

ESSO FLEET NEWS

PUBLISHED BY THE MARINE DEPARTMENT, HUMBLE OIL & REFINING COMPANY



Vol. 9, No. 16

August 17, 1967

Company Orders Three 75,600-DWT Tankers

Award of a contract for the construction of 3 bulk oil carriers, which will be the largest regularly sailing in Gulf-U. S. East Coast service and the second largest merchant ships under the U. S. Flag, was announced Aug. 14.

Joseph Andreae, General Manager of the Marine Dept., said that Avondale Shipyards, Inc., New Orleans, will build the vessels. Deliveries are scheduled for August and December, 1969 and April 1970.

Total cost of the building program will be in the neighborhood of \$50,000,000.

"The Company's decision to make this heavy investment," Mr. Andreae said, "is evidence of our faith in tankers as the most competitive means of transporting petroleum products to the East Coast. The commitment is also a vote of confidence in our seagoing personnel who, we feel sure, will further enhance their tradition of being the best in the industry by sailing these ships to new heights of efficiency and economy."

"The new vessels," Mr. Andreae continued, "will be similar to our 71,000-ton *Esso Houston* and *Esso New Orleans*, which have been pioneer ships in many respects in the coastwise trade. There will be modifications, of course. You can always find improvements to build into a ship the next time. Among these modifications will be 9' more beam,

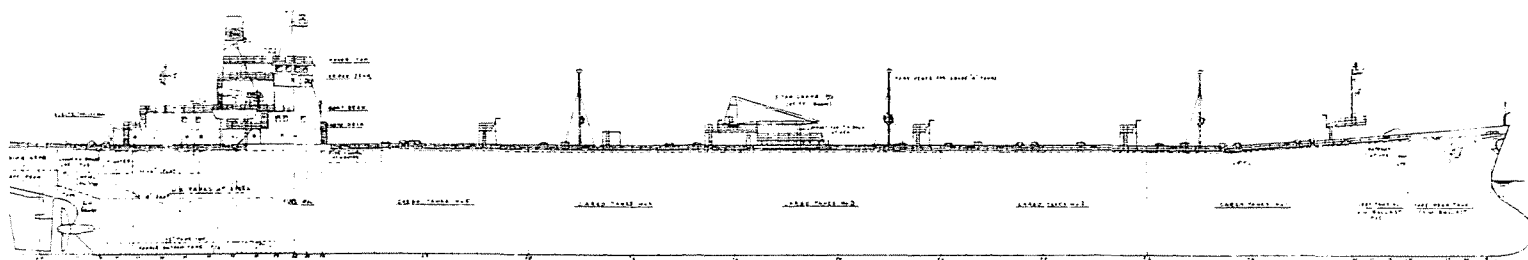
a bow thruster, elimination of the foc's'le head and poop deck, better arrangement of quarters and a sewage disposal system that will avoid pollution of harbor and coastal waters."

Mr. Andreae also said that about the time the first vessel is delivered it is expected that some of our present deep sea tonnage will be required on the West Coast for operation in connection with the new refinery the Company is building at Benicia, California.

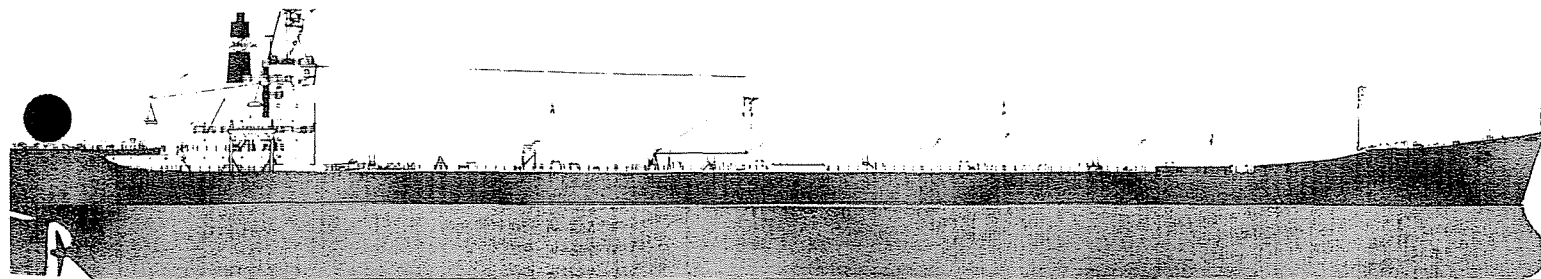
Except for the wider beam (125'), the 75,000-tonners will have about the same dimensions (length 809' 10", depth 54' 6") as the *Houston* and *New Orleans*. The propelling machinery will also be basically the same — 19,000 shp. geared turbines driven by 600 psig., 860°F steam generated by a single automated boiler. Normal sea speed will be about 16 knots.

