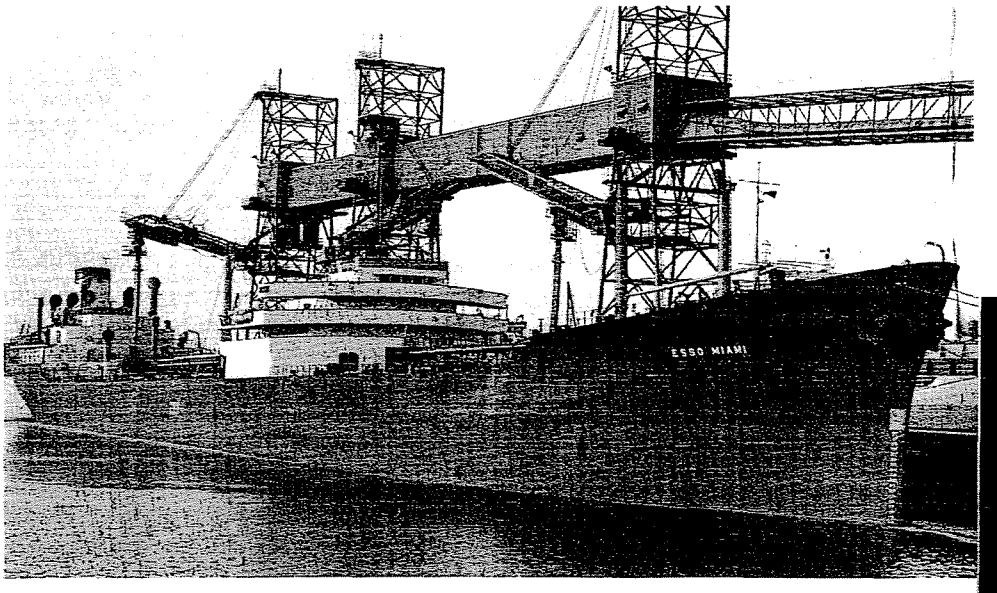
ESSO FLEET NEWS

PUBLISHED BY THE MARINE DEPARTMENT, HUMBLE OIL & REFINING COMPANY

Vol. 9, No. 7 **April 6, 1967**



Taking on wheat at the Equity Export Corp. modern (and very clean) loading facility on the Houston Ship Channel, March 18.

Esso Miami on Third Grain Voyage to India

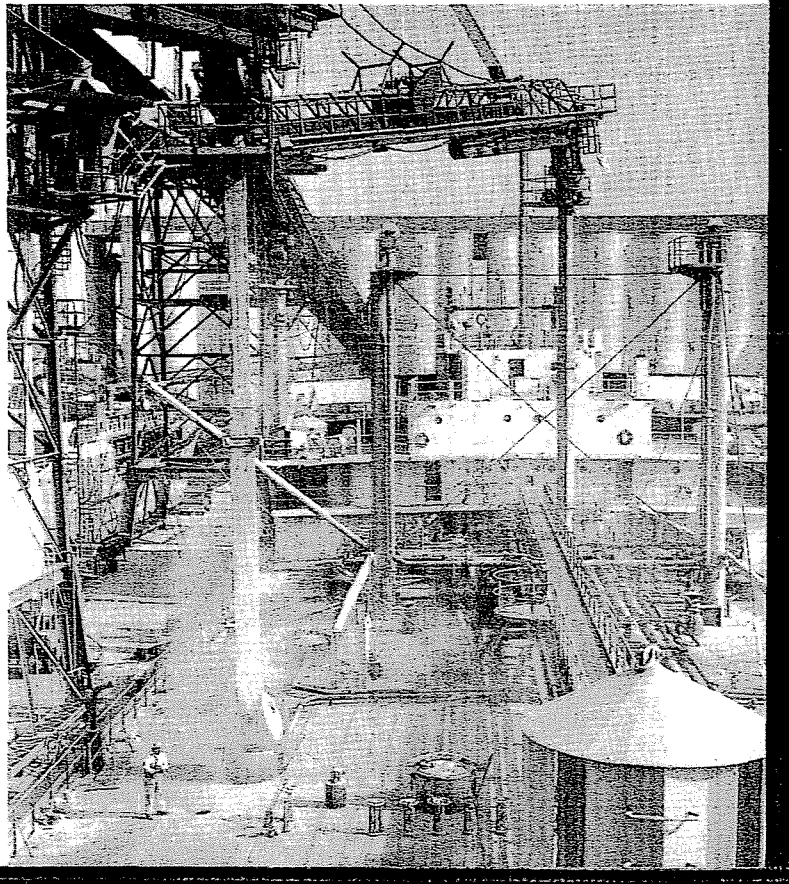
Loaded with the charter contract maximum of 26,250 long tons (980,000 bushels) of No. 2 Dark Winter Wheat, the *Esso Miami* sailed from Houston at 0337, March 20, bound for Bombay or Kandla.

