ESSO FLEET NEWS

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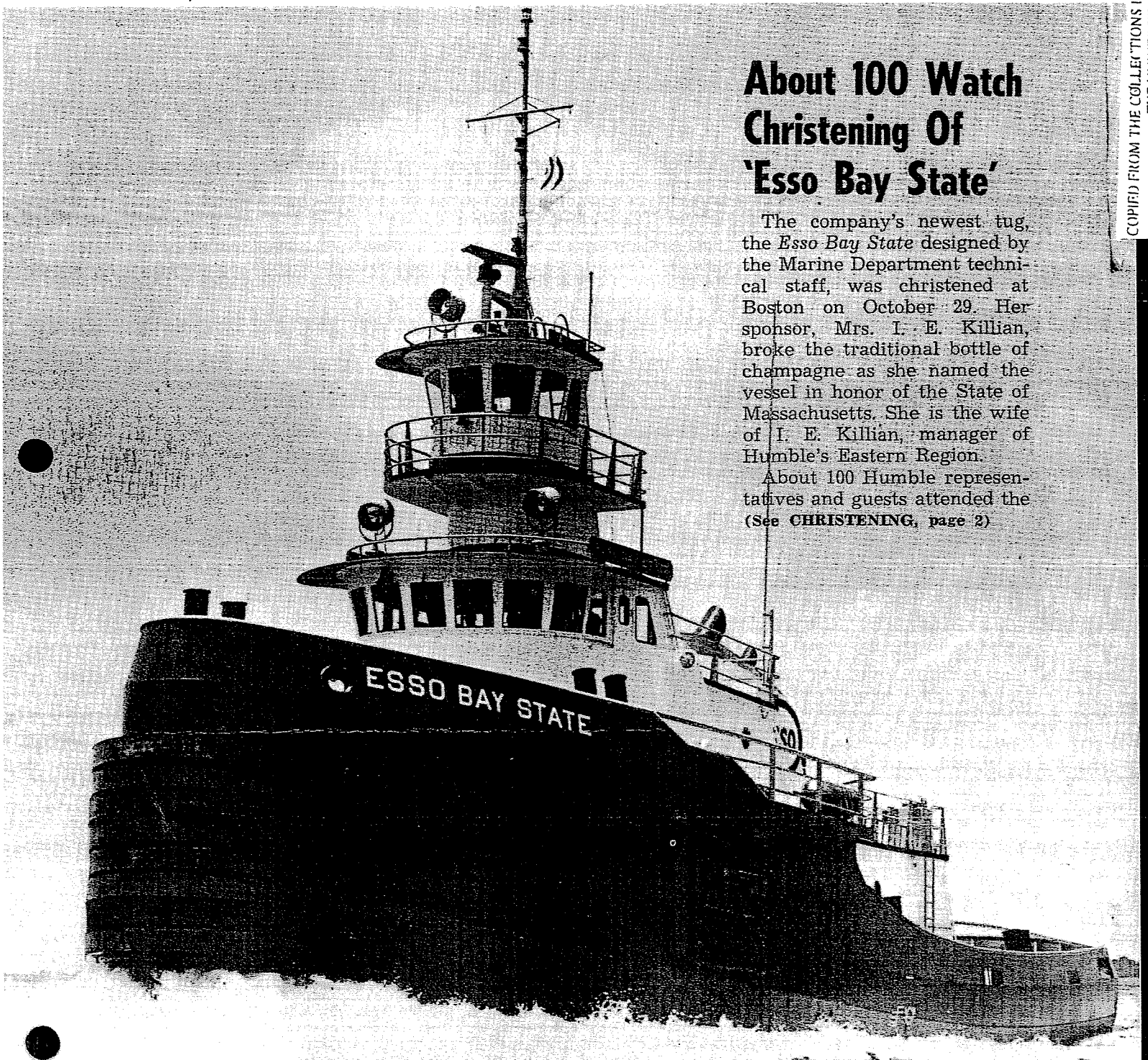
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About 100 Watch Christening Of 'Esso Bay State'

The company's newest tug, the *Esso Bay State* designed by the Marine Department technical staff, was christened at Boston on October 29. Her sponsor, Mrs. I. E. Killian, broke the traditional bottle of champagne as she named the vessel in honor of the State of Massachusetts. She is the wife of I. E. Killian, manager of Humble's Eastern Region.

