



ESSO FLEET NEWS



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'Esso Lima' Sold; Crew Sails Her To Mobile

The *Esso Lima* was sold to Sabine Towing and Transportation Company, Inc., on October 19. The vessel, built in 1949, made her last voyage as a member of the Humble Fleet under charter to Phillips Petroleum Company carrying gasoline from Good Hope, Louisiana, to New Haven, Connecticut.

After discharging her cargo at

New Haven on October 15, the *Lima* sailed for Freeport, Bahamas, where she was signed over to the new owner who plans to keep her in tanker service. The officers and crew remained on board and delivered the *Lima* to Mobile, Alabama. After arriving there on October 21, part of the crew went on paid leave, the others were assigned to ships.

Three Ships In Offshore Operations

When the *Esso Seattle* left Ras Tanura in the Arabian Gulf on October 19, with a cargo of jet fuel for Guam, it looked like just another routine voyage to the crew. But before the vessel, on out charter to the Military Sealift Command, cleared the Gulf of Oman, she was given orders to swing south and proceed around Capetown, to Rota, Spain, to dis-

charge her cargo. She is scheduled to arrive there about November 14.

The *Esso Philadelphia*, left Arzew, Algeria, on October 21 with 588,000 barrels of crude for discharge at Bayway Refinery about October 30. This is one of the largest deliveries ever made in the *Philadelphia*. While the vessel was enroute from New York to Arzew, on October 9, a very small freighter, the *M/S Nova Sintra*, of Panamanian registry requested help in the form of two drums of lubricating oil for her main engine. "I gave them approximately 100 gallons of *Essolube D-3*, SAE-30," said Chief Engineer William A. Dundon. "Maybe we should contact the Humble Sales Department and suggest that they furnish the *M/S Nova Sintra* a credit card for future trips," Mr. Dundon wrote.

The *Esso Houston* loaded crude at Ras Tanura on October 9 and is now returning to the U.S. where she will discharge her cargo at Delaware City about November 19. Enroute to Delaware City, she is scheduled to divert to Tenerife, Canary Islands, where she should arrive about November 10 for hull cleaning (see article on SCAMP, at right).

'Esso Houston' Hull To Be Cleaned By New-Type Scrubber

The *Esso Houston* is the first vessel in the Humble Fleet to have her hull cleaned by SCAMP, a new underwater scrubber that permits cleaning without drydocking.

The hull cleaning will take place at Tenerife, off the north coast of Africa, on about November 10 as the *Houston* returns from the Arabian Gulf to the U.S. with a cargo of crude for Delaware City.

SCAMP (Submerged Cleaning and Maintenance Platform) is a fiberglass saucer-shaped, remotely controlled machine that can clean a 5½-foot swath at 54 feet per minute while the vessel is either loading or unloading. "Clamped" to the ship's hull as a result of the pressure differentials generated, it stays there, regardless of weather conditions or water depth. The equipment went commercial a little over a year ago and since then it has handled with ease hulls covered with as much as two years' worth of fouling growth, including plants and shells well enough established to penetrate the paint.

In operation, the bristles of the three brushes are deflected outward as the scrubber presses against the hull surface. Their rapid rotation, generated by individual hydraulic motors on the brushes, creates a form of "scything" action which literally cuts marine growth from the hull while preventing damage to sound paint surfaces beneath.

Under the management of Butterworth System Inc., a Jersey

(See SCAMP, Page 3)

Two Tugs Answer Last-Minute Call

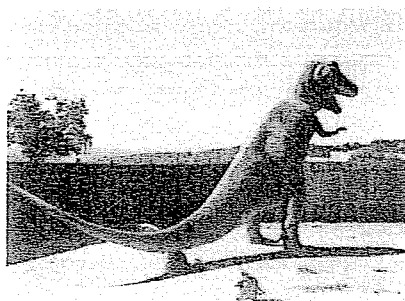
Officers and crew in two inland waterways tugs were commended recently for their last-minute assistance in moving a historic 4-masted bark across New York Harbor to the South Street Seaport Museum at the foot of Fulton Street in Manhattan. Many people had gathered for a reception to welcome the old 3,116-ton vessel, the *Moshulu*, as she arrived.

