

ESSO FLEET NEWS

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Sailing Under the Esso Oval

Ahoy mates! Avast, belay and the like of that. Ye Ed. is back from the briny blue (and black and green and gray) and the old tired blood now tests 1.029 on the salinity indicator—and that means salty.

Boarded the *Esso Baltimore* at Harbor Island, March 13. (That "boarded" is a good word but it always brings up a mental image of a bearded, booted pirate coming over the side with a sword in his teeth and a pistol in each hand.)

It was cloudy and threatening rain as we left the dock at 1119. Ran into a moderately choppy sea as soon as we passed the protection of the breakwater and the waters of Aransas Pass, a favorite spot for hundreds of porpoises. The sun broke through momentarily as if to wish bon voyage and then went back into hiding for the rest of the day.

Weather and sea remained about the same for most of the 780 mile cross-Gulf passage but as we neared the Florida Keys on the morning of the 15th, waves subsided to wavelets and the sky cleared.

From Dry Tortugas Lighthouse (abeam 1211, March 15) to Fowey Rocks, the last of the Florida Key lights, (abeam 2358) seas were calm, temperatures warm and as the ship bore around to the northeast, these pleasant conditions improved still further until they were perfect—the sea like glass, the sun smiling, the sky a cloudless blue and the water a most gorgeous royal blue. It seemed just too perfect to be real or to last—and it didn't.

After striking out for Cape Hatteras at a point about opposite St. Augustine, the temperature dropped slightly and wind and sea began a gradual build-up lasting all through the night of the 16th and into the 17th. By suppertime on St. Patrick's Day, we'd had a little rain, a little spray over the starboard quarter and a 20-25 mph. NE breeze. By 2200 (abeam of Delaware Light-



Captain Tom Lawton on the bridge.

ship) temperature was down to 40°, wind had increased and the *Esso Baltimore's* starboard quarter was buffeted by oncoming seas that smacked her roundly and sent up plumes of spray which the wind hurled across the decks and as high as the wheelhouse windows. The ship, however, rode easily, rolling



Esso Baltimore leaving Harbor Island, Tex.

with the "punches", and Captain Lawton held course and speed. To our inexperienced eye it was rather rough but a seaman said next day, "Naw, that wasn't rough." This was a little disappointing to hear because we had been congratulating our lubberly stomach for maintaining its composure—and without the aid of pills.

Arrival at Ambrose Lightship was made at 0700, March 18 and we went right on in to Bayway, tying up at 1055. The 1970 nautical mile passage was made in 4 days, 18 hrs., 10 min. for an average speed of 17.28 knots. The cargo consisted of 364,751 bbls. of Sweden and Refrugio crude.

So much for the physical aspects of the trip; now for the personal.

There was a good crew aboard the *Baltimore* (which is customary in our Fleet) and she is a happy ship (also not unusual). Everyone got along fine, putting in a good day's work, doing justice to good food and enjoying good company, good quarters and a good Skipper. Captain Lawton calls every man by his first name (often prefixed by Mr. or cousin) and he runs a good ship without strain or fuss.

The Steward's Dept. L. to r: Ch. Steward Lester Payne, Ch. Cook Oscar Garcia, 2nd Cook Jose Pires, OM Norman Stephens, CM Joaquim Gonsalves, UM Patrick Curran and UM James Hedgepeth.



Sunday dinner: Clockwise from left: UM Patrick Curran, UM James Hedgepeth, ABs Manuel Correia, Abram Silva, Harry Curtin, Henri Brin and Adrian Martinez and OS Edwin Kielian.





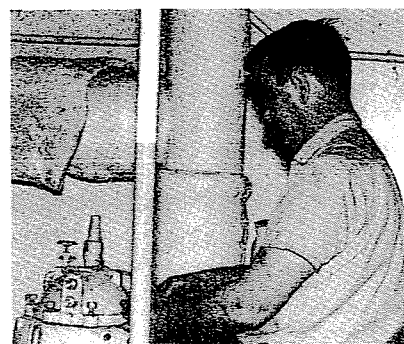
MM/2P Eryk Szatek and Pumpman Adolphe Koppel turn over a mooring winch with a king-size wrench to work in grease.



FWT Wm. Katros and Oiler James O'Donnell (background) replace 3rd stage heater trap after renewing 2 eroded sections of pipe.



AB Adrian Martinez at a never-ending job — scaling and painting.



1st Asst. Richard Argenbright replacing cover of main generator lube oil cooler after cleaning — one of a succession of maintenance and reconditioning jobs that kept him busy.

One of the best parts of the trip was talking with the officers and crewmembers and photographing their activities. Here are some of the jottings from our notebook and the exposures on the film.

AB Harry Curtin rebuilt the interior of his home in Toms River, N. J., installing knotty pine and walnut paneling. He also built a cement block garage.

