

ESSO FLEET NEWS

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New Advances in Marine Transportation

"No more than sail could compete with steam, or 'Hog Islanders' with 'Mariners', can the conventional ships of the 'Fifties' compete with the coming ships of the 'Sixties.'"

This was the keynote of an address by Maritime Administrator Donald W. Alexander before the Marine Society of the City of New York on Jan. 8.

Taking a look at our competition to see "why we cannot continue to do business as usual at the same old stand in the same old way", Mr. Alexander cited some of the advances being made by Japan and the USSR.

In viewing the future fleets of these two major maritime nations, he said, we find ourselves on the brink of competing with automation. The 492' Japanese cargo ship *Kinkasan Maru* (9,500 dwt., 12,000 hp. diesel, 18 knots) is equipped with both remote and automatic controls. On the bridge, the turning of a single knob can shut down the plant. One man at the bridge control panel can bring the ship alongside the dock with far greater dispatch than in conventional ships. The remote control system in this ship was designed as the first step in a construction program for entirely remote controlled and totally automated ships.

Russia now has the 35,000 dwt. tanker *Lugansk* building in Japan, Mr. Alexander said. She is to be 640' b.p. and propelled by an 18,000 hp. diesel at better than 17.5 knots. Remote and automatic control equipment includes automatic hydraulic cargo valves and a tally office with remote controls for loading and discharge. Gauges for the main engine and auxiliaries are in a single panel. Other special devices include automatic controls for the main engine cooling water, lube oil temperatures, lube oil viscosity and remote indicating and warning devices for temperature of main shaft bearings, cooling water, lube oil and exhaust gases. There are also warning devices for oil vapor density in the crankcase.

In Russia itself the first two tankers of the 755', 45,800 cargo dwt. *Sofiya* class are building in Len-

ingrad. The 20,000-hp. steam turbine will give a speed of 17½ knots. Turbines and boilers will be controlled by a single crewman from a central control panel, with remote control of machinery from the bridge.

A third USSR example mentioned by Mr. Alexander was the automated tanker *Inzhener A. Pustoshkin*. This shallow draft Caspian Sea tanker entered a shipyard at Baku on Sept. 3, 1961 to be converted to full automation and fitted with remote controls. It will make experimental voyages on the open sea without any crew, being shore-controlled over great distances.

HYDROFOILS AND SURFACE-EFFECT CRAFT

Turning to other advanced ship concepts, Mr. Alexander noted that hydrofoil craft have been operating commercially for some years in several foreign countries. "In the forefront," he said, "is the USSR where five main types are being produced, ranging from 28' to 158', with maximum speeds up to 43 knots and carrying up to 300 passengers. Russia now anticipates building hydrofoils capable of carrying as many as 600 passengers at speeds of 60 knots."

"Except for Navy purposes, the United States has only one hydrofoil under construction — the 104', 60-knot *Denison**, which should begin testing in the early spring."

In the field of "surface-effect" ships (craft that ride on a cushion of air a few inches above ground or water), Mr. Alexander credited the British SRN2 Hovercraft with being in the lead. This 27-ton air-cushion ship is 63' x 29', powered by gas turbines, will cruise at 70 knots and accommodate 66 passengers. Engine tests began last November and trials will be carried out in 1962.

"Russia is known to have at least one such craft with a speed of more than 50 knots, reported

*The *Denison* is being completed by Grumman Aircraft Engineering Corp. at Oyster Bay, N. Y. for the Maritime Administration. She is to be leased to Grace Lines for service between Port Everglades, Fla. and the Bahama Islands.

to have been tested last August. The Russians probably will make major strides in this field, for the Chief of the Soviet Navy has stated that surface-effect craft of today are only the forerunners of ships displacing tens of thousands of tons capable of operating over both water and ice."

In conclusion, Mr. Alexander said that the Maritime Administration's Office of Research and Development has a broad program in operation to reach the goals that lie before us and that "We expect to call on every segment of the United States maritime industry to respond with energy and enthusiasm to the tremendous challenge that faces us in the year 1962."

Recent Company Developments

- Humble has entered into an agreement with the Del E. Webb Corp. (Mr. Webb is co-owner of the N. Y. Yankees) whereby a jointly owned company will acquire and develop, over the next 15 years, about half of the Company-owned, 30,000-acre West Ranch. The property is located a few miles SE of Houston. Humble will have a majority interest in the new company.