About 100 Humble representatives and guests attended the

(See CHRISTENING, page 2)



The bow of the *Esso Bay State* carries eight strakes of 14-inch by 14-inch rubber for fendering. An additional six strakes of the same thickness of rubber are attached to each side of the tug.

EXX-MOR-007756

Christopher Columbus Award Presented To Captain Roger Steward

Captain Roger A. Steward, master of the *SS Manhattan* on her first Arctic voyage, was presented a Christopher Columbus Award during the 18th Annual International Communications Congress meeting in Genoa, Italy, on October 12. He accepted the award on behalf of the members of the expedition making the voyage.

The award, a gold medal, is given each year to an individual or group who has made the most distinguished contribution to the advancement of communications in one of seven categories: land, sea, air, space, telecommunications, communications theory, and technique of information diffusion. It seeks to honor a discovery, achievement, or research project which might promote closer ties among nations.

Captain Steward was also given a parchment scroll and an $8,000 cash award. He donated the money to a disaster relief fund to aid victims of recent floods in Genoa.

"On behalf of the hundreds of people who had a part in the Arctic marine studies, I wish to express my appreciation for your decision to include the *SS Manhattan's* Northwest Passage voyage among the most important achievements of past years in the field of sea communications," he told the group attending the awards presentation ceremony. "As a seaman, I am pleased to have had a part in continuing the long-established traditions of ocean exploration. We succeeded in our difficult voyage for a variety of reasons, not the least being that we had an extraordinary crew sailing in an extraordinary ship —a ship unlike any other afloat today. A team of the world's finest naval architects, marine engineers, scientists, seamen, and skilled shipyard workers put in millions of hours converting the ship into a test vehicle. Every seaman who made the voyage can wear his expedition insignia with pride."

Captain Steward, who lives in Reading, Massachusetts, recently completed paid leave and is now serving as master in the *Esso Baton Rouge*.

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(CHRISTENING – continued from page 1)

christening where they saw a vessel that was unusual in that "Something Extra" was added. Where most tugs used in barge operations have only one wheelhouse, the *Bay State* has a second wheelhouse located atop the first. This not only gives her a smart, streamlined appearance, but, more importantly, provides the height needed for visibility when she is pushing her barge — a 335-foot, 60,000-barrel vessel named *Esso Barge No. 5*. The vessel can also be controlled from the after-deck.

When the tug's specially-protected bow is fitted into the 35-foot notch in the stern of *Barge 5*, the combined unit measures 410 feet long. Marine's technical staff designed the features that make the *Bay State* one of the most modern vessels of its type in the world (see box).

As Mrs. I. E. Killian prepares to christen the *Esso Bay State*, a Boston fire department fireboat pumps sprays of water in the background. Harbor craft, including seven Boston Tow Company tugs, sounded their horns and whistles as she broke the bottle of champagne.



In addition to Humble personnel, others who attended the christening included federal, state, and local government officials; civic, business, and industry leaders; and newspaper, radio, and TV representatives. Many of the group boarded the *Bay State* for a guided tour and later attended a reception and luncheon sponsored by Humble.

In a program following the luncheon, R. C. Curtis, Marine Department general manager, stated: "Boston has loomed importantly in our marine business for more than 50 years. To give you some idea of the volume of our traffic into the Boston area, 79 Humble tankers and 213 Jersey Standard and charter tankers visited here last year. Our harbor and inland waterway movements were 185 by Humble vessels and 291 by charter. This year, inland waterway traffic has increased and in the first nine months we moved more than nine million barrels of products by barge and tug."

Although the barge propelled by the *Esso Bay State* will transport products from Hum-



Captain Roger A. Steward, right, receives Christopher Columbus Award from Minister Carlo Russo who made the presentation at Genoa, Italy.

ble's Everett marine terminal to customers in the greater Boston Harbor area, a large number of her deliveries will be made outside the harbor and up the New England coast. "It is in this service that the *Esso Bay State* and *Barge 5* will be most active, taking cargoes of gasoline, diesel, heating oil, kerosine, and jet fuels to Portsmouth, New Hampshire, and to Portland and Bucksport, Maine," Mr. Curtis said.