Chief Steward Lester Payne and Utilitymen James Hedgepeth and Patrick Curran were in the original *Esso Baltimore* crew. Jim spent 6 years in the Navy (1940-46) and was also on the maiden voyages of the *Esso Washington*, *Lexington* and *Boston*. Pat recently received his 20-Year Service Emblem. He can make the neatest "hospital corners" you'd ever want to see.

Chief Engineer Robert L. Reed does a brisk business selling a line of imported German surgical steel knives. On paid leaves he travels the state of Mississippi and Mrs. Reed "minds the store" when he's at sea.

AB Manuel Correia completed the assembly of a "Heathkit" portable radio on this trip. He also made a hi-fi set at home.

Third Asst. Henry Manning was in the "Lost Convoy" in northern Russia during World War II. He

was Oiler for 2 years in our *Beaconhill*, one of the tankers in that convoy.

Captain Lawton sailed on the Great Lakes in Ford Motor Co. freighters during the depression. "They were luxury ships in regard to crew accommodations," Captain Lawton said. "And that was when you were lucky to get 2 buckets of fresh water for a bath on some ships."

AB Henri (Frenchy) Brin hails from the island of St. Barthelemy, in the French West Indies. The tiny island is about 175 miles east by south of Puerto Rico.

Second Mate James Christenson is the son of Captain Thomas B. Christenson, who retired Jan. 1, 1958 with a 47-year sea career, 31 years with Esso.

MM/2P Eryk Szatek, of Fairhaven, Mass., built his own 5-room house and attached garage except for contracting out the foundation and plumbing. He has a power tool equipped workshop in the garage and always has some project planned or in progress. Next in line is a back porch and patio, then radio controls to open the garage doors from a transmitter in his car.

Third Mate Herb Trenoweth has been going to sea since 1924, when he was 14 years old. He started in

—ESSE BALTIMORE'S COMPLEMENT—

Thomas K. Lawton	Master	Stephen Yaroschak	Ord. Seaman
Joseph E. Johnson	Chief Mate	Edwin W. Kielian	Ordinary Seaman
James C. Christenson	Second Mate	Adolphe G. Koppel	Pumpman
Herbert A. Trenoweth	Third Mate	Eryk T. Szatek	MM/2nd Pumpman
Paul E. Genest	Third Mate	Alfred P. Wade	Oiler
Robert L. Reed	Chief Engineer	James P. O'Donnell	Oiler
Richard L. Argenbright	First Asst.	Peter W. Schwab	Oiler
Robert T. Spetz	Second Asst.	Mariano P. Talclay	FWT
Henry L. Manning	Third Asst.	William Katros	FWT
James E. Fowler	Third Asst.	Paul G. Ayala	FWT
John W. Heistand	Radio Officer	Lester M. Payne	Chief Steward
Henri D. Brin	Able Seaman	Oscar Garcia	Chief Cook
Abram M. Silva	Able Seaman	Jose D. Pires	Second Cook
Robert Wallace	Able Seaman	Norman E. Stephens	Off'r's Mess.
Manuel Correia	Able Seaman	Joaquim J. Gonsalves	Crew Mess.
Harry J. Curtin	Able Seaman	James B. Hedgepeth	Utilityman
Adrian Martinez	Able Seaman	Patrick J. Curran	Utilityman
Antone M. Gomes	Ordinary Seaman		

Chief Mate Joseph Johnson demonstrates a line-throwing gun after a fire and boat drill.



a tramp ship out of Providence, R. I. and has sailed "in all kinds". He was torpedoed twice in World War II—a Liberty and a troopship.

You've heard the expression "You'd better do something (or not do something) or your name is Mudd." But did you know where the expression came from? Dr. Samuel Alexander Mudd, who set the broken left leg of President Lincoln's assassin, John Wilkes Booth. Dr. Mudd was sentenced to life

imprisonment at Fort Jefferson on Garden Key, in the Dry Tortugas, but was pardoned after 4 years by President Andrew Johnson. Our sighting of Dry Tortugas Lighthouse gave Chief Mate Joseph E. Johnson a fine opportunity to impart this historic background from his self-styled "vast store of useless information". Not only do Mr. Johnson's talents include a seemingly inexhaustible supply of stories and facts

but he is a canny pinocle player, too.

Here's one of "Johnson's little gems". An Italian was preparing to take his grandfather's photograph. When all was set, he said to the old man, "OK Pop, say cheese." "Mozzarella", promptly obliged the old man.

On this note we leave you for the time being but we'll be back next issue with an account of our return trip.

