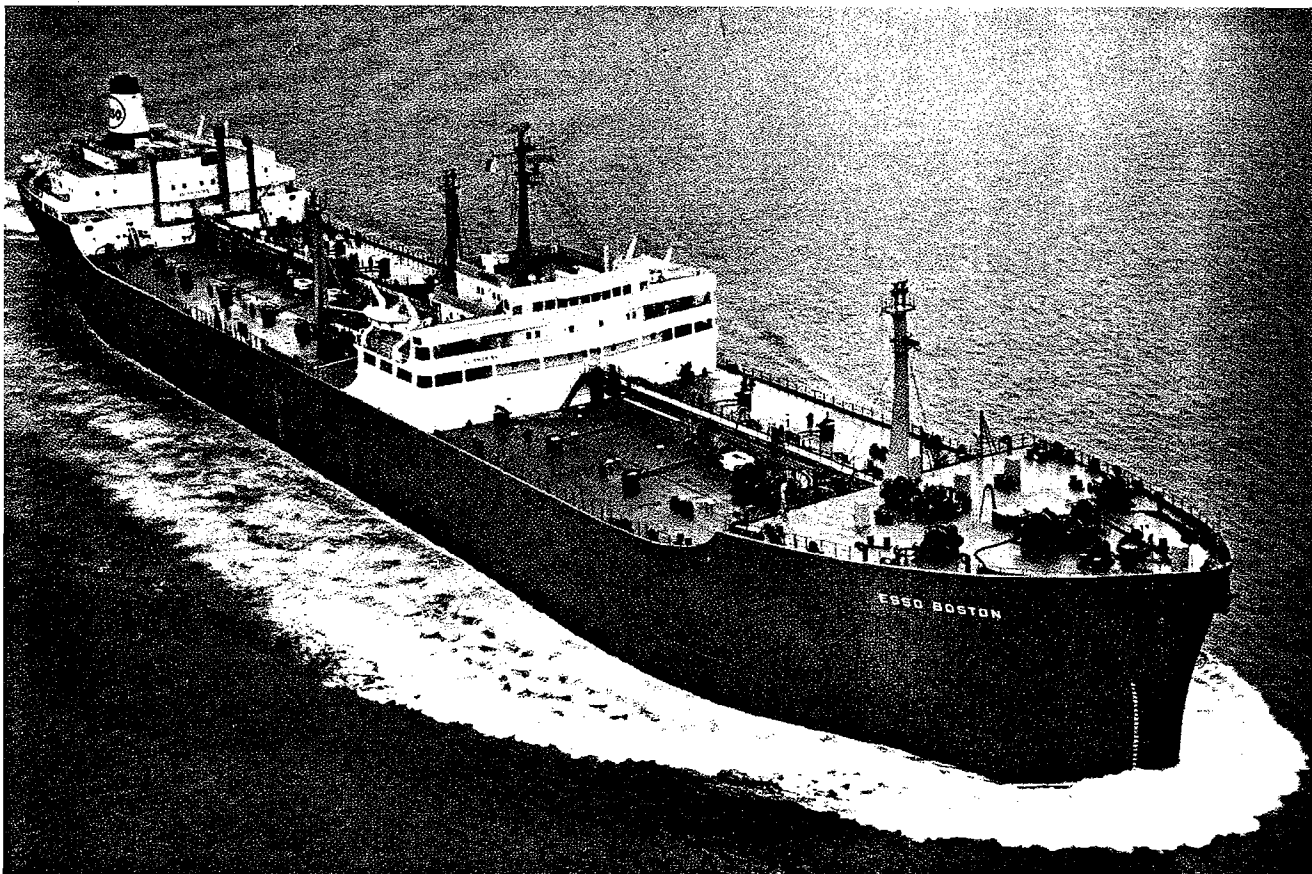


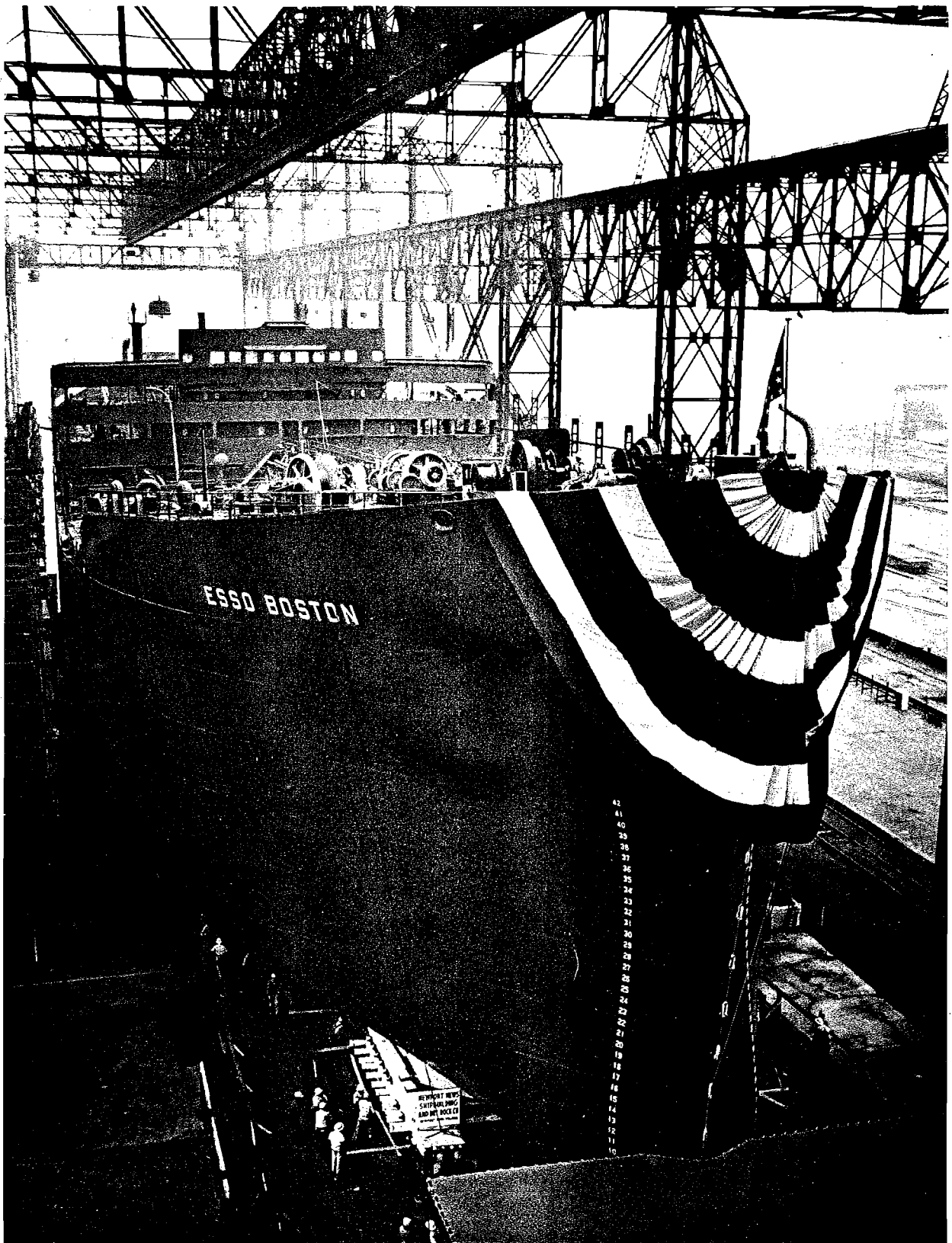


ESSO BOSTON

*Second of a New Class
of Modern Supertanker
for the Esso Fleet*



ESSO STANDARD, DIVISION OF HUMBLE OIL & REFINING COMPANY



The ESO BOSTON is shown in the Shipyard at Newport News, ready for launching on September 28, 1960. She was christened by Mrs. George M. Parker, wife of the President of Esso Export Company.