Crew members assigned to the *Bay State* are Eugene Crocker, captain; Amos Mills, relief captain; Clarence Nickerson, mate; John Lawler, engine/utility man; Marshall Merriam, engine/utility man and cook; Joseph Mulkern, cook; and Keith M. Beale, Joe Stephens, and Steven Toth, all deckhand/tankermen.

The addition of the *Esso Bay State* and her barge brings Humble's tug and barge fleet to 94 units, with a total cubic capacity of 1.7 million barrels of refined products and crude daily. This volume is about 11 per cent of the total inland waterborne movements of petroleum products in the United States.

Design Features Of 'Esso Bay State'

- Has bow plating 1-inch thick and fo'c'sle sides 7/16-inch thick plate at point where they fit into notch in barge.
- Can push the loaded barge at about nine knots.
- Is equipped with two steering rudders and four flanking rudders for high maneuverability while underway.
- Has two diesel engines rated at 1,450 horsepower apiece, each turns a 108-inch, 4-blade stainless steel propeller.
- Is completely air conditioned and heated for crew comfort. Also has fully equipped galley.
- Wheelhouse has electrically-heated center windows to prevent ice formations.
- Has electro-hydraulic steering system with stations in upper and lower wheelhouses and at after-deck location.
- The power plant is operated from the wheelhouses.
- Is equipped with a comprehensive monitoring system that warns the master of any abnormal operation.

DEATH

Horace D. Zimmer, 65, who joined the company in 1930 as a wiper in the *SS Beaconstreet,* died of cancer in the U.S.P.H.S. Hospital in Brighton, Massachussetts, on October 30. During his 24-year career with the company, Mr. Zimmer sailed intermittently in various unlicensed capacities until 1943 when he returned to sail as steward in the *G. Harrison Smith.* He held that position until his retirement in 1965. Mr. Zimmer's last vessel was the *Esso Hartford.*



Six Tankers Ordered

Esso Tankers Inc., an affiliate of Jersey Standard, has contracted for construction of six 22,500-dwt tankers in Japan.

The agreement between the shipbuilder and Esso Tankers calls for delivery late in 1972 through early 1974.

Characteristics of the tankers are: length, 449 feet; breadth, 77 feet; draft, 32 feet; operating speed, 15 knots; power (diesel), 8,600 brake horsepower.

World Tanker Fleet

The world tanker fleet numbers some 3,750 vessels, about 98 per cent of which are privately owned by oil companies and concerns in the business of contracting tankers. The rest are owned by governments.

ESSO FLEET NEWS is published every other Monday for active and retired employees of the Marine Department, Humble Oil & Refining Co.; Russell C. Curtis, General Manager; Sydney Wire, Assistant General Manager.

GENE LEGLER, *Editor*

Contributions and suggestions are invited and should be addressed to the Editor, ESSO FLEET NEWS, *Humble Oil & Refining Co.*, P. O. Box 2180, Room 4193, Houston, Texas 77001.

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EXX-MOR-007758

TAFFRAIL TALK

THERE'S A MARINE MUSEUM at Newport News, Virginia. So writes Mrs. Jack T. Stillman. She and her husband, who is chief mate in the *Esso Houston,* live in Newport News. She referred to a *Fleet News* article in the October 5 issue giving the locations of various marine museums along the East Coast. The one at Newport News was not mentioned. We just didn't know about it. "Due to the many tourist attractions in the Newport News area and also to the frequent arrivals of Humble ships into this area, I felt that some mention of the museum should be made," she wrote. Brochures that Mrs. Stillman sent indicate that the museum, just outside Newport News on Route 312, features one of the most extensive nautical collections and research libraries in this country. The museum is open each day except Christmas from 9 to 5 on weekdays and 12 to 5 on Sundays. Admission is 50 cents for adults, 25 cents for children.

IN EVERY ISSUE of *Fleet News,* there appears what newspaper people call a masthead or staff box. It contains, among other things, the editor's name, the address of the *Fleet News,* and a statement that contributions and suggestions are invited. The whole shebang is set in small type so that it won't take up much space and can be tucked away as unobtrusively as possible. Well, it seems that people do read the small print from time to time and send in contributions and suggestions, for which we're most appreciative. One of the latest suggestions comes from Mrs. Clarence L. Squyres who lives in Port of Spain, Trinidad. She writes that her father, Herman Teller, operations supervisor at the Baytown branch office, sends her copies of *Fleet News.* "We especially like the issues in which my father's picture appears," she writes. "My suggestion is that you might do a profile article on him. He has been a good, loyal employee for over 30 years." Now there's an enthusiastic booster for you, Mr. Teller.

