

ESSO FLEET NEWS

PUBLISHED BY THE MARINE DIVISION, HUMBLE OIL & REFINING COMPANY



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September 19, 1963

Esso Newark Reports from West Coast

Dispatches have been received from the *Esso Newark*, which arrived at Stockton, Calif. on Sept. 7 after discharging part cargo at Oakland on the 6th. Chief Mate Emil L. Wigh wrote — "Fine trip so far... Panama Canal still a wonder to go through. As you know (*we didn't*), the Canal axis is in a NW and SE direction, 45 miles long. Vessel is raised 85' to the level of Gatun Lake in 3 steps, then lowered in 3 steps to the Pacific."

Chief Engineer Gregor O. W. Collins reported that "Everything went fine from the time we left Baytown to our arrival at Stockton. The (boiler) automation operated wonderfully through the Panama Canal and all the way to the dock here, with many miles of winding waterways and many bells."

The *Newark's* Skipper, Captain Christian W. Toflsby, also doubles as publisher of the *NEWARK NEWS*, an informative, timely and no doubt much appreciated bulletin. The following are excerpts from his Sept. 1 issue:

We passed Acapulco, Mexico, this morning and at noon had about 1,795 miles to go. At 15.5 knots this should put us off San Francisco Lightship at 0600 Friday, Sept. 6.

We are to dock at the "Ozole" Terminal in Oakland and might get the night there (in spite of the small amount — 85,000 bbls. — to be discharged) if navigation up the river to Stockton is a daytime operation only. If this is so, we'll try to get permission to stay at dock as long as possible rather than go out and anchor. The fact that all hands returned on time and in good shape at Cristobal is appreciated.

On arrival we'll have to pass customs and immigration. Your cooperation in expediting this will help everyone as nobody can go ashore until it is done...

The use of foam will be demonstrated and the steam smothering and CO₂ systems explained at the next fire and boat drill. The Draw will be given out immediately after the drill.

A fine restaurant in Oakland is "The Bow and Bell". In 'Frisco the "Top of the Mark" is famous. I'll be heading for the Fisherman's Wharf for a West Coast seafood dinner even though we have a fine Steward's Dept. on this ship.

Esso Dallas Completes Voyage to Japan

The *Esso Dallas* docked at Baytown during the early hours of Sept. 15 after logging approx. 20,000 miles on a 59-day voyage from Lake Charles, La. to Japan and return. All hands agreed that it was a good trip. Many of the men went ashore for paid leave loaded with souvenirs and useful purchases and most of the remaining crewmen will do likewise at the next northern port.

The character of the souvenirs is a sign of our changing times. Instead of kimonos, silk scarves and oriental knickknacks, the most popular items were palm-sized transistor radios and TV sets (good picture, too) and a 12" diameter circular

radio that hangs on the wall and looks somewhat like a clock with the dial in the center and 2 speakers behind the surrounding ornamental grill work. Also popular were binoculars, cameras, split bamboo fishing rod and reel sets and battery-operated animated toys.

Aside from the novelty of visiting foreign ports, other factors contributed to making the trip "good". The weather was good — some rain but no storms; the food was good — numerous compliments to the Steward's Dept., including fresh milk for the entire trip; and dispositions were good in spite of the days of steady steaming across the

Pacific. Some credit for this last item is no doubt due to the fact that the men could sleep well, thanks to the air conditioning.

The *Dallas* left Lake Charles on July 18, discharged some of her aviation gasoline at Chimu Wan, Okinawa on Aug. 16-17 and the balance at Yokosuka (near Yokohama) Japan, on Aug. 19-21.

