



ESSO FLEET NEWS

PUBLISHED BY THE MARINE DIVISION, HUMBLE OIL & REFINING COMPANY



Vol. 7, No. 4

February 25, 1965

Humble Acquires Land for Proposed West Coast Refinery

The purchase of property in Monterey County, Calif. as a possible location for a refinery was announced Feb. 15 in Salinas, Calif. by J. Prince Warner, Vice President for Manufacturing of the Company.

The site, containing roughly 450 acres, is about 2 miles SE of the unincorporated town of Moss Landing in an area designated for industrial use in Monterey County's master development plan. Moss Landing is on Monterey Bay about 90 miles south of San Francisco.

The tract is bounded on the west by State Highway 1 and is across from the Pacific Gas and Electric Company's undeveloped property. It is just south of Kaiser Industries' plant.

Mr. Warner said that Humble is applying to the Monterey County Planning Commission for a use permit for the Moss Landing property. The use permit will enable the Company to start work on detailed engineering surveys to confirm the suitability of the proposed site and to continue technical studies for planning an ultra-modern refining facility.

"These surveys and studies," Mr. Warner said, "are expected to cost in excess of \$1 million and will require more than a year to complete."

Humble's plans are in the formative stage, Mr. Warner said, but the Company is studying a 50,000 bbls./day refinery which would be of the most modern and efficient design and cost in excess of \$50 million. He said that most of the land had been acquired from the California Artichoke and Vegetable Growers Corp.

Humble markets petroleum products on the West Coast under the trade mark ENCO, a name derived from the Company's slogan "America's Leading ENergy Company". It has been active in exploration and production in California since 1948 and marketing operations in California got underway in 1960.

Just recently (Feb. 10) Humble and 4 other companies (Mobil, Shell, Texaco and Union) submitted the high bid for rights to operate 80% of

an oil field on the Long Beach, Calif. shore line. The 6,500-acre field is thought to be the largest crude oil deposit in the U. S. It is estimated to contain 1.2 billion barrels of oil—enough to sustain production for about 35 years. The joint bid of the 5 companies is subject to approval by the Long Beach city council and the state land commission.

The Company is also drilling for oil in Alaska. The wildcat is on the Moquawkie Indians' Tyonek Reserve, 50 miles SW of Anchorage. Supplies are barged over Cook Inlet, where tides have a 35' range and 8-knot current, and then trucked 3½ miles over a wilderness road.

