

ESSO FLEET NEWS

PUBLISHED BY THE MARINE DIVISION, HUMBLE OIL & REFINING COMPANY



Vol. 5. No. 9

May 2, 1963

Organization Changes and Plans to Build New Ship Announced

**Bids to be Asked for 65,000 dwt. Tanker for 1964 Delivery
Marine Division Functions Streamlined**

"It has been decided to place an order for a 65,000 dwt. tanker," Joseph Andreae, General Manager of the Marine Division, told Marine employees on April 29.

"Bids will be requested within the next 10 to 14 days," Mr. Andreae said, "and it is expected that the vessel will be completed sometime during the fourth quarter of 1964.

"This is the best indication we can give," he continued, "that we intend to stay in the tanker business."

ORGANIZATION PLAN

Mr. Andreae also announced changes in the organization of the Marine Division at the April 29 meetings, which he described as the first of a series of "family gatherings". Under the General Manager and Assistant General Manager in the organization chart are four departments—Traffic, Operations, Inland Waterways and Controller's. There are also six Branch Offices (formerly called Agencies) at Boston, New York, Norfolk, Jacksonville, Baton Rouge and Baytown.

Concerning the Jacksonville office, Mr. Andreae mentioned that Captain William Mello will reach retirement age this fall and that J. Harold Jorgensen, presently Baltimore Agent, will succeed him.

A revised Allocation and Dispatch Section has been established in the Traffic Dept., which is managed by William F. Robinson. The Dispatch group was formerly in the Operating Dept.

The Operations Dept., under Captain James G. Moffitt, now has five parts: the present Port Staff; Agency and Materials (Norman B. Avenell); Employee Relations, Fleet Personnel (Leonard H. Earle), comprising the Seagoing Personnel Section, Annuities & Benefits and Claims and the FLEET NEWS; Technical (head to be named) and Repair (Steve M. English).

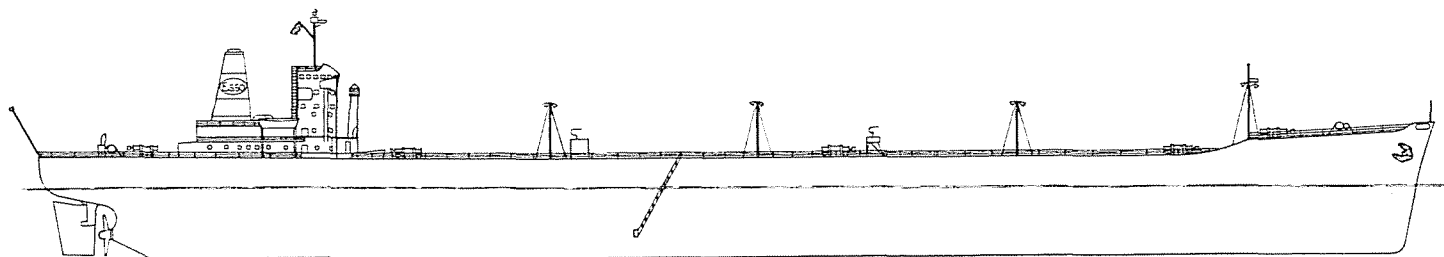
John E. Hoagland, formerly Manager of the Repair Dept., is to represent the Company in the development of detailed plans and supervision of the construction of the 65,000-ton ship.

The Controller's Dept. (Edmund A. Flotten, Controller) was previously the Finance and Accounting Dept. and now consists of Marine Insurance and Claims, Accounting, and Office Administration sections.

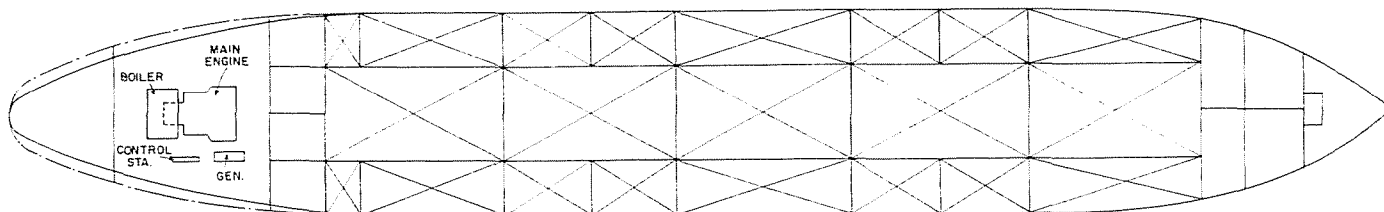
The Inland Waterways Dept. (Michael F. Spellacy, Manager) remains virtually unchanged.

