

ESSO FLEET NEWS

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Texas to Alaska by VW Camper

Even if you know this fellow you might not recognize him from this photo. He is Lawrence A. Hanft, Materials Control Assistant, as he appeared Aug. 30, after his return to Houston from a 34-day, 10,030-mile round trip to Alaska.

Larry, his wife Helen and 5½-year old son Fritz, made the trip in their Volkswagen camper, which is equipped with double bunks, cabinets, 10-gal. water tank and ice box. They camped out all the way except once. When they arrived at Anchorage they celebrated at a motel.

On the 13-day Houston-Anchorage part of the trip, a flood in southern Colorado caused a 150-mile detour to get to Denver. They visited Custer's Battlefield in Montana, drove through a forest fire on both sides of the road in British Columbia and encountered a little rock slide going down into Matanuska Valley, Alaska.

On the 1,280-miles of the Alaska Highway (a gravel road) from Fort St. John, B. C. to Tok Junction, Alaska, they saw majestic mountains, valleys and lots of wild game — moose, wolves and black bear.

"Birds at camp sites will eat out of your hand," Larry said. "In Canada the camp sites are about 100 miles apart. They are equipped with fireplaces, tables, water, toilets, places for tents or trailers and a central cook house with a big 4-sided stove for use in bad weather.

"There is no charge for using the camps in Canada or Alaska. In the U. S. the cost is 50¢ to \$1.50 per night. There are also some private camps in the U. S. with showers and laundry — sort of a poor man's motel. They cost about \$2 a day."

Larry also said you can get a yearly sticker for \$7 which entitles you to use camp facilities at U. S. National Parks (operated by Dept. of Interior) and National Forests (Dept. of Agriculture) without further charge.

The Hanfts spent 5 days in and around Anchorage, camping at Eagle River, while 2 burned out valves in the Volks engine were repaired. The only other trouble was one flat tire and, with Mrs. Hanft driving on the way back, (wouldn't you know it would happen with the Mrs. at the wheel) the car stopped but the engine kept running. This was in the middle of a huge "nowhere" — between Boise and Twin Falls, Idaho. The cause was a broken cable from the accelerator to the carburetor, which Larry fixed temporarily with a piece of coat hanger.

Returning, the Hanfts retraced the Glenn Highway from Anchorage to Tok Junction, the Alaska Highway to Haines Junction, and then down to Haines, Alaska, about 50 miles south of the Yukon-B. C. border. They had a 1½-day ferry trip from Haines to Prince Rupert, B. C., seeing whales, icebergs, glaciers, fishing vessels and small villages along the inland route.

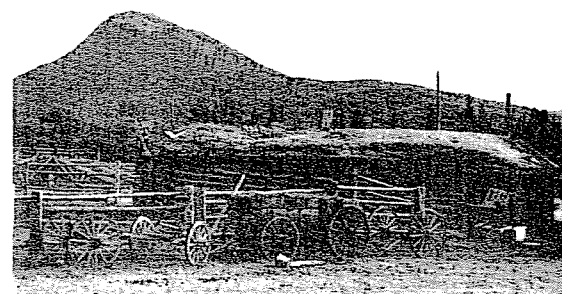
Back in the States, they went through Olympic National Park, Wash. and followed Rte. 101 down the coast to Newport, Ore. There they went inland to Eugene, Ore., where they saw plywood being made. Then across Idaho to Salt Lake City, Utah; the SW tip of Colorado; Santa Fe, N. M.; the Texas Panhandle, and home.

Temperatures in Alaska ranged from the low 30s to 65-68 degrees.

"The trip was a big success for all of us," Larry said.

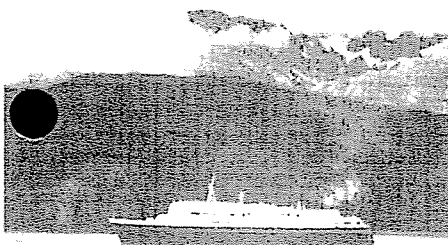


Larry Hanft, his son Fritz and "a friend" at Eagle River Camp, Anchorage, Alaska.



An old log-sided, sod-roofed fur trading post in the Yukon, still in use.