"**THANKS TO ESSO,** life is very easy to take here on Cape Cod," writes Captain John S. Conaghan, formerly master of the *J. A. Mowinckel.* He was master of the *Esso Hartford* when he retired in 1957. "I keep active with a little carpentry around the house. My current chore—and contribution—is painting the Methodist parsonage where I soon discovered that hornets do not like to be disturbed. My wife and I continue to enjoy good health and a limited social life."

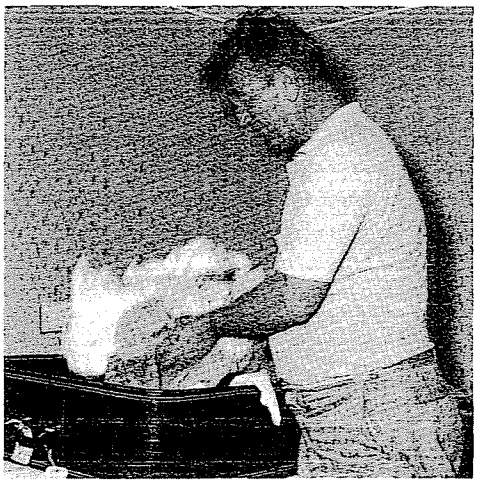
HAROLD S. BENNER, who was a radio officer when he retired in 1963, wrote to request a back copy of *Fleet News.* "I've been keeping copies of the *News* since I retired. They help me follow the progress of the Marine Department and keep track of some of the personnel," he said, and added: "I've been laid up in the hospital since August 11 with two fractured legs suffered when struck by an automobile while crossing the street. The cast was removed from my left leg three weeks ago (no cast on the right one) and am undergoing physiotherapy at present. Hope to be home in a couple of weeks with a 'walker' to assist me in moving about." Those who know Harold Benner might want to write him at 2011 W. Main Street, Morristown, Pa. 19401.



ALL ROPED UP in his hobby is Joseph E. Scheurer, ordinary seaman in *Esso Baton Rouge.* The seaman began making various items from rope after joining the fleet last year. Here, he displays some of his creations. He sometimes sleeps in the hammock on deck during trips. "I think sleeping in the open air aids a person's health," he says. "Besides, I sleep better on deck." The ditty bag he holds serves as his overnight kit when ashore. Other items he has made include flowers, dog leashes, a belt, head and wrist bands. "Making things from rope used to be a standard seaman activity," he says. "Now, though, it's a dying art." Mr. Scheurer's tool bag includes a knife, twine, needles, canvas, a fid, a leather palm, pliers.

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EXX-MOR-007759



CORNELIS "DUTCH" VANDERPOEL, who was chief mate in the *Esso Newark* when this picture was taken, lost no time in packing when informed that he had been assigned as chief mate in the *Esso Seattle* which sails out of Sasebo, Japan. Dutch boarded the *Esso Seattle* November 11 for an eight to 12 month tour of duty. When last seen, Dutch was buying all the Japanese-English dictionaries he could find, and was muttering "Sayonara," over and over.

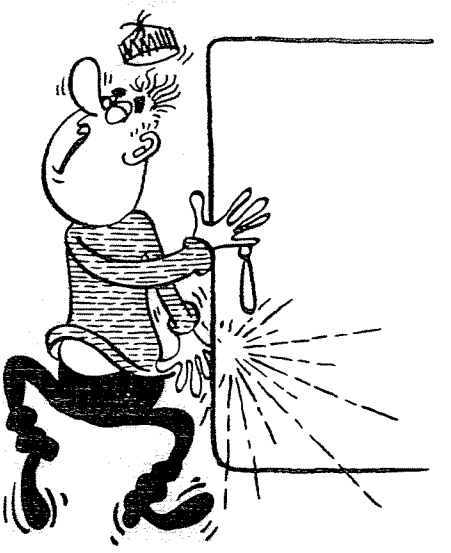
NICKNAMED "THE TREE," Matthew Wendelboe, 3rd assistant in the *Esso Philadelphia,* claims to be the tallest man in the fleet. Wendelboe says he is asked all the old trite questions, such as "How's the weather up there?" but at 6-7½ and 255 pounds, he isn't teased too much. Here, he talks with Oiler John Sinclair at the ship's elevator entrance in the engine room. He has been with the fleet about 1½ years and served in the SS *Manhattan* on her second journey to Alaska. A graduate of the New York State Maritime Academy, Fort Schuyler, New York, Wendelboe hasn't added any inches since joining the company, but he has put on a few pounds. "Just all that good cooking," he says.



