ESSO FLEET NEWS

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THE UNIVERSITY OF TEXAS AT AUSTIN

New Tug and Barges For Chesapeake Bay Service

Integrated push tows are common enough on the Western rivers but there are few counterparts on the Atlantic seaboard and nothing at all like the new *Esso Maryland* and *Esso Barges No. 29* and *No. 30*.

These three units were designed by our Inland Waterways Dept. for operation in the Chesapeake Bay area, where there is often considerable wave action. Because of this factor and other requirements of that trade, many special features were built into the vessels after model tests were made in a "sea keeping" basin.

The *Esso Maryland* is 110'9" overall, 28' beam, 14'11" molded depth and 11' draft. She has a tug bow with a single towing knee (instead of multiple knees customary on the rivers) and a towboat stern. There are four decks to permit visibility from the wheelhouse when pushing light barges. Two air-powered winches handle the tug-barge connecting wires. Powerful maneuverability is provided by six rudders — four flanking, forward of the two propellers, and two steering rudders aft. As on the rivers, rudders are controlled by two sets of levers in the wheelhouse.

Propulsion is by two Fairbanks Morse, opposed piston diesels, each rated at 1,080 bhp. at 765 rpm., driving twin screws through reduction gears. With the tug pushing the two loaded barges, the tow will make 10½ knots.

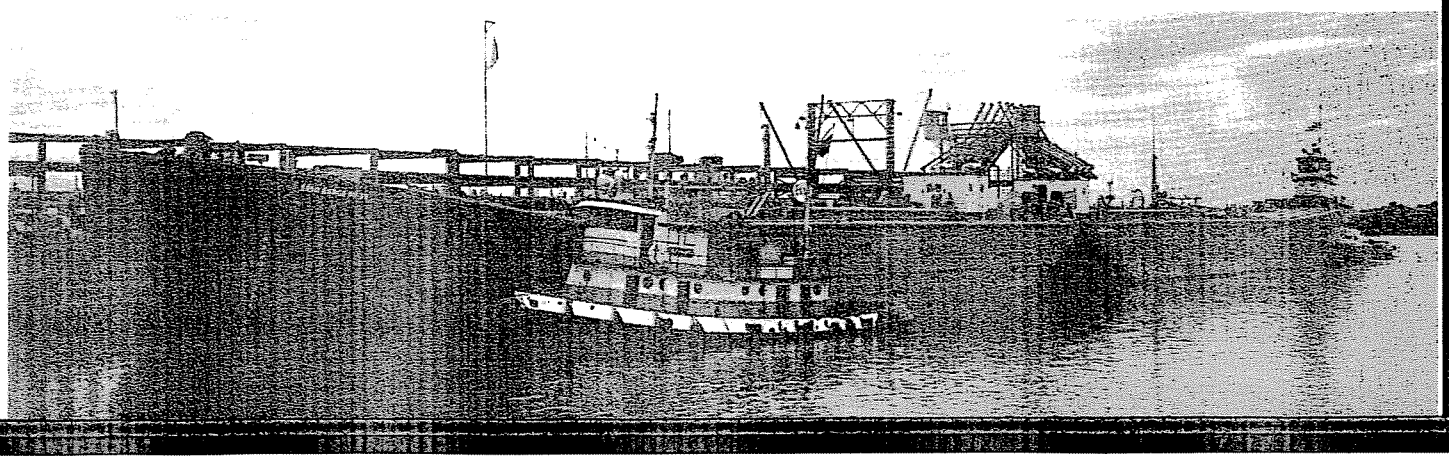
Navigation and control equipment includes a radiotelephone, radar, automatic gyropilot and wheelhouse control of engine speed. Propeller direction is also controlled from the wheelhouse through a pneumatic system, clutches and gearing.



