

ESSO FLEET NEWS

PUBLISHED BY THE MARINE DIVISION, HUMBLE OIL & REFINING COMPANY



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Coming - A New Page in Tanker History

Last issue we mentioned something about "changes, improvements, greater efficiency, etc. have been the rule since the first barrel of oil was carried in a sailing ship." Well, to borrow an ungrammatical expression — Brother, you ain't seen *nothing* yet!

We refer to Hull No. 573, the Company's 66,700-dwt. tanker being built by the Newport News Shipbuilding & Dry Dock Co. That ship, if we may indulge in a few private opinions, is going to flabbergast the domestic tanker industry. It will have more new ideas and betterments per deadweight ton than any tanker since the *Gluckauf*. It will be the Marine Division's answer to the Colonial (or any other) pipeline. In a word, it will be terrific, simply terrific.

Listen to this. These are a few things the new ship *won't* have. There'll be no midship house (bridge is aft); no catwalk (no reason for a man to go forward in heavy weather); no pumprooms (cargo will be discharged by 4 steam turbine driven deepwell pumps which also strip); no steps to climb for Steward's Dept. men in preparing meals (storerooms open off the galley on the same deck).

There'll be cubic space for 562,500 bbls. of cargo (equal to more than 4 T2s) contained in only 19 tanks (compared with 26 in a T2), making for fewer bulkheads, fewer pipelines, fewer valves and easier loading and discharge.

There will be power-operated cargo valves, fixed Butterworth machines, Rust-Ban 191 zinc coatings on hull surfaces during construction. A "command console" on the bridge will consist of telephone, loud speaker controls, whistle control, general alarm, vent fan emergency stop buttons, depth sounder and speed indicator.

Down in the engineroom the most outstanding feature will be the single boiler of an advanced and greatly improved design. Firing will be by 4 rotary cup burners, each turned by an electric motor. Little or no burner changing and cleaning will be required because there are no sprayer plates. It has not yet been decided whether or not the firing will be automatically controlled.

Many former sources of leakage will be eliminated. Economizers will have only 2 openings and there will be very few handhole plates on the boiler itself. Most of these will be round and suitable for seal welding if necessary.

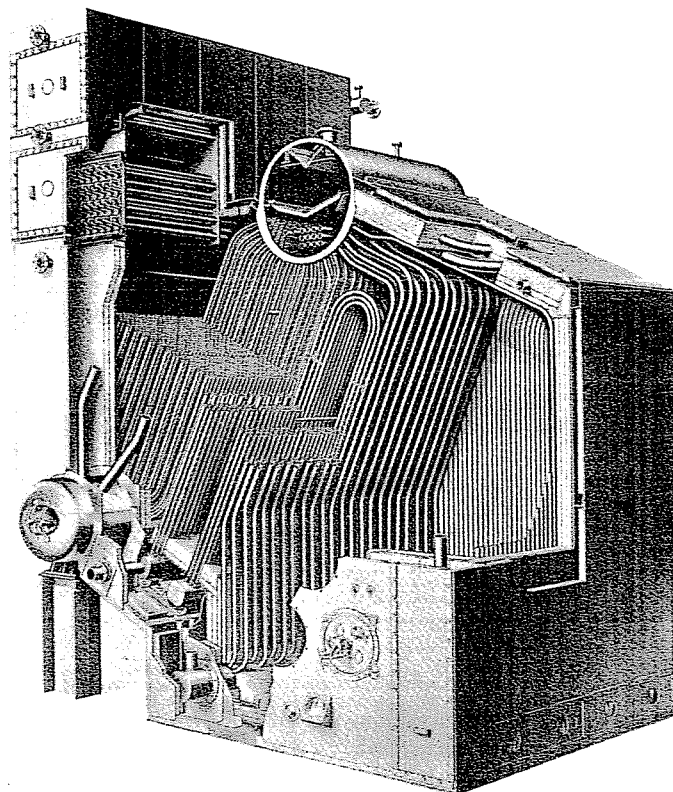
There will be no air heater tubes in the boiler — only a small, separate air preheater; no external desuperheater; no auxiliary condenser.

One turbo-generator will normally supply all electric power and a standby diesel generator will be installed for emergency conditions.