(below left) The Alaska State Ferry in which the Hanfts rode from Haines, Alaska to Prince Rupert, B. C. Photo was taken at 9 p.m. (below right) A young moose on the loose. (Right) A breath-taking view in British Columbia. (Photos by L. A. Hanft)





Captain J. G. Moffitt (left), Manager of the Operations Dept., receives his 30-Year Service Emblem and gold watch from Joseph Andreae, General Manager of the Marine Division. The presentation was made at a luncheon at the Petroleum Club, Houston, Sept. 1, for that purpose and to welcome Captain Moffitt back after 1½ years with Jersey's Transportation Coordination Dept. in New York.

As A Stranger Sees Us

Here is a letter received recently in Houston. It is from Juan Aguero, a seaman who signed on in the Esso Dallas at Guam, June 5, as a replacement for Richard A. Brower, who was hospitalized. Mr. Aguero sailed in the Dallas until she arrived at Jacksonville, July 21. His letter, though hardly a model of English, nevertheless touches the heart with its sincerity. (Ed.)

Barrigada Village, Guam, M. I.
August 20, 1965

Dear Sir:

I am Juan Taitano Aguero, AB. I just got off from the "Esso Dallas" on July 22, 1965, and I am back home on Guam which I am proud to say that Humble Oil & Ref. Co. is the best yet to be serve for they take good care of their seamen, even I myself that were out here in Guam got my transportation money which I never did expect it for I've serve N.M.U., S.I.U. & S.U.P. but I never get transportation money on paid off except Humble Oil & Ref. Co.

Sir, I understand the *Esso Seattle* is out here in the Pacific Ocean & in case he need OS or AB, I'm more than glad to get a job for I got 8 children especially that the school is open again I surely like to work again, so in case there any vacant aboard any vessel in any of your ship out here in the Pacific, I am ready to get a job out here in Guam standing by for any Esso ship.

Esso Seaman
Juan T. Aguero

Both 67s Set Record Loading Marks

The 67,800 dwt. *Esso New Orleans* and *Esso Houston* made exceptionally fast turnarounds at

Baytown last month. On Aug. 15 the *New Orleans* loaded 4 grades totaling 474,760 bbls. at an average rate of 32,500 bph. and had a total turnaround time of 16 hrs., 50 min., not counting a 2-hr., 10 min. shut-down during an electrical storm.

The *Houston* took aboard 7 grades totaling 464,650 bbls. on Aug. 23, averaging 31,869 bph. Her time at the dock, all fast to all clear, was 17 hrs., 40 min.

OBITUARY



CAPTAIN HARRY F. MURRAY, 74, died Aug. 16 in Florida, where he had lived since his retirement in Oct. 1954.

Captain Murray started his seagoing career in sailing ships out of the West Coast, sailed on the Great Lakes and with Canadian Pacific, Texaco, the Shipping Board and Coastwise Transportation Co. He joined Pan Am's *Norman Bridge* as Third Mate in May 1924, advanced to Master and commanded that ship for 9 years. He was Master of Company vessels throughout World War II and for 5 years prior to his retirement, had the *Esso Suez*.

TAFFRAIL TALK

A Walter C. Teagle Nursing Scholarship to attend Chowan College, Murfreesboro, N. C., has been awarded to JOHNETTA W. DAVENPORT, daughter of LINWOOD E. DAVENPORT, Third Asst. in the *Esso Lima*.

ELIZABETH M. OSTRANDER, daughter of RUSSELL V. OSTRANDER (Third Mate, ret. Jan. 1958) has received a scholarship from The Teagle Foundation to attend Cornell University, beginning this month.

JOHN J. WALSH, who was Third Asst. in the *Esso Scranton* on her recent voyage to Karachi and Chittagong, was guest speaker at a Rotary Club luncheon in Pittsburgh last month. The speech "Half-way Around the World with Esso-Humble on the *Esso Scranton*" went over big, John said.

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, Texas 77001.

The *Esso Gloucester* docked at Texas City at 1730, Sept. 4, after a pleasant Atlantic crossing from Cartagena, Spain. Cartagena was regarded as the best Spanish port the *Gloucester* has "hit" (Rota and El Ferrol del Caudillo were the others) although the split cargoes didn't allow much time for shore leave. Judging by the souvenirs, though, the men made the most of their opportunities.

* * *

We see that a bill has been introduced in Congress by Senator Edmund S. Muskie (D., Maine) to transfer the Maritime Administration and several other Federal agencies into a new Department of Marine and Atmospheric Affairs. With marine affairs up in the air so much, this might not be a bad idea.