The complement was as follows:

Capt. Vincent F. Lucas	Master	Manuel D. DeAfonseca	OS
John B. Sappington	Ch. Mate	Leonard H. Bradley	OS
Patrick J. O'Donnell	2nd Mate	Earl Hankins, Jr.	OS
Ishmael B. Sadler	3rd Mate	Lemuel J. Kelley	Pumpman
Arnold F. Hall	3rd Mate	Melvin F. Bomhoff	MM/2nd P.
Robert I. Giddens	Ch. Engr.	Jose Coelho	Oiler
Karl M. Waagonas	1st Asst.	Charles L. Benes	Oiler
Edward C. Sullivan	2nd Asst.	Melvin F. White	Oiler
Robert B. Short	3rd Asst.	Ludie J. Hatcher	FWT
Henry L. Manning	3rd Asst.	Edmund F. Jutz	FWT
James W. Carlisle	Radio Off.	Homer M. King	FWT
James F. Barrett, Jr.	AB	Antonio J. Lomba	Ch. Steward
Kolbjorn Hansen	AB	Alvin P. Bergeron	Ch. Cook
Clarence Day, Jr.	AB	Jerry S. Lambertson	2nd Cook
Cecil E. Walker	AB	Louis Shelbrick	OM
Melvin J. Erb	AB	Norman E. Stephens	CM
Charles E. Woods	AB	Walter A. Speicher	UM
		John M. Dunlap	UM

Repair Personnel Transfers

Fred F. Newton will return to the New York Branch Office the first week in Oct. as Sr. Asst. Port Engineer, after a year in Houston on repair work.

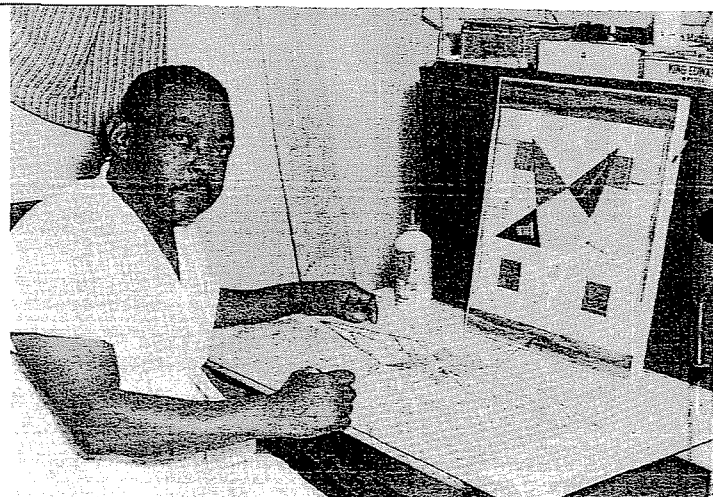
Edward J. Porus, who has been a Repair Inspector in the New York Branch Office for the past year, has transferred to Houston in the same capacity.

Repair Inspector John B. Ireland, Jr. will become Construction Inspector, Oct. 15, for Hull No. 573, Humble's 66,700 dwt. tanker building at Newport News, Va.

Separate Checks for O. T. Payments?

An Oiler recently asked if it would be possible to have payments for overtime made directly to the men on a separate check. In that way they could personally receive the reward for their extra labors instead of having it included with their regular pay.

Dick Patrey, Head of Ships' Payroll, tells us that the separate overtime check idea is not practical. It would require a lot of extra office work and doubling the Electronic Data Processing time, which is an expensive item.



James F. Morris, Chief Cook in the *Esso Washington*, finds relaxation and a sense of accomplishment in the precise measuring, cutting and fitting that goes into the making of matchstick-inlaid tables. This one in progress will be a 36 x 19 in. coffee table. He made a plan of the top on paper, then marked out the lines on the plywood. Kitchen matches are laid in squares after the center design, cut from darker fruit crate wood, is laid out and glued down. Final steps are sanding, applying several coats of shellac and varnish and staining and finishing "store-bought" legs. Leaning against the desk is a finished tray.

Jim started riding ships with Waterman in 1938, sailed with the *Calmar* Line and survived the sinking of the *Alcoa Puritan* in May, 1942. He has been Second and Chief Cook in the fleet since Jan. 1946. Ashore, he lives in New York City.