The call for help came at the last minute when two commercial tugs originally assigned to the job

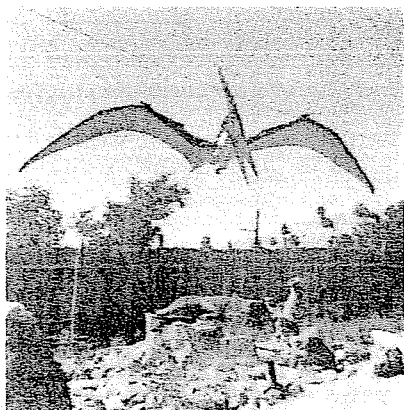
(See TUGS, Page 5)

TAFFRAIL TALK

PART OF SIDNEY SCHMIDT's paid leave in September was for the birds—prehistoric birds, that is. In nearly 7,000 miles of driving in 17 days, he and Mrs. Schmidt visited six states from Texas to California and one country, Mexico. "We became fascinated with the unusual tourist attractions that we visited along the way," he said. "At Kanab, Utah, for example, we saw a life-size dinosaur safari and other prehistoric animals and reptiles, including models of birds with long and unusual names. In Mexico, we took pictures of two inactive volcanoes representing a tragic love story of an Indian prince and his princess. The larger volcano, Popocatepetl, represents the Indian prince. The smaller, Ixtachihuatl, is the princess who died. It's told that after her death, the prince killed himself, the reason why both volcanoes are now inactive." The two pictures shown here were among many the Schmidt's took on their vacation. Mr. Schmidt is OS in the *Esso Florence*.



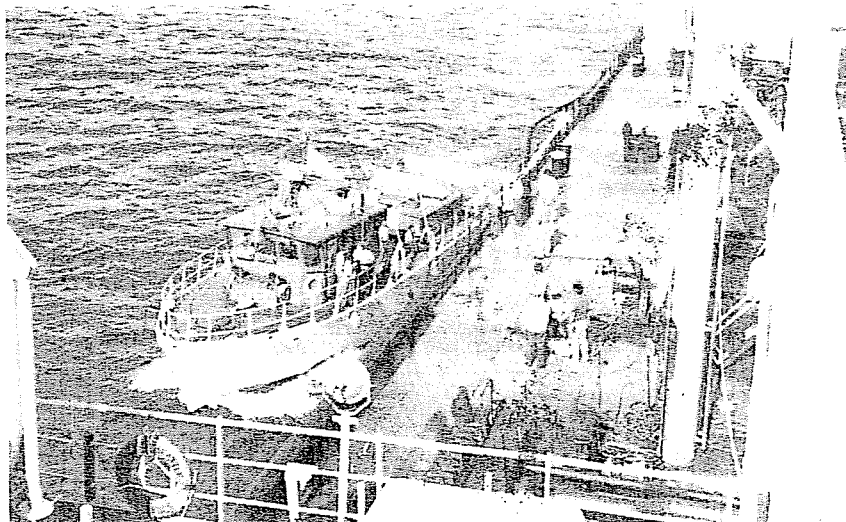
Dinosaur in park at Kanab, Utah.



Life-size Pterodactyl at Kanab.



HOW'S THIS FOR AN UNUSUAL HOBBY? Joseph A. Broussard, messman/utilityman, collects recordings of dance music from the early 1920's. To preserve the sounds of these scratchy discs of yesteryear, he uses some rather sophisticated electronic equipment to filter out the surface noise and then transfer the music to recording tape for a permanent library representative of that madcap era. From a collection of more than 3,000 titles, one might select: "Varsity Drag," "Tiptoe Through The Tulips," "Painting the Clouds With Sunshine," "Ramona," "Tea For Two," and "I Wanna Be Loved By You" played or sung by such names as Fanny Brice, Helen Kane, Ruth Etting, Al Jolson, and Paul Whiteman.



