

ESSO FLEET NEWS

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Last Gallon Strippers Doing Just That in 28,000-Tonners

A program to install "last gallon" stripper suction in the 28,000 dwt. vessels is now well under way. The new stripper lines have the primary purpose of preventing salt water contamination by removing all ballast from tanks before products, particularly heating oil, are loaded. A secondary but also important benefit is the discharge of just about the last gallon of every cargo transported.

The original 6" stripper lines take suction from the inboard sides of the port and starboard wings and from the center of the center tanks. In light condition, the 28s have a slight heel to port and, of course, are down by the stern, which makes small pockets of product (or ballast) in the after port corners of the tanks. The 6" stripper suction pick up these pockets in the starboard wings but not in the center tanks and port wings.

The problem of more complete stripping was tackled by the Operations Dept. and a solution was worked out by Captain James G. Moffitt with assists from the Port Staff and Repair Section. The new stripper system consists of 1½" lines tied in to the existing 6" stripper lines between the cut-off and suction valves. The suction ends of the lines are inverted pipe reducers placed close to the after bulkheads of center and port wing tanks, about

¼" from the bottom, where the pockets are deepest.

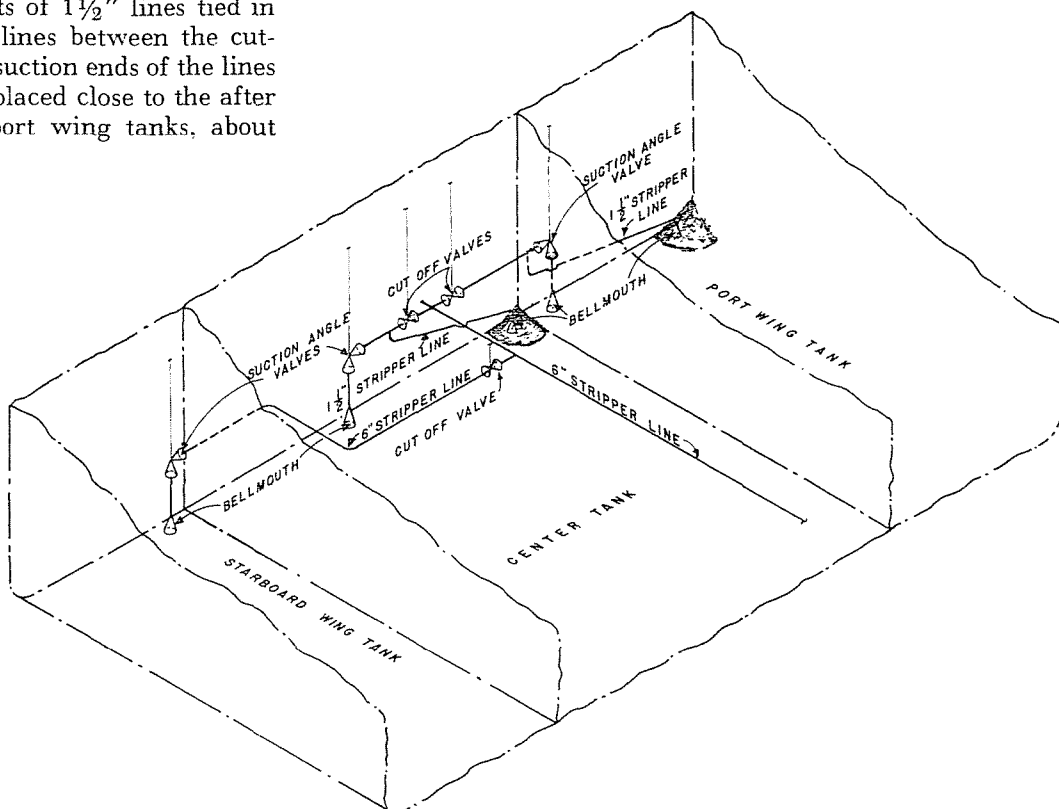
The 1½" lines are open (except on one ship) and are brought into use when the 6" strippers lose suction. Then the suction valves are closed and the "last gallon" is pumped out through the new lines. Strictly speaking, it's not quite the last gallon. When the *Esso Tampa* de-ballasted on July 4, 3 gals. of water were mopped up from the port wings and 1½ gals. from the center tanks after final stripping. This is considered "handkerchief mopping".