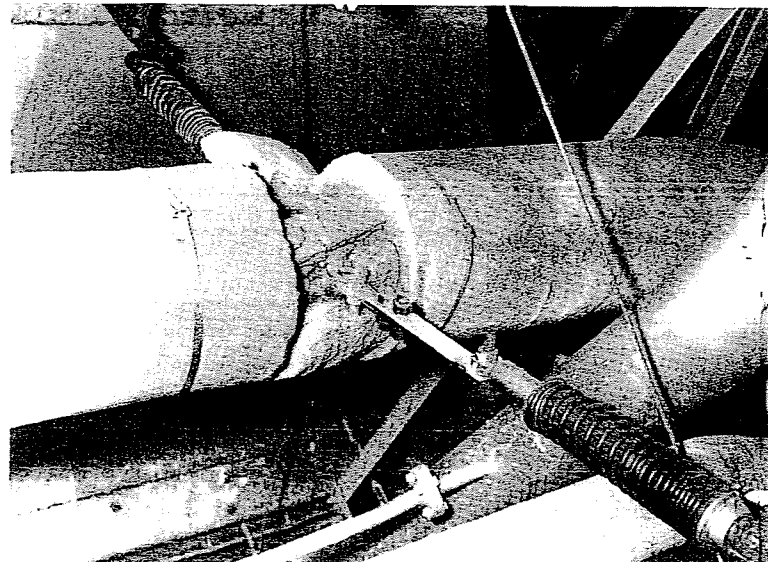
RECENT RETIREMENTS



SECOND ASST. ENGR. EDWARD T. BRERETON was a tinsmith, electrician and Dictaphone serviceman before he went to sea in July 1940. He was briefly Wiper in the Company's *E. T. Bedford*, then sailed as Electrician until joining the *J. A. Mo-winckel* as Third Asst. on Oct.

21, 1942.

A survivor of the *R. W. Gallagher*, sunk off Southwest Pass on July 13, 1942. Mr. Brereton served as Third and Second Asst. in diesel ships during the remaining War years and continued as Second and First Asst. for 3 years following. Since Nov. 1948 he was Third, Second and First Asst. in steam tankers, the *Esso Newark* being the last. His credited service totaled 24 years at his retirement, Aug. 1.



STEAM LINE SNUBBERS. This is a photo of 2 snubbers installed in the *Esso Boston* to prevent oscillation of steam lines in the fireroom. Vibration of the lines under certain conditions had been annoying and once it started, it tended to increase. A satisfactory "ounce of prevention" was the hydraulic snubbers (Monroe type Super 500, Model 4050), a type commonly used on trucks. These allow pipes to expand freely but provide enough dampening to keep vibration from starting.

The snubbers cost less than \$10 each and were installed by ship's personnel under the direction of Chief Engr. Aubrey G. Allen.

Mr. Brereton has taken a temporary job as a personnel investigator in Garden City, N. Y. "My time is my own and it's interesting," he said. "I won't miss going to sea but I do miss the many friends I've worked with during the years with Humble Oil. That includes those ashore as well as at sea. In closing, I must say that I have yet to be employed by any company with better personnel relations than those of Humble."

ORDINARY SEAMAN ROBERT E. COUTURIER retired July 1 with nearly 17 years of credited Company service, all as OS or DM. He is a native and resident of Charleston, S. C.

A Jones F. Devlin Award for 2 years' operation without a lost time accident (actually it was 1,036 days) was presented to the *Esso Lima*, Captain Roland E. Parkhurst, by Sydney Wire, Asst. General Manager of the Marine Division, on Aug. 28.

L. to r. are: W. F. Robinson, Mgr., Traffic Dept.; Mr. Wire; AB Clarence Day, Jr.; Radio Officer Harry L. Fendt; Captain Parkhurst; Third Mate Wiley B. Shirley; UM Walter J. Kochanski; B. E. Sooy, Baytown Office; Second Cook Manuel L. D. Cardoso; W. A. Scott, Baytown Office; Chief Engr. John T. Murphy;

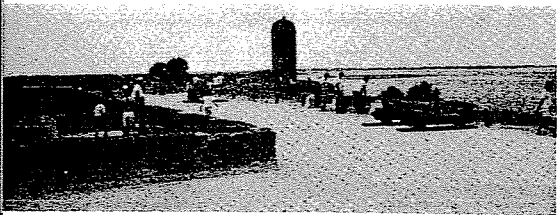
Asst. Port Captain Robert F. Stap; Chief Steward Demosev D. Davis;

Second Mate Albert J. Baptiste, and Third Mate Elbert D. Sprott, Jr.