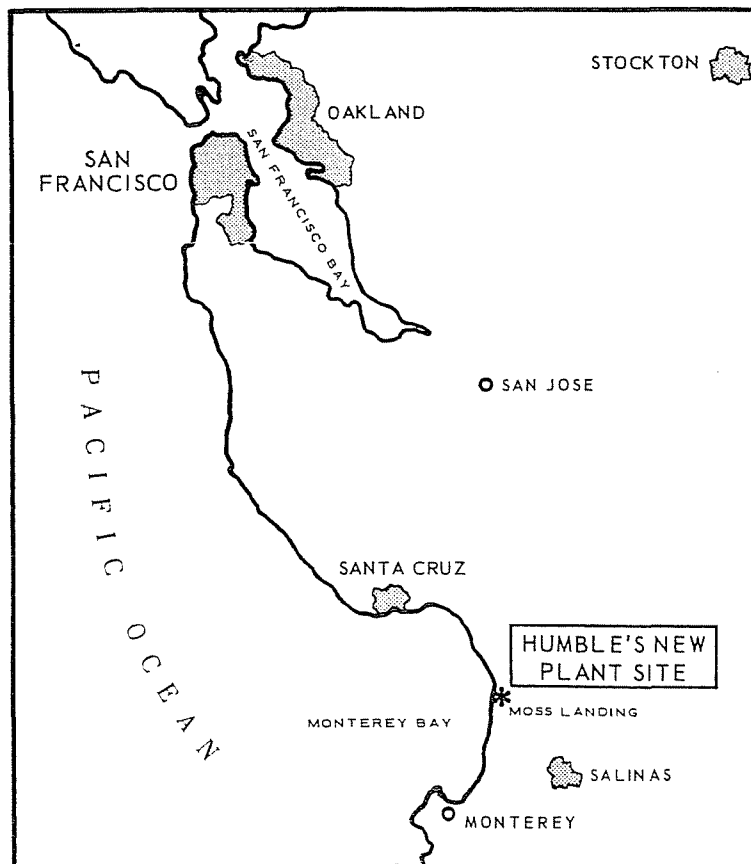




Photo courtesy MM/2P Leuign Osier

Here's a place to get away from it all; to hunt, fish and get as far "back to nature" as you want to go. The camp is situated on a 200' x 200' plot in an area known as Rockland Bog (near Rockland, Maine). There's a trout stream nearby; deer, moose and small game abound and the nearest road is 2 miles away.

Owners of the camp are 8 Esso seamen and 2 former employees who have formed a legal-like association hereinafter referred to as "The Bog Boys". Besides ABs Warner St. Clair and Vincent McCaffrey and MM/2P Leuign Osier (l. to r. in photo), the members are ABs John Benner, Carl Blaisdell, Walter Lunt, William (Eddie) Stanley and Emery St. Clair and former employees Fred Marks and George Sudimak.

The 12' x 16' cabin, which has been completed since this photo was taken last August, sleeps 6 in 2 3-tier bunks, has a picture window, porch, wood and kerosene stoves, a built-in cupboard and wall-to-wall carpeting.

Warner St. Clair is the leader and biggest contributor of the group.

Esso Scranton Carries On

The Grand Old Lady of the Esso Fleet passed her Coast Guard "physical" Feb. 19 and after a few more days repairing, she'll be back in service. She should leave the Charleston Drydock & Shipbuilding Co. yard about Feb. 27, proceed to Baytown or Baton Rouge and load a cargo for the U. S. East Coast. Then, more than likely, another India trip.

(While we think of it, we suggest to anyone anxious to make the India trip — if it materializes and there are vacancies in the present crew — let the Seagoing Personnel Section know you are available.)

The *Scranton* has been a stranger to coastwise waters for 9½ months. She left Baton Rouge on her 6th India voyage on April 27, 1964, discharged at Bombay and Calcutta, loaded at Ras Tanura, Persian Gulf and discharged that cargo at Bizerte.

Tunisia on July 18. She spent the next 6 months in the Mediterranean, shuttling between Sidon, Lebanon and Bizerte, with a couple loadings at Marsa al Brega, Libya. A relief crew took over on Oct. 10. The final Mediterranean loading was at Es Sider, Libya, Jan. 27 for discharge at Delaware City, on Feb. 11.

Captain Robert H. Stotts, Master for the last 4 months of the trip, said they had a good Atlantic crossing via the southern route. "Everyone was all smiles coming back," he said.

"The Mediterranean was rough from Nov. 1 on," Captain Stotts said. "One gale after another. But it wasn't too cold. It didn't get down to 30°.

"We had some storing problems that taxed the resourcefulness of the Steward's Dept., especially during the Mohammedan month of Ramadan when the faithful fast all day and feast at night. Chief Steward Manuel J. Lopez did a first rate job and there were no complaints. Everyone was understanding and knew that the Cooks were doing as well as they could.

"We'll never forget that Christmas," Captain Stotts continued. "Presents from home came in boxes (packed by the Marine Mail Room boys in Houston) and everything had been through Customs. The Customs men had unpacked and re-wrapped each package but not necessarily in their original wrappings. There were some mix-ups and we never knew who was supposed to get the 4 pair of white socks lying in the top of one box."

3 Vessels Donate \$100 to AMMLA

Contributions to the American Merchant Marine Library Association by officers and men in the *Esso Baltimore*, *Jacksonville* and *Newark* totaled \$100 or more each last year. It was the third successive year that the *Baltimore* reached the \$100 mark and the first for the *Jacksonville* and *Newark*.