A USCG CUTTER pulls alongside the *Esso Seattle* to take Doyle L. Stinson, 3rd assistant engineer, to the hospital in Guam. He became ill with a peptic ulcer recently and

needed immediate attention. After about a week in the hospital, he was flown home to Diboll, Texas, where he is now recuperating.

Obituary

NORMAN T. KARLSEN, 69, died in Riverview Hospital at Red Bank, New Jersey on September 1. Mr. Karlsen retired from the fleet in 1963 with 16½ years of service. He was born in Norway and went to sea at age 15 in the Norwegian-American Line ships. He came to this country in 1921, and worked ashore and with another oil company fleet for many years before joining the *Esso Wilmington* in December, 1946. He served continuously as AB on various ships until retirement.

PRISCILLANO SABAL, who retired in 1967, died in the U.S.P.H. Service Hospital, Staten Island, New York, on September 27. He was 59. Mr. Sabal joined the company in 1945 and sailed as chief cook or steward throughout most of his 20 years in the fleet. He is survived by a son.

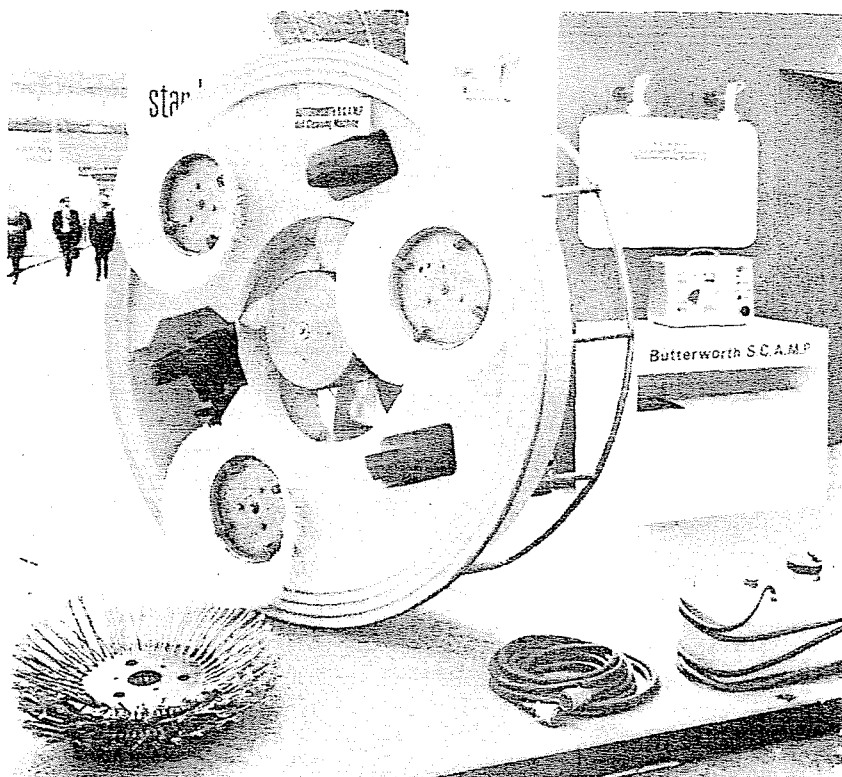
STEPHEN VERBONICH, 59, died on October 20 at Norfolk, Virginia. He joined the company as radio officer in the *Allan Jackson* in April, 1941. He was one of 13 survivors in a crew of 35 in the *Allan Jackson* when she was torpedoed and sunk off the coast of North Carolina on January 18, 1942. The vessel was the first Standard Oil Company of New Jersey tanker in the Esso Fleet destroyed by enemy submarine in WWII. Mr. Verbonich continued to sail as radio officer throughout his 28-year-career with the company. His last assignment was in the *Esso Bangor*. He is survived by his widow.