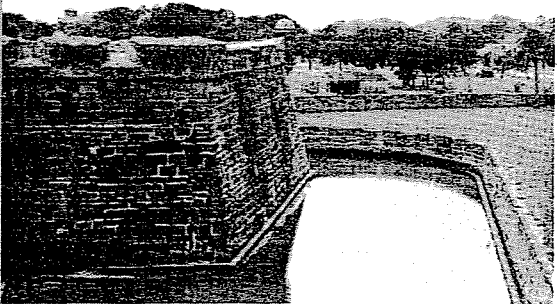




Where the porpoises perform at Marineland.



Top of the walls of Castillo de San Marcos (above) and the moat protecting the land approaches.



Close-up of an aged cannon and the coquina stone of which the fort was built. "Not pretty," Mr. Mathewson said, "but think of the age. Also the wear and tear of tourists - almost as bad as war."

Tourists get a briefing on the fort from a Park guide. Circular object in rear is the fort's well.



Florida Holiday

Part II (and conclusion) of OS George A. Mathewson's words and pictures about a Florida sightseeing trip. This part deals with Marineland and the Castillo de San Marcos in St. Augustine. (Ed.)

For \$3.15 round trip by Greyhound, I went to Marineland (53 miles south of Jacksonville). The 2 Oceanariums are the world's original and still foremost. I went first to the Moby Dick Lounge. The bar is rigged to pitch and one guest remarked, "Just like the roll of a ship." I thought, "She must be better acquainted with dinner rolls and bank rolls." At the Seahorse Room (coffee shop) hamburger is called chopped sirloin. I didn't try the Dolphin Restaurant but everything was in keeping with Moby Dick — one whale of a price.

Last performance of the 6 daily shows at the aquarium is 4:50 p.m., admission, \$2.40. I was in line clutching 3 \$1s and feeling silly to think an old mossback would pay to see a porpoise jump.

Stopped off at St. Augustine on the way back to Jax. Tried to get a room at all the places I thought I could afford and all the motels I couldn't afford but no luck. I never saw so many travel-weary people trying to find a place to stay and "no vacancy".

ST. AUGUSTINE

I returned to Jax and put out again for St. Augustine, round trip \$2.20. Greyhound has a \$3.50 limousine tour at St. Augustine that includes The Fountain of Youth, oldest house, etc. — quite a number of places and the admissions are included in the \$3.50 price.

At Ponce's Spring (Fountain of Youth) we were given paper cups. I thought, "If I felt any more youthful, I might even get married again." So I wouldn't partake of the water. One lady told her husband, "Now John, drink plenty of water."

Photos by OS George A. Mathewson

That's what you should drink all the time." I felt sorry for the guy.

The Castillo de San Marcos — is what I came down to see more than anything else. Construction of the fort began in 1672 and lasted until 1696 — almost 25 years. Walls 30' high and up to 12' thick were built of a native shellstone called coquina (ko-kee-na). I was told by one of the guides that coquina doesn't shatter when struck by a projectile. The stuff is plentiful today but it requires too much hard labor to make it commercially feasible. Mortar was made from shell lime. The labor crew, in addition to the Spanish engineers, numbered about 100, mostly Indian draftees. Wages for the engineers — \$3 per day, 12½ cents plus rations for the Indians. Rations were fringe benefits, I suppose.

Spanish forays against the Carolinas (1686 and 1706) and Georgia (1742) began here. The fort was a target of raids by pirates, Indians and Englishmen.

The Spanish, while sacking Mexico and returning loaded with all kinds of goodies to Spain, via Havana, were jumped by pirates and a lot of those sinkings of the Spanish treasure ships that historians say were caused by storms, I believe were sunk by pirates or maybe scuttled by their own crews. History records that if a crewmember of a captured ship shaped up just right, he could join the pirate crew. Even today with some labor organizations, you "gotta shape up right" to work.

Anyway, the old fort is the oldest standing fortification in America. How old, I don't know. The ENCYCLOPEDIA BRITANICA says it was started about 1638 and finished in 1756. U. S. Dept. of Interior brochure says 1672-1696.

Through much of the 1800s the fort was a military prison. In 1837, during the Seminole War, the Indian leader, Wildcat, led an escape from here. In later years, several hundred Indians from the Southwest were imprisoned in the fort. Confederate forces occupied it briefly but left before the Feds arrived in 1862. Seems strange to me that fate would have the last use of the fort as a prison for the Spanish during the Spanish American War, 1898-99. In 1924 the fort was declared a national monument. In 1933 it was transferred to the National Park Service.