On the *Esso Florence*, Pumpman Herman D. Ambrose said that he has stripped three tanks at the same time with the new lines. Previously, only one at a time could be stripped because as soon as one tank would lose suction, all in the group would.

It does take a little more time to strip to the last gallon but not much. When ballast tanks and lines are isolated, the remaining tanks can be

Sketch of a typical "last gallon" stripper installation in a center and port wing tank of a 28,000 dwt vessel.

Drawing by Richard C. Cole, Operations Dept.



drained before the ship docks to load and in discharging, cargo can be stripped internally when layouts permit, so that the only extra time required is in stripping the last few tanks.

To date, last gallon strippers have been installed by shipyards in the center and port tanks of the *Esso Tampa*, *Dallas*, *Florence*, *Miami* and *Jacksonville*. Extra Mechanics Borden E. Kenney, William J. Somsy and James Caton have been doing the work in the *Esso Lima* and in Sept. the second 2 men will start on the *Chester*. Balance cargo tanks in the *Bangor* have been done and those in the *Huntington* are scheduled for October. The system will also be put in the *Esso New York* and *Newark* but not the *Gloucester*, which is in black oil service.

Also part of the program is the replacement of metal-to-metal seating cut-off valves with soft seated (Teflon) valves.

New Appointments



CHARLES S. CONKLIN, formerly a ship superintendent at the Willamette Iron & Steel Co. shipyard, Richmond, Calif., joined the Marine Division as a Project Engineer on July 1. He holds a degree in Naval Architecture and Marine Engineering from the University of Michigan (1961) and a Chief Engineer's license. From 1942 to 1958 he sailed with the Orion Shipping & Trading Co., Hess and American Mail Line as Second and First Asst. Engineer.

FRANK J. WINZER, who has been Agency Assistant in the Baytown Branch Office for the past 2½ years, is to succeed Gustav T. Piltz as Materials Control Supervisor when Mr. Piltz goes on vacation prior to retiring on Oct. 1. Mr. Winzer has been in Humble's marine operations for 22 years, including 16 in purchasing work. During part of that time he attended night school and has an LLB degree from South Texas College of Law.



ESA and Company Negotiating

Representatives of the Esso Seamen's Association and the Marine Division started discussions on wages and working conditions at Bayonne, N. J. on Aug. 9. Present for the union were the Board of Governors — William H. Trueheart, Jr., Chairman; Wilfred L. Leddick, Secretary; Alexis M. Michelson, Financial Secretary; Burnett H.

Cain, Jr.; Antonio F. Gomes; Homer Patrick, and Adviser John J. Collins. In addition, Ship's Representatives Donald W. Ayers, John F. Caldas, John S. Downey, Mitchell McEwan, Alexander M. McDonnell, and John M. West are attending as observers.

Negotiating for the Company are Captain James G. Moffitt, Operations Dept. Manager and Leonard H. Earle, Employee Relations Superintendent.

Esso Newark News

The *Esso Newark*, Captain Christian W. Tolfby and Chief Engineer Gregor O. W. Collins, is going to make a voyage to the West Coast which, by now, is probably *not* news to many of our seagoing men. (Beats all how news travels on salt water.) The ship has been chartered to carry an MSTs cargo of jet fuel to California, loading at Baytown Aug. 21. She will discharge part cargo at San Francisco about Sept. 4 and the balance at Stockton, approx. 75 miles east of San Francisco, up the San Joaquin River.

On the return trip the *Newark* will load fuel oil at El Segundo (Los Angeles) for discharge at Port Everglades, Fla., about Sept. 20.

Working out pay-loads for both legs of the 9,500-mile voyage entitles our Traffic Dept. to take a modest bow.

Also, the 29-day round trip should provide a good test for the ship's automated boiler firing system. The Engineers say that the system has been working pretty well of late. This is quite an accomplishment when you consider that there are 8 burners, 2 boiler feed pumps, 2 forced draft blowers, 2 fuel oil pumps to coordinate and a dozen or so other controls to function, plus a Chief Engineer, Advisory Chief (Walter W. Werner), 4 Assts., 3 FWTs, a burner man, meter man and the front office "in the act".