The Library Association has made a practice of recognizing such contributions by presenting a suitable book to the vessels. The *Baltimore* has received THE COLUMBIA ENCYCLOPEDIA and THE AMERICAN HERITAGE BOOK OF NATURAL WONDERS and will receive a third book still to be selected. Encyclopedias will be presented to the *Esso Chester* (substituting for the *Esso Jacksonville*) and the *Esso Newark*.

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 Dallas Going to West Coast

Under a 2-month charter to the MSTs, the *Esso Dallas* loaded a cargo of jet fuel at Beaumont and Port Arthur, Feb. 14-17 and sailed for San Francisco and Stockton, Calif. and Vancouver, Wash. Captain Emil L. Wigh is Master and Robert I. Giddens, Chief Engineer.

After discharging at Vancouver about March 10, the *Dallas* is tentatively — very tentatively — scheduled to load at San Pedro for Hawaii.

Good Man in a Galley



Alfredo Gibau

We have a lot of good men in the Fleet — and by good we mean the kind of man who is so thoroughly on top of his job that it's a pleasure to work with him. It doesn't matter what his job is — anything from Master to Messman — he handles his work so well and with such apparent ease that he commands the respect and admiration of all who are associated with him.

While you probably know many such men in the Fleet, it is perhaps most gratifying when you ship out with one who is a Chief Cook. Then you can appreciate his skill 3 times a day.

Alfredo Gibau, Chief Cook in the *Esso New York*, is a man like that. In the words of Chief Steward Charles Monteiro, "He is one of the hardest working Cooks in the Fleet. He puts heart and soul in the job."

Al has been sailing as Chief Cook for practically all of his Company service, which goes back to Sept. 1947 and includes the maiden voyages of the *Esso Baltimore* and *Esso Boston*. He has been going to sea for about 45 years.

Between 1930 and 1940 Al was steward in the Northern Whaling & Trading Company's *Patterson* on her annual trips from California to the arctic. The 168' wooden motorship sailed from Oakland with food, beads, knives, ammunition, clothing and other trading goods and called at 22 posts along northern Alaska and Canada from Point Barrow to the McKenzie River. She brought back walrus tusk ivory and furs, principally white fox and seal. In winters, Al worked ashore in restaurants.

For 3 years prior to joining the Esso Fleet, Mr. Gibau (and his wife, Alice) operated a food concession on an excursion boat running between New York and Rye Beach.

Mr. and Mrs. Gibau live in Brooklyn, N. Y. They have 4 children — Freddie 16, Dolores 14, Henry 13, and Yvonne 11.

Expansion Planned for Farm Mulch Esso Chester to Carry Base Stock

You never know what product petroleum scientists will think up next these days. For years we have thought of petroleum in connection with agriculture only as something to kill — like insecticides, special weed killers or plain kerosene on mesquite or other unwanted plants.

But now Humble has a petroleum product to help plants grow. It's a liquid agricultural mulch named ENCAP. It was tried last year in Arizona and California and results were so good in increasing yields that this year the sales area is to be expanded to truck crop areas in North Florida, South Georgia, Virginia, Maryland, Delaware, New Jersey and New York.

Distribution in the new areas will be made by Armour Agricultural Chemical Co., which worked with Humble in Arizona and California. The Company will supply the product from Phoenix, Ariz., Fresno, Calif., and Baltimore, Md. The ENCAP manufactured at Baltimore will be processed from an asphalt base product transported by the *Esso Chester* from Bayonne. The *Chester*, incidentally, is scheduled to enter service as an asphalt carrier about the end of the month.

ENCAP is a specially formulated water emulsion of petroleum resins. When sprayed on the ground, it forms a light film that holds in moisture and transmits the sun's heat downward, thus enhancing seed germination and vigorous early growth. The film firms up immediately and remains intact for 6 to 10 weeks. Seedlings push through with no difficulty and the film does not interfere in any way with the growing plants.

