Shipyard Bulletin

NEWPORT NEWS SHIPBUILDING AND
Volume XXIV OCTOBER



EXX-MOR-002064

Shipyard Bulletin

Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia

ROBERT B. HOPKINS
Executive Editor

C. WAYNE HASTY
Editor

B. J. NIXON
Chief Photographer

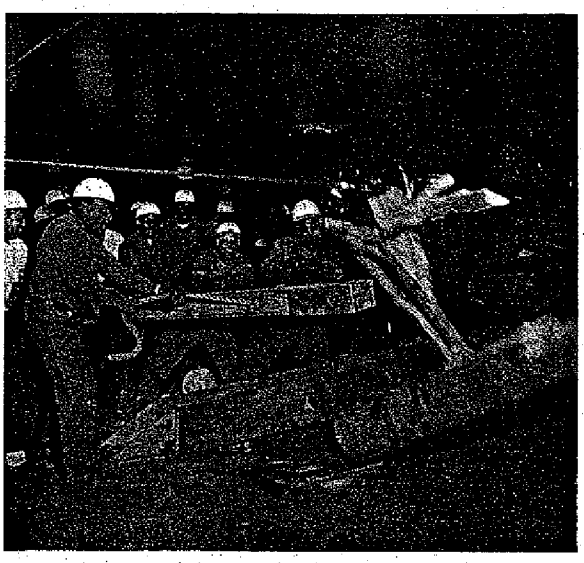
Table of Contents

	PAGE
Esso Houston—A Challenger Is Launched	4
Von Steuben Commissioned In Rainy Ceremony	6
USS Enterprise Leads World Cruise	9
Dick and Macdonald Complete Long Careers	10
Peterson And Plummer Appointed Division Heads	11
Yard Receives Contract For Three More Turbines	11
Repair Front Records Busy Month	12
Company Engineers Active In Naval Reserve Research	13
Editorial Pages	14
Yard's Mighty Mites Enjoy Long Careers	16
The School Drop Out And His Loss	19
September Blood Collection Totals 169 Pints	20
Jump On The Band Wagon	21
Flu Shot Program Now In Progress	21
Seventy Employees Awarded Long Service Pins	22
15 Suggestions Receive Committee's Approval	26
Quartermen Attending Training Conference	27
Employees Enter Retirement Ranks In October	28
United Fund Drive Opens For Yard Personnel	30

FRONT COVER—The largest tanker ever built in the Shipyard received the traditional champagne shower as she was christened *Esso Houston* by Mrs. Carl Reistle Jr. on September 26. The 66,700-ton ship became the 40th Esso tanker launched in the Yard as she slid smoothly down Shipway 8 into the James River. At left is Company President D. A. Holden. A story about the launching of the colossal ship begins on page 4.

EXX-MOR-002065

EXX-MOR-002065



RAMMING THE SHORES



COACHING SESSION



SKILLFUL SPLASH

Esso Houston—A Challenger Is Launched

Largest Tanker Ever Christened Here

With a firm and precisely-aimed crash of the champagne bottle against the colossal bow of the even more colossal ship, the gracious sponsor sent the 66,700-ton challenger out of the trestle-guarded shipway into the open waters of the James River.

The challenger was named *Esso Houston*. The gracious sponsor with the firm wrist was Mrs. Carl F. Reistle. And the perfectly-aimed crash came at 3 p.m. on September 26, 1964.

This was the setting as the newest addition to Esso's 19-ship fleet was launched on a career which, Humble Oil & Refining Company officials predict, will see her and a sister ship challenge their chief competitor—the overland petroleum pipeline now being built from Texas to New Jersey.

The christening principals stopped for a picture in front of the *Esso Houston's* huge bulbous bow. From left are G. F. Pierce Jr., husband of the Matron of Honor; Mrs. D. A. Holden; Carl F. Reistle Jr., Chairman of the Board of The Humble Oil & Refining Company; Mrs. G. F. Pierce; Sponsor Mrs. Reistle; and Yard President D. A. Holden.



The presence of a light breeze, a bright sun and warm temperatures made it a pleasant day for a launching. Many Peninsula residents, including a good many Shipyard employees who were accompanied by wide-eyed sons and daughters, took advantage of the perfect weather to watch the biggest tanker ever built in the Yard slide smoothly out of her Shipway 8 birthplace.

On the launching stand, which towered high above ground level because of the length of the ship, guests, dignitaries and Shipyard officials chatted about the day, the event and the enormity of the ship. Many of the Humble people had journeyed to Newport News from Houston, Texas, home offices for the petroleum firm.

Mrs. Reistle and her party arrived at the christening stand about 20 minutes before launching time. The pinning of beautiful orchid corsages on the sponsor and matron of honor was the first order of business for Mrs. D. A. Holden, wife of the Yard President.