For the benefit of the *Newark's* deck officers, it might be helpful to repeat an observation by Captain Victor G. Lee (ret. March 1), who made a similar voyage in the *Esso Tampa* last year — "We found . . . that channel 9, New Orleans, on the radiotelephone would contact Los Angeles and channel 2, Boston, would contact San Francisco."

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



Safety Awards

A Jones F. Devlin Award for 4 years of accident-free operation was presented to Captain Harry Bansen, *Esso Florence*, by Sydney Wire, Assistant General Manager, on Aug. 2. Actually, the *Florence* had 1,774 accident-free days to her credit up to Dec. 31, 1962.

In the photo, l. to r., are: Chief Steward Anthony P. Senna, UM Emory J. Jones, Acting Asst. Port Captain Robert F. Stap, AB William G. Wasko, MM Thomas W. Bennett, Jr., Captain Bansen, Chief Cook Alfredo Monteiro, Chief Mate Elnine W. Scott, Mr. Wire, Second Cook Edmund J.

Reimer, MM Elbert C. Lott, AB Louis E. Sabat, OS Ernest Campbell and Radio Officer Charles E. Warren, Jr.

Captain William Hamilton receives the Marine Division's Certificate of Safety from Captain Stap in recognition of the *Esso Bangor's* no lost-time, no disabling injury record for 1962.

L. to r. in the photo, taken July 31, are: Chief Steward Charles Monteiro, Chief Engineer Svafar Steffensen, First Asst. Engr. Franklin E. White, DM John A. Leger, Captain Hamilton, Second Cook Antone Joaquim, Bos'n Thomas E. Buchanan, Radio Officer Charles E. Schwarb, DM Alexander W. Cullen, UM Edward R. Canlon, Captain Stap, Third Mate Marshall G. Price and Chief Mate Ormond A. Staples.



TAFFRAIL TALK

Crewmen of the *Esso Newark* in a position to know (the position is seated at mess table) say that Joel R. Teixeira is turning out first-rate "vittles" and baked goods on his first assignment as Second Cook.

The Teagle Foundation has announced scholarship grants to Robert B. Kirby to attend Tulane University and to Alfred W. Zoepf at Mass. Institute of Technology. Mr. Kirby is the son of Robert G. Kirby, Chief Mate in the *Esso Gloucester* and Mr. Zoepf's dad is AB in the *Esso Gettysburg*.

Mrs. Hazel R. Carty, widow of the late Captain Elmer Carty, asks if anyone might be interested in a good semi-retirement business. She and her

