ESSO FLEET NEWS

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Report from the Esso Seattle

South China Sea, Oct. 24, 1964
(A letter from Pumpman John Voigt, mailed at Bahrain, Nov. 4; received at Houston, Nov. 9)

Ahoy all you coastwise men! Just dropping a letter to the FLEET NEWS, letting all you guys know that we on the *Esso Seattle* are cracking right along. Left Subic Bay, Philippine Islands, Oct. 23 at 1306 bound for the Persian Gulf — Bahrain Island. We are cleaning tanks to go back into clean oil. We have been in Navy Special Fuel Oil for the last two trips. Previous to this we were in clean oil. Our next cargo will be diesel oil, as I write this letter, but these orders are subject to change. Our destination will be Okinawa and then Sasebo, Japan.

We made one trip to Sasebo and find it a very nice port. You take a launch from the ship to the dock. It is about a 25-minute ride. From the dock it is only a 5-minute walk to a pub of your choice — and there are quite a few.

At Yokosuka, which is near Yokohama, Japan, you can buy some wonderful tape recorders, cameras, radios and movie projector equipment — also Sony TVs. And the price is right! I bought a Sony TV transistor for $150, complete with battery pack. In the States it would cost $250. The Chief and Second Mate also got good deals on tape recorders.

Now a little about the food. She's a good feeder. I don't think I'm exaggerating one bit when I say the Steward is doing a good job, as are the Cooks and the rest of the Steward's Dept.

The weather has been quite normal. We have not as yet encountered any severe storms. For a man who has itchy feet, this is the ship to join. As January approaches, we will probably lose some of our crew, as their 8 months will be in. I'm going for the 12. Think of all the fishing you can do in 6 months.

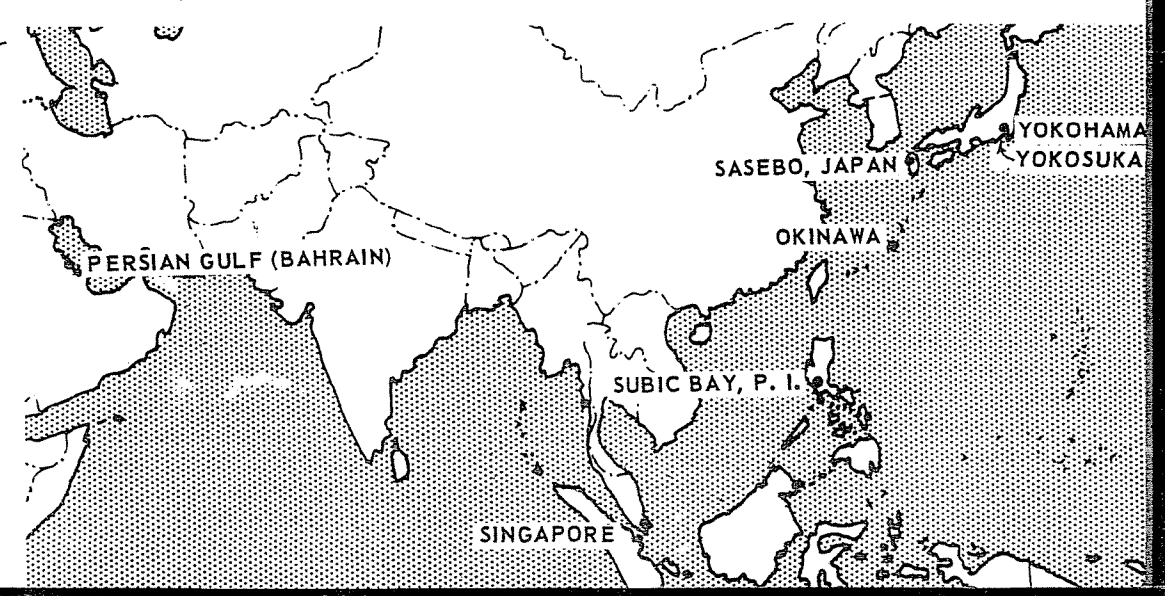
(NOTE: In response to a Seagoing Personnel Section inquiry, a radiogram from the *Esso Seattle*, Nov. 16, advised that only 8 men wished to be relieved at the end of 8 months' service — Second Mate Patrick J. O'Donnell, Second Asst. Edward P. Dolloff, AB Francis L. Picou, MM/2P Melvin F. Bomhoff, Oilers Richard K. Surgocinski and Joseph K. Mayerhoff, FWT Norman D. Martell and UM Andres Alier.)