Included in the master plan for the development will be moderate priced and custom designed homes, regional shopping centers, apartments, schools, churches, medical and commercial facilities, parks, playgrounds and golf courses. Land will be set aside for light industry in industrial park settings.

The development will be near the Manned Space Flight Center now being built for the National Aeronautics and Space Administration.

Artist in Oils

Oil painting is one of the more popular off-duty pursuits aboard ship and our artists range from the "fill in the numbers" type (some of whom are not bad at all) to the more talented. William H. Burbank, Oiler in the *Esso Baltimore*, is one of the latter.

As a youth, Bill attended the Boston Museum

- An \$8 million coking unit will be built at the Baton Rouge Refinery and Reynolds Metals Co. will construct a \$2.5 million plant at Baton Rouge to process the coke for aluminum production. Humble's new unit, one of the largest of its kind, will produce 900 tons of petroleum coke a day.

- Humble's Southeastern Region has further expanded its marketing in Georgia and Alabama by acquiring Senco, Inc. and Elks Oil Co., Inc. Senco had 22 service stations in Albany, Athens, Atlanta, Columbus and Gainesville, Ga. and Elks Oil had 12 stations and a bulk plant in Tuscaloosa County and one station in Centreville, Ala.

- Returning to the East Coast states where the oil industry was born, Humble has signed oil and gas leases for more than 600,000 acres in N. Y., Ohio, Pa., and W. Va. One well has already been drilled near Highmarket, N. Y. but it turned out to be a "dry hole". Drilling stopped at slightly less than 1,800', the depth of basement rock in that area.

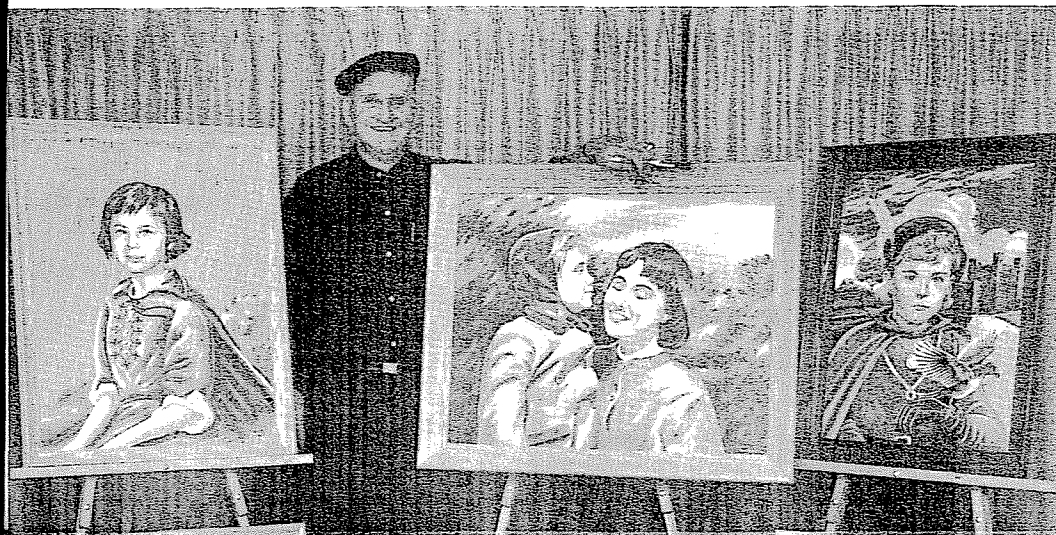
- Humble's Special Products Plant, near the Houston Ship Channel's turning basin, is being enlarged with a new laboratory and office building and larger warehouse facilities. The plant manufactures and distributes more than 400 products, including protective coatings and oil field chemicals, for the petroleum and other industries. The products range in price from 26¢ to \$26 a gallon.

- Esso Research and Engineering Co. has received a one-year, \$383,777 contract from the U. S. Army to do research on a fuel cell. Esso Research will investigate carbon-based liquid fuels that are water soluble, such as methanol, isopropanol and ethylene

of Fine Arts School and has been painting ever since. He does portraits more than anything else (must please the customer, you know) but prefers the "impressionist" style and would like to do some murals. He averages about 12 paintings a year.