However, there is a happy solution. Say you open a checking account in a bank and make out a 100% draw check order payable to your account. Then your wage payments will be automatically deposited to your account twice a month. You will receive the payment vouchers showing the net amount you earned, the same as now. You can send a check home once or twice a month, make out a check to yourself and cash it aboard ship (up to \$75 every 5 days), pay bills or transfer money from the checking account to a savings account (if you have one).

When you receive the Company vouchers, you add the net pay amount to your check book balance, the check stubs record what you spent and you always know where you stand. In addition, the bank sends you a monthly statement showing your balance and amounts deposited and withdrawn, together with your cancelled checks, which are records of payment.

ESSO FLEET NEWS is published for the seagoing employees of the Marine Division, Humble Oil & Refining Co.: Joseph Andraee, 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.

30 Years' Service

J. Harold
Jorgensen
Jacksonville
Branch Office
July 6



Roland V. Baillie
Operations
Coordinator,
Inland Waterways
September 5



Paul J. McEwan
Head, Seagoing
Personnel Section
August 20



Albert B.
Randall, Jr.
Port Staff Assistant
August 23



James A. Zoufal
Asst. Port Steward
(New York
Branch Office)
April 12



Hydrofoil Ship Exceeds 60 Knots

HS *Denison*, the world's first oceangoing, high speed hydrofoil ship, was accepted by Secretary of Commerce Luther H. Hodges on behalf of the U. S. Government on Aug. 30. The ceremonies were held at the U. S. Merchant Marine Academy, Kings Point, L. I., N. Y.

Completed in June 1962, the *Denison* has been undergoing tests for the past year in Long Island Sound and in rough water off Newport, R. I. The ship has traveled over 5,000 miles in open seas, exceeding its designed speed of 60 knots and exceeding 50 knots in 9' waves, a performance

unequaled by any hydrofoil vessel now in commercial use.

When up on her foils, the *Denison* rides about 5' above the water. A unique right-angle drive was developed especially to provide high over-water clearance and while originally considered to be an engineering impossibility, it has proved highly reliable and of potential importance to other industrial uses.

A light weight, 16,500 hp. (max.) General Electric gas turbine power plant and an aluminum hull makes the *Denison's* high speed possible. Other characteristics of the vessel are: length overall, 117'7" (hull 104'8"); beam overall, 45' (hull 23'); displacement, 95 tons; and range at 60 knots, 855 nautical miles.

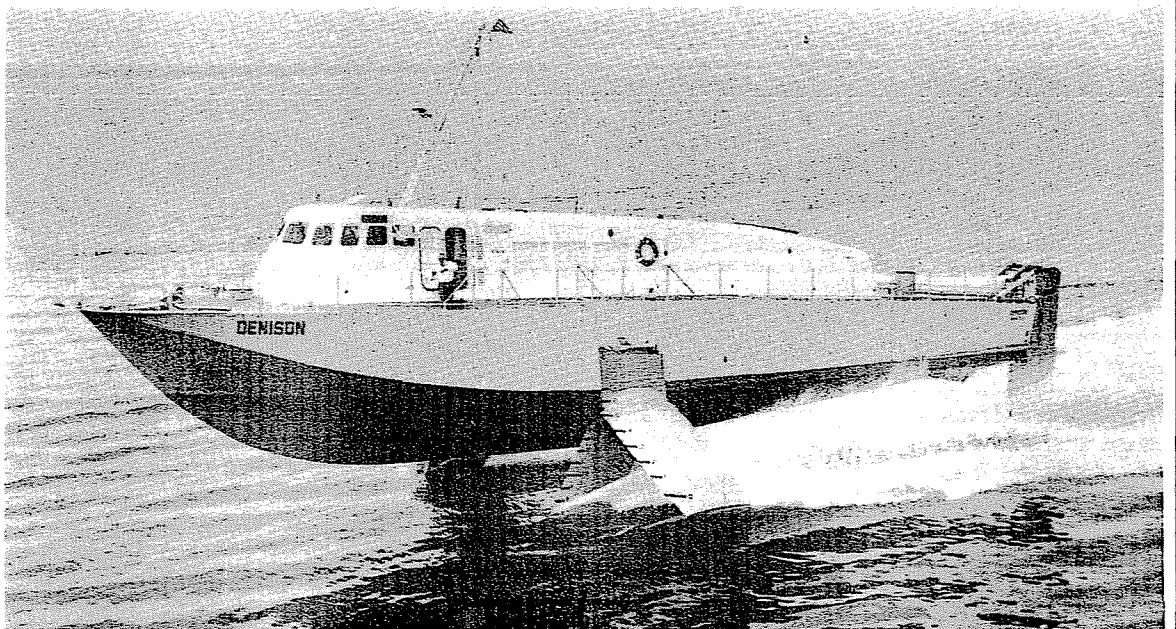
During the acceptance ceremonies Secretary Hodges said "the Stanford Research Institute has predicted that \$700 million will be spent on hydrofoil ships by 1970. We can expect hydrofoils to gradually develop routes on the waterways in and linking our major cities."*