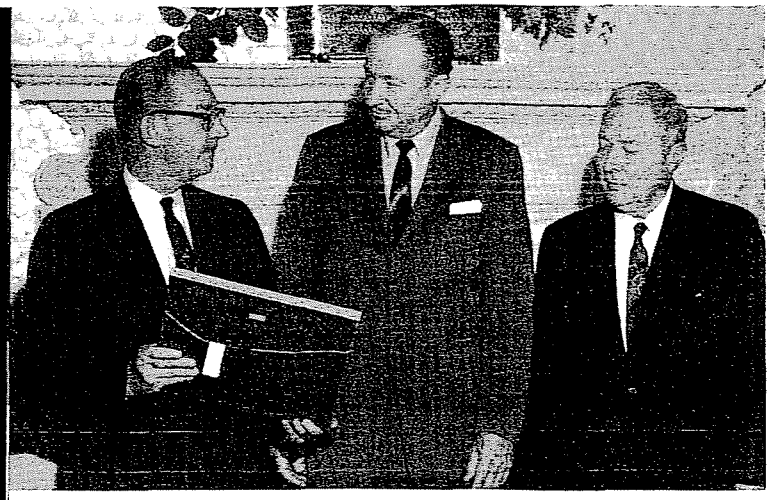
The *Esso Maryland* at Baytown. The tug-barge wire lashings and button chocks were especially designed by Inland Waterways.

The two barges were built in Orange, Texas by the Levingston Shipbuilding Co. They are each 250' overall, 41'9" beam and have a designed draft of 14'4". Total volumetric cargo capacity is about 60,000 bbls. The lead barge, *No. 29*, has a

The new 600' integrated tow loading her first cargo. All cargo tanks are coated with Humble's Rust-Ban 190.



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Humble Fleets Win 5th Consecutive Sanitation Citation

In 1961, for the fifth straight year, all of the Company's ocean and inland waterway vessels passed U. S. Public Health Service inspections with a score of 95 or better. This excellence in ship sanitation and vessel cleanliness was again recognized by the Government health agency's award of a Special Citation.

In the photo, Morgan J. Davis, center, Humble's Chairman of the Board, accepts the Citation on behalf of the Marine operating personnel afloat and ashore, from Richard S. Mark, Chief of the Interstate Carrier Branch, USPHS. John D. Rogers, right, General Manager of the Marine Division, presided at the presentation ceremonies and luncheon, held in the Houston Club on Feb. 20.

ship-type bow with an 8'3" sheer. A 10' notch is built into the stern of the trailing barge for push towing.

Both barges are equipped to discharge cargo under their own power. Each has two diesel driven cargo pumps which can handle two grades at once. As many as five grades can be carried in each barge. Both have anchors and a hydraulic anchor windlass, an engine house, hydraulic boom operating gear and two stern skegs. Adjustable fins are attached to the skegs and can be made to flare out to prevent yawing during hawser towing.

Much study was given to the connections between the barges. There are two massive steel connecting pins and socket joints, in addition to one seven-part and one six-part wire rope lashing port and starboard. Four hand winches work the lashings.

Maiden Voyage

The *Esso Maryland* left Oyster Bay, N. Y., where she was built by the Jakobson Shipyard, on Feb. 5. Captain Willis Cannon, Charles McLean and Joseph D. Miskell, of the Inland Waterways Dept., were Skipper, Chief Engineer and Cook, respectively. The rest of the complement, from the seagoing fleet, were: Marshall G. Price, Chief Mate; Richard J. O'Neill, Second Mate; Michael J. Pagliango, Second Asst. Engr.; Carl E. Brooks, Jr., Third Asst., and Martin J. Connolly and Leendert Don, Able Seamen.

On Feb. 13 the *Maryland* put in to Morehead City, N. C. and Gustav Pedersen replaced Mr. Pagliango, Walter F. Hartis took over for Mr. Don and Harold A. Simpson joined as AB. The tug made Orange, Texas on the 19th to pick up her barges and arrived with them in Baytown for a cargo of heating oil on the 23rd. She left on the 26th on the return trip to Norfolk.

U. S. Tankers Fewer, Tonnage Greater

The United States flag, privately owned tanker fleet showed a loss of 11 vessels but a gain of 136,770 dwt. on Jan. 1, 1962, compared with figures for the beginning of 1961.

According to the statistics, published in a research report by the American Merchant Marine Institute, the fleet totaled 327 vessels of 6,914,783 dwt. on the first of this year. On Jan. 1, 1961 there were 338 vessels of 6,778,013 dwt. Last year was the fourth in a row to show a gain in carrying capacity but also registered the second consecutive reduction in the number of vessels.