GOOD PROGRESS MADE

Mr. Andreae reviewed some of the Marine Division's accomplishments in 1962. He said we



Outboard profile and cargo tank arrangement of proposed 65,000-ton supertanker



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have shown that we can do better than any form of competition on parallel movements. However, he warned against a feeling of complacency because, while we have won some battles, the competitive "war" isn't over.

NEW SHIP CHARACTERISTICS

The 65,000-ton supertanker announced by Mr. Andrae will incorporate many features which are unique in the Humble fleet and, in fact, new to the Gulf-East Coast service in which she will operate. Most obvious is the absence of a midship deckhouse. The bridge, quarters and living accommodations for a crew of 30 will be located aft. There is no catwalk.

Principal characteristics are:

Length, overall	800'
Beam, molded	116'
Depth, molded	54'6"
Draft on international summer freeboard	40'
Displacement at 40' draft (tons)	80,755
Deadweight tons at 40' draft	65,000
Trial speed, loaded (knots)	16.5
Maximum designed shaft horsepower	19,000
Cargo tank cubic capacity (bbls.)	562,500
Maximum pumping rate (bph.)	38,500

The half-million bbl. cargo capacity is provided by five huge center tanks and 14 wing tanks of four sizes to give flexibility in carrying multiple grades.

Propulsion will be by a double reduction geared turbine turning a single propeller and supplied with steam at 600 psi. by a single boiler. There will be one main generator and centralized machinery controls. Emphasis in the engineroom (and throughout the ship) will be on simplification and reliability. Only a limited amount of automation is proposed.

There will be a large recreation room, hobby room and dark room, officers' lounge, ship's office and an individual stateroom for each crew member.

Health Service-Major Medical Insurance

It should not be more than a week or two before seagoing men receive application blanks and information on the coverage and costs of Major Medical insurance. Enrollment months are May and November.

As mentioned in the FLEET NEWS, April 4, the insurance company requires a minimum enrollment in Major Medical of 75% of the Hospital-Surgical-Medical (Health Service, Inc.) members.

Most seamen who join the Health Service do so to obtain protection for their families rather than themselves. (The same will be true of the new Major Medical coverage.) However, if you are close to retirement, remember that U. S. Pub-

lic Health Service care is only available to active seamen but you may continue the health and medical insurance when you become an annuitant if you join while you are an employee.

Lifeboat Crew in Training

Our lifeboat racing crew has begun training to defend their World Championship title in the international races to be held in New York, May 28. The men are working out on the St. Johns River at Jacksonville, Florida, under the direction of Arnfinn Olsen.

Candidates for places in Humble's boat this year are:

Hans A. Andraesen	Ernest M. Gonzales
Andrew Bozicevic	Alexus M. Michelson
David C. Corry	Michael Sharik III
Linwood E. Davenport	William E. Stanley
Leendert Don	John G. Steele
	George W. Young

All except Messrs. Stanley and Steele were members of the 1962 crew.

TAFFRAIL TALK

Mr. and Mrs. Robert Wallace, of Wallingford, Conn., have announced the birth of a daughter, Roberta, on April 9. Bob was recently AB in the *Esso Gettysburg*.

* * *

Chief Engineer Walter W. Werner, who is on special assignment to the *Esso Newark* in charge of manipulating, nursing (and doubtless cursing) the boiler automation equipment, recently reported a major triumph. On the northbound voyage, April 9-14, the boilers were operated automatically for 50 hours, including maneuvering into Bayway. Next objective—120 hours.

* * *

Chief Mate Edmund P. Gabriel, of the *Esso Bangor*, writes that "the Flagship of the clean oil service loaded 27 grades of clean products at Baytown on April 12. This is a record for the *Bangor* and it may be a record for Baytown." (It surenuff is, Ed.)

He adds that "we had a little retirement party for Captain Wiley Chambers, March 31, on his last northbound voyage. He was presented with a gift and Steward Charles Monteiro and his men prepared a fine farewell dinner. An April 2, while at Constable Hook, Captain Anton H. Hunt

ESSO FLEET NEWS is published for the seagoing employees of the Marine Division, 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 1, Texas.

came down from the wilds of Woodstock, N. Y. to visit us. He was also presented with a retirement gift from his shipmates.

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The *Esso Bridgeport* is expected to be sold to Marine Sulphur Carriers Corp. and turned over to the new owners at Mobile about May 9. It is understood that the ship will be jumboized and converted to carry molten sulphur, replacing the *Marine Sulphur Queen* (ex-*Esso New Haven*).

OBITUARY

LAUGHTON D. ANGEL, 59, formerly Asst. Port Engineer, died on April 24. He was a resident of Rahway, N. J. and is survived by his wife, Dolly.

Mr. Angel retired Dec. 1, 1961 on disability, after 36 years with the Company. He sailed in the fleet for 21 years—



almost half as Chief Engineer—and was ashore for 15 years as Group Engineer and Asst. Port Engineer.