It's good to get the ESSO FLEET NEWS out here. Kind of keeps us informed how things are going in the Fleet.

You might say we run coastwise also, only our trips are 14 to 15 days' long. After a long ride from Bahrain we get a sort of break in the monotonous run when we approach the Straits of Malacca and make the run to Singapore.

Our Skipper, Captain Harry Bansen, helps make our ship a happy one by his good humor — always has a good word for every crew member.

So all in all we are doing fine out here. But I suppose come Christmas time there will be some longing for home and our loved ones. But the



Esso Seattle's area of operations. It's 6,500 nautical miles from Bahrain to Yokohama.

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good Lord willing, we will be home for Christmas next year.

So I will close for now, hoping this letter finds the way back home to Houston and the FLEET NEWS. This letter was written in cooperation with Ed Cooper, 12-4 OS.

Sincerely yours,
John J. Voigt, Pumpman

And a Word from the Esso Scranton

OS Harry R. Goetz, who joined the *Esso Scranton* last month, sends a colorful post card showing a Bizerte basket and pottery shop and says, "Have taken a good many movies. Took some from the ship of where Christ preached in Sidon; also of ancient ruins sinking into the sea. As for the weather, it's been perfect; the temperature average is 68°. Not bad but there is no shore leave in Sidon. Everyone is wondering how Christmas will be here."

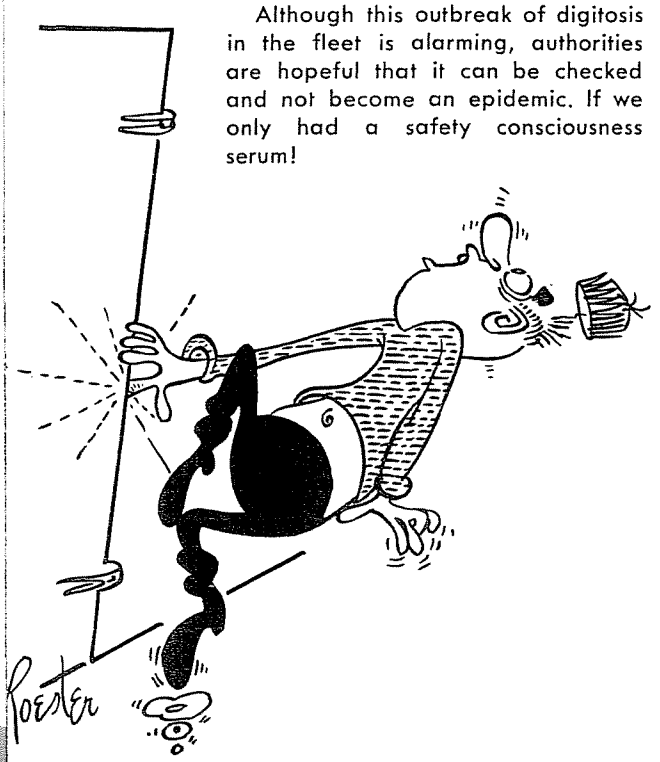
The MIS-Adventures of

J. STUMBLEPRONE Mc FRACTURE

In this illustration Mac demonstrates one of the ways that dread "digitosis" (*digit*, finger + *osis*, abnormal condition) may be acquired. He just unthinkingly places a hand on a door jamb — almost any door jamb will do — and a slight roll of the ship or action of the door spring will do the rest.

Recent cases of digitosis include a forefinger cut and nail torn loose by a washroom door, a little finger bruised by a closing screen door, and a thumb disjointed and ligaments broken by an air conditioning room door.