Preparations for the loading required a day at the Harrisburg Machine Co. dock, Brady Island, where, in addition to the installation of grain fittings, tanks were made ready for gas-free, odor-free, moisture-free and weevil-free certification.

The *Miami* was all fast at the elevator dock at 1300, March 17 and loading was completed at 2105, the 19th, with 2 6-man gangs working about 16 hrs. a day, less lunch and supper time.

On this trip the *Miami* is taking along 2 self-

A system of conveyor belts carries grain from elevators (background) to vertical spouts which are positioned over tank openings.



This was not an accidental spill. It is a simple matter to scoop the grain into Butterworth openings while the spout is filling a hatch.



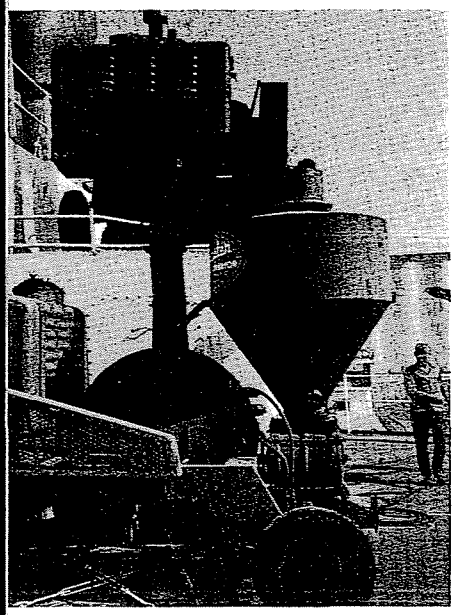
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contained cargo handling units. These "Airmaster Grainvayor" diesel-driven suction machines and the pipe that connects to them have a discharge capacity of about 20 tons per hr. per machine. They may prove very useful in reducing port time by lightening the ship if her draft is too deep on arrival or, if she must wait for a berth, the Grainvayors could discharge into barges while the ship is at anchor.

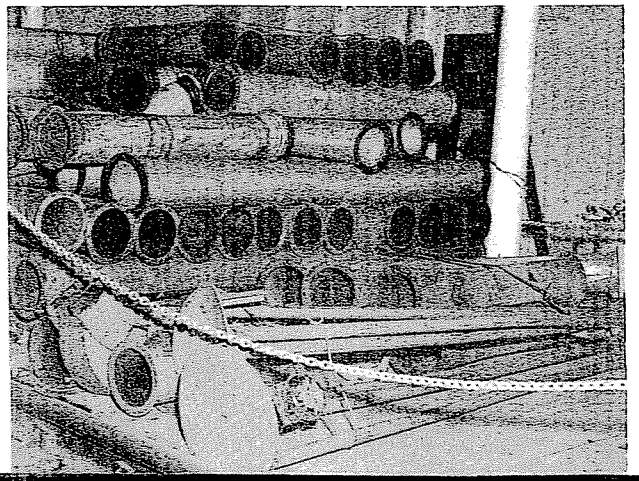
Esso Miami Crew

Thomas K. Lawton*	Master	John W. Rickour	OS
Edmund F. Mahoney†	Ch. Mate	Albert L. Erickson	OS
Daniel E. Marshall	2nd Mate	Fred E. Engelman	Pumpman
James S. Ellis	3rd Mate	James L. Miller	MM/2P
Lawton M. Williams*	Ch. Engr.	Johnnie W. Jernigan	Oiler
Ralph W. Sullivan†	1st Asst.	Joao B. Silvia	Oiler
Edward P. Dolloff	2nd Asst.	James W. Crossland	Oiler
Bobby M. Pouncey	3rd Asst.	Carmine G. Marobella†	FWT
Harry J. Gillway, Jr.	3rd Asst.	Denver S. McCasland	FWT
James R. Reesor	Radio Officer	Edward C. Burns	FWT
Robert A. Fagerstrom	AB	Arthur H. G. Penha*	Ch. Steward
Stanley M. Vaughn	AB	Alfredo Gibau	Ch. Cook
Floyd H. Bost	AB	James P. Sibley	2nd Cook
Anthony Lazarczyk†	AB	Robert J. Chapla†	MM
Sam French	AB	Bryan A. Toucheck	MM
Joseph F. Padelsky	AB	Robert Turner, Jr.	UM
Arthur W. Vaag	OS	Joaquim J. Gonsalves	UM

*Sailed on first grain voyage
†Sailed on second grain voyage



Two Airmaster Grainvayors secured on the boat deck aft and (below) flexible and rigid pipe for the units stowed under the fo'c's'le head. This equipment may help save discharge time in India.