Built by the Grumman Aircraft Engineering Corp. for the Maritime Administration, the *Denison* was a cooperative development project costing about \$9 million. The Government paid about \$3 million and Grumman, GE, Alcoa and 70 other companies contributed funds, materials and components.

Now, the craft is to continue its career in hydrofoil experiment and development. It will also visit East and Gulf Coast ports to demonstrate what an advanced hydrofoil ship can do.

*A 65', 37-knot hydrofoil to be named *Victoria* is being built by the Maryland Shipbuilding & Drydock Co. for Northwest Hydrofoil Lines. The ship is to operate between Seattle and Victoria, B.C., carrying 75 passengers on the 75-mile run. In July the Puget Sound Bridge and Dry Dock Co., Seattle, was awarded a contract to build a \$12 million, 220' hydrofoil vessel for the Navy.

HS *Denison* on a high-speed test run in Long Island Sound. The vessel will demonstrate its capacities at East and Gulf Coast ports.



WORDS OF THE WISE

To brag little, to lose well,
To crow gently if in luck,
To pay up, to own up,
To shut up if beaten,
Are the virtues of a sportingman.

—Oliver Wendell Holmes

TAFFRAIL TALK

Chief Cook Joao H. DeBarros, recently in the *Esso Gettysburg*, has another mouth to feed — and he is right pleased about it. She is Elizabeth DeBarros, born Sept. 4 in New Bedford, Mass. and weighing 8 lbs., 13 oz. Joao and his wife, Ilda, also have a son, John, Jr., born July 22, 1962.

Emery H. and Mary St. Clair, Jr., of Rockland, Maine, have signed on a new hand by the name of Susan Lynd. On her birthday, Sept. 10, her weight came to 8 lbs. 12¼ oz. Mr. St. Clair sails as AB and has 11 years' service in the fleet.

Captain Nels Poulsen (ret. Dec. 1, 1962) moved to his shore place at Shelter Cove, Toms River, N. J. on Aug. 1. He is close to the ocean and does

a lot of sailing and fishing. "My son will be starting in Monmouth College this month," Captain Poulsen wrote, "taking up liberal arts and electronic engineering. Best regards to everyone I know."

Negotiations between the Esso Stewards Organization and the Company are scheduled to begin the week of Sept. 23 at the New York Branch Office. The 23rd is also the date when the Esso Seamen's Association is to inform the Company whether or not they accept the last proposal made by the Company.

Many men who have retired recently have had complimentary things to say about the Company and the men in the fleet. This one, though, is a little different.

In answer to the question "What unusual experiences have you had at sea?" an Engine Dept. man wrote: "None, but have enjoyed working for and being associated with Esso." So — maybe we don't have thrills, excitement and adventure; there are satisfactions nonetheless. Or did he mean that compared to some outfits, working in the Esso fleet IS an unusual experience?

Honored at Retirement Luncheon



Gustav T. Piltz



Robert A. Wolfe

Marine Division executives and friends of Gus Piltz and Bob Wolfe attended a "best wishes for a happy retirement" luncheon at the Houston Club, Aug. 27. Both men, in the words of General Manager Joseph Andreae, "have done fine jobs and earned the respect of men in the fleet and ashore. I'm glad they can now enjoy the fruits of their labors."