By no means has the Steward's Dept. taken a back seat in contributing its share of improvements. Aside from having the storerooms and galley on the same deck, refrigerators will be of the compartmentized, reach-in type with automatic defrosting. Galley and storerooms will be air conditioned. There will be a food server with thermostat control; self-leveling, heated dish holders; hot

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Cut-away drawing of the type of Combustion Engineering boiler to be installed in Humble's 66,700-ton ship. Firing will be by 4 rotary cup burners.





Captain Robert H. Stotts

Flying Skipper

A fellow who really gets around on his paid leaves is Captain Robert H. Stotts, Master of the *Esso Tampa*. He owns a Beechcraft "Debonair" 4-seater (above) and makes good use of it. Last summer, for example, he and his wife, Donna and their children, Marie, 16 and Jim, 13, took off from home base in Tulsa, Okla. on a grand circle tour of the West. In 4¾ hrs. they were in Rapid City, S. D. — a distance of 959 miles by road but only about 750 by air. Next day they flew over the Devil's Tower and the Bad Lands and westward over the Big Horn Mts. to Jackson, Wyoming. There they rented a car and toured Grand Teton and Yellowstone parks. Next was Salt Lake City, Utah (1½ hrs. flying time) to see the Mormon Tabernacle and swim in Great Salt Lake.

Going westward again, they ran into "some weather", landed at Wells, Nevada, then went to Reno; Vacaville, Calif. and spent several days in San Francisco. Fresno, Calif. was next, followed by Las Vegas and Santa Fe via the Hoover Dam, Grand Canyon and Monument Valley. Santa Fe to Tulsa was a 3½-hr. hop, the same as from Las Vegas to Santa Fe.

Another recent excursion with the family was an island-hopping trip in the Bahamas. (What a way to teach the children about geography!)

On weekends, the Stotts might start out after school on a Friday, spend Saturday in Carlsbad, New Mexico and come home Sunday afternoon. Or, visit the folks in Muncie, Indiana — a 4¼-hr. flight.

Captain Stotts has been flying for 10 years and before his marriage, ranged as far north as the arctic circle in Alaska and south through all the Central American countries to Colombia. He has had only 2 "bad times" and both were around Tehuantepec, Mexico (the narrowest part of the country) where strong tumbling air currents between mountain ranges were "upsetting".

"Flying is not cheap," Captain Stotts said, "but it is not as expensive as you might think. For ex-



ample, I get more mileage in the plane than I do in my Buick and the distances are often much shorter by air. And there are no highway taxes on gasoline in most places.

Hospital-Surgical-Medical Costs To Hold Steady Through 1964

Health Service, Inc. has notified the Company that the group contract now in force covering hospital, surgical and medical benefits for seagoing personnel, annuitants and their families will continue through 1964 without an increase in cost to participants.

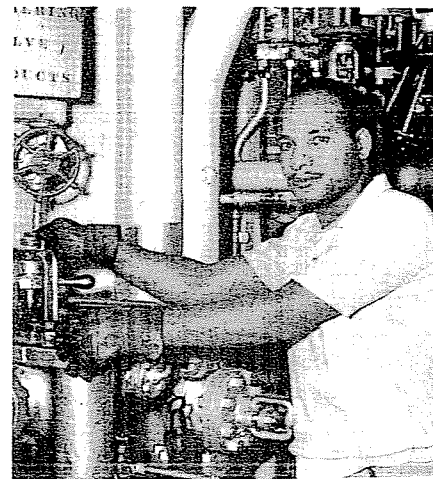
Credited Service vs. Continuous Service

A Utilityman was a little puzzled because he had received a 10-year service emblem about 8 months ago but has not received 10-year pay. The reason is that he had a break in service. ALL Company service is counted when figuring credited time for a service emblem but only *continuous* service is counted for the extra pay. For example, a man may work for 5 years, quit and come back 3 years later and work another 5 years. He would then be eligible for a 10-year service emblem but not for 10-year continuous service pay.

However, this particular Utilityman need not feel too badly. He should get his 10 years' continuous service — and the extra pay — next June.

Joaquim A. Santos, former Utilityman and Wiper, is shown about to clean a fuel oil strainer in the *Esso New York*. It was Jackie's first berth as Fireman-Watertender. He got his endorsement in Providence, Sept. 9, notified the Company on the 16th and shipped out in the new rating on the 27th.

Residents of New Bedford, Mass., Mr. Santos and his wife, Adozinda, have 4 children — Maria 13, Jackie, Jr. 9, Robert 8 and Cathy 2½. Mr. Santos has 8 years' service in the fleet.