Early Officer Retirements

Four more officers, in addition to the four mentioned in the last issue, have indicated intentions to retire early and take advantage of the Special Sea Service Retirement Annuity Supplement. The officers and scheduled retirement dates are:

Chief Mate ROBERT G. DRIVER, June 1
Third Mate JOHN R. LUKE, July 1
First Asst. WILLIAM T. PEACE, Jan. 1, 1968
First Asst. PATRICK J. SWEENEY, July 1

Marine Library Starts Fund Drive

The American Merchant Marine Library Association is conducting its annual appeal for contributions to maintain its "Public Library of the High Seas." Men in the Esso Fleet, who have made generous donations in the past, will be asked to continue their support.

Last year 9 of our 20 vessels contributed $100 or more to the Association. Topping the list was the *Esso New Orleans* with $175.50.

Each vessel that reaches or exceeds the $100 mark will receive a COLUMBIA ENCYCLOPEDIA for the first year and another suitable volume for succeeding years. The *Esso Baltimore* is acquiring a permanent library of its own, having donated $100 or more for the past 5 years.

Improved library service to the Fleet is about to result through a recent arrangement between the Association and Texas Marine & Industrial Supply Co. whereby the latter will handle distribution of books to and from vessels.

Mystery Solved — No More Water in the Lube Oil

Any of you engineers ever notice a milky appearance in the lube oil sight glass of a main generator? You know it means water in the oil.

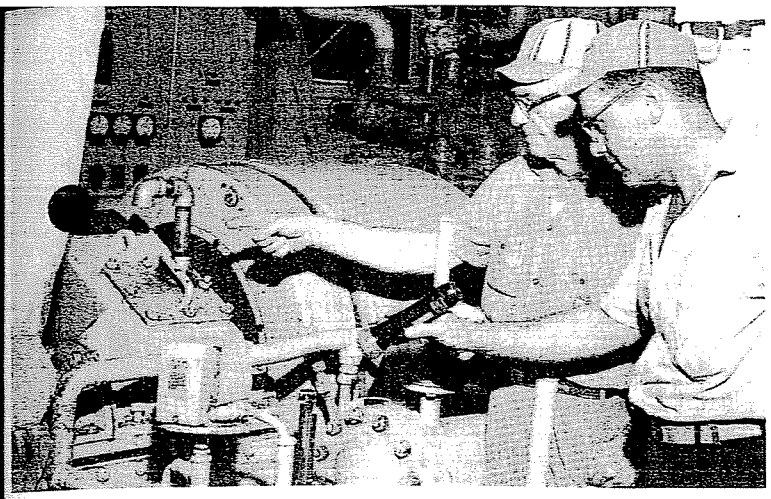
The *Esso Newark* has been plagued with the problem for years. Required centrifuging the oil every so often. Manufacturer's representatives couldn't find the reason or a remedy.

Finally, Chief Engineer GREGOR O. W. COLLINS and Third Asst. ALFRED R. WEATHERINGTON thought of a possible cause. Perhaps the high speed pinion and the bull gear created a partial vacuum

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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.



Chief Engineer Collins (left) points to a vacuum breaker on one of the *Esso Newark's* main generators that he and Third Asst. Weatherington made to allow air to be drawn into the gear case instead of steam. Mr. Weatherington points flashlight at lube oil sight glass (in shadow).

or suction and drew in steam from around the pinion shaft. The steam condensed into water in the sump.

The solution was easy. Remove the inspection plate over the pinion, drill a hole in it and weld a pipe elbow over the hole. Then screw in some pipe fabricated in the form of a goose neck and there was a simple and effective vacuum breaker. No water in the generator lube oil for over a month so far.

TAFFRAIL TALK

THERON A. GUIRE, Third Mate in the *Esso Lima*, had an apparent heart attack while the vessel was enroute from Bucksport to Baytown. He was transferred in a litter to a Coast Guard boat off Lake Worth, Fla. on the night of March 14 and taken to St. Mary's Hospital in West Palm Beach. He was later moved to the USPHS hospital in Savannah, Ga.