Esso New Orleans Delivery This Week

The Company's second 66,700 dwt. supertanker, *Esso New Orleans*, ran successful sea trials April 5 and 6 and is scheduled to sail from Newport News on the 10th. She will go to New Orleans for a reception by city, state and business leaders and an open house on April 15, prior to loading her first cargo at Baton Rouge, where there will also be an open house.

Esso Dallas' Doings

We last reported the *Esso Dallas* (Captain Emil L. Wigh and Ch. Engr. Robert I. Giddens) enroute to San Francisco and Stockton, Calif. and Vancouver, Wash. She discharged MSTs cargoes at these ports March 9-14, returned to Aruba and left March 29 with another MSTs cargo for Yokohama and Sasebo, Japan.

A card from Captain Wigh, postmarked Astoria, Ore., March 15 reads "Beautiful country out here—but of course, Syosset, L. I. (the Captain's home) looks better."

Enroute to San Francisco the end of Feb., the *Dallas* stopped at Balboa, C. Z. a few days for repairs. She moored at a dock among numerous Japanese fishing vessels and, according to Second Mate Jean Brower, "some seaman talk took place between the Japanese and our boys. It consisted of signs, pictures, pidgin Japanese, Mexican English and gestures. Neither group knows what the other said but at least it was all very friendly.

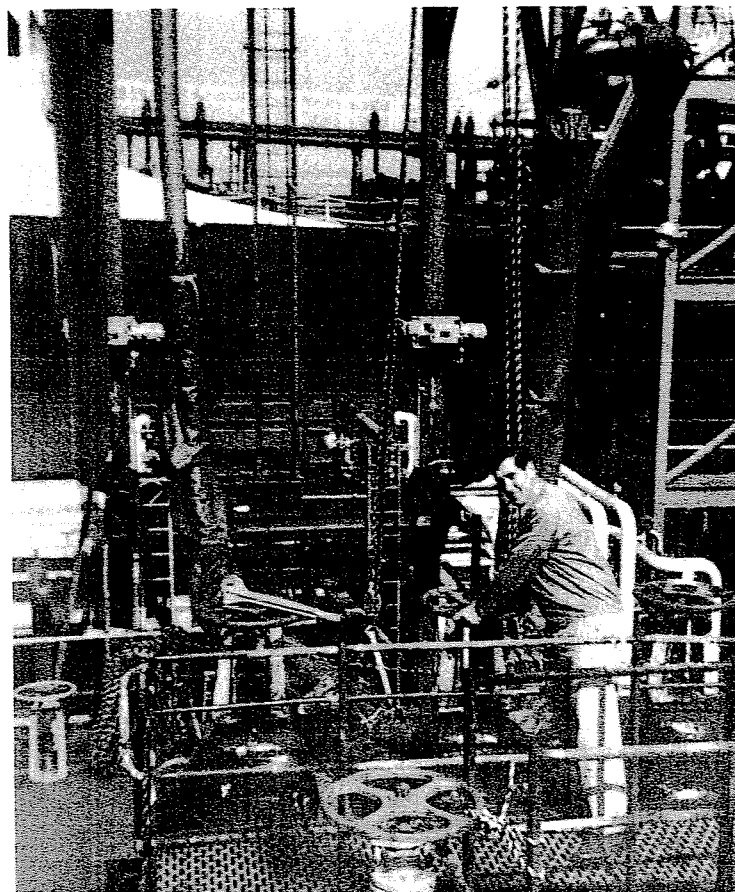
"As the *Dallas* sailed," Mr. Brower said, "the fishing vessel just astern hailed our departure with the song *Auld Lang Syne* in English, LOUD AND CLEAR, on her public address system. So, to the

tune and words of 'Should old acquaintance be forgot...' we sailed out of Balboa. It was a lovely gesture on their part."

In checking the *Esso Dallas'* itinerary with the *Esso Seattle's* we find there is a possible chance they might meet. The *Dallas* is due at Yokohama, April 21 and Sasebo, the 24th while the *Seattle's* schedule is Guam, April 17 and Yokohama, the 23rd. If the *Dallas* should have an unavoidably slow discharge at Yokohama and the *Seattle* a real fast one at Guam...

Chief Mate Edward Crawford opens a cargo valve on the *Esso Chester* to start the vessel's first loading of hot asphalt at Bayonne, March 2. The loading arms are steam traced and insulated and partly covered with specially treated canvas sleeves for added insulation and protection.

The *Chester* has been doing OK with the hot cargoes, loading 159,232 bbls. on her first trip and 163,571 bbls. on the second. Discharges have been at Charleston, Baltimore and Everett.



ESSO FLEET NEWS is published for the seagoing employees of the Marine Division, Humble Oil & Refining Co.: Joseph Andreae, 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, Texas 77001.