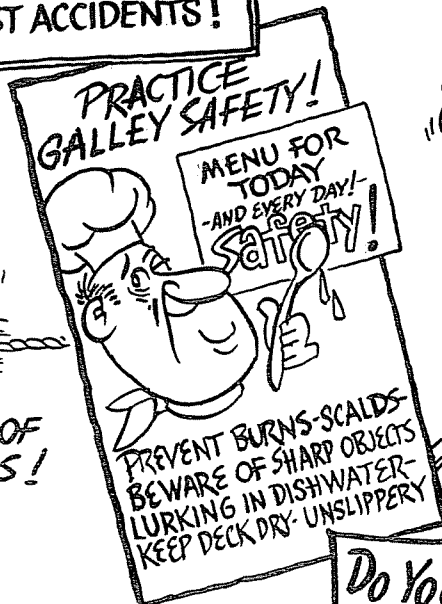
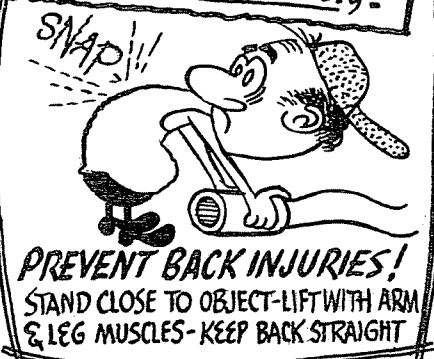
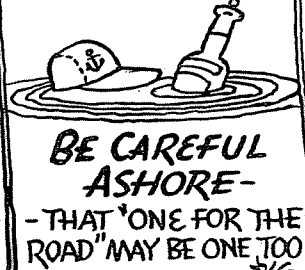
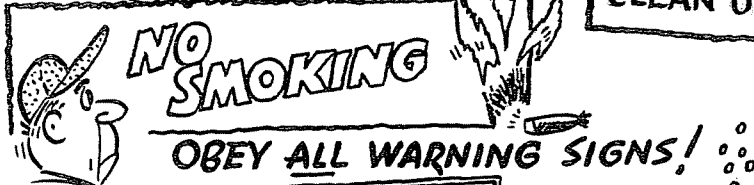
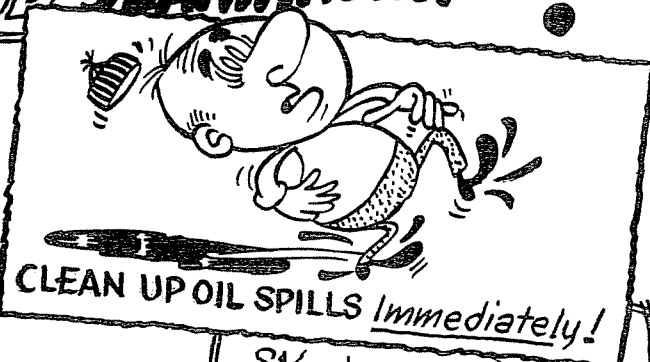
husband were proprietors of CAPT. CARTY'S COTTAGES on Newfound Lake, Route 3A, Bristol, N. H. "Captain and I enjoyed running this place very much," she wrote, "but it is a little too much for one person."

Patricia and Charlotte Thenemann, 13 and 15-year old daughters of Radio Officer Carl W. Thenemann, of the *Esso Tampa*, were pictured in THE BAYTOWN SUN, Aug. 5 with big gars they caught in the Houston Ship Channel. Mr. Thenemann also caught one weighing 80 lbs.

John D. Hall, Second Mate in the *Esso Jacksonville*, writes that he had a pleasant visit with Captain A. C. Steinmuller in a Baton Rouge stock broker's office recently. Captain Steinmuller retired as Baton Rouge Agent in Oct. 1956 with 36 years' service in the Company.

FORM SAFE WORKING HABITS!

- IT'S GOOD SEAMANSHIP



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JULY 1 RETIREMENTS

CAPTAIN HAROLD F. BLYTT had a 32-year career in the fleet, starting as OS in the *E. M. Clark* in Jan. 1929. He was Chief Mate and relieving Master of the *Esso Newark* from 1952 to 1956 and Master of that vessel, with few exceptions, until his retirement. For the first 2 years of World War II he sailed as Chief Mate, then in Feb. 1944, he joined the Navy, serving nearly 2 years as an officer in the *Monticello* (ex *Conte Grande*) and *Europa*. His first command was the *Esso Rochester*, on June 22, 1946.

Captain Blytt and his wife, Ruth, live in New Orleans.



CAPTAIN EARL E. WALKER has been on or near salt water all his life — so far, that is. He was born on the Eastern Shore of Md. and now lives in Marathon Shores, Key Vaca, Fla.

After 10 years with the Morgan Line (1930-41) Captain Walker joined Esso's *Thomas H. Wheeler* as Bos'n in April of the latter year. He was Third, Second and Chief Mate throughout World War II and Chief Mate and relieving Master in the post-war years, serving longest in the *Esso Scranton*.

Captain Walker's 21 years in the fleet were without a break, exclusive of his 15 months with WET, Inc. in 1944-46, or a day's sick leave.

THIRD MATE HOKE S. TOUCHTON is now a plant maintenance supervisor for the Davison Chemical Division of W. R. Grace & Co. He retired after 15 years of continuous service in the fleet, sailing as Third and Second Mate since May 1950.

Born in Ga., Mr. Touchton served 4 years in the Navy (1925-29) as gunner and electrician. He worked ashore for 15 years in N. Y. and N. J. and went to sea again in 1944 as third mate with the Atlantic & Pacific S. S. Co. He also sailed in the Grace Line as second and chief mate and with Marine Transport Lines as chief mate and relief Master before joining Esso in March 1948.