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

New Page in Tanker History

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cake griddle, and infra-red heating device. Practically all galley equipment will be stainless steel. An electric food warmer for hot breads, etc. will be convenient to both messrooms. An ice cube maker, meat saw, automatic meat slicer and potato peeler will be included in the galley.

Accommodations will include a separate room for each crew member, a photographic dark room and a hobby room. (Any suggestions on how to fit out the hobby room?)

Impressive as these features of Hull No. 573 may be, there is another one that overshadows all the rest. This ship, it is confidently expected, will transport oil from the Gulf to the U. S. East Coast at a lower cost than any other medium — on land or by sea.

Assignment Telegram Gives Master Clue To Payment for Subsistence Due

In a letter to the Seagoing Personnel Section, a Mate called attention to a fleet reserve item on a payment voucher and said he had not been credited with subsistence for that day. This inconvenience can be avoided if officers joining vessels from paid leave will bring the assignment telegram with them. When they are unable to join as instructed, due to vessel delay, the telegram will give the Master the details he requires to pay for any meals and/or lodging due.

Special Group Insurance Opportunity

Arrangements have been made with the Equitable Life Assurance Society to provide a one-time opportunity for many presently non-qualifying seagoing men to obtain Contributory Group Life Insurance. The thought behind this move is to enable many employees over age 35 to be eligible for coverage when they retire. The arrangements were made following discussions initially with the Esso Seamen's Association.

The requirements for continuing the group life coverage after retirement are that an employee must qualify as an annuitant (retire with 15 or more years of Benefit Plan service), have had the insurance for 15 years before retiring or have continuously participated in the Program at all times while eligible from the latter of (a) July 1, 1947, (b) age 35, or (c) the date of employment.

Except for persons who cannot attain 15 years of insurance coverage before they retire, the special offer applies to those who want the insurance when they become an annuitant but do not meet the other above requirements. These persons will be given an opportunity to assure their coverage

Andrew Bozicevic, Third Mate in the Esso Jamestown, with a 296-lb. blue marlin that almost took top honors in that division of the 1963 Fort Lauderdale Fishing Festival. Andy's catch was leading until the final 3 days of the Festival. He also landed a sailfish on his last paid leave.



before Dec. 31, 1963. They will be required to contribute a lump sum equal to \$1 for each \$1,000 of insurance to which they were eligible for each year between ages 35 and 41 in which they could have participated but did not.

An employee who accepts the offer will be eligible to carry his insurance while an annuitant provided he (1) participates in the Program at all times while eligible between Dec. 31, 1963 and the date he acquires annuitant status, and (2) upon retirement either has participated in the Insurance Plan for 15 years or is granted a Disability Annuity under the Annuity Plan.

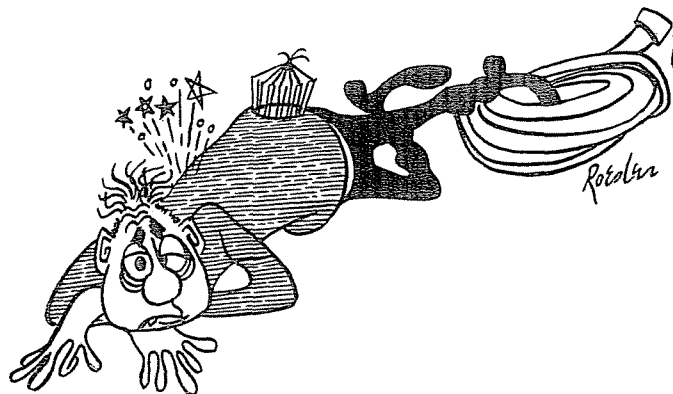
An explanatory letter will be sent to each seagoing man who is eligible for the special offer.

The MIS-Adventures of

J. STUMBLEPRONE MC FRACTURE

The scene is on the port side of the after boat deck. The area is well lighted. The villain is a coiled wash-down hose lying in wait for our unsuspecting victim, J. Stumbleprone, himself. Old Tanglefoot falls neatly into the trap, trips over the hose and nose dives to the deck.

This was not the first time Mac has been thrown by a hose on deck but let's try to make it the last time — at least until we have first place in the Safety Contest tucked away. We're still very much in the running.