IT MAY BE "HAPPY DAZE" for *Esso Huntington* crew members—if they ever get to the Bahamas. About 0600 on November 9 they sighted a yacht, *Happy Daze,* off the coast of the Bahamas. She was out of fuel and drifting with three passengers aboard. The *Huntington* took the yacht in tow until a Coast Guard vessel arrived with fuel. "Please convey my best regards to the officers and men of this noble ship (the *Huntington*)" said yacht-owner Cecil A. V. Hepburn, president of the Bahamas Express Agency, in a telegram to the Marine Department. "My telephone number in Freeport is 27623. Anytime this vessel is in Freeport, please call me. May God ever bless this noble ship," he wired.

The MIS-Adventures of

J. STUMBLEPRONE Mc FRACTURE



Mack is having trouble keeping his fingers clear of swinging doors. In fact, if he smashes any more of his fingers, he'll have to use his toes to write home to his girl.

Six times this year, Mac has tangled with a swinging door and lost. Two of the bouts resulted in lost-time injuries. If Mac would only use the safety latch to hold the doors open, he wouldn't have to worry when the ship hits rough water.

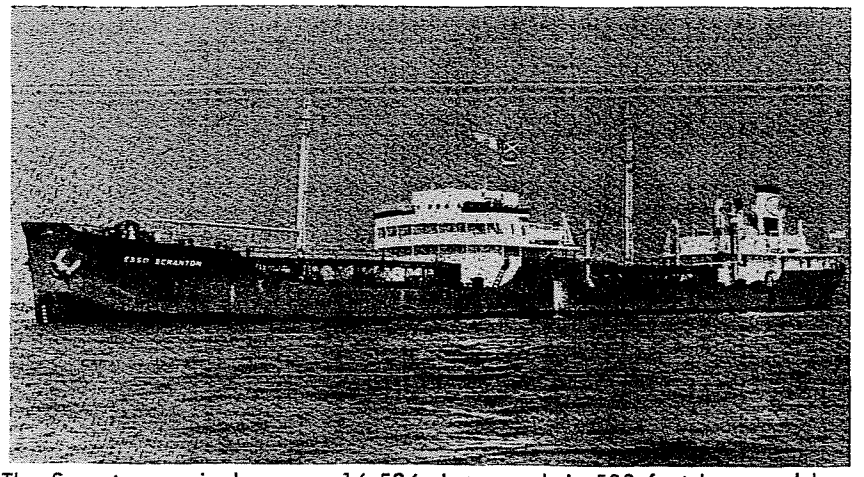
Don't be like Mac who learned the hard way that an unlatched door is a potential hazard.

If you should forget and leave the door unlatched, don't tackle it on the fly. Stick a chair between the door and bulkhead, or better yet, let the door slam shut before you grab it.

Last
Lost-Time Injury In
Esso Fleet
OCTOBER 4

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EXX-MOR-007760



The *Scranton*, a single-screw, 16,536 dwt vessel, is 523 feet long and has a cargo capacity of 138,335 barrels. Her turbo-electric engine develops 7,240 shaft horsepower. She has a speed of just over 14 knots.

The End Of An Era

'Esso Scranton,' Last T-2, Sold In Japan

The *Esso Scranton*, the last T-2 in the Humble fleet, has been sold.

The 26-year-old vessel discharged her last cargo of Persian crude at Okinawa on October 21 and sailed to Japan, arriving in the harbor at Osaka on October 25. Two days later, she sailed into the nearby Hitachi Chekka Shipyard to await final papers transferring her to her new owner, the Esso Transport Company.