A machinist's mate in the battleship *New Hampshire* in the first World War, Mr. Angel also served throughout the second as Chief Engineer in four Company vessels.

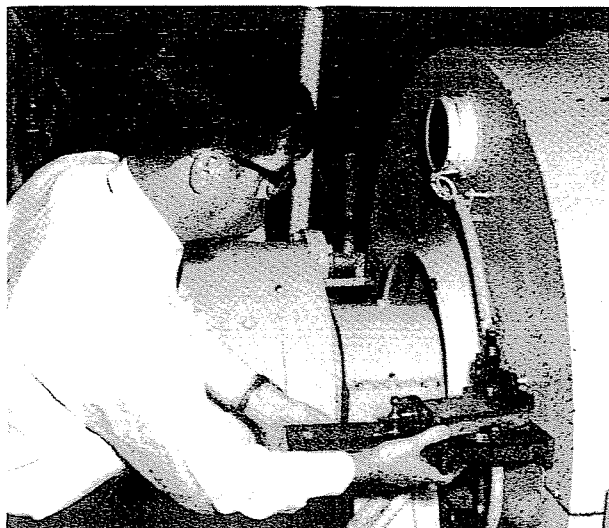
Joe, as he was known to his friends, had a fine reputation as a capable engineer, a hard worker and troubleshooter.

JUAN R. ALIARTE, retired Fireman/Watertender, died in Bayonne, N. J. on April 18. He was 71 years old and had been an annuitant since July, 1956.

Born in Barcelona, Spain, Mr. Aliarte went to sea in sailing ships and freighters and had over 16 years' service in the fleet.



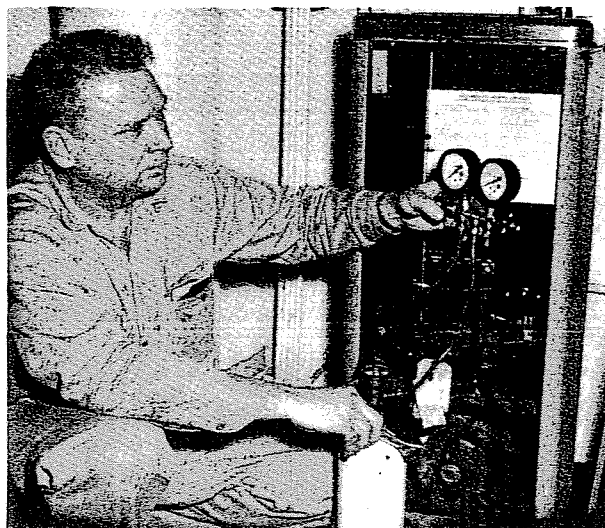
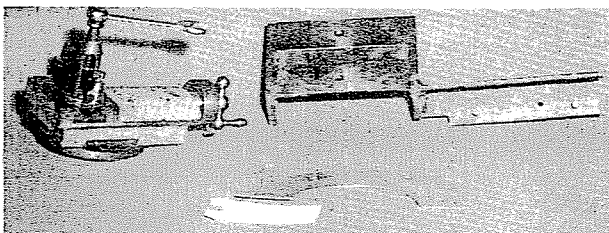
Esso Boston Engineers Devise Maintenance Improvements



Chief Engineer Albert T. Fellows (on paid leave at time of photo) holds a jig he designed to resurface the main generator collector rings. The 5" x 15" jig was made of 2" angle iron, faced-off on a lathe and welded together with the ship's new welding machine. The jig bolts on a bearing block and holds a cross compound from the 11" lathe which, in turn, holds the cutting tool. When set in position and the generator shaft rotated, the collector rings are machined to a true circle.

3rd. Asst. Engineer Wm. Motta and 1st Asst. O'Neal assisted with cutting, welding and machine work.

Close-up of the cross compound, jig and an aluminum shield to deflect chips from the bearing.



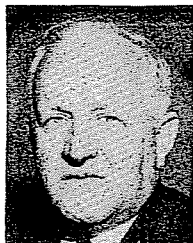
Clyde C. O'Neal, First Asst. Engineer in the *Esso Boston*, demonstrates an idea he developed to recharge the freon supply in water cooler and pantry refrigerator units aboard ship. He connects a test and charging manifold to the refrigerator with copper tubing, which is also attached to a 4½-lb. bottle formerly used for CO₂. The bottle is filled by placing it in a pail of ice cubes and letting freon flow in from a ship's storage tank.

It's a fairly simple job to recharge a unit with this equipment—and it saves an expensive service call, not to mention the convenience of having the service available at sea.

The charging manifold can also be used to put lube oil into the compressor and to test the refrigerating system.