It's a hard way to "break into print" but Mr. Guire's transfer at sea was given a full page (story and 6 pictures) in the feature section of the March 19 PALM BEACH POST-TIMES.

JOSEPH V. MCLAY (MM, ret. 6/63) is a caretaker for the roadside parks on a stretch of the Ohio Turnpike (route 80S) in Portage County, NE Ohio. "I have had this job since Nov. 1964," Joe said. "I sure miss the boys I had the pleasure of sailing with. Tell them I say hello." Joe's address: 3927 State Rd. 627, Diamond, Ohio 44412.

THOMAS J. LYONS (ret. 7/58) former Chief of the Personnel Section, and his bowling partner RUSSELL E. BRYANT, retired from Butterworth, placed 8th out of 28 in the League Officers Tournament of the Union County Bowling Ass'n. Tom and Russ, with 2 other officers of the Elizabeth Old Guard, Inc., also won the 4-man League Officers Tournament.

ESSO NEWARK arrived at Baytown March 30, after a "beautiful trip" from Guayanilla, P. R. to San Pedro, Calif. and back. Captain PALAZZINI said they had "good weather, good crew and good turnaround" although to some crewmembers' way of thinking, 28 hrs. at the dock in San Pedro was a little too good. The ship averaged better than 17

No, these are not boys playing in a toy tanker. They are a shipmaster (rear) and helmsman maneuvering a 20' scale model (except maybe the anchors) of the 863', 80,000 dwt. *Esso Pembrokeshire*.

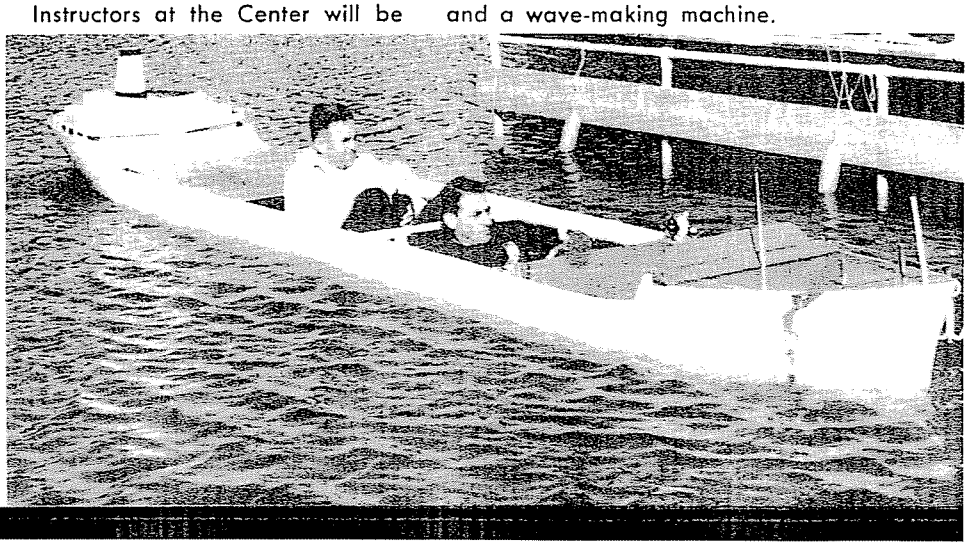
The model is on a lake near Grenoble, France, where the Esso Marine Research and Training Center will open next July to train masters and pilots to handle the large tankers now being built.

The largest model will be 42' x 5-3/4' — a 1/25 scale replica of the six 190,000 dwt. ships scheduled to begin entering worldwide Esso fleets later this year. The model will hold 5 men—a captain, helmsman, deckhand and 2 observers. Everything about the model will be in exact proportion to the giant ships. The captain will sit in the model so that his eyes will be on the same level as they would be if he were standing on the bridge of the full-sized ship. Instruments will show propeller rpm., rudder position, heading, speed, wind, as on an actual vessel.

The model's .425 hp. electric motor provides the scale equivalent of the actual ship's 30,000 hp. plant. Even the anchor chain will break at the scaled-down equivalent of the real chain's theoretical breaking point.

Instructors at the Center will be employees with worldwide ship handling experience. About 150 masters and pilots are expected to take the 2-week training course annually. Once its own requirements have been filled, the Company plans to make the facilities available to others.

