

ESSO FLEET NEWS

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Around the World On Postage Stamps

This isn't a trick headline. It's literally true. Malcolm C. Dizer, who retired as an Esso Purser in 1951, actually circumnavigated the globe—more than 27,000 miles—in nine months, entirely financed by the sale of postage stamps.

Mr. Dizer left New York January 7, 1959 aboard the *Pioneer Reef*, bound for Australia, via the Panama Canal. His assets consisted of three trunks and 12 assorted containers of postage stamps and collections, a few dollars in cash and boundless faith. During three months "Down Under" he sold over \$1,500 worth of stamps to dealers and collectors—enough to pay for lodging, subsistence, travel between Melbourne, Sydney, Canberra and Brisbane and steamer fare to London.

Sailing from Sydney June 9 in the P & O liner *Strathaird*, Mr. Dizer had a 46-day voyage to London, complete with a rescue of two men from a ditched airplane, fire in a boiler room during an Arabian Sea hurricane and sightseeing at Adelaide, Fremantle, Singapore, Colombo, Bombay, Aden, Cairo, Malta, Marseilles and Gibraltar.

In England Mr. Dizer did a brisk trade (\$2,220) to finance a six weeks' stay. He visited his two sons and their families, numerous friends and several points of historic interest. He sailed for New York

and home, via Le Havre, September 9 aboard the U. S. Lines' *American Hunter*.

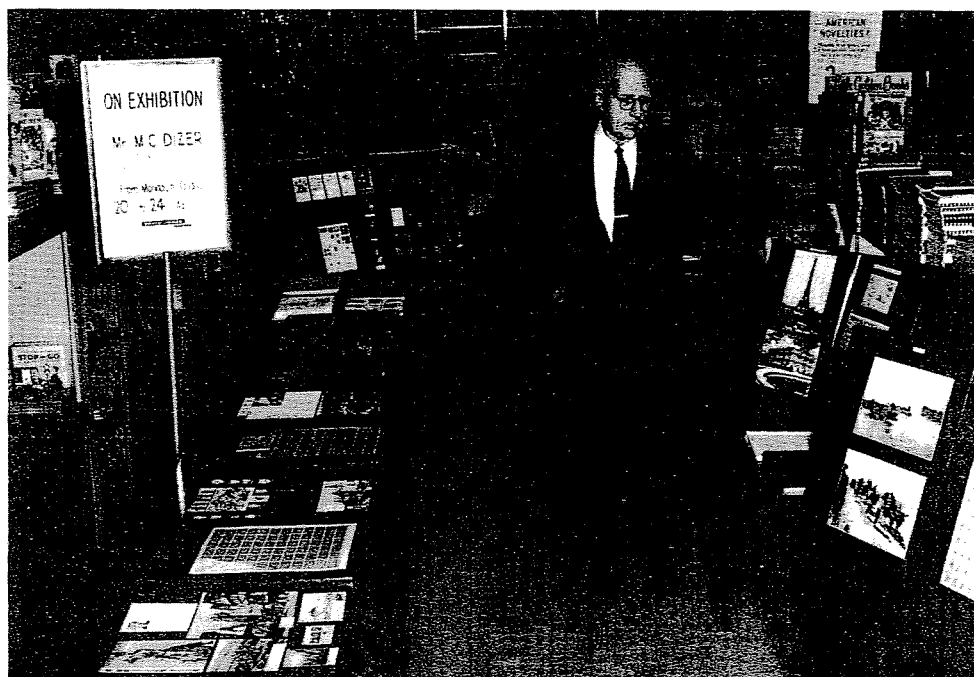
Hardly less unique than Mr. Dizer's system of working his way around the world was his prime reason for starting out—to participate in evangelist Billy Graham's crusade in Australia. For the eleven weeks of the crusades in Melbourne, Sydney and Brisbane, he donated his services as an usher, counselor and office worker.

Not content with that, Mr. Dizer flew to Dakar, French West Africa, with the evangelist's team last January and helped out at the meetings in Monrovia, Liberia; Accra, Ghana, and Lagos and Kano in Nigeria. He returned home the end of February by way of Rome, Madrid and Lisbon, selling stamp collections at every stop.