With this accomplished, friendly greetings were exchanged by the principals and the guests, and the ship, which dwarfed the launching stand, became the chief topic of conversation.

Yard workmen were busy removing the last shores forward on the ship as the launching countdown continued.

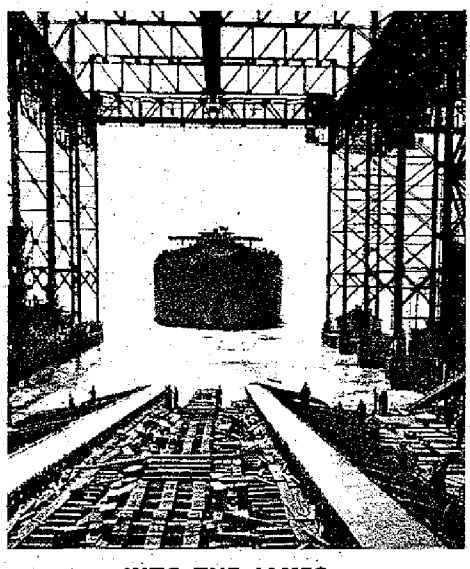
With President Holden's introduction of the

EXX-MOR-002066

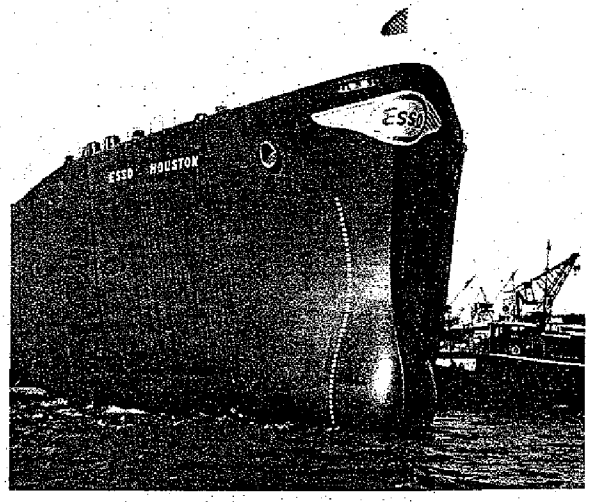
EXX-MOR-002066



CHRISTENING JOY



INTO THE JAMES



DESTINATION: PIER 10

sponsor, who is the wife of the Chairman of the Board of Directors of Humble, and the matron of honor, Mrs. George F. Pierce, Mrs. Reistle's daughter, the launching time was at hand.

The traditional whistles sounded—first a warning whistle, then another shrieked 20 seconds later, and finally, a third meant that the long anticipated moment had arrived. Mrs. Reistle responded beautifully as she crashed the netted bottle into the specially attached steel piece on the bow of the ship. The *Houston* moved slowly away from the stand as Yard workmen, the large crowd and guests on the stand cheered loudly.

The 40th Esso tanker built here and the 80th built in the Yard's history had been successfuly launched into the recipient of all other Yard-built vessels—the James River.

A post-launching party was held at the James River Country Club.

Several members of the families of the sponsor and matron of honor attended the ceremony, including Mrs. Reistle's husband and Mrs. Pierce's husband. Among others in attendance were Humble President and Mrs. C. F. Jones, executive vice presidents, vice presidents and officers of the firm.

Three members of the Board of Directors of Standard Oil of New Jersey and their wives also attended. Interestingly, sponsors of three other Newport News-built Esso tankers were also in attendance.

The *Esso Houston* derives most of her 582,856 barrel cargo capacity from her broad 116-foot beam.

The vessel and her sister ship, recently named *Esso New Orleans*, include many features in their design which will contribute to more efficient and economical operation. During the designing of the two ships, consideration was given to a reduction in construction costs.

Instead of the usual pump rooms, each of the two ships will have four turbine-driven deep well pumps for the unloading of cargo.

The two new ships will be the first ocean vessels of their size to be equipped with a single automated boiler not requiring attendants. Their machinery spaces have been simplified for the possible operation of the entire plant from a single control console.

Among the most noticeable differences between these two tankers and older ones is that they will have no superstructure amidship, thus eliminating the traditional catwalk down the center of the ship. Their afterhouse includes the navigation bridge and both this structure and the stack have been streamlined.

The *Esso Houston* is scheduled for delivery before the end of 1964, and the *Esso New Orleans* will be launched sometime in 1965.

Sponsors of three other Yard-built Esso tankers joined Mrs. Reistle for a picture at the post-launching party. From left (with the name of the ship they sponsored) are Mrs. Reistle; Mrs. H.W. Fisher (*Esso Jamestown*); Mrs. Morgan J. Davis (*Esso Baltimore*); and Mrs. M. A. Wright (*Esso Lexington*).



EXX-MOR-002067

EXX-MOR-002067