Bill has nearly 10 years' service in the fleet, most of it as Oiler. During World War II he served four years as a technician in the U. S. Army Combat Engineers, including three years overseas.

William H. Burbank and some of his portraits. At left is "Wendy", his niece; center, "Lisa and Jill", friends, and at right, "Page with Hunting Falcon", modeled by his son Brian when eight years old. The photo is by Kenneth Burbank (Bill's brother), a Boston free-lance photographer. (It's too bad we can't show Bill's paintings in color. They're super.)



glycol. These fuels are relatively inexpensive and easily transported and stored.

The basic advantage of a fuel cell is that it converts the chemical energy of a fuel directly into power with extraordinary efficiency. To illustrate: fuel cells are better than 90% efficient in theory and might be at least 70% in practice; auto engines are between 15 and 25% efficient.

• Esso Research has also announced a new non-profit, one-year, \$2 million contract to develop solid rocket fuels for the Government. This spring the company completed an 18' sphere that simulates space conditions for rocket fuel testing. They also have a one-eyed, one-armed robot and a complex remote testing system. The robot's eye is a television camera that projects what it "sees" back to the central control room. The control system gives the testing program a high degree of automation.

RECENT RETIREMENTS



CHIEF STEWARD JUAN YAPP. Though everybody knows that Esso ships are "good feeders", it isn't likely that any could match the *Esso Bangor* on her trip to New York, Jan. 15-20. For the *Bangor* was Johnny Yapp's ship (has been for nearly eight years) and Johnny was making

his last voyage.

Well-known as one of the best Stewards, Johnny really gave the boys something to remember, food-wise, on that trip. For one night, there was a full course roast beef dinner and for another, sirloin steak.

The boys gave Johnny something to remember, too — a handsome chime clock and a silver service set for eight.

Born in Manila, P. I., Johnny was quite an athlete in his youth — played baseball against Tokyo and Meiji University teams and ran against Charley Paddock, a famous 50-yard dash record holder. He served in the U. S. Navy from 1915 to 1935 and had a memorable voyage in the transport *Henderson* in 1918. He was assigned to take care of several hundred war brides from France.

Johnny came to the Esso fleet as Second Cook in the *Livingston Roe* in April, 1942. He was Chief

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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.

Ship's Mascot

This is Jimmy Hoos, age 12, of Port Monmouth, N. J. He has muscular dystrophy and has spent nearly all his life in a wheelchair. He is 90% paralyzed and weighs 60 lbs. Still, he is bright, never complains and has a wonderful outlook on life.

In the summer, friends take Jimmy to Atlantic Highlands, N. J., where he can watch the ships passing Sandy Hook. He has seen and admired many Esso tankers and wished that he could be an Esso crewman some day. In the meantime, Jimmy wondered if he could be a ship's mascot.

After Captain Ralph W. Durdle, Master of the *Esso New York*, heard of Jimmy, he sent the boy a letter telling him about the ship and enclosing a New York Harbor pilot booklet. In part, the letter read as follows:

January 22, 1962

Dear Jimmy:

It gives me great pleasure to tell you that ... at a meeting of the entire ship's company held at sea, while on a voyage from Baytown, Texas to Charleston, S. C., you were elected our official mascot.

I am sure you would be interested in some facts about the *Esso New York*. She is about your age, built in 1950...

The officers and crew join me in hoping that you had a Merry Christmas and that the New Year will bring you better health and more opportunities to watch the ships as they come and go at Sandy Hook. Perhaps we may have the good fortune to see you if we come to New York City.

Cook in the *Esso New Orleans* and *Fred W. Weller* in 1943 and Steward from 1944 until his retirement, Feb. 1. The *Esso Springfield* was his regular ship for almost nine years.

Now, Johnny is starting a new life. Last year he met a Philippine beauty who is now Mrs. Raquel Yapp. She has a Ph.D. in education (with highest honors) from Fordham University and two Master's degrees. Next summer they plan to see the Holy Land and then return to their apartment in New York City.