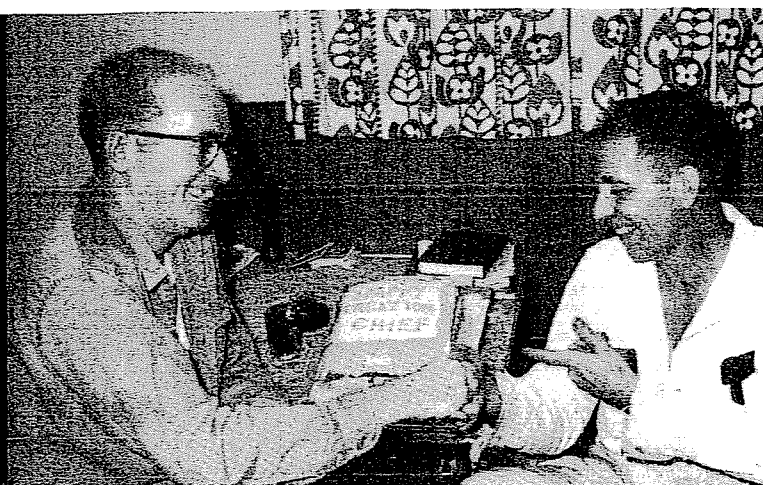
The first and third tanker are being designed for clean service, the second for black oil. Cargo tank arrangements for the clean ships, again, will be similar to the 71s but the additional beam will give them a cubic carrying capacity of something over 620,000 bbls., compared with the *Houston* and *New Orleans*' 582,000 bbls.

Many of the details of construction and equipment are still to be developed by the shipyard and Marine Dept. personnel.



Outboard profile of the 75,600-dwt. tankers and a comparative sketch of the *Esso Houston*.





Captain T. A. Johnson

Edward V. Branigan, Chief Engineer in the *Esso Seattle*, comes to grips with Chief Engineer Keith V. Wintenburg as the latter prepares to leave the ship July 31, at the Panama Canal. Between them is a "Happy Vacation" present, an artistic creation of Second Cook Ayres Gonzales, which the Chief obviously couldn't take with him.

Mr. Wintenburg, who has been Chief in the *Seattle* for a considerable part of the past 3½ years, made the Baton Rouge to Panama passage to help Mr. Branigan get his ears attuned to the engineroom sound waves that indicate a healthy plant.

Captain T. A. Johnson, Master of the *Seattle*, said that Mr. Wintenburg "is laughing on the outside but we wonder if that trace of a tear means he will miss the ship, his friends in the ship, or the exotic ports of the East."

Company Meets with JSTOA and ESA

Wage increases for officers was the subject of meetings with the JSTOA in New York on Aug. 9 and 11. Increases for deck and engineer officers were agreed upon, the details of which will be announced by the Association.

On Aug. 10 Company representatives met with the ESA Board of Governors and their counsel in Jersey City, N. J. The Union presented proposals calling for increased retirement benefits, higher wages and premium pay, etc., plus numerous modifications of working rules. After considerable discussion, the negotiations were recessed so the Company could study the proposals. Talks will resume about Aug. 24 or shortly thereafter.

Branch Office Personnel Changes

Staff realignments at the Baltimore and Boston Branch Offices of the Marine Dept. have recently been announced.

EDWIN E. CLAYPOOLE, who has been on special assignment with the Transportation Coordination Dept. of Standard Oil Company (N. J.) for the past 2½ years, has returned to his former position as Manager of the Baltimore branch.

JOHN J. KELLEHER, Manager, and GEORGE M. POOR, Operations Supervisor, at the Boston office plan to retire on Jan. 1, 1968.

JOHN W. BENNETT will transfer to the Boston office on special assignment, effective Sept. 5, and upon the retirement of Mr. Kelleher, will become Boston Branch Manager. Mr. Bennett has been Acting Branch Manager at Baltimore.