Although this outbreak of digitosis in the fleet is alarming, authorities are hopeful that it can be checked and not become an epidemic. If we only had a safety consciousness serum!





A Way with Eagles

This is the age of specialization and the specialty of Roy O. Berg, Third Mate in the *Esso Washington*, is carving eagles. He has done hundreds of them, including the 3-footer that adorns the officers' saloon of the *Esso Jamestown*. Probably his biggest one was about 4′ wide and 10″ thick, made for the stern of a yacht.

The eagle plaque Roy holds here is 8″ long and was made for his brother-in-law. He does it all with an ordinary pen knife and sandpaper.

Roy's home in Rockport, Mass. (5 miles north of Gloucester) is an 8-room Cape Cod style house, sometimes known as the "Eagle's Roost". Sharing the eyrie are his wife, Edna; 2 sons, Paul, a mechanical engineering student at M.I.T., and Bob, in high school, and a daughter, Susan.

Roy has been going to sea since 1936, when he shipped out as OS and AB with Isthmian Steamship Co. He sailed with many other lines and was in 2 ships that were bombed during World War II, one in Antwerp and one in Algiers. He has been in the Esso fleet since 1948, serving mostly as Third and Second Mate.

Repayment for Unexpected Subsistence

When an officer or unlicensed man is assigned to a vessel that is delayed in reaching port, he will probably have to put out his own money for subsistence. He can be reimbursed for this, if he is an officer, by showing the Master his assignment telegram.

Similarly, the Master will reimburse an unlicensed man under the same conditions if the seaman presents his copy of the Expense Reimbursement voucher. Where the assignment is made by telephone, repayment for transportation and subsistence will be made when the Master receives an expense voucher from the assigning office.

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.

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"The Quality of Mercy - - "

You see evidence of it every once in a while, quite frequently, in fact. We don't know just how to describe it but it's something like compassion or sympathy, Good Samaritanism (if that's a word) or just being a "good guy". Whatever you call it, there's a lot of it in the Esso fleet.

For example, Chief Cook Joseph M. Francis, ex *Esso Florence*, went to the U. S. Public Health Service Hospital in New Orleans this month for an operation on his leg. He would probably need a transfusion and the hospital requested blood donations — 5 pints. Charles L. Holladay, of the Baton Rouge Branch Office, asked for volunteers —and found plenty who were willing and anxious.

AB Manuel Pirez, OS Charles K. Jackson and Chief Cook Alvin P. Bergeron went to the hospital but were rejected because of recent colds or age. OS John L. Hillman was accepted and gave a pint of blood. UM Oliver P. Picou was also rejected but his son, Donald and brother-in-law, Lionel Malouse each donated, as did AB Dennis Armand. MM/2P William J. Starnes also went to New Orleans to donate the fifth pint needed, even though his own son was in a hospital. Still another man, OS Ernest R. Gamble, had volunteered but was refused because he had given blood too recently.

What can you say about men like this — except "God bless 'em".

Oh yes, about Mr. Francis, he hasn't had the operation yet but he certainly must have a good feeling inside, knowing that so many of his shipmates care about him.

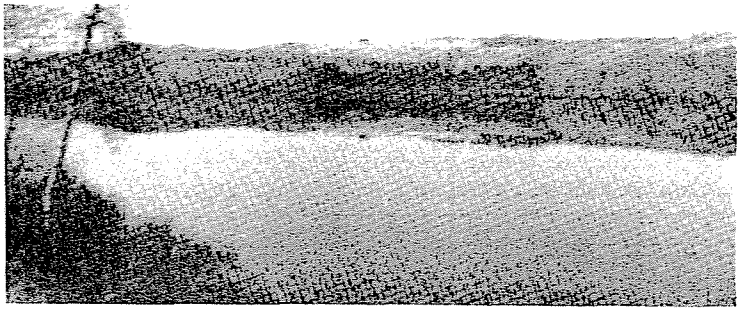
Lakeside Home

Our forefathers, American history tells us, carved homesteads out of the wilderness with little more than a rifle, a plow and a few tools. Compared with all the luxuries and the long list of necessities we have today, we have often wondered how the homesteaders ever did it. They surely had a rugged spirit, a burning desire to be independent and a tremendous capacity for hard work.