Prospects for growth of the U. S. tanker fleet in 1962 are not bright, the AMMI report stated. Only four tankers are scheduled to be delivered this year from new construction.

TAFFRAIL TALK

Mates Harald Ronhave and Arthur Danielsen have accepted loan assignments to Esso Tankers, Inc. to inspect tank coating work in Spain. The assignments are for three months, Mr. Ronhave's starting on March 1 and Mr. Danielsen's about the 15th.

* * *

The *Esso Bermuda*, Captain C. F. Stober and Chief Engineer Thomas F. Smith, left Corpus Christi Feb. 22, bound for San Francisco. She is scheduled to return to the East Coast about March 25th.

* * *

Humble's second experimental consolidated auto repair center (the first is in Buffalo) is now in operation at 210 Fifth St., N. W., Washington, D. C. The repair center is equipped with modern

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W. E. Gardner, Editor.

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devices for repairs and adjustments from tune-ups to complete engine overhauls. Work can only be sent to the center by Esso service stations in the area — motorists do not deal with the center directly. Higher income for dealers and expanded service for customers, including charge privileges for Humble credit card holders, are the principal objectives of the centers.

Esso Gettysburg Men See Space Flight

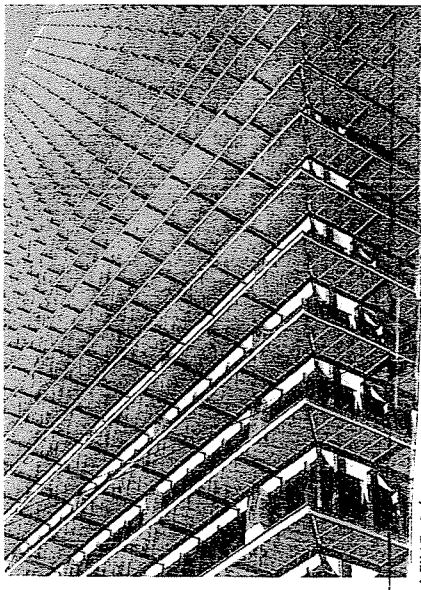
The following letter from Utilityman Phil Lally, of the Esso Gettysburg, describes the opportunity he and his shipmates had to witness part of the historic first American earth-circling space flight.

"The *Esso Gettysburg* had two shots at a grandstand seat for the round-the-world flight of astronaut John H. Glenn, Jr. The second time around, we made it.

"When the flight was postponed for the 10th time, we were abeam of Cape Canaveral, Texas bound. All hands were disappointed. However, once again on Feb. 20, bound for New Haven, Chief Mate Edward Crawford announced that at 0730 Cape Canaveral would be about 50 miles off our port bow. The 2½-hour delay in the take-off put the *Gettysburg* again abeam of the Cape at the right time.

"As the count down proceeded, the anticipation aboard was second only to that at the Cape. Most of the crew watched on TV until *Friendship 7* lifted from the pad. Then there was a mad scramble for the deck. It seemed a long minute after blast-off before she came out of the blue Florida sky. She arched like a half-moon out and over the bow of the ship and was visible for about 90 seconds. Passing into a small cloud, the rocket was hidden from view and when the cloud passed, we had had it. *Friendship 7* and Lieut. Col. Glenn were beyond human vision.

"There were varied comments on what she looked like passing over the ship, so I will add mine. She looked like a porpoise that had jumped too high."



PANEL SHOW — An eye-catching view of the aluminum and porcelain sunshade panels on Humble's new 44-story headquarters building in Houston. The panels are designed to give the building a lighter, more graceful look but they also will pay their way by reducing the air conditioning load.