Last year's results, mainly on melons and vegetables, showed an increased average gross return of from \$100 to \$150 per acre where ENCAP was applied. The increased return resulted from such

The man is Jose Gonsalves (Chief Cook, ret. June 1, 1963), the lush vegetation is sugar cane and the locale is Brava, Cape Verde Islands. Senor Gonsalves has about 100 acres of land of which 32 are in sugar cane used to make rum and molasses. He is reported to be living the life of a "grandee" for which he says "thanks to Esso".

Photo courtesy Chief Cook Alfredo Gibau



factors as higher prices for earlier produce, better quality, larger total yield, and savings on seed, irrigation and other planting, cultivation, harvesting and packing costs.

The cost of ENCAP is about 35 cents a gallon or approximately \$25 per acre applied. Costs per acre at present are only about 1/3 that of polyethylene and much below the \$150 per acre cost of hot caps.

Technological advances are expected to further reduce the cost of ENCAP, making it advantageous for use on all row and field crops. In cold areas it should enable farmers to get their crops under-way faster and complete harvesting before frost.

TAFFRAIL TALK

John M. West, who retired as Second Cook on Jan. 1, says — "I have been very busy since leaving the *Esso Jamestown*, doing much work around our home but not a bit of cooking. My wife is quite a cook — oriental, Italian and French cuisine

being popular on our menu — and she has a 'keep out' sign in the kitchen for me."

Mr. and Mrs. Joseph R. Hendershott, of Cadiz, Ohio, announce the birth of Jerry Randall Hendershott on Feb. 1. Jerry, weighing in at 7 lbs., 8¾ oz., is the second son for the Hendershotts. Joe is currently AB in the *Esso Boston*.



Despite warnings as to what might happen to our camera, we prevailed upon James F. Goalder (left) to hold still a minute aboard the *Esso New York* so we could take his picture on his second assignment as Third Mate. Jim has over 13 years' service in the Fleet as AB. He got his license a couple years ago after attending the Baltimore Navigation & Marine Engineering School. He first sailed as Third Mate in the *Esso Gettysburg* last month.

Jim and his wife, Norma, live in Gloucester, Va., 13 miles north of Yorktown. (P.S. The camera is still OK.)

When is a minus not a minus? Ans. — when it's in the deduction section of a pay voucher. The deduction section, of course, shows items that are deducted from your pay. A figure in that box with a minus sign after it is a deduction from the deductions, which makes it an addition. In other words, it's a refund of a previous deduction made by mistake.

RECENT RETIREMENTS

CHIEF STEWARD HORACE D.

ZIMMER's career and hobbies

are both concerned with trans-

portation. When he was 17, he

started work with the Boston &

Maine Railroad, putting in 7

years as a machinist. He has

24½ years of credited service

with the Company and his inter-

ests as an annuitant (effective Feb. 1) will run

to model railroading, a collection of antique auto-

mobiles and touring the United States.

Mr. Zimmer first went to sea as a Wiper in the

Beaconstreet in Feb. 1930. He sailed intermittently

and in various ratings during the '30s but re-

turned to the Fleet in Dec. 1941. He shipped out

in 7 vessels during World War II including the

maiden voyage of the *Esso Rochester*, his first as-

signment as Steward. Except for some temporary

shore duty in the '40s, he continued as Chief

Steward until his retirement.

Mr. Zimmer was born in Milford, Mass. and

now lives in Salem, N. H.



The MIS-Adventures of

J. STUMBLEPRONE MC FRACTURE

Oops! Unlike the beverage that advertises "first over the bars", Mac is not making it. Rather, he is making a one-point landing on his thumb after tangling with a vent line on the foc's'le head.

This was one of our 14 slips, trips and falls on weather decks last year — our largest accident category by far. It may be a dismal statistic to some but an optimist would see it as offering the best opportunity to show the biggest reduction in accidents this year. Let's be optimists in 1965 and take more care when out in the air.