Although he has had a successful business career in the United States and England, served in a Liberty ship for 2½ years in World War II and sailed in the Esso fleet four years, Mr. Dizer is still "for traveling". He is shaping plans now for a trip to Hawaii, Hong Kong and Japan and then would like to see the Holy Land.

"After all," Mr. Dizer said, "I am going on 74 and would like to see all I can of this world before I move on to the next."

Super philatelist Malcolm C. Dizer displays his "wares" in an Australian department store.



A Realistic Deck Officer Training Program

"There are many fine traditions of the sea," Captain Breece said, "but there is one which, I think, has outlived its usefulness. That's the one that calls for the Chief Mate to be forward, the Second Mate at the stern and the Third Mate on the bridge when docking or undocking a vessel."

Manager of the Port of New York Office, Captain Breece was talking about a favorite subject of his—shipboard training.

"Consider this instance," he continued. "Some time ago it was necessary for a Chief Mate to move a Company vessel out of her berth to an anchorage—on his own—without the assistance of tugs, the Master or a Docking Master. The Mate did a good job of it, although he probably heaved a mighty sigh of relief when it was over."

"One reason why the Mate did a good job was because the Master of his ship had made it a practice to station him on the bridge during docking and undocking. This gave him the opportunity of learning how to handle the vessel and he knew how to take over in an emergency."

"The Master also stationed the Third Mate at the bow where he could gain experience in supervising the handling of anchors, winches and mooring lines under direct observation from the bridge and be thoroughly familiar with these duties when he sails as Second Mate and is stationed aft. If a Junior Third Mate is aboard, he takes over the duties of handling the engine order telegraph on the bridge."

"In this way," Captain Breece concluded, "each deck officer gains experience in the duties of the next higher rank in which he may sail. The arrangement is well thought of by all who have tried it and we recommend its adoption on all Company vessels."

Blood Donors Commended

Eight men were recently commended for their "unselfish spirit" in donating blood for hospitalized Esso seamen.

Maintenance Mechanic/2 Pumpman Auriel T. Hall, Able Seamen Edward A. Konn and Henry Reynolds and Deck Maintenceman Alexis M. Michelson responded to a call for blood for Bos'n Thomas E. Buchanan, who underwent stomach surgery at the U. S. Public Health Service Hospital, Stapleton, S. I., on June 7.

On May 31 Steward John R. Molosky was hospitalized for a heart operation. Blood donations were made by Steward Harold R. Smith, Bos'n Martin A. Hubbard, Able Seaman Willem Kuyl and John J. Collins.

Both patients were reported making favorable progress on June 22.

Final Round of Voting Begun

The last call for ballots in the NLRB supervised secret election of a union to represent Esso's unlicensed seamen started June 25, when Labor Board representatives visited the *Esso Jamestown* for the third time.

The voting is proceeding almost exactly on schedule, the third round beginning just 61 days after the first ballots were cast on April 25. Results of the election are still expected to be announced by the NLRB late in July or early August.

Safety Contest Standing

During the first three months of 1959 the Esso fleet's accident frequency rate increased to 2.44 from the 1.81 rate established for the year 1959. The number of our lost time accidents per million man hours worked increased 34.8% over last year.

The following is the March 31 standing of the fleets participating in the National Safety Council's Marine Section Safety Contest for ocean and coast-wise tankers:

	Frequency Rate*
1. Sun Oil Company	.00
2. Pure Oil Company	.00
3. Socony-Mobil Oil Co. (West Coast Div., Mar. Transpt. Dept)	.00
4. Texaco, Inc.	1.81
5. Esso Standard	2.44
6. Creole Petroleum Co.	3.95
7. Sinclair Refining Co.	4.41
8. Tidewater Oil Co.	4.74
9. Socony-Mobil Oil Co.	7.73
10. The Atlantic Refining Co.	7.95
11. American Oil Co. & Subsidiaries	12.29
INDUSTRY AVERAGE	3.24

* Number of reportable accidents per million man hours worked.

The *Esso Newark* became the Company's first 27,300 dwt. tanker to take a cargo out of Corpus Christi. She entered the port on June 18, loaded gasoline and sailed on the 20th. Captain Harold F. Blytt was Master and Robert I. Giddens, Chief Engineer.

ESSO FLEET NEWS is published for the seagoing employees of Esso Standard, Division of Humble Oil & Refining Co., Marine Department: J. D. Rogers, General Manager; James E. Stoveken, Assistant General Manager; Sydney Wire, Assistant General Manager. W. E. Gardner, Editor; R. M. Sheridan, Editorial Assistant.