Esso Houston Assists Drifting Yacht

Investigating a light flashing SOS signals, the southbound *Esso Houston* (Captain Fred G. Smith and Chief Engr. Thomas J. Bov) came alongside the yacht *White Noise* at 0024, Aug. 4, 38 miles East of Hillsboro Inlet, Fla. The yacht was out of fuel and because the tanker had none to give, the Coast Guard was notified.

The *Houston* was requested to stand by and at 0205 the 3 men in the yacht were taken aboard because of heavy squalls. The Coast Guard cutter *Cape Shoalwater* arrived 2½ hrs. later, took the yachtsmen aboard, their craft in tow, and the *Houston* resumed course and speed.

"I wish to commend the prompt and efficient assistance rendered by the entire ship's company," Captain Smith reported.

New Deadweight Tonnages for the Fleet

We will have to get used to new numbers when referring to the deadweight of many of our vessels. As a result of revised rules for determining maximum loading marks adopted by the International Load Line Convention, 1966, the deadweight of all but one of our vessels will be increased after required modifications are made. These requirements — mainly installing wire rope between pipe rails and the side of the ship and adding some valves in sanitary lines — are being made as convenience permits.

The *Esso Houston* and *Esso New Orleans* will become 71,500 tonners, compared with 68,700 tons on summer coastwise draft; the *Baltimore* and *Boston* slightly under 52,000 vs. 50,400 and the *Gettysburg*, *Washington*, *Jamestown* and *Lexington* 40,900 vs. 39,900.

The *Esso Seattle* goes to 33,500 from 32,100 and the 10 vessels in the 28,000-ton class gain a few hundred tons each but remain in the 28,000-29,000-

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

ton range. For the present the *Esso Scranton* will remain a 16,500-tonner.

In some instances the deeper drafts permitted will mean more cargo carried but in most cases cubic capacity of the ships and available channel depths will continue to be the limiting factors.

Original Licenses

ANGEL R. MERAZ — 3rd Mate, 8/8/67*

ARTHUR A. PAYNE — 2nd Asst. Engr., 8/5/67

*Dates reported to Company

TAFFRAIL TALK

EVELYN TIRADO, daughter of FWT FERNANDO TIRADO, will receive her registered nurse's cap from St. Clare's Hospital School of Nursing, New York, on Aug. 19. Miss Tirado attended St. Clare's on a Teagle Scholarship for the past 2 years and plans to continue studying at Columbia Presbyterian Medical Center in New York. Mr. Tirado has 34 years' service in the Fleet.



Chief Engr. ROY E. MENZER started his pre-early retirement (Oct. 1) paid leave on Aug. 2 but before he left the *Esso Baltimore*, the ship's officers presented him with "tokens of esteem" — a suitcase and leather-covered cigar humidior. In making the presentation, Captain JIM LAWTON cautioned the Chief to make certain in all his vacation travels "to have sufficient bunkers with a 2-day surplus." (*We congratulate our correspondent, Chief Mate Bert Christensen, on his ace reporting, if not his photography. — Ed.*)

CLARENCE E. O'HARA (Chief Mate, ret. 1/1/63) has recently become Assistant to Director of Purchases of Avondale Shipyards, Inc., New Orleans. Mr. O'Hara is enthusiastic about Avondale and his new position. For the past 4 years he has been with Gibbs & Cox, Inc., Naval Architects.

Captain KARL LOHMANN and Captain WILLIAM N. SIMS will be the next Masters from the Humble Fleet to take the 2-week ship handling course at the Esso Marine Research and Training Center near Grenoble, France. Captain Lohmann's class will start Sept. 10 and Captain Sims' on Sept. 24.

YE PUBLIC NOTICE — All ye merrie gentle readers may look for ye next EFN on or about Sept. 7, account Ye Ed is off on another half-fortnight's furlough.

RECENT RETIREMENTS

SECOND ASST. ENGINEER

GRANT R. H. SEDERBERG elected to retire early on Aug. 1, after more than 24 years in the Fleet. He first went to sea as Oiler in the *Esso Norfolk* on Dec. 31, 1942, making wartime voyages in this and 4 other vessels. Advancing to Third Asst. in May 1946, he sailed for several years in that rating and as Second and First Asst. more recently. His last ship was the *Esso Washington*.



Mr. Sederberg is a native of Minnesota and now lives in Minneapolis. He worked in Red Wing, Minn. for 12 years before going to sea.