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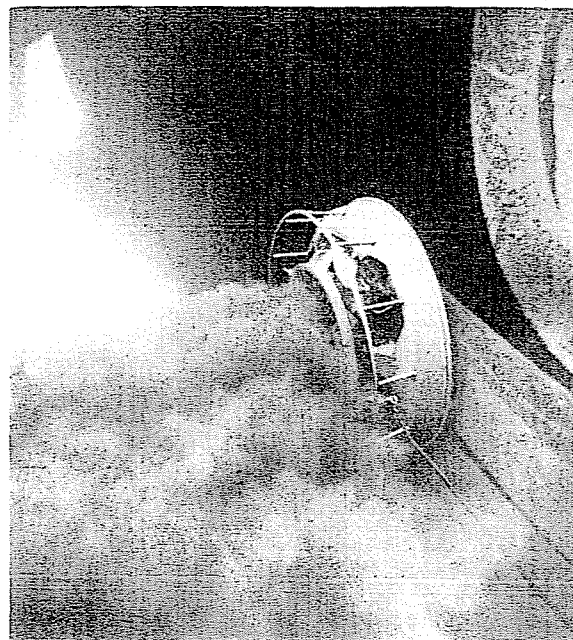
GENE LEGLER.....Editor

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.

October 30, 1972



SCAMP hull-cleaning equipment is shown above. Machine is lowered on cable to hull underwater. Propeller in center expels marine growth cut loose by rotating brushes, as shown at right. SCAMP is guided along hull by cable.



SCAMP Can Be Big Money, Time-Saver

(Continued from page 1)
affiliate, SCAMP equipment has been sold to contractors in seven major ports and will soon be found in many new locations. Cleaning with this equipment costs an operator roughly from

\$2,000 for a ship of 50,000 tons to \$4,500 for the largest ship. Getting rid of the excess baggage of hull fouling (preferably before it builds up to the point of ruining the paint) improves a ship's speed and therefore conserves ship's time. This is in addition to time and money saved by not having to do the job in drydock.

Page 3



THESE NEW 8- x 5-foot internally-lighted EXXON identification signs are being made by a sign-manufacturing company in Denton, Maryland, for service stations in the eastern part of the U.S. A number of other sign manufacturers across the nation are busy making similar signs, including some much larger for "high-rise" use at service stations along the U.S. Interstate Highway System. Each of the approximate 26,000 Humble stations in the U.S. requires an average of 50 individual signs. These include the larger major identification signs, as shown here, and smaller ones for gasoline pumps, canopies, curbside price frames, oil can racks, and service trucks.

The change to the EXXON trademark on seagoing and inland waterways vessels will start soon after January 1. This involves about 350 name changes on hulls of ships and inland waterways vessels, about 120 nameboard changes, and several hundred other name changes involving stack emblems, various types of signs, and dozens of pieces of safety equipment.

It's Official Now

Shareholders of Standard Oil Company (New Jersey) have approved the change of the company's name to Exxon Corporation, effective Novem-

ber 1. Also on that date, the New York Stock Exchange will assign a new ticker symbol, "XON," to replace the "J" symbol.

SERVICE AWARDS 30 YEARS



William J. Falvo
Chief Mate
July 21, 1972



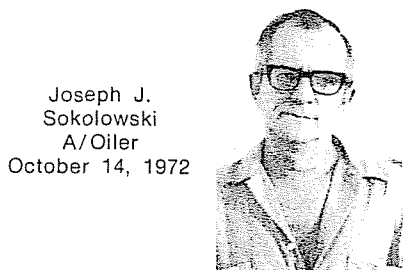
Antonio J. Lomba
Chief Steward
April 26, 1972



Ismail Muluk
Messman
July 28, 1972



Adolphe G.
Koppel
Pumpman
October 1, 1972



Joseph J.
Sokolowski
A/Oiler
October 14, 1972



CAPTAIN DONALD W. BAKER, right, docking pilot in the New York Branch of the inland waterways fleet, was presented a service emblem and watch recently upon completion of 30 years service. Al Giallorenzi, branch manager, is shown making the presentation on behalf of the company.

Stong Named To Shoreside Position

A licensed seagoing officer has transferred from the fleet to a shore position. He is Charles T. Stong, 3rd assistant engineer in the *Esso Gettysburg*, who has accepted the position of transportation allocator in the New York Branch Office.

