ESSO FLEET NEWS

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Esso Newark's First Voyage to India

By Chief Mate MARSHALL G. PRICE and Oiler RALPH MAUPIN

We took departure from Southwest Pass at 0030, July 31, after loading 19 grades of lube oil at Baytown, Good Hope and Baton Rouge. Following an old familiar course, the *Esso Newark* headed for Tortugas and then Jupiter, where a Great Circle course was laid out for the Azores and the Straits of Gibraltar. All the way across the Atlantic the sea was as calm as a lake with beautiful weather all the time. The Azores, coast of Spain, coast of North Africa and the island of Malta disappeared behind us and at 1530, Aug. 17, we arrived at Port Said, Egypt.

Here the routine of working, eating and sleeping was interrupted when we found it necessary to stop for a few hours. Egyptian storekeepers set up shop in the passageways and recreation room aft and soon trading and bartering on a post-graduate level began. There was no stability of prices. The likes of Charlie Brown, Andy Gum* and hordes of assistants hawked their wares with great zeal and loud enthusiasm. Pure leather photo albums made of pressed cardboard, camel skin purses and pocketbooks made of real cowhide, silk rugs of beautifully dyed cotton, natural gems of gaudily colored glass, ash trays carved of stone taken from the Sphinx and the Pyramids are just some of the array of items offered to our crew.

Any asking price was a signal for shocked disbelief by the crew member, which led the shopkeeper to louder and more urgent pleas for a sale, although he assured us that he couldn't possibly make a profit at the price offered. Usually a deal was made and each party was satisfied.

As time approached for our departure, the shopkeepers took their leave, sorrowing loudly at the ridiculous prices they had allowed the shrewd buyers in the *Esso Newark* to obtain their merchandise. All in all, everyone enjoyed the fun and as for me, I'll put my pure camel skin photo album, which I really did purchase at a bargain, in the attic at home along with the bargains of former years, saving a little room for more rare items.

At 2130, Aug. 18, we cleared Newport Rock at the southern end of the Suez Canal and headed through the hot and swirling-with-sand Red Sea to the Indian Ocean, arriving at Bombay at 2018, Aug. 26. The ship docked at Ballard Pier, which is a passenger ship dock and also the best one. There was one drawback, though. Every time a passenger ship arrived we had to shift to anchorage until she departed.

The voyage was a pleasant one, with the ship's crew doing plenty of work with chipping, hammers, scrapers, paint brushes and the like but when we tied up in Bombay, it was indeed a gleaming ship — painted inside and out and clean as a pin — that greeted officials from the Company and government. They were lavish in their praise and actually stated that the *Esso Newark* was the cleanest and best maintained ship that had come into the port of Bombay. Quite a different ship from the one that left the shipyard in Galveston. All hands certainly deserve a hearty well-done.

Our cargo was discharged through the port and starboard stripper systems only. It was possible, therefore, to handle 2 grades at once. Cargo was pumped about 500' through 6" hose into a fleet of tank trucks, each with a capacity of 75 bbls. When loaded, each of the 36 trucks would be driven to a tank farm about 10 miles away, discharged and return for another load. Discharging was completed at 0300, Sept. 9. It is noted with pride that all samples were perfect (no traces of moisture) and the consignees were pleased with the product quality.

Next, the *Esso Newark* shifted to Butcher Island (which is about a 50-minute launch ride to Bombay) where all tanks were quickly passed for loading a full cargo of naptha for New York. We commenced loading at the rate of 1,500 bph. at 0240, Sept. 10, sailed on Sept. 16 and should be seeing the Statue of Liberty about Oct. 9.

Our Steward's Dept., headed by Ronald McLean and ably assisted

Names adopted by Egyptian merchants for business purposes.