Mr. Touchton and his wife, Charlotte, live in Bartow, Fla., have a son, Richard and 3 grandsons.



CLAUD J. LAWSON was Chief Engineer in the *Esso New York* for the past 5 years and had the *Esso Worcester* for 10 years before that. His Company service totals nearly 32 years, in addition to 18 months with WET, Inc. as Chief in the *Cayuse* and *Run River* in World War II.

Mr. Lawson went to sea as OS in the *Walter Jennings* in Feb.



1929. He became Wiper, Fireman and Oiler in that ship. Third Asst. in the *Chester O. Swain* in April 1934 and first sailed as Chief Engr. in the *W. S. Farish* in June 1943. He was Second and First Asst. in 6 vessels during the War, including the *Esso Nashville* when she was torpedoed on March 21, 1942.

Residents of St. Petersburg, Mr. Lawson and his wife, Arlene, enjoy working with plants and flowers and next year, plan to see "some places we never had time to visit before."

CHIEF ENGINEER MAX D. PETERSEN first went to sea in 1920 as OS in a 2-masted schooner sailing out of Kiel, Germany to Baltic and North Sea ports. It was the only time in his 43-year sea career (35¼ with Esso) that he ever sailed in the Deck Dept.



After coming to this country, Mr. Petersen shipped out in a few freighters and 3 non-Company tankers, then (Nov. 1, 1926) as Wiper in Esso's *J. H. Senior*. He advanced to Oiler the next month and to Third Asst. in the *E. M. Clark* in Aug. 1935. Following his first Chief Engineer's berth — the *Svithiod*, in April 1942 — he continued in this rank throughout the War and as First Asst. and relieving Chief until Oct. 1957. Since then he has been Chief Engineer, for the past 2½ years in the *Esso Miami*.

Mr. and Mrs. Petersen live in Fort Lauderdale and intend to "stay put". They have 2 sons, Thomas, an honor student at Junior College of Broward County and Robert, just graduated from high school.

FIRST ASST. ENGINEER HARRY K. STRINGER holds both steam and diesel Chief Engineer licenses and has spent close to half his 24½ years in the fleet in motorships. His first assignment (Jan. 1939) was Machinist in the *SS John Worthington* but beginning with the *Svithiod* in May 1940, he served in diesels for 11½ years. He rose to Chief Engineer in the *Svithiod* and was First Asst. and Chief in the *J. A. Mowinkel* (Mighty Mo) from Jan. 1942 to Feb. 1949, including her torpedoing off Cape Hatteras on July 15, 1942 and her subsequent repair and return to service. After 2 more diesels, the *Esso Augusta* and *Esso Bolivar* in 1949-51, he was Second, First Asst. and Chief in steamers, the *Esso New York* for the past 2½ years.

A native of Mississippi, Mr. Stringer and his wife, Mae, live in Lennox, Tenn.

THIRD ASSISTANT ENGINEER HENRY A. WEST. Born in Key West and a long-time resident of Coconut Grove, Fla., (near Miami) Mr. West retired after 16 years, 7 months in the fleet. All of his service was as Third and Second Asst. Engineer, continuous and without a sick leave.

Starting in the *Esso Richmond* on Nov. 1, 1946, Mr. West spent nearly 2 years in that ship and the *Esso Rochester* and 2½ years in the *Esso Raleigh* (Dec. 1950-May 1953). His last assignment was to the *Esso Washington*.

July 1 Retirements (Continued)

RADIO OFFICER HAROLD S. BENNER has been active in radio from the time he was a 13-year old Boy Scout. He graduated from high school and the Phila. School of Wireless Telegraphy in 1925 (aged 18) and started his seagoing career in Nov. of that year. He sailed with Merchants & Miners, Ford Motor Co. and several tanker companies for 8 years, then put in 29½ years as Radio Officer in the Esso fleet, beginning in the *Frederic R. Kellogg* in Aug. 1933.



A U. S. Naval Communications Reservist, Mr. Benner was called to active duty in Feb. 1941. He was stationed at the Navy's radio installation at Port Blakeley, Wash. for 2½ years and at Oahu, Hawaii for 2 more. Since his return to the Company in Jan. 1946, he spent considerable time in the *Esso Rochester* and *Esso Bermuda*.