Mr. Stong graduated from the Texas Maritime Academy in May, 1968, and joined the fleet as 3rd assistant engineer in the *Esso Washington* in September. He also sailed in the *Esso Florence* as 2nd assistant for a short period. On May 1, 1972, he came ashore to Marine Department headquarters in Houston to serve in a three-month assignment in cargo layout, Logistics and Planning. Shortly after coming ashore, he raised his license to 2nd assistant engineer.



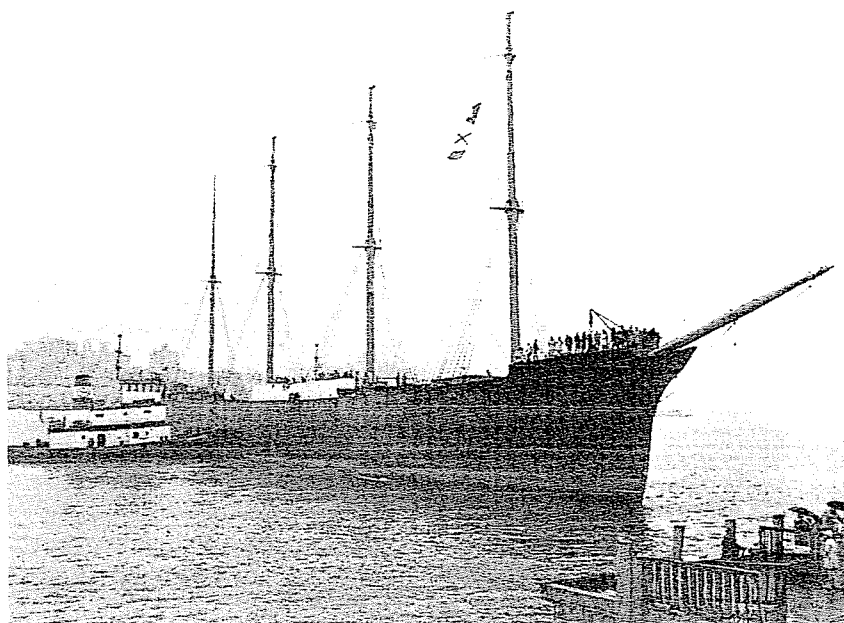
Upon completing this temporary assignment, Mr. Stong returned to sea in the *Esso Gettysburg*, and was serving in this vessel at the time of his new shoreside appointment, which became effective on October 23.

He is married and has one child.

Captain Moffitt Returns

Captain James G. Moffitt, who accepted a loan assignment with Esso Sociedad Anonima Petrolera Argentina, Buenos Aires, last January, has completed that assignment and returned to Marine Department headquarters in Houston. He resumes his duties as advisor to the general manager.

Captain Moffitt served as consultant to the marine manager at E.S.A.P.A. during the first half of the loan period and as acting marine manager during the remaining part of his assignment.



The old 4-masted bark, *Moshulu*, arrives at South Street Seaport Museum assisted by tugs *Esso Empire State* and *Esso Garden State*. A large group was on hand to greet her.

Tugs Answer Call

(Continued from page 1)
had to be called off to help move two modern-day vessels into port. A hurry-up call was made to the New York Branch office and the *Esso Garden State* and the *Esso Empire State* were volunteered to help move the old ship to the museum.

In a letter to Al Giallorenzi, New York Branch manager, Admiral John M. Will (Ret.), chairman of the *Moshulu* Committee for the reception of the ship, said in part: "Let me extend my sincere thanks for the use of the two tugs to help in moving the *Moshulu* from Staten Island. We were really left up in the air at the last moment, and all our planning would have been for nothing if you had not come through in the end. Please thank the crews of the tugs. I realize that it is not in their normal workday to help tow 4-masted barks, and I want them to know how much everyone appreciated their extra effort."

The *Moshulu* was recently towed from Amsterdam, Holland, where she had been tied up since 1939,

to a terminal at Staten Island from where the two tugs, assisted by a third commercial tug, escorted her to a specially prepared berth at the museum.