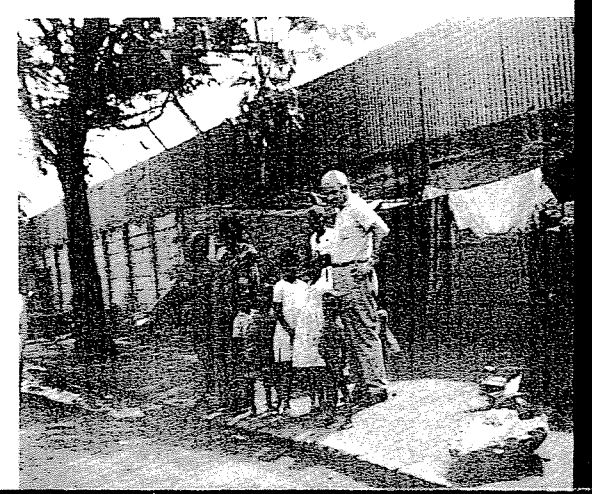


Holy cow!

(right) Oiler Jim Crossland visits a Bombay "homestead."

This looks familiar enough.





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10 Temporary Employees Join "Regulars"

On Oct. 1 eight temporary employees were transferred to regular employee status. These additions, plus 2 men made regular in September, bring the total number of transfers from temporary to regular to 31 so far this year.

The following are the new regular employees:

RICARDO L. BARROS	ROBERT E. MELTON
DERIK G. BENSON	ANTHONY SANTAGATA
ROBERT H. DUNHAM	ALEXANDER M. TEPPER
JAMES S. ELLIS	ALFRED P. WADE
CHARLES R. McNEIL	ALBERT L. WOOTEN

Emergency Procedures at Sea

What is the proper procedure for obtaining medical assistance at sea? What information should be included in the first message requesting medical aid? What is a search and rescue aircraft telling you when it circles your vessel, crosses your bow and heads off on a straight course?

The answers to these and other questions about obtaining medical help at sea and the meaning of aircraft maneuvers are contained in the U. S. Coast Guard's AMVER BULLETIN, issue No. 8-66. Copies of the BULLETIN have recently been sent to all vessels in the Fleet and it is suggested that ships' personnel may wish to refresh their understanding of these subjects by reading the articles on pages 4, 5 and 6. The right answers may save lives.

2nd New Union at Bayway Petitions NLRB for Election

The new Bayway Refinery & Chemical Workers Union, seeking to displace Teamster Local 866 as bargaining agent for 800 hourly wage employees, petitioned the National Labor Relations Board for a representation election on Sept. 22.

The BR&CW action follows a similar petition filed Sept. 16 by the Bayway Employees Salary Union.

TAFFRAIL TALK

"Nice things happen sometimes throughout the Fleet," HAROLD R. SMITH, Chief Steward in the *Esso Chester*, wrote. "Here is one example."

"The *Chester* left the dock at Bayway about 6 a.m., Aug. 19. At 6:30 my wife tried to reach me by 'phone with no success. As a last resort she called the Dispatchers' office and the wheels started turning.

"As we came around St. George, S. I., the tug *Esso Massachusetts* came churning up behind us.

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by Stephen Johnson and Joseph Martin in the galley, did a tremendous job and we want to heartily commend them. In plain words, we really ate.

In Bombay taxis can be hired very reasonably and they manage to show you the city at its interesting best and worst. I (Ralph Maupin) took one of the trips and honestly will never forget it. Of course, all the cars have steering wheels on the right side and drivers are *supposed* to keep in the left lane. I use the word supposed advisedly. My driver, who was a bearded Sikh, seemed to hate all the other estimated 18,000 taxis and literally despised pedestrians, trucks and regular motorists. His horn was the most important piece of equipment on the car. I soon found the best advice to follow was, as they say in New York — "Relax and enjoy the ride." He did move about the city safely (?) and I concentrated on the sights, which included Hindu temples, the Hanging Gardens, Gateway to India, Taj Mahal Hotel and, about as much as anything, the people themselves with their contrasts in dress and customs. India must certainly be the most fascinatingly different country in the world. After about 6 hours I returned from my tour, very proud that I was not the slightest bit shaky or unnerved. The driver, pleased that his horn had held out and that he had only scared several dozen of his enemies, hitting not a one, assisted me from the cab. He received his pay from my suddenly shaky hand and helped me to the gangway. When I reached my room, I took a tranquilizer and aspirin and fell into bed for a much-needed rest.