In addition to the models and the 8-acre lake, there will be scale model piers, multi-buoy sea berths, single point mooring buoy, typical channels, a bend in the Suez Canal and a wave-making machine.



knots on the sea passage from California to the Panama Canal and from the Canal to Galveston.

The *Newark* loaded at Baytown (14 hr., 50 min. turnaround) for Everett and when she returns about April 12, she'll load lube oil for Bombay. Captain JULIUS WEND, the "asked for" Skipper, will take her out again.

ESSO SCRANTON — A note from Captain BOB BOXWELL, mailed in Calcutta March 17 reads: "We are now 5 birthdays and cakes older and better fed than when we left Baton Rouge. Chief Mate ARNOLD MCBRIDE, Third Mate ANDY BOZICEVIC, AB GEORGE ORGAN, OS JIM BADGETT and Pumpman BELA MORGAN all had them. One cake was about 1′ x 1½′ x 4″ with lots of creamy icing and a ship on the top."

After Calcutta, the *Scranton* loaded Navy Special fuel oil at Bahrain March 27-29 and is now enroute to Pearl Harbor, due about May 1.

MERCHANT MARINE SCHOOL of the Seamen's Church Institute, 25 South St., New York City, is offering free (to U. S. seamen) 1-week gyrocompass courses starting every Monday. Successful completion of the course earns a gyro certificate. Captain Charles F. Caines is the instructor.

OOPS DEPT. The item about calculating Company service in the last issue should have said that "Accumulated Time in Rating for Pay Increases" (on pay vouchers) includes all time since the date your current employment began *except educational leaves over 6 months* and that credited service, which includes service before and after a termination, excludes leaves of absences over 30 days but *includes sick leaves in almost all cases.*

SERVICE EMBLEM AWARDS

20 YEARS



Edward P. Dolloff
Second Asst. Engineer
December 16, 1965



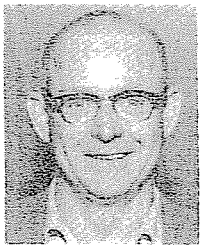
Alvin P. Bergeron
Chief Steward
October 24, 1966



Robert A. Fagerstrom
Able Seaman
November 4, 1966



Ralph V. Giove
Able Seaman
October 12, 1963



Alexander E. McCorkel
Oiler
February 19, 1967



Manuel Campos
Messman
February 5, 1967

RECENT RETIREMENTS

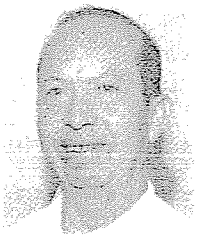


CHIEF STEWARD MANUEL J. LOPEZ attained mandatory retirement age April 1 and completed his career in the Fleet in an unforgettable manner — a trip around the world in the *Esso Miami*. "It marked the end of a wonderful association of 38 years with Esso," Mr. Lopez said, "and all my shipmates on that vessel helped make it so. They were the easiest-going, most appreciative officers and crew I have sailed with."

Mr. Lopez' service in the Company started in the *Cerro Azul*, in which he was Messman in 1925-6 and 1927-8. Beginning in June 1930 he sailed as Messman, Second Cook and Steward in the *Esso Aruba* (ex *Pan Bolivar)* for 7 years and was Steward continuously since March 1946. He was regularly assigned to the *Esso Bolivar* for 5 years and the *Esso Gloucester* for nearly 12.

"In retiring," Mr. Lopez continued, "I wish to thank all who have made working a pleasure and who have helped me along the way. I wish to thank the Company—in my opinion the best company one could work for — all my former shipmates; Mr. Hodges, my Port Steward, whose advice has been constructive and beneficial to my welfare, and my adopted country, America.

"In my retirement I expect to do a lot of traveling with my wife but our home will always be here in New Preston, Conn., U.S.A. There is a warm spot in my heart for Spain, the country of my birth, but now and forever I am an American and very proud of that. Thank you, one and all."



MESSMAN CELSO ROSALES also completed his Company career with a round-the-world cruise in the *Esso Miami*, sailing from Portland, Ore. to Bombay, back to the U. S. Gulf and then a round trip to San Francisco. Previously, he spent a year in the *Esso Seattle.*

Mr. Rosales' only regret is that his service was broken. He was in the Fleet in 1923-24, again in 1951-53 and continuously since March 1957 for a total of 11 years.

After retiring April 1, Mr. Rosales and his wife Maria plan to move from New York City to Ponce, Puerto Rico, where he may operate a coffee shop.