The "labors" of Mr. Piltz include seagoing and shore duty totaling 32½ years. Starting in 1925, he was OS in the *Livingston Roe* for 6 months, shipped out of the West Coast in freighters and returned to the fleet with "Pan-Am" in 1932. He had advanced to First Asst. when he became Night Engineer at Bayonne in Jan. 1940 and later Night Supervisor. Except for a special assignment in 1961 to install "last gallon" stripper systems, he was in Materials Control from late 1946 until his retirement, Oct. 1.

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In Our Time *by Preffer*

WORLD'S BIGGEST FLOATING SERVICE STATION...

THAT'S THE U.S. NAVY'S AIRCRAFT CARRIER **ENTERPRISE**, THE FIRST NUCLEAR-POWERED CARRIER AND THE LARGEST SHIP EVER BUILT...

RADIOACTIVE COBALT CAN DRIVE THE GIANT VESSEL AROUND THE WORLD 20 TIMES WITHOUT REFUELING...

PETROLEUM IS ALSO VITAL TO THIS FLOATING AIR BASE.

THE "BIG E" CARRIES TWICE THE NORMAL SUPPLY OF AIRCRAFT JET FUEL FOR ITS FIGHTERS AND BOMBERS, AND VAST AMOUNTS OF OIL TO REFUEL THE CARRIER'S ESCORT SHIPS.

MORE THAN 100 DIFFERENT LUBRICATING OILS KEEP THE ENTERPRISE RUNNING SMOOTHLY.

As of this date, Mr. Piltz and his wife, Catharine, are returning to Houston after visiting at a friend's farm in East Dover, Vt.

Bob Wolfe, Sr. Dispatcher in the Baytown Branch Office, retired Sept. 1 with 39 years, 10 months of Company service. During all but the first 2 of those years (when he was an Office Boy and Clerk in Houston), he has been concerned with arrivals, departures, loading and port services for ships docking in the Baytown Office's area.

Mr. Wolfe anticipates no "time hanging heavy" problems. He will continue to be active in church work and the Boy Scouts—he's been a Scoutmaster for 17 years. Baytown will still be home port for him and his wife, Leona.

Jet Fuel Consumption to Soar

A jet plane flying from New York to Miami, a 145 minute trip, burns about 5,000 gal. of fuel. But the giant jets of the 1970s, that may fly at more than 3 times the speed of sound, will consume about 14,000 gal. of fuel in a single hour, according to the American Petroleum Institute.

Today's commercial jets are using more than 3 billion gal. of fuel annually. By 1970, the Institute estimates, this consumption will exceed 4.5 billion gal. yearly. By 1975 the supersonic transports will create a demand for another 2.9 billion gal. annually. This would be in addition to fuel consumed by subsonic jets and exclusive of any military usage.

JULY 1 RETIREMENTS

CAPTAIN HOWARD A. BRILES' credited service of 24 years, 2 months and 3 days is exactly the elapsed time between his first assignment in the fleet and his retirement. He began as AB in the *Wm. Rockefeller* on April 28, 1939, advanced to Third Mate in the *George W. Barnes* in Aug. 1941 and sailed throughout World War II in this rank and as Second and Chief Mate in 5 vessels. Following his first command, the *Esso Charleston* (June 1952), he was Chief Mate and Master up to his retirement.



Captain Briles and his wife, Marie, live in Denver, where he is now resident manager of the 11-story Cherry Hill Apartments.

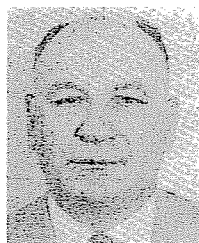


THIRD MATE JOHN D. SUTHERLAND was a lad of 15 when he signed on as AB in the schooner *Sarah Eaton*, of Parrsboro, Nova Scotia. He sailed in this and other "Down East" schooners from 1923-27, then started in steamers with the Yankee Line, of Boston. He came with Esso in June 1948 (*Esso Parkersburg*), served as AB for 2 years and as Third Mate from

Dec. 1950 until his retirement.