Contributions and suggestions are invited and should be addressed to The Editor, ESSO FLEET NEWS, Room 1713, 15 West 51st Street, New York 19, N. Y.

Open House to Be Held on Esso Baltimore

Open house for Esso Standard employees, their families and friends will be held aboard the new *Esso Baltimore* at Baltimore on July 16 and at Bayway on July 20. The ship will be docked at the foot of Market Place on Pratt Street, Baltimore, for the convenience of visitors.

The supertanker is scheduled to run trials and standardization tests off the Virginia Capes on July 11 and 12, then return to Newport News for finishing touches and delivery to owners. She is to leave the shipyard July 15, arrive at Baltimore on the 16th, shift to the refinery on the 17th for cargo and depart for New York on the 18th.

Officers to Be Assigned to Esso Baltimore

The Port Staff has announced that the following officers will be assigned to the 47,400 dwt. *Esso Baltimore* after she enters service:

Master	Harold Griffiths
Chief Mate	Thomas K. Lawton
Second Mate	Clarence E. O'Hara
Third Mate	William R. Tyrrell
Jr. Third Mate	Raymond C. Edwards
Ch. Engr.	William H. Ahrens
1st Asst. Engr.	William A. Dundon
2nd Asst. Engr.	Michael R. Zencoe
3rd Asst. Engr.	Robert A. Seitz
Jr. 3rd Asst. Engr.	Arthur P. Morrison, Jr.
Radio Officer	Edward B. Kerby
Steward	Lester M. Payne

Mr. O'Hara is presently assisting the Construction Inspector at the Newport News shipyard and he was recently joined by Messrs. Ahrens and Dundon. The rest of the officers will report aboard a few days before the trials.

CYI Statute of Limitations

All CYI suggestions that are rejected will now remain "alive" for two years after the date of the rejection letter. If the idea is adopted within that time the suggester is entitled to an award. It is possible to keep a CYI suggestion alive indefinitely by resubmitting the idea within two years after each rejection.

Each CYI received is acknowledged by letter and evaluated by members of the Company Division concerned. If they endorse the suggestion, it is considered by the Committee for an award. If the idea is not approved, a formal rejection letter is sent. All CYI rejections prior to July 1, 1958 are officially "dead" as of July 1, 1960.

Marine CYI Awards

SUPPLEMENTAL AWARD

A special Supplemental Award of \$75 was granted to First Assistant Engineer Avin C. Johnson by the CYI Committee for making control valve lifting levers for Coffin feed pumps on several ships in the fleet. Mr. Johnson's idea for a lifting bar and fulcrum permanently installed on feed pumps to facilitate immediate starting earned a \$75 Initial Award in 1959.

INITIAL AWARDS

\$40

Mouth-to-Mouth Resuscitators

By Captain Rupert W. Gwaltney

As a result of Captain Gwaltney's suggestion, Venti-Breather mouth-to-mouth polyethylene tubes are being supplied to vessels as part of the lifesaving equipment.

\$25

Valve Connections on Midship Cargo Lines, *Esso Suez*

By Able Seaman James MacRiver

To facilitate connecting cargo hose on the *Esso Suez*, Mr. MacRiver recommended that the valves on the cargo lines raised above the deck aft of the midship house be shifted from vertical to horizontal position.

\$15

Signs Restricting Use of Radio Transmitter

By Captain Harold L. Sholes

The sign in the radio room prohibiting use of the transmitter during loading and discharging should include "ballasting" to conform to the MARINE REGULATIONS' safety instructions, according to Captain Sholes.

Protection for Ullage Cap Handles

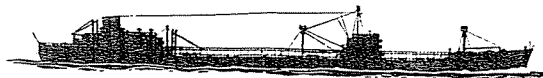
By Captain Roland E. Parkhurst

Captain Parkhurst observed that where the handle on the ullage cap strikes the tank top, the paint chips and corrosion starts. To eliminate this condition, he suggested the handles and retaining nut be covered with a short length of rubber hose or canvas sock.

Baffles for Engineroom Skylight

By First Asst. Engineer Donald Dunbar

The installation of baffles along two sides of the engineroom skylight prevents hot air from being sucked into the quarters' vent fan intake. Mr. Dunbar noted a 20°-25° reduction in air temperature delivered to quarters after installing the baffles.