Suggestion — Check Your Benefit Plan Statement

About those Humble Benefit Plan statements sent to all employees the last week in Oct. and early Nov. — it is possible that some of the information may not be 100% correct. (This is the first time all of this data has been printed out for employees — more than 34,000.) Ed Fischer, Head of Benefits & Claims Section, urges everyone to check his service, normal annual earnings and the actual benefit calculations printed on the form. If any of these seem to be wrong, please contact him. These are figures that are "on the record" and if there is any discrepancy, now is the best time to straighten it out.

WORDS OF THE WISE

Action and feeling go together and by regulating the action, which is under the more direct control of the will, we can regulate the feeling, which is not. — *William James*

SERVICE EMBLEM AWARDS

★ 20 YEARS ★



Joseph L. Kellahan
Chief Engineer
April 14, 1963



Herbert O. Fairfield
Radio Officer
January 22, 1959



Adolphe G. Koppel
Pumpman
October 2, 1962



Charles W. Ryan
Able Seaman
June 26, 1962



Willie Boatwright
Fireman-Watertender
December 1, 1961



Moses C. Niles
Messman
July 1, 1963

★ 10 YEARS ★

Andres Alier
Oct. 27, 1961
Jenaro Barbeito
Sept. 18, 1961
George M. Burns
Nov. 28, 1961
William M. Catoe
Nov. 11, 1961
Vladimir Charowsky
Oct. 19, 1961
Raymondo G. Dahilig
Nov. 12, 1961

Francis J. Drahos
Dec. 7, 1961
Domingo Y. Estrada
Sept. 15, 1961
Roque Garcia
Nov. 2, 1961
Rolf Hallesen
Sept. 5, 1961
Joao M. Lopes
Oct. 1, 1961
Leo L. McDonald
Nov. 16, 1961

Joseph E. Miller
Nov. 23, 1961
Jing Ming
Dec. 2, 1961
Anfin B. Monsen
Nov. 19, 1961
Jose D. Pires
Nov. 19, 1961
Louis E. Sabat
Sept. 4, 1961
Fernando R. Viera
Nov. 24, 1961

Whom the gods would destroy they first make mad. — *Longfellow*

The time men spend in trying to impress others they could spend in doing the things by which others would be impressed. — *Frank Romer*

RECENT RETIREMENTS



CHIEF ENGINEER MYLES C. KELLER. Retiring Nov. 1 after a 39-year maritime career (32½ with Esso), Mr. Keller is going in for cattle raising. "A nephew of mine operates a 7,000-acre farm out Texarkana way," he said, "and I plan to invest in Hereford cattle on a profit sharing basis. I own over 100 head now but will double that in the near future." He also has

an interest in the Baytown Holiday Inn which, he says, is offering special rates to marine employees and their families.

Mr. Keller first went to sea as fireman with the Mobile Oceanic Line (now Waterman) in 1924. He got to reading sea stories and made 2 trips in sailing ships, the second one almost ending in disaster during an Atlantic Coast hurricane. Thereafter he sailed in the Engine Dept.

In 1928 Mr. Keller joined the Company's W. H. Tilford as Oiler and after obtaining his license, sailed with Pan Am until that fleet was purchased by Esso in 1932. He was promoted to First Asst. in 1934 and served as a Construction Inspector and Tanker Expediter during World War II. For over 11 years (July 1946-Sept. 1957) he was Chief in the *Esso Utica* and had that berth in the *Esso Jamestown* from her maiden voyage in Dec. 1957 until his retirement.

Mr. Keller and his wife, Aylene, live in Baytown and have a daughter, Mylene, a student at Lee College in Baytown.

CHIEF STEWARD BERNARD A. WESTEN had nearly 22 years' service in the fleet, of which 16 years were as Chief Steward. His earliest Company assignment was as Messman in the *Ardmore* in Aug. 1924, followed by intermittent service as Messman, Second Cook and Chief Cook until Sept. 1936. He rejoined the fleet 10 years later and served continuously until his retirement, Nov. 1.

Mr. Westen was born in England and lives in Miami with his wife, Marion.

FIREMAN-WATERTENDER LEON O. LEMOINE began his Company career during the treacherous days of World War II. He joined the *Chester O. Swain* as FWT on April 8, 1942, spent 1½ years in the *Esso Bayonne* and was also in 2 other vessels during the War. Since 1946 he has sailed continuously as FWT, retiring Nov. 1 with 20 years of credited service.

Mr. Lemoine has been living in Baton Rouge but now plans to move to the country, probably Avoyelles Parish in east central Louisiana, where he was born. Better fishing and hunting there, too.