Born in Salem, Mass., Mr. Sutherland lives in Gloucester and intends to go into commercial fishing with his 38' boat. He and his wife, Gloria, have 3 daughters and 2 sons — Donna 17, Dianne 14, Denise 12, James 10 and John 9.

CHIEF ENGINEER JOSEPH MUSANTE was born in California and went to sea in 1928 as fireman with the Matson Line. After 3 years with American Export and Black Diamond lines and 2 years with the Texas Co., he joined Esso's E. J. Sadler as Oiler on June 30, 1935. He became Third Asst. in the *Sadler* in May 1936, Second Asst. (*Esso Aruba*) a year later and



First Asst. (*Esso Montpelier*) in Dec. 1941. He was First Asst. in 5 vessels during the War.

Mr. Musante's first Chief Engineer's berth was in the *Clarke's Wharf* (WET., Inc.) in Nov. 1945. Following his promotion to that rank in Nov. 1955, he was regular Chief in the *Esso Zurich* from 1958-61 and the *Esso Boston* from '61 to retirement. Now, after 27 years, 5 months' of Company service, he is enjoying golf, fishing and making plans for an extensive trip to Europe.



CHIEF ENGINEER THOMAS F. SMITH spent the last year of his 35 in the fleet in the *Esso Gettysburg* but before that he was regular Chief in the *Esso Bermuda* for 12 years — from her trial trip in Jan. 1950 to March 1962.

Mr. Smith had a Wiper-to-Chief Engineer career in the fleet, starting in the former rating on July 3, 1926 in the *Wm. G. Warden*. He advanced to the licensed ranks in the *M. F. Elliott* in May 1930 and had been First Asst. for 6 years when he survived the torpedoing of the *Paul H. Harwood* on July 7, 1942. After serving ashore as a Construction Inspector from Jan. 1943 to Dec. 1945, he returned to sea as First Asst. and Chief Engineer in the *Esso Bayway* until his promotion to Chief in the *Esso Concord* in Jan. 1947.

Mr. Smith was born in Louisiana and lives in Baton Rouge with his wife, Helene.

SECOND ASSISTANT ENGINEER ALBINO A. BOITANO. Of his 22 years, 7 months in the fleet, Mr. Boitano served 17 years in motorships. His first were the *Hanseat* and *Heinrich v. Riedemann* in 1939-40. After 4 "up and downers", he joined the *MS Leda* in Feb. 1942 and had a solid string of diesels until he left the *Esso Little Rock* in Feb. 1958. He sailed as Machinist, Oiler and Third Asst. during the War and then as Second



July 1 Retirements (Continued)

Asst. His last ships were the *Esso Huntington* and *Esso Florence*.

A native of New Jersey, Mr. Boitano lives in Algiers, La. with his wife, Josephine.

SECOND ASSISTANT ENGINEER WILLIAM C. HALLEY. A B.Sc. degree from Nova Scotia Tech., Halifax, was Mr. Halley's "passport" to engineering work with Canadian power and mining companies in the early '30s. Going to sea from Dec. 1935 to Jan. 1942, he was an engineer with U. S. Gypsum Co., Furness Red Cross Line and United Fruit and Electrician in Panama Transport's *Svithiod*. After 3 years in the U. S. Army Corps of Engineers, serving in northern Europe, he returned to the fleet as Electrician in the *Esso Camden* in Dec. 1946. Except for those 2 assignments, he sailed as Third, Second and First Asst. throughout his 16¼ years with the Company.



Born in Newfoundland, Mr. Halley and his wife, Enid, make their home in East Orange, N. J.

RADIO OFFICER BERNARD BALL joined the Company's *Beaconstar* as Radio Officer in Dec. 1936, following 2 years in the U. S. Army Signal Corps. His 26 years in the fleet were continuous from that date and included 3 vessels during World War II—over a year in the *Esso Montpelier* and more than 2 years in the *Esso Raleigh*. Since May 1954 he has been RO in the *Esso Brooklyn* and *Esso Huntington*.