Stern Anchors On 37's Proving Their Worth

When the four 37,800 tonners entered service in 1957 and '58, the usefulness of their stern anchors was a debatable point. It's still a debatable point—but the main question has shifted from "Are they worthwhile?" to "Have we only scratched the surface of their usefulness?"

In the beginning, many recognized that if a vessel passing down the Mississippi River ran into fog it would be advantageous to drop the stern anchor. This would keep her heading downstream and eliminate turning in a possibly congested river when the fog lifted. Masters and pilots have now made this a standard procedure. However, in the years the 37's have been operating, there have been numerous other circumstances where stern anchors have proved beneficial.

For instance, the *Esso Gettysburg* was probably the first of the four to use her stern anchor when entering New York Harbor on a flood tide. On June 24, 1958 the vessel anchored by the stern at 1033, got underway at 1158 with no time lost in turning. Captain Walter F. Andrews and Docking Master E. Russell Sherman were highly pleased with the operation. Again, last week, Captain Andrews, with Docking Master Donald W. Baker at the con, performed an almost identical maneuver.

Similarly, the *Esso Jamestown* arrived at Quarantine from a nearby foreign port at 2230, June 13. The tide was flooding and it was nip and tuck whether she could pass Immigration and Customs and make the tide for Bayway. Docking Master Sherman spoke the ship by radiotelephone and asked Captain Edward M. Berry to use the stern anchor. By so doing Captain Berry eliminated two turning maneuvers—once when anchoring and again getting underway—and enabled the vessel to dock on that tide. Time saved—12 hours.

Another 12 hours were saved by Captain George E. Christiansen when he brought the *Esso Washington* into New York on an ebb tide on June 5. Captain Christiansen dropped the port anchor off Stapleton to await a flood tide before proceeding to Bayway. At 1230, when the vessel had started to swing to the flood, the stern anchor was let go with four shots of chain in the water and the port anchor hove up. This simple maneuver kept the *Washington* in position to proceed up-channel and avoided the frequently tricky business of turning a heavily laden vessel in a crowded anchorage.

"In this instance," according to Captain Baker, who did the conning, "we probably would not have made the tide if the stern anchor had not been used.

The weather was clear in the Kills but foggy at the anchorage. The fog lifted just long enough to get underway and line up on the ranges."

"ESSO LEXINGTON" USES STERN ANCHOR IN BUNKERING

Captain Harold Griffiths, Master of the *Esso Lexington*, reported another occasion where his vessel's stern anchor proved to be considerably more than an ornament.

"On the morning of June 9," Captain Griffiths said, "we made our regular bunkering stop at Freeport, Grand Bahama Island, loaded to 35 ft. with a cargo of crude for New York. With Pindar Point for a bearing, radar to give us distance from the beach and the Fathometer in operation, we headed in and stopped the ship one-half mile from land to await the pilot. Our Fathometer registered 70 fathoms at this point. With the pilot aboard, we angled toward land at dead slow on a heading of about 141° true, calling off depth readings every few minutes.

"When we were over the 10-fathom curve, the ship was stopped and the starboard anchor let go. Wind was fresh from the southeast and a choppy sea running.

"I knew we'd have difficulty making a lee for the bunkering barge unless our 53,000 tons of ship and cargo were maneuvered to a point where the stern anchor could be used. Accordingly, seven shots were paid out on the starboard chain and the ship slowly maneuvered around to a heading of 220° true. The stern anchor was let go and paid out to three shots and at the same time the starboard anchor was hove in to five shots of chain. The ship was now in a position crosswise to the wind and sea, thus making a perfect lee on her starboard side for the barge.

"When the barge came alongside with our 11,500 bbls. of bunkers, she lay so quietly in the calm lee that we seemed to have made an artificial harbor. As a matter of fact, an undercurrent actually kept the barge from making snug contact during all the time we were loading."

After bunkering was completed, Captain Griffiths reversed his anchoring procedure; slacked off the bow chain two shots and hove in first the stern and then the starboard anchors.

"I think the stern anchor was a great help in this situation," Captain Griffiths concluded. "By making a good lee for the barge, we prevented unnecessary delay and a 'rough' bunkering operation."