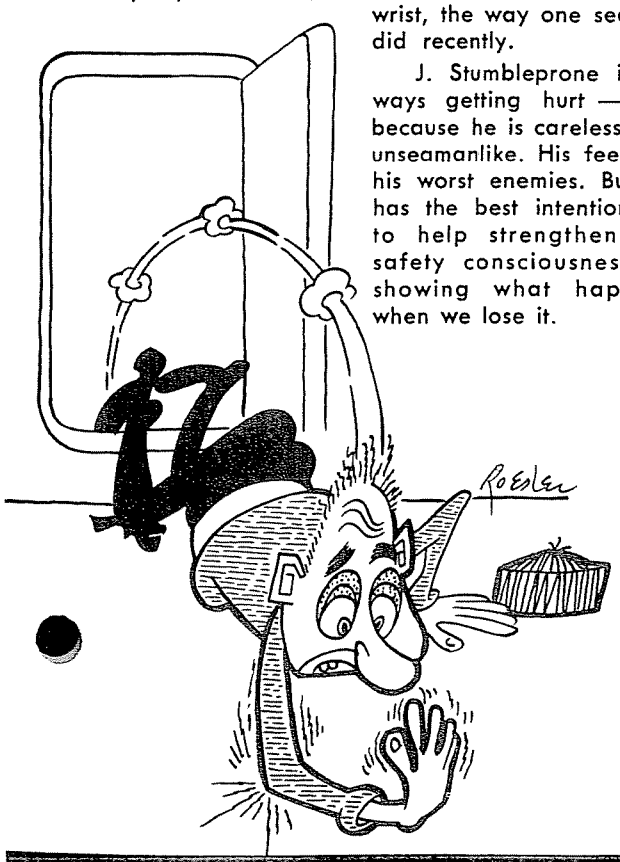
Mounted on outrigger beams, the shades have been built to withstand hurricanes and to serve as convenient platforms for window cleaners and maintenance men. Despite the advantages, the panels weren't adopted until tests had proved their strength and durability, that they wouldn't whistle in the wind, leak, stain in wet weather, or prove attractive to pigeons.

Completion of the building is scheduled by the end of this year. First occupants are expected to move in a few months earlier.

A New Character "Bows In"

We introduce herewith a new personality to FLEET NEWS readers. His name is J. Stumbleprone McFracture. He is a fictitious character, of course, but his actions are true to life. In this sketch, for example, he is tripping on the sill of a pumproom door, landing on his right elbow and wrist, the way one seaman did recently.

J. Stumbleprone is always getting hurt — just because he is careless and unseamanlike. His feet are his worst enemies. But he has the best intentions — to help strengthen our safety consciousness by showing what happens when we lose it.



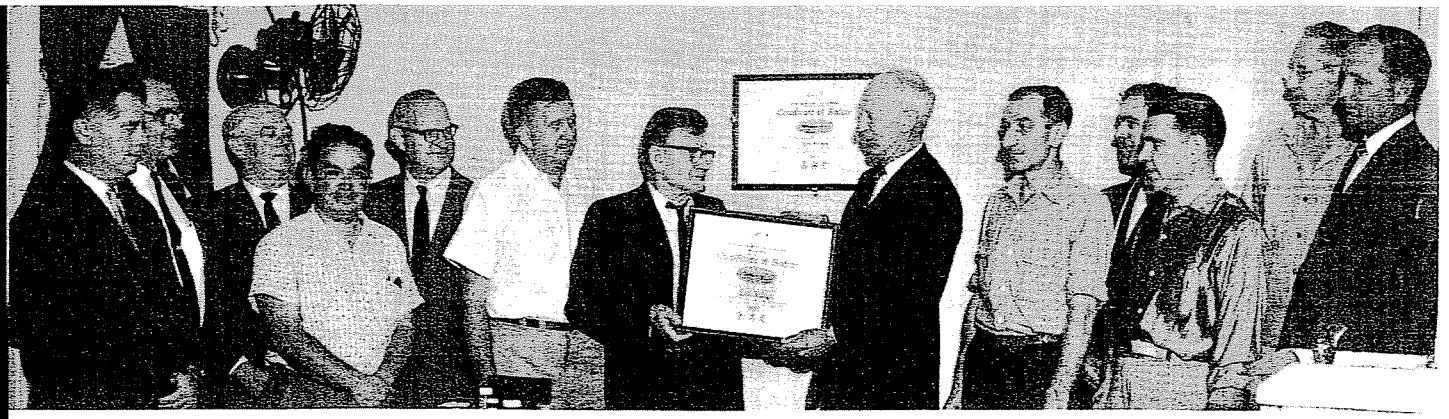
OBITUARY



JAMES LYON, JR., an annuitant since Oct. 1954, died in Norfolk on Feb. 28. He was 72. Surviving are his wife, Bessie, and a brother and two sisters in Dallas, Texas.