In the engineroom one day, a choir headed by 1st Asst. Charlie Holton and made up of 2nd Asst. Arch Griffith, 3rd Asst. John Chamberlain, Oiler Ralph Maupin and FWT Homer "Slim" King, gave an impromptu concert. They sang "Happy Birthday" to 3rd Asst. Robert McQuillan while he stood agape on the operating flat. The quality of the singing might be questioned but certainly not the decibel count. (Note: The choir was disbanded immediately following its first and only concert.)

Mr. Price wants to say that he has never seen a finer group of officers and crew members together on one ship. They were a credit to themselves, to the Company and to our country. Each man was a gentleman and duties were performed in a very commendable manner.

(left center) AB Ben Autrey makes a friend.

(right center) A well-dressed Indian with status symbol — umbrella.

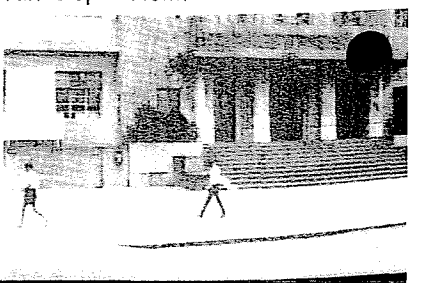
Primitive transportation but, not too unlike New York's garment district.







(below) Not much traffic here. Sign reads "Income Tax Department."



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The Captain, using a megaphone, was shouting 'Harold Smith'. I stepped on deck and the message was loud and clear — 'You have a granddaughter — all is well — congratulations.'

"The *Massachusetts* turned back and the *Chester* went to sea with a proud, happy grandpappy.

"To some it may mean very little but to me it was a wonderful gesture by those who went out of their way to deliver news that meant so much to me."

* * *



CAPTAIN RICHARD J. (RED) LYNCH has joined the Baton Rouge Branch Office to assist with the loading of tankers and barges. He will be engaged mainly in liaison work — coordinating loading plans with vessel and refinery personnel.

Captain Lynch has over 20 years' service with the Company, most of it in towboats, where he advanced from Deckhand to Captain.

* * *

It takes all kinds to make a world, the saying goes, and among the kinds are those who turn their backs on education and others who work their heads off to get it. Among the latter is ALBERT J. ISAKSON (2nd Mate, ret. Aug. 1963) who has been driving 138 miles a day between Baytown and Beaumont to attend Lamar State College of Technology.

Al graduated last month, getting a BS degree, 6 points toward a Masters, a certificate in elementary education and a certificate in special education for the mentally retarded. He did it all in 3 years, after retiring from the Company on disability. And he never finished high school.

Al is teaching now at South Park High School, Beaumont, helping to prepare mentally retarded 17-19 year olds for a useful life. He received a $1,800 scholarship last year to study for this work.

OBITUARY

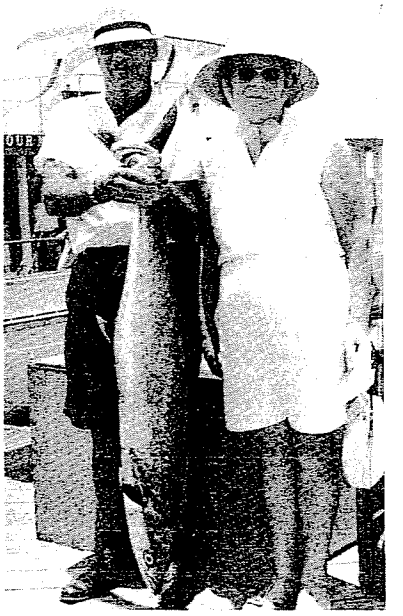
CHIEF COOK CAESAR BURGO, JR., 53, died Sept. 25 as a result of complications following lung surgery at the USPHS Hospital, Staten Island, N. Y. Surviving are his wife Beatrice and 3 daughters, Joyce 17, Jeanne 19, and Mrs. Barbara Perriera.