RECENT RETIREMENTS

CAPTAIN ANTON H. HUNT wrote from his home in Woodstock, N. Y. (about 10 miles NW of Kingston) that "I will occupy myself with carpentry, electronics (he's very good at both) and various other small jobs as they develop." A recent development, though hardly small, is a plan to put 70 acres of his property into building lots for homes \$25,000 and up. Also, he and Mrs. Hunt hope to do some traveling, particularly to visit relatives in Germany and Holland.



Captain Hunt retired April 1 with over 37½ years' service in the Company. Starting as OS in the *W. H. Tilford* on June 8, 1923, he became Third Mate in 1929, Second and Chief Mate in 1931 and permanent Master in 1951. He was ashore as Turnaround Expediter in New York from April, 1952 to April, 1954.

"I would like to have it mentioned," Captain Hunt said, "that my last two years (as Master of the *Esso Bangor*) were the best. It was due to the exceptional cooperation of the officers and crew. The officers were reliable, conscientious and knew their jobs well, which made it a pleasure to have them under my command."



FIRST ASST. ENGINEER JOHN W. COLTRAIN. "It has been a happy experience with wonderful shipmates" was the way Mr. Coltrain summed up his 22½ years in the Esso fleet. He served continuously as Third, Second and First Asst. Engineer from Sept. 1943 until his retirement, April 1 and, in addition, had two earlier wartime years as FWT and Oiler.

Born in North Carolina, Mr. Coltrain now lives in Miami, Fla. His future plans include a little traveling and "taking it easy".

CHIEF STEWARD CECIL CANTRELL's career has involved, for the most part, working on and with stoves. He was a foreman with the Michigan Stove Co. in 1930, owner of a restaurant in 1936 and, since 1944, a member of the Steward's Dept. in the fleet. He joined the *Esso Springfield* as P. O. Messman on May 21, 1944, advanced to Chief Cook in Dec. 1945 and was Chief Steward from July 1946 (*Esso Paterson*) until he retired on March 1.



Mr. Cantrell and his wife, Nancy, live in Lakewood, N. J. but are thinking about moving to Florida. They also have thoughts about touring in the U. S., fishing and otherwise enjoying life.

BOS'N VERNON B. WOODS. Latest word from Mr. Woods is that he intends to purchase Alden's Restaurant (seating capacity—95) at 15 54th St. So., St. Petersburg, Fla.

Born in Honduras, Mr. Woods first joined the fleet in Aug. 1937 as AB in the *James McGee*. He shipped out in nine vessels during World War II and continued

as AB for two more years. Promoted to Bos'n in Jan. 1948, he sailed in that rating for the last 15 of his 23½ years of credited service. His retirement date was April 1.

CHIEF COOK JOHN S. DUARTE. "Upon my retirement April 1," Mr. Duarte said, "my wife and I plan to travel and to visit a sister in Portugal." Mr. and Mrs. Duarte live in Pautucket, R. I. and have a married daughter in Bayonne.



A native of Massachusetts, John started to sea 40 years ago with C. H. Sprague & Son. He was also with Lighthouse Service and Tice Line before joining the Company's *J. A. Bostwick* as Second Cook in Sept. 1927. He sailed intermittently for the next ten years and continuously from 1938, acquiring nearly 27 years of credited service. He was Chief Cook in eight vessels during the War years (2½ years in the *F. H. Bedford, Jr.*) and was a survivor of the torpedoed *M. F. Elliott* in June, 1942.



ABLE SEAMAN ALFRED LOPEZ served 13 months as OS in his first Company ship, the *George G. Henry*. During that time the vessel survived the bombing of Manila Bay on Dec. 10, 1941 and escaped to the South Pacific, where she carried out many desperately needed fueling missions.

Although he sailed intermittently, Mr. Lopez shipped out in five more vessels during the War and continued as OS, AB, DM and Bos'n until his retirement on March 1 with 17 years' credited service.

Born in the Philippine Islands, Mr. Lopez is married and lives in Brooklyn, N. Y.

OILER DONALD L. GROVER joined the fleet as Purser/Pharmacist's Mate in the *Esso Baytown* in Oct. 1947 and served in that capacity until April 1959. For the past four years he sailed in unlicensed ratings, most recently as Oiler in the *Esso Gettysburg*. He retired March 1 with 15 years' service.



Mr. Grover is married and lives in Hagerstown, Md. He is now working as Supervisor of Sanitation at Maryland General Hospital in Baltimore.



WIPER ARNOLD A. HARRILL. Born in South Carolina and a resident of Bayonne, N. J., Mr. Harrill retired March 1 with almost 32 years of credited service in the fleet. He sailed as OS and Wiper—on and off—between Oct. 1926 and Sept. 1930. From then on his service was continuous.

Mr. Harrill was Storekeeper for 9½ years, including all of World War II. One of his wartime ships was the *Esso Baytown*, in which he spent 14 months, circumnavigating the world. Since 1953 he has been Wiper, his last two assignments being to the *Esso Lexington*.