Mr. Ball resides in Phillipsburg, N. J.

PUMPMAN ALBERT E. KEISER came to the fleet after wartime service in the *Catawba Ford*, a WET., Inc. tanker. He was Pumpman all through his 17¼ years of continuous service, starting with the *Esso Baytown* on Sept. 12, 1945. For almost 7 years (Nov. 1950-Aug. 1957) he handled the lube oil cargoes of the *Esso Brooklyn*. His last ships were the *Esso Jamestown* and *Esso New York*.

Mr. and Mrs. (Leah) Keiser live in Lewisburg, Pa., 4 miles down the West Branch of the Susquehanna River from Milton, Mr. Keiser's birthplace.



ABLE SEAMAN STEVE LAINCZ has left the sea to go into carpentry work. He had an even 19 years in the fleet, all as AB except for his first 2 assignments in 1935 and '36. He shipped out in 6 vessels during the War, spending 8 months in the *Edward L. Doheny* and 14 in the *Esso Manhattan*. Rejoining the Company in March 1951, after a 3½ year absence, his service was continuous until his retirement.

Born in Czechoslovakia, Mr. Laincz' home is in Dallas, Pa., 8 miles NW of Wilkes-Barre. He is married (wife, Margaret) and has 2 stepsons, Clinton and Jim.

ABLE SEAMAN ANDREW M. REARDON's 18 years, 8 months in the Company began with wartime service

as OS and AB in the *Esso Montpelier* (Dec. 1941-Oct. 1942) and as AB in 6 other vessels during the conflict. He sailed continuously as DM, AB and Bos'n from Feb. 1948 to his retirement.

Mr. Reardon was born in Wakefield, Mass. and lives in Malden, a Boston suburb.

OILER JOHN A. FELT had 2 pre-war assignments as FWT—the *J. A. Mowinckel* in 1939 and the *Peter Hurl* in 1940—and one in the *Esso Pittsburgh* (Nov. 1947—Feb. 1948). For the balance of his 16¼ years with the Company he sailed as Oiler, most recently in the *Esso Jamestown*. He is a native and resident of Jersey City, N. J.

FIREMAN-WATERTENDER FRANCISCO DASALLA retired with just under 16 years of credited service. He sailed as Fireman and Oiler from April 1939 (*E. J. Sadler*) to Sept. 1941 and as FWT from Dec. 1949 until he left the *Esso Bangor* for his last paid leave on June 19.

Mr. DaSalla was born in the Philippines and lives in Baltimore with his wife, Jean. They have a son, Dennis, 20 and 12-year old twins, Frances and Francis.



CHIEF COOK JERRY SERQUINA. It would be pretty safe to assume that Mr. Serquina had considerable seagoing and cooking experience before he joined Esso in Aug. 1947. After his first assignment as Second Cook in the *Paul H. Harwood*, he sailed 9½ years as Chief Cook and as Second and Chief Cook for the balance of his 15 years, 8 months of continuous service.

He was born in the Philippine Islands and lives in New York City.

SECOND COOK THOMAS G. FOLEY closed out his seafaring career at 28 years and is now working on Long Island (he lives in Stony Brook, L. I.). His Company service amounted to 15 years as Second Cook and Messman. He sailed intermittently from Oct. 1937, when he was Messman in the *Esso Bayonne*, to Dec. 1948, when he rejoined as Second Cook in the *Esso Baytown*. His last assignment was Second Cook in the *Esso Jacksonville*.



SECOND COOK DANIEL J. NUNEZ became an annuitant after 15 years, 5 months in the fleet as Messman, Second and Chief Cook. His service was continuous from his first assignment as Crew Messman in the *Esso Manhattan* (Jan. 1948) to his last, Second Cook in the *Esso Gettysburg*. For nearly half that time he sailed as Chief Cook.

Born in Mexico, Mr. Nunez lives in Houston, is married (wife, Rebecca) and has 2 married daughters, Ruth and Naomi.