At 1000 on Tuesday, November 10, Chief Mate Andrew Bozicevic signed the final entry in the ship's log, marking the end of an era for the fleet. In earlier days, T-2s served importantly in the growth of the company's tanker fleet. Marine Department records show that since 1942, the company has owned 34 T-2s, but not all at the same time.

The *Scranton's* age and repairs that would be extra costly to make in U.S. shipyards are two main reasons why the company decided to dispose of the vessel. All but one of her 33 crewmen (Chief Engineer Nunzio Consoli, who will remain with the ship for about a month) have since been flown from Japan to the United States where they will be assigned to other company ships. Most of the crew is now on paid leave.

The *Scranton* belonged to a special breed of ship. She was among the T-2s mass-produced during World War II to provide shipping capacity needed to meet urgent petroleum requirements of the United States and her allies. Many T-2s performed double duty to serve the war effort: In addition to carrying large amounts of petroleum products below deck, space above deck was often converted so that they could carry other types of urgently needed cargo, such as airplanes, boats, tanks, and trucks. The *Scranton* was one of the T-2s so used.

In 1944, soon after she was built, the *Scranton* came under government control and was assigned to United Kingdom service. On her maiden voyage, she lifted gasoline and diesel oil at Trinidad terminals and returned to New York to load deck cargo before proceeding to Avonmouth in the Bristol Channel. The deck cargo for this voyage consisted of Army pursuit plane fuselages and eight boxes of wing assemblies. Later that year, the *Scranton* delivered diesel and fuel oil from Aruba to New Guinea. In early 1945, she delivered Navy diesel and fuel oils to Eniwetok

How's This For A Mouth-Watering Menu?

Officers and men aboard Humble ships on Thanksgiving can look forward to a meal that will be a gourmet's delight, thanks to Port Steward D. A. Hodges.

Assorted olives and pickles, stuffed celery, smoked oysters, spiced peaches, and chicken consomme will be served as appetizers.

There will be a choice of three main courses: roast turkey with oyster dressing, cranberry sauce and giblet gravy; or baked smoked ham with brandy sauce; or broiled red salmon with hollandaise sauce. With these entrees, ship's personnel will have their choice of candied yams, asparagus tips, cauliflower au gratin, and whipped potatoes.

Dessert will be another difficult decision. The seamen will choose from pumpkin pie with whipped cream, old fashioned fruit cake, plum pudding, hard sauce, assorted cheeses, vanilla ice cream, pecan, butterscotch or strawberry sundaes, or assorted fresh fruits.

With each meal, personnel will have a choice of coffee, hot chocolate, tea, or assorted fruit beverages. For those with a taste for wine, a crackling Rosé will be served.

Each seaman will receive a package of raisins, salted mixed nuts, brilliant mix candy, and mixed shell nuts.

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and Saipan. In June, 1945, she was allocated by sailing orders to continuous service with the Navy and called on ports in the Admiralty Islands, the Persian Gulf, Australia, and the Philippines. During the war, the ship and her T-2 sisters were so busy fueling Navy vessels and delivering products and cargoes to port locations that seamen referred to them as workhorses of the sea and soon came to recognize them as easily as most motorists could recognize the old Model T. Tanker tonnage today is still measured in terms of T-2 equivalents—about 16,650 dwt at 14.6 knots.

The *Scranton* was returned to the Esso Fleet soon after the war ended. Although she had less than two years of war service, her record in serving allied causes was an enviable one. She had carried more than 1,164,000 barrels of petroleum products and delivered many deck cargoes.

The company assigned the *Scranton* to Caribbean-East Coast service. She was also used to backhaul crude and products from the Persian Gulf to U.S.-East Coast or Mediterranean ports after discharging in South America. At one time, she traded between Sidon, Lebanon, and Bizerte, Tunisia.

The *Scranton* was the first company ship in which newly-developed inhibitors were tested to determine their ability to prevent corrosion and rust in cargo tanks.

The first T-2, the *Esso Gettysburg*, was purchased in 1942. She was sunk by enemy action in June, 1943. Another company-owned T-2, the *Esso Washington*, was stranded at Eniwetok in March, 1945; and a third T-2, the *Esso Wheeling*, sank when she ran aground off the coast of Africa in 1948. The remainder of the company's T-2s were sold at various times to affiliated or outside companies.