Mr. Benner and his wife, Thelma, live in Norristown, Pa., 4 miles from Valley Forge. He is interested in local history, stamp collecting, photography and, of course, is a radio "ham".



PUMPMAN HENRY FINNERN retired with an even 27 years of continuous service, all as Pumpman, except for 9 months as MM/2nd Pumpman. He sailed in the *W. H. Libby* for 2 years on his first assignment (June 1936-June 1938) and continued in several other vessels until Jan. 1940, when he went on the Night Relieving Staff. Transferring to Butterworth System in Bayonne in April 1944, he remained for 9 years, returning to the fleet in Dec. 1953. He has been in the *Esso Washington* for the past year.

Mr. Finnern was born in Germany and resides at Randolph Air Force Base, Universal City, Texas, with his wife, Marjorie.

MACHINIST CLARENCE E. ERWIN and his wife, Helene, have bought a new home on Cape Cod—in Bourne, close to the Cape Cod Canal. If that doesn't solve Mr. Erwin's "what to do after retiring" question, there are fraternal, yacht club and Power Squadron meetings to attend plus boating, swimming, fishing and gardening.



A native of the Bay State, Mr. Erwin worked on a large estate from 1923-39 and as an estimator at Bethlehem Steel's Fore River shipyard from 1939-46. He joined the *Esso Dover* as Wiper on April 2, 1947, was Storekeeper the next month and Machinist from Nov. 1947 to his retirement. He had 15 years, 4 months of continuous service.

OILER PETER J. ROLL sailed with Tidewater and War Emergency Tankers before putting in 16 years as FWT and oiler in the Esso fleet. He alternated between these 2 ratings from May 1946 to Oct. 1949 and served continuously as Oiler for the past 13 years.

Born in Ohio, he lives on Columbus Ave., New York City, with his wife, Elizabeth.

ABLE SEAMAN JACK AUSLANDER operates a hunting camp and farm in the Catskill Mts. about 50 miles due west of Kingston, as the crow flies. His place borders the Beaverkill River at Cooks Falls, N. Y. (address Box 175).



Jack had 17½ years in the fleet, serving as AB and Bos'n from Sept. 1944 until his retirement. His first ship was the *Esso Washington*, which was stranded at Eniwetok, and his last was the *Esso Baltimore*. Previously, he sailed with the U. S. Lines, Black Diamond, Socony and in U. S. Shipping Board vessels.

Mr. and Mrs. (Herta) Auslander have two sons, Rudolph, 27 and Jack, 23.



FIREMAN-WATERTENDER DANIEL CABIROY was born in the Philippine Islands and has worked ashore in a Hawaiian pineapple canning factory and the Southern Pacific RR in San Francisco. In a seagoing career going back to 1919, he sailed in Army Transport, American Hawaiian, Munson and American West African Line vessels in Deck, Engine and Steward's

Depts.

A 1-year assignment as FWT in the *George G. Henry* (April 1941-April 1942) was the beginning of Mr. Cabiroy's Company service. He was aboard the *Henry* when she survived the bombing of Manila and escaped to render valuable fueling missions in the South Pacific. He also shipped out as FWT in 7 more vessels during the War and with one exception, sailed in that rating throughout his nearly 22 years in the fleet.

Mr. Cabiroy lives with his daughter, Mrs. Jane Lazaro, in Lodi, N. J. He also has another daughter, Rose and 3 sons, Frank, Mike and James.

CHIEF STEWARD JAMES GARCIA started to sea as galley boy in a United Fruit ship in 1931 and rose from messboy to steward during 13 years with Marine Transport Lines. Throughout his 17 years in the Company, he sailed as Chief Steward except for his first assignment (Chief Cook in the *Beacon*, April 1946) and 2 months in that rating in 1949.



Born in Mexico, Mr. Garcia and his wife, Mary, plan to travel there and to Canada. They live in Brooklyn but also have an 11-room house and 20 acres in Dutchess County, N. Y. Their 3 daughters are Linda, 23, Carol Jean, 21 and Elizabeth Susan, 18.