Material things are much different today, of course, but the enterprising spirit and willingness to work hard for independence have not changed.

In the Esso fleet there are many men with these characteristics, one of whom is Emery H. St. Clair, Jr., AB in the *Esso Gettysburg*. He owns 2 acres of wooded land in Rockport, Maine (just south of Camden, on Penobscot Bay), where he lives with his wife, Mary and daughter, Susan. Their home is a modern 51′ trailer with 4 rooms and bath, city water, oil heat and good insulation. Emery built a foundation for it, added a closed-in porch and detached garage. The property borders on Macy Pond, about 12 acres in size and full of perch.

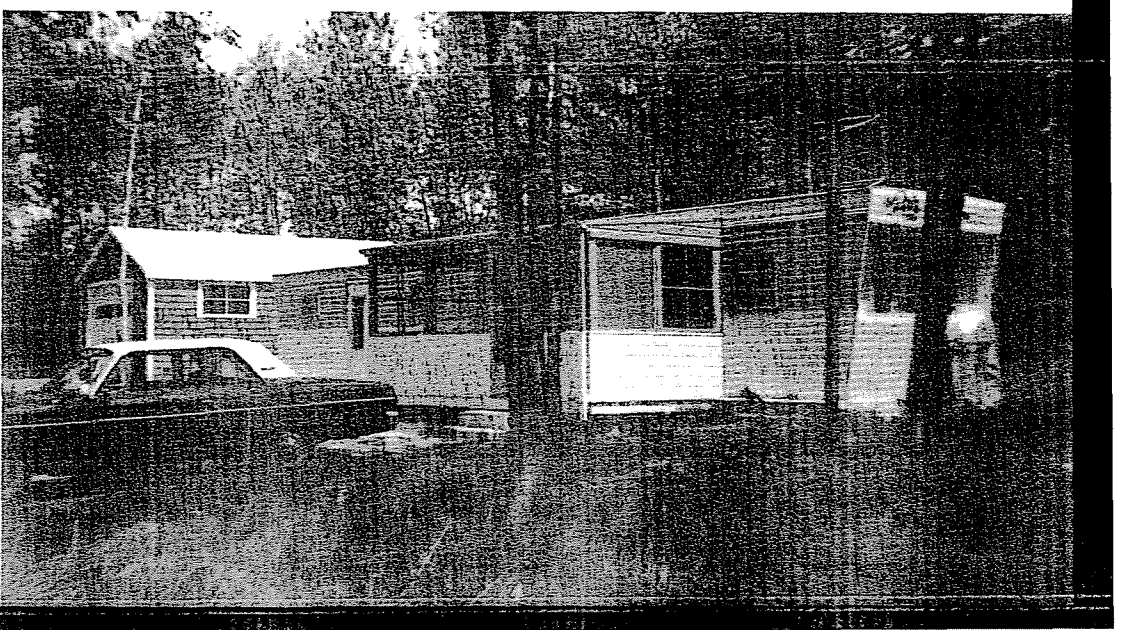
Mr. St. Clair is a native "Down Easter" and has 12 years' service with the Company.



View of Macy Pond from the St. Clairs' home.



(Below left) Mrs. St. Clair and daughter, Susan, 14 months old.



Emery St. Clair's trailer home. He built the porch and garage (background) and is now working on landscaping.



ESSO CREWMEN ON TELEVISION! There's the TV set and if you look closely you can see some crewmembers of the *Esso Huntington* on the screen, even though they are just reflections. The photo was taken Sept. 7 during the presentation of the set to Chief Steward Nicolaas Vriesema (center) who retires Jan. 1.

Others in the photo (for which we thank Captain M. L. Franklin) are: Messmen Loy R. Florentino and Stanley Czerwinski, Second Cook Charles T. Hudspeth and Chief Cook Simplicio S. Aganad.