In her day, the *Moshulu*, the last of the 4-masted barks which marked the height of the sailing age, sailed under four flags: German, Norwegian, Finnish, and U.S., the last from 1917 to 1927 and again in 1931. During this period, she carried lumber from the Pacific Northwest to Australia, South Africa, and Southern California. She also carried coal from Newcastle to Manila.

Jersey Declares 95¢ Dividend

The board of directors of Standard Oil Company (New Jersey) declared a cash dividend of 95¢ per share on the capital stock, payable on December 11, 1972, to shareholders of record at the close of business on November 9, 1972. This will bring dividend payments for the year 1972 to a total of \$3.80 per share which was the same as for the year 1971.

Retirements

Emerson, Dopkowski Honored



HARRY A. EMERSON and JOSEPH B. DOPKOWSKI were honored at a retirement luncheon in Baltimore on October 11. In the picture above, from the left, are A. Levan, Jr., senior transportation allocator in the Baltimore Branch; Mr. Dopkowski; Catherine Mosier, secretary; Mr. Emerson; and R. T. Williams, branch manager. Mr. Emerson was bargeman in the Baltimore Branch when he retired with 30 years of company service. Since his retirement, he has been spending most of his time in Gloucester County, Virginia, where he has a home. He has two grandsons who spend their summer vacations with him there fishing and gardening. He and Mrs. Emerson also plan to do

some traveling. Mr. Dopkowski was also bargeman in the Baltimore Branch where he retired on July 1 with 24 years of company service. His last vessel was *Esso Barge No. 32* at Paulsboro, New Jersey. After retiring, he traveled to Detroit to visit his son. "I have 13 grandchildren and my wife and I plan to visit them as often as we can," he said.

Arthur Penha Retires, Commends Company

ARTHUR H. G. PENHA, chief steward, retired November 1 with nearly 27 years of company service. "I enjoyed my work all these years and have gained much ex-



perience," Mr. Penha said. "I have many pleasant memories and I think that Humble is the best company to work for. I put two daughters through college via the Thrift Plan, I have my home, and my

retirement income gives me financial protection. As soon as my health improves, I hope to take my wife on a trip to Lisbon, Portugal. I wish all the ships' officers and crews happy sailing and smooth seas." Mr. Penha joined the company in March, 1941, as 2nd cook in the *Franklin K. Lane*. He served for the first time as chief cook in the *Esso Bayonne* in 1943. He became chief steward in the *Esso Nashville* in 1950, the title he held at the time of his retirement. His last ship was the *Esso Florence*. He lives in Brockton, Massachusetts.

Jersey Report On 3rd Quarter Earnings

Standard Oil Company (New Jersey) estimated consolidated earnings for the third quarter of 1972 at \$353,000,000, equal to \$1.58 a share based on the average number of shares outstanding. This compares with earnings of \$357,000,000 or \$1.59 a share in the third quarter of 1971.

Estimated earnings for the first nine months of 1972 totaled \$1,039,000,000, or \$4.64 a share. This represents a decline of 4.1 percent from earnings in the first nine months of last year in the amount of \$1,083,000,000, or \$4.83 a share.

"The decline in earnings this year," said J. K. Jamieson, chairman of the board, "is due to the continued increases in taxes and operating costs which have been only partially recovered in the prices of petroleum products. While some firming of product prices has been evident in the third quarter," Mr. Jamieson noted, "further improvement is needed."

"Partially offsetting the adverse factors mentioned were a 9.6 percent increase in natural gas sales volume and a 13.7 percent increase in revenue from sales of chemical products for the nine months," said Mr. Jamieson.

Bargains Still Exist

Remember years ago when barbers used to advertise: "Shave and a Haircut, Six Bits"? Although those days are probably gone forever, Lester E. Eckert, steward, found a bargain nearly as good. His ship, the *Esso Miami*, was discharging grain in Seoul, Korea, recently and Mr. Eckert went ashore to a barbershop. He purchased a haircut, shampoo, singe, facial, manicure, and massage—all for \$2.75.

**Last Lost-Time Injury
In The Ocean Fleet-Sept. 2
IWW-Sept. 1**