OILER ALBERTO J. MARTINEZ joined the *Esso Montpelier* 2 weeks after the Pearl Harbor attack and sailed throughout World War II in 8 vessels. He was a survivor of the Feb. 23, 1943 torpedoing of the *Esso Baton Rouge*.

Mr. Martinez served intermittently in various Steward's and engine dept. ratings from 1946 through 1954 and was FWT and Oiler since 1959. Most recently he was Oiler in the *Esso New Orleans* and *Esso Boston*.

Mr. Martinez retired on disability Aug. 1, with 20 years of credited service. He lives in Baytown with his wife Elvira.

OILER CURTIS L. THOMAS, with just short of 16 years' continuous service, was granted a disability retirement, effective Aug. 1. He started in the Steward's Dept. aboard the *Esso Asheville* in Aug. 1950 but has been Oiler for the past 10 years. He and his wife Delia reside in Jacksonville, Fla.

OBITUARY

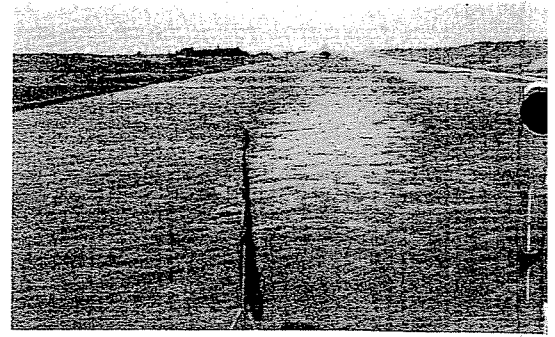
EARL WILLIAMS, 83, who retired as Chief Engineer on Feb. 1, 1946, died in Los Gatos, Calif., June 25. Mr. Williams had almost as much time as an annuitant (21 plus years) as an employee (24 plus years). He joined the Fleet as a Chief Engr. in the *F. Q. Barstow* and sailed in that vessel for about 20 years. He survived the second torpedoing of the *Esso Baton Rouge* in the North Atlantic on Feb. 23, 1943.



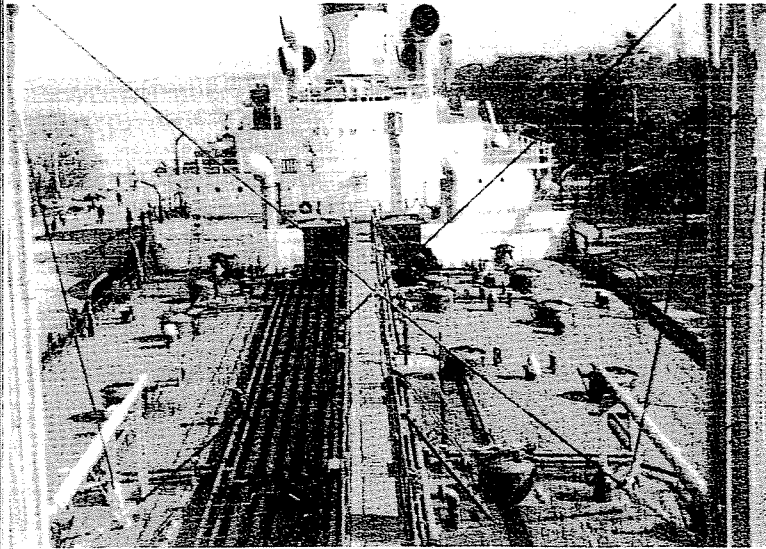
RUSSELL P. HARING, of Englewood, N. J., retired (Jan. 1, 1959) Manager of the Insurance Division, died Aug. 11. He had a 39-year Company career, practically all in marine insurance.



Ceuta, Spanish Morocco, where the *Miami* took bunkers. "This is a free port and a very clean city," Mr. Pouncey said.



Over-the-stern view of the Suez Canal.



The *Miami* going through locks in Bombay to get to the grain docks. What might be mistaken for the ship's rails are the sides of the locks.



Bahrain's main street.

SCENES FROM AROUND THE WORLD

Photos by Bobby M. Pouncey, Third Asst. in the *Esso Miami* on her March 20 - July 6 world cruise.



Captain Thomas K. Lawton and RO James R. Reesor bargain with a Bahrain silver goods dealer who spoke perfect English and once lived in New York. It looks as though the Captain has made a deal.

One of 7 "shops" aboard ship at Singapore, another bunkering stop. Radios, tape recorders, phonographs and binoculars were "very good in quality and real bargains," Bobby said.