Mr. Burgo had over 18 years' service in the Fleet as Second Cook and Chief Cook. His last ship was the *Esso Lexington*.

ESSO FLEET NEWS is published for the seagoing employees of the Marine Department, 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 proud gentleman with the bulging biceps is Jack Law (FWT, ret. July 1, 1963) and he's holding a 4′ 2″, 32-lb. king fish caught off Miami Beach, July 29.

The modest lady is Mrs. Law, who caught the fish, won the $19 pool for the heaviest fish and was voted the most unpopular woman aboard the party boat.

Jack sailed in the fleet for 29½ years and has been living in Florida since June 1964.



PETER OLSEN, 85, a Chief Engr. in the Fleet for 16 years before he retired on Jan. 1, 1946, died Sept. 16 at his home in Brooklyn, N. Y. Two daughters, Mrs. Alice Kelhetter and Mrs. Corinne Bruns, survive.

Born in Norway and raised in New Zealand, Mr. Olsen had a 50-year sea career which included service in racing yachts, the Morgan Line and Ward Line.



OGDEN E. POWER, 69, retired Chief Engr., died Sept. 21 in Bent Mountain, Va., where he and Mrs. Power had recently moved from Old Lyme, Conn.

Mr. Power started his marine career in Long Island Sound steamers in 1916, served in the Navy in World War I and had nearly 29 years of credited service with Esso. He survived the sinking of the *Heinrich v. Riedemann* in 1942 and was Chief in the *Esso Zurich* for 9 years prior to his retirement, Jan. 1, 1958.

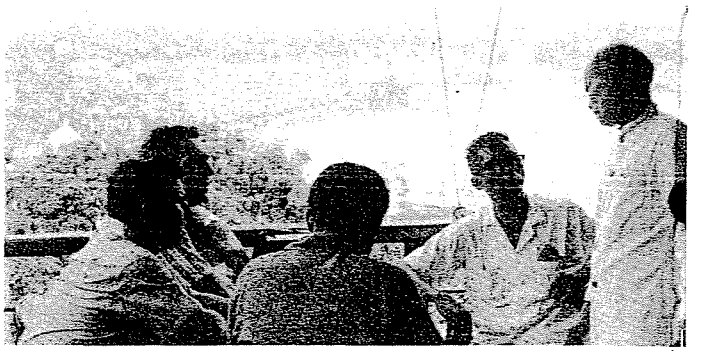
GLEN A. TRACHT, 68, former Seagoing Personnel Assistant at the Baytown Office, died Sept. 19. Surviving are his wife Rosalind and son David. Mr. Tracht had over 24 years of Company service and had been retired for 5 years.

WORDS OF THE WISE

You may be rewarded for finding lots of things but not for finding fault . . . A smile is a gentle curved line that sets a lot of things straight.

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(above) *Esso Miami* men and their *guide at an open air restaurant* overlooking Bombay. (left) Entrance to Sir Pherozeshah Mehta Garden, where shrubs are trained and clipped to resemble life-like animals. Photos by AB Bill E. Tyra

Bombay and Beyond

By BILL E. TYRA, AB, *Esso Miami*

PART II

The first installment of Mr. Tyra's adventures in and impressions of Bombay (EFN Sept. 22) ended with him and a group of Esso Miami *crewmen on a taxi tour of the city. The account of the sightseeing, and further events of the* Miami's *voyage, continues here. — Ed.*

Reaching our destination of Malabar Hill, we visited the 2 parks — Kamala Nehru and Sir Pherozeshah Mehta Garden — that are across the road from each other. We enjoyed just walking around and being far away from the hubbub, hustle and bustle that is Bombay. In one of the parks there is a giant Banyan tree. The Indians refer to the trees as people trees, there being some religious significance. I was impressed by the leaves, which can (when properly prepared) be made into artistic and ornamental miniature paintings.