Mr. Lyon was Fireman-Watertender for nearly all of his 16 years in the fleet (1938-1954). He sailed throughout the war in the *G. Harrison Smith, Esso Harrisburg* and *Esso Utica* and survived the torpedoing and sinking of the *Harrisburg* off Venezuela on July 6, 1944.

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Safety Award Made to Esso Raleigh

Captain M. Breece (right center), Manager of the Operating Dept., presents the Marine Division's "Certificate of Safety" to Captain William Hamilton, Master of the *Esso Raleigh*. The certificate is the first of four to be awarded this year to vessels operating throughout 1961 without a lost-time personal injury accident. A National Safety Council "Green Cross for Safety" pennant was also presented to the *Raleigh* during the ceremonies at Baytown on Feb. 27.

Others in the photo are, left to right; Port Captain F. L. Hooper, Asst. Port Engineer H. W. Bradbury, Port Steward D. A. Hodges, Chief Steward Jose A. Plaza, Port Engineer T. J. McTaggart, Chief Engineer Svafar Steffensen, Second Asst. Albino A. Boitano, Employee Relations Adviser L. H. Earle, First Asst. Lawton M. Williams, Third Mate Robert Butler and Safety Engineer John M. Sachs.

On the bulkhead is another safety certificate, earned by the *Raleigh* in 1958.

Risk of Mutilated Mariner's Documents

A half-dozen men in the *Esso Boston*, returning from a foreign voyage, came close to being passed over at a pay-off recently. The reason — bad condition of their Merchant Mariner's Documents.

Since the Coast Guard regulation became effective on Jan. 1, 1961, U. S. Shipping Commissioners have had the right to refuse to accept mutilated or faultily laminated documents.

If your document is not in good condition, you should exchange it for a new one by presenting the old card and new photos at any Coast Guard Marine Inspection Office. Otherwise, you may sometime find yourself ashore and off-pay because of a Shipping Commissioner's refusal to permit you to sign on.

RECENT RETIREMENTS



THIRD ASST. ENGR. SETH G. DAVIS. A "Down-Easter"—born in Boothbay and a resident of Lewiston, Maine — Mr. Davis retired March 1 with 19½ years of Company service. He has sailed in all Engine Dept. ranks and ratings except two.

After shipping out in Union Sulphur, Dollar Line and Ford Motor Co. vessels, Mr. Davis joined the *Frederick Ewing* as Second Pumpman in Nov. 1929. His first licensed berth was in the *Benjamin Brewster* in Jan. 1934.

During World War II Seth was First Assistant in the *Elisha Walker* for 16 months, sailing in the Pacific, Indian Ocean and Persian Gulf, and also experienced 33 days of V-1 and V-2 bombings in Antwerp.

For the greater part of the past decade Mr. Davis was Third Asst. Engineer, serving last in the *Esso Bridgeport*.

He is married and has three daughters, Devone, 25; Linda, 22, and Nancy, 20. He hopes to move to California.



FIREMAN - WATERTENDER MANUEL P. CASAIS. Born in La Coruna, Spain, near Cape Finisterre, Mr. Casais has been going to sea all his life — first as a fisherman and then a merchant mariner. In the late 1920's he sailed with Socony and United Fruit and joined his first Esso ship, the *Wm. G. Warden* on June 13, 1932 as OS. That was the only time in his 25½ years' service in the fleet that he ever sailed in the Deck Dept.

For the most part Mr. Casais was Fireman-Watertender in such ships as the *W. C. Teagle* and *M. F. Elliott* in the 1930's, the *Walter Jennings* and *Esso Pittsburgh* in World War II and the *Esso Little Rock* (three years), *Esso Bangor* and *Esso Gettysburg*.

"I am very grateful to Esso," Mr. Casais said, "and wish to express my thanks to all the officers and fellow seamen for the many happy years I spent with them."

Retiring Feb. 1, Mr. Casais has plans to visit northern Europe and then will probably return to Bayonne, N. J., where he has resided for many years.

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