Esso Scranton Enroute to the Pakistans

The *Esso Scranton* is furrowing the Atlantic again after sailing with lube oils from Baytown, March 24, Smith's Bluff and Beaumont, the 26th and Baton Rouge, the 29th. She is due at Karachi, West Pakistan on May 4 and at Chittagong, East Pakistan, May 19. It's a 2,635-mile trip around the coast of India from Karachi to Chittagong — about 8½ days' steaming for the *Scranton*. It will be her first call at the latter port.

The officers and crew members are:

Roger A. Steward	Master	Joao M. Cipriano	OS
Neo H. Robinson	Ch. Mate	John Stupi	Pumpman
Daniel E. Marshall	2nd Mate	William M. Gardner	MM/2P
Jack T. Stillman	3rd Mate		
Theodore C. Woodward	Ch. Engr.	George A. Carter	Oiler
Donald K. Johnson	1st Asst.	C. L. Swonger, Jr.	Oiler
Matthew L. Tingle, Jr.	2nd Asst.	Durwood J. Hedgepeth	Oiler
John J. Walsh	3rd Asst.		
Herbert O. Fairfield	Radio Off'r	Leo A. Roderick	FWT
		John J. Blair	FWT
		John J. Forker	FWT
Carl R. Blaisdell	AB		
Earl L. Braden	AB	Manuel J. Lopez	Ch. Steward
Anthony Lazarczyk	AB	Stephen W. Johnson	Ch. Cook
Albert Monteiro	AB	Lawrence Gonsalves	2nd Cook
Francis A. Antonio	AB		
Erich Huck	AB	Henry Hinojosa	OM
		John Huntley	CM
Herbert F. Eddy	OS	Paulo F. Pimental	UM
Sidney Schmidt, Jr.	OS	Manuel B. Mingola	UM

Colonial Pipeline's Affect on Tankers

Al Reining and Vince Gilligan, of our Traffic Dept., made a study of the employment of U. S. Flag tankers for Feb. 1964, compared with Feb. 1965, when Colonial Pipeline was in full operation. The comparison is as follows:

	T2 EQUIVALENTS	
	Feb. 1964	Feb. 1965
U. S. Gulf-East Coast service	290	250
West Coast	33	31
Intercoastal	15	18
Sub-total	338	299
Foreign service	14	23
MSTS service	48	51
Grain	19	21
Inactive acct. ILA strike in Gulf; waiting grain	-	17
Repairing	7	10
Tied up or inactive	5	18
Total	431	439

It can be seen that the direct impact of Colonial was equal to a reduction of 40 tankers of T2 size in the Gulf-East Coast service. Happily, however, other employment has been found, at least temporarily, for most of this displaced tonnage. Three more T2 equivalents were in intercoastal service, 12 more in foreign and MSTS service and 19 more were in the grain trade. The 1965 figures include

8 new T2 equivalents added during year but show an increase of 13 in inactive status.

The 439 T2 equivalents making up the Feb. 1965 total consisted of 268 tankers of 6,000 dwt. or over.

TAFFRAIL TALK

MISS JACQUELINE M. GALLAGHER, daughter of John J. Gallagher, AB in the *Esso Lexington*, has been awarded a Walter C. Teagle Nursing Scholarship to attend St. Vincent's Hospital, Staten Island, starting next Sept. Mr. Gallagher has over 19 years' service in the Fleet.

The *Esso Jamestown* went into the Norfolk Shipbuilding & Dry Dock Co. yard on March 24 for about 70 days' repairing and coating work. Coating Inspectors are SEBASTIAN L. KOEP, ANTHONY PETRYK, CARL E. BROOKS, JR. and (for training) ARNFINN OLSEN.

OBITUARY

CAPTAIN HAROLD HOLMBERG, 65, who commanded the *Esso Raleigh* for 5½ years before he retired on Jan. 1, 1958, died at his home in Southold, L. I., N. Y. on March 27. He is survived by a sister, Mrs. Carl Wasselius, of Montreal.



Born in Finland, Captain Holmberg went to sea at the age of 17 as an ordinary seaman in the bark *Helsingfors*. He was in several other sailing ships of various flags, spent 6 years ashore in construction work and joined Esso's *Cerro Azul* as AB in May 1932. He advanced through the officer ranks, serving as Chief Mate and Master throughout World War II. He had 23 years with the Company.



HENRY E. DAVIES, 84, former Assistant Port Engineer, died on March 7. He lived in Danbury, Conn. since his retirement on Nov. 1, 1945.

Mr. Davies was born in England and, after a 5-year apprenticeship in marine engineering, started his seagoing career as a 4th engineer. He joined the Fleet in June 1916 as Chief Engineer in the *John D. Rockefeller*, a berth he held for nearly 5 years. He sailed as Chief for 22 years before transferring ashore, first as head of the Bayonne Machine shop and later, Assistant Port Engineer.