The other park features a zoo of life-like animals that have been shaped from clipped hedges. Here on the hill there is a clean, open-air restaurant where you can sip a fresh lemon soda or eat a dish of delicious mango melba ice cream. And the sightseer is overwhelmed by the splendor and beauty of the panorama of Bombay from this vantage point. There is a real zoo in Victoria Gardens, which is in another part of the city. There, if you care to, you can ride on an elephant or camel.

Before you send any of your personal laundry ashore, you should first visit the Garment Ghats or Bombay Public Laundry. All the city's laundry is brought here to be washed and ruined. After seeing some of the dingy dhotis being dunked, then dashed, slammed and beaten against slabs of concrete, you wonder whether the people you see in tattered and torn clothing are poor or if they have been sending out their laundry.

VISIT TO A RUSSIAN FREIGHTER

Several of us had the opportunity to visit a Russian freighter berthed across from us at the Alexandra Docks. This friendly exchange of visits started when several of the officers from the S.S. *Leningorsk* came over to exchange movies. Unfortunately, we had no film to swap but our officers, being gentlemen, were hospitable and made the Russians welcome, in spite of the language barrier.

On going aboard the Russian ship, some of the seamen were ill at ease for a while. They were flabbergasted by our good will visit. We were never able to talk to them because they could not or would not talk to us. We did talk freely with several of the officers and even exchanged gifts with them. Their gifts to us consisted mostly of post cards, matches, cigarettes, lapel pins and Russian propaganda booklets. Our gifts to them were matches, cigarettes and American "propaganda" booklets, such as Playboy, Look and Reader's Digest.

If there is truth in the old saying "It's not the gift but the thought behind it" — it's possible that our chance meeting has helped to establish better relations and understanding between 2 countries, 2 peoples and 2 systems of government, regardless of the value of the gifts.

On the evening of the *Leningorsk's* departure, and as she was moving away from the dock, her whole crew lined up at the rail and waved while their Captain blew a salute, which was answered by the *Miami*.

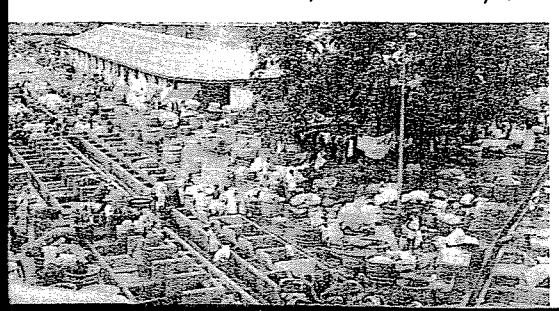
On our last day in Bombay we received orders to proceed to the Persian Gulf and load for Japan. So, as the last bit of grain went ashore, workmen were busy sweeping the decks and removing the vacuum tubing and tripod stands. The sounding rods and other gear used in grain trade were removed from the tanks and stored away for possible future use.

MAKING READY FOR OIL

As we departed Bombay the seas were rather rough but we began tank washing and then drying. This was to be the hardest and hottest tank cleaning most of us have ever experienced. It was made more difficult because most of the valves became jammed when minute particles of wheat packed down in between the valve stem and the packing gland. And nearly all the tape reels on the Shand & Jurs tank gages had to be removed and rewound or replaced because the tapes had "jumped" the take-up reels and become tangled. The Pumpmen worked several days untangling them. The heat was almost unbearable in the daytime, so we did as much tank cleaning at night as we could. But it was still just about an around-the-clock affair. After we got to Ras Tanura, Saudi Arabia, where we were to pick up an MSTS cargo for Japan, we were still busy drying up the tanks, freeing jammed valves, rewinding tapes and were beginning to wonder if we would ever finish. But we did.

And as the jet and diesel fuel began to pour in at Ras Tanura, the grain tanker once again became an oil tanker and our thoughts were no longer of Bombay, but what lies ahead — and beyond.

At the Bombay Public Laundry . . .



. . . washing clothes is plainly a fatiguing business.



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