The *Scranton's* new owners plan to put her through an American Bureau of Shipping survey at the Japanese shipyard, make necessary repairs, and operate her in worldwide petroleum service.

Two Ships Participate In Search Operations

The *Esso Bangor* and *Esso Miami* were involved in search operations for survivors of the freighter *Caribbean Mist* which went down off the North Carolina coast November 5. Three crewmen and the captain were lost.

The *Bangor*, all but one tank in ballast, and headed for Baytown, was notified by the Coast Guard that the *Caribbean Mist* was in distress. They said the ship's last transmission was, "Our bow is down. The captain has decided to stick it out on board."

"We broke off all other activities and proceeded to the area," said Captain Davis L. Abernathy, master of the *Bangor*. "The seas were so rough that we were slowed to six knots."

Captain Abernathy said that a Coast Guard plane dropped a flare to indicate his area of search. Later that night the *Esso Miami*, Captain Charles L. Llewellyn as master, bound in ballast for Baton Rouge, arrived to help in the search.

"The water was rough," Captain Abernathy said. "Waves were at least 20 feet high and the wind was 35 to 40 knots. We were buffeted very hard."

Neither the *Bangor* nor *Miami* were able to locate any of the 14 survivors. On November 8, the Coast Guard called off search operations for the missing men. The search operations delayed the *Bangor* 15 hours and the *Miami* eight hours.

Donald Graham Named Marine ER Coordinator



Donald E. Graham, until recently master of the *Esso Baton Rouge*, assumed shoreside duties October 19 as employee relations coordinator at Marine headquarters in Houston.

He is responsible for personnel services, benefits and claims, and safety operations, and reports to Leonard Earle, employee relations supervisor. Captain Graham also is a member of the Marine Department's bargaining team during negotiations with seagoing unions.

An employee with 25 years of service, Captain Graham brings to his new position a wealth of experience. He was a member of the executive committee of the Jersey Standard Tanker Officers Association and took part in several bargaining sessions for officers in the fleet.

He has had previous shore assignments in the operations department from 1957-60.

Following graduation from the U.S. Merchant Marine Academy at Kings Point, Long Island, he joined Esso in 1945 as 3rd mate in the *Esso Camden*. He was promoted to 2nd mate in 1945, and his first master's assignment was aboard the *Esso Newark* in 1966.

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EXX-MOR-007762

Be Sure That You

Fill Out Insurance Form Properly

If you desire to participate in the Contributory Group Life Insurance Plan beginning January 1, check this box.

If you check the box above, one (and only one) of these three boxes must be checked.

If you **DO NOT** elect to participate, be sure to check this box.

Be sure to sign and date the form before mailing it in the business reply envelope furnished with the descriptive booklet.

CONTRIBUTORY GROUP LIFE INSURANCE PLAN

OF THE FAMILY INCOME PROTECTION PROGRAM

☐ **I ELECT** to participate in the Contributory Group Life Insurance Plan effective January 1, 1971, and hereby authorize my employer to withhold, effective that date, and until otherwise directed, as my contribution, the percent of my normal compensation that is applicable to the schedule I have selected below:

- ☐ The Maximum Schedule of insurance; 1.2% of my normal compensation
- ☐ One-half of the Maximum Schedule of insurance; .6% of my normal compensation
- ☐ One-fourth of the Maximum Schedule of insurance; .3% of my normal compensation

☐ **I DO NOT ELECT** to participate in the Contributory Group Life Insurance Plan under the Family Income Protection Program as of January 1, 1971.

I understand that if I should decide to begin participation or increase my participation after January 31, 1971, I will be required to furnish evidence of good health acceptable to the Insurance Carrier.

(EMPLOYEE SIGNATURE) (DATE)

← **RETURN TO**

THIS IS A COPY of the form that accompanies the new Family Income Protection Program booklet. Do not send the above sample in — it is being run here merely as a guide to help you fill out the original form properly. Of the forms that have been returned, a large number were incorrectly filled out. **USE THE FORM THAT YOU RECEIVED WITH YOUR BOOKLET** and be sure to return it properly marked and signed, whether or not you desire to participate in the plan.

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