARS ★



Robert D. Cain
Chief Engineer
January 15, 1960



John W. Coltrain
2nd Asst. Engr.
July 10, 1960

★ 10 YEARS ★

Sherman D. Allen
Dec. 1, 1957

John G. Pina
Jan. 5, 1958

Matthew M. Matherne
May 26, 1958

Albert Mucci
Feb. 3, 1959

Rodney R. Cusson
Mar. 10, 1959

John S. Buban, Jr.
July 12, 1959

Richard C. Edwards
Sept. 1, 1959

Hilmar Eidsvaag
Mar. 16, 1960

Edward L. Philphot
Aug. 3, 1960

Covert L. Barker
Aug. 12, 1960

Thomas A. Barden
Oct. 4, 1960

Richard A. Brower
Nov. 3, 1960

Charles A. Bujol
Nov. 21, 1960

Earl Hankins, Jr.
Dec. 30, 1960

Ariel Gomez
Jan. 2, 1961

John B. Saylor
Feb. 9, 1961

The extra number added to each account number is a "check digit" used in the electronic data processing machines to provide greater accuracy. It is important to include your account number whenever you write to the Office about payroll or Thrift Plan matters.

On June 4 the Port of New York Office received a letter and enclosure from Charles Edward Thompson, of North Palmetto Point, Eleuthera, Bahamas. Mr. Thompson wrote that when he was walking along the beach on May 25, he found a red bottle with a piece of paper inside. Opening the paper, he read these words: "Merry Christmas & Happy New Year from the crew of *Esso Nashville*. c/o Esso Shipping Co., 115 Broadway, N. Y., N. Y. (Finder please acknowledge.)"

The *Esso Nashville* was sold on October 15, 1952 and renamed *Joshua Hendy*. So, for at least 8½ years someone's holiday greetings were in transit on the briny deep. (Perhaps some Esso crewmen remember when and where the bottle message was sent. There was no date on the paper).

Mr. Thompson thoughtfully returned the holiday wishes.

Further expansion of Humble's marketing in California will result from the Company's recent purchase of the Petroleum Products Company of Stockton, Calif. The firm had 21 service stations in the San Joaquin Valley and bulk products stations in Stockton, Lodi and Modesto. Humble will operate the stations under the Enco brand.

OBITUARY

CARL L. JONES. A Radio Officer in the fleet for nearly 23 years, Carl Jones died at his Crystal River, Florida, home on June 20. He was 73 years old and had been retired for the past 15½ years. Mr. Jones' first Company ship was the *Polarine*, which he joined on October 16, 1915. He served continuously from December, 1923 until his retirement on January 1, 1946.

ERNEST J. NEWELL, formerly Able Seaman and Bos'n, died at Stapleton, Staten Island, on June 18 at the age of 73. Mr. Newell was a native of Vermont and lived in New York City since his retirement on June 1, 1952. He had 11 years' service with the Company.

ROBERT P. ANDERSON, annuitant, died in Brooklyn on May 14. He retired July 15, 1952 with 16 years of Company service in Engine Department ratings. Starting as Wijer in the *F. Q. Barstow* in August, 1933, he sailed as Storekeeper for seven years prior to his retirement. He was 66 years old and is survived by his wife, Jean.