One reason Johnny was so well liked was that he thought a lot of his shipmates. This is what he said:

"I had a wonderful and enjoyable time working with the officers and men of the Esso fleet. They are excellent, well-behaved and gallant men. I will miss them and I'm sorry I have to leave."

They hated to see him get off, too.



Elected Executive Vice President



J. K. Jamieson, a Vice President and member of Humble's Board of Directors since last June, was elected an Executive Vice President of the Company on Jan. 1. He will continue as a Director and member of the Executive Committee.

J. K. Jamieson A graduate of Massachusetts Institute of Technology, Mr.

Jamieson has had wide experience in all major phases of the oil business. He worked with two Canadian oil companies, including British American Oil Co., and during World War II, served in the Canadian government's Oil Controller's Dept.

Joining Imperial Oil, Ltd., Jersey's Canadian affiliate, in 1948, Mr. Jamieson was Associate Manager of the Coordination and Economics Dept. Later he became head of Imperial's Engineering and Development Division and Assistant General Manager of the Manufacturing Dept. He was elected a Director of Imperial in 1952 and a Vice President one year later.

From 1959 until he joined Humble, Mr. Jamieson was President and a Director of International Petroleum Co., Ltd.

William Naden and H. W. Haight are also Executive Vice Presidents of the Company.

WORDS OF THE WISE

The first great gift we can bestow on others is a good example. — *Morrell*

— ★ —

When you make a mistake, don't look back at it long. Take the reason of the thing into your mind, and then look forward. Mistakes are lessons of wisdom. The past cannot be changed. The future is yet in your power. — *Hugh White*

— ★ —

The man who follows the crowd will never be followed by a crowd. — *Donnell*

Engineers' Handbook Being Distributed

An ENGINEERS HANDBOOK OF OPERATING AND EMERGENCY PROCEDURES has been published by the Marine Division and is now being distributed to vessels. It is intended that all engineer officers, machinists, pumpmen, oilers and firemen should receive a copy.

Prepared under the direction of Port Engineer T. J. McTaggart, the HANDBOOK contains 100 pages plus a table giving particulars of Company vessels in considerable detail.

The book is divided into 51 chapters. Each gives

step-by-step information on what to do when emergencies arise or equipment is not operating properly. Most of the book is based on the course in emergency procedures which was conducted aboard vessels several years ago by Chief Engineers Walter W. Werner and William A. Kelly but some new material has been added.

The HANDBOOK is a valuable refresher reference for engineroom personnel and an invaluable aid to anyone studying for a license or raise in grade.

TAFFRAIL TALK

RALPH E. LANGAN, who had over 14 years' service in the fleet and has been Second and Third Mate in the *Esso Boston* for the past year, has resigned from the Company to join Arabian-American Oil Co. Ralph will be Harbor Pilot at Ras Tanura, Saudi Arabia, for the Jersey affiliate.

* * *

GUS PILTZ, recently Extra Second Asst. Engineer in the *Esso Huntington*, is now assigned to the Marine Division offices in Houston to assist with the storing of vessels.

* * *

THOMAS F. LARKIN, JR. has transferred to the Marketing Division of the Company. Tom formerly sailed as Jr. Third and Third Asst. Engineer but for the past two years has been on loan to the Marketing Division and engaged in promoting the use of tank coatings (Rust Ban 190, etc.). He had over 10 years' service in the fleet and was a member of the *Esso Brooklyn's* World Champion Lifeboat Crew of 1956.



* * *

MR. AND MRS. LEIF GRONENG, of Kennebunk, Maine, are happy to announce the birth of their son, Nils Ragnar, who "weighed in" as 4 lbs., 1 oz. on Jan. 17. Leif was recently Third Asst. Engineer in the *Esso Scranton*.

* * *

The *Esso Boston* left Baytown Jan. 28 for New York with the largest single cargo of heavy fuel oil ever to move out of that terminal. She loaded 274,674 gross bbls. (266,885 bbls. net) in 22 hrs., 15 min. for an average loading rate of 11,995 bph.

* * *

CHIEF ENGINEER ALEXANDER PRATT (ret. Dec. 1, 1957) is one of many who enjoyed Charles and Elsie Holton's story of their motorcycle tour in the Jan. 11 FLEET NEWS. Mr. Pratt still works from May to Oct. as District Engineer at Old Faithful in Yellowstone Park.