Teagle Scholarship Application Time

Applications for Teagle Foundation Scholarships (other than Nursing Scholarships) to attend approved universities during the 1965-66 academic year may be submitted until Jan. 5, 1965. The applications may be made by employees and the children of employees, annuitants and deceased employees for admission to Cornell, Rice and Tulane universities; M. I. T. and the Harvard Graduate School of Business Administration.

Although the applicant must be accepted by the college before he can be awarded a Teagle Scholarship, he does not need to be accepted before submitting his application for a scholarship.

Applications (or requests for information about them) should be sent to P. J. McEwan, Seagoing Personnel Section, Humble Oil & Refining Co., P. O. Box 1512, Houston, Texas 77001.

Possible Sale of Esso Miami And Esso New York Pending

An agreement was made Nov. 14 to sell either or both the *Esso Miami* and/or the *Esso New York* to Marine Transport Lines, Inc. The sale is subject to certain conditions, one of which is that the buyer is successful in bidding for a Government charter for one or both vessels. If the charter is obtained, it is expected that the sale may be completed before the end of next May.

SERVICE EMBLEM AWARDS

☆ 30 YEARS ☆



Isaac D. Jones
Chief Engineer
November 3, 1964



William B. Boruch
Pumpman
October 19, 1964

★ 20 YEARS ★



Edmund J. Sabowski
Third Mate
November 22, 1964



Robert A. Stewart
First Asst. Engineer
September 18, 1964

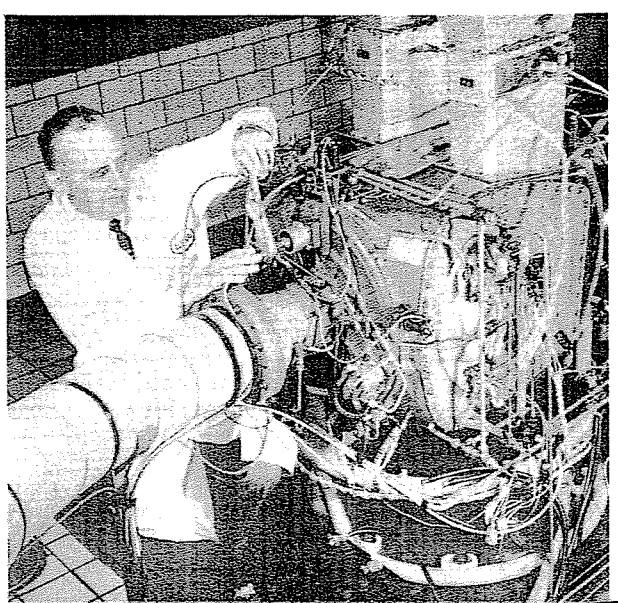


Basil O. Challenger
Deck Maintenanceman
October 14, 1964

Portuguese man-of-war in distress? No, it's a 2-combuster gas turbine engine, rated at 225 hp. at 33,000 rpm. compressor speed, on which H. P. Warner, Esso Research & Engineering Co., is making adjustments for a fuel test. The object of the tests is to develop a fuel of good quality and low cost for supersonic transport planes the U. S. hopes to have in the air by 1970.

While U. S. military supersonic aircraft have been flying since the early 1950's, commercial SST's have temperature to which fuel will be exposed. In a subdifferent problems, one of the biggest being the high sonic plane, unwanted heat can be vented through a radiator. But when a plane is flying at 2,000 mph., a radiator stuck into the surrounding atmosphere would immediately heat up to around 6,000° F. due to air friction. The ability of a fuel to absorb heat without breaking up or forming deposits is the most critical quality Esso Research scientists (and others) are looking for.

Low cost is also important as a supersonic transport will probably take off with some 200,000 lbs. of fuel — more than 50% of its total weight. About one-third the fuel will be burned in the few minutes between take off and supersonic speed. Potential worldwide market for SST fuel by 1975 has been estimated at 650,000 bbls/day.



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