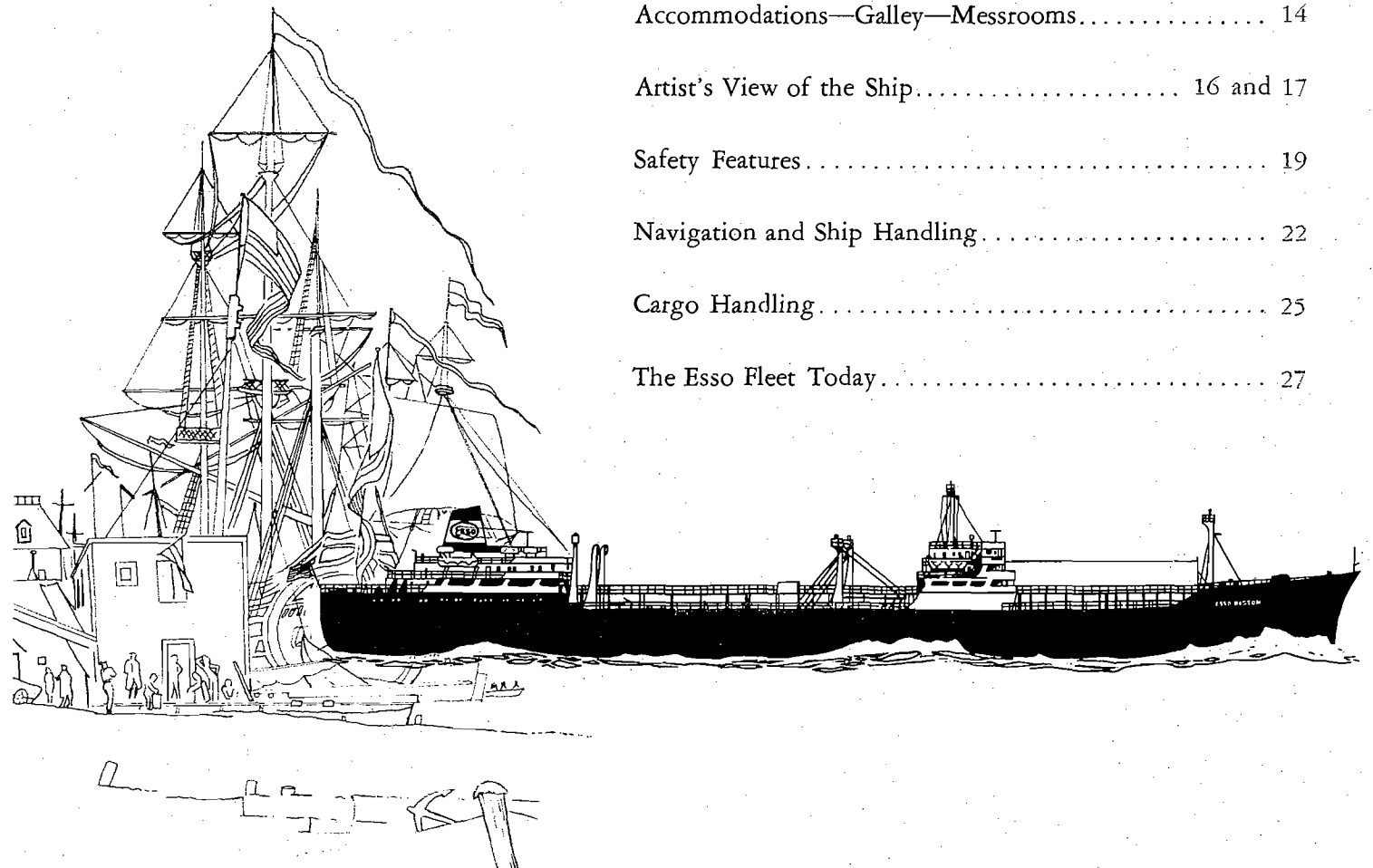


MRS. GEORGE M. PARKER
Sponsor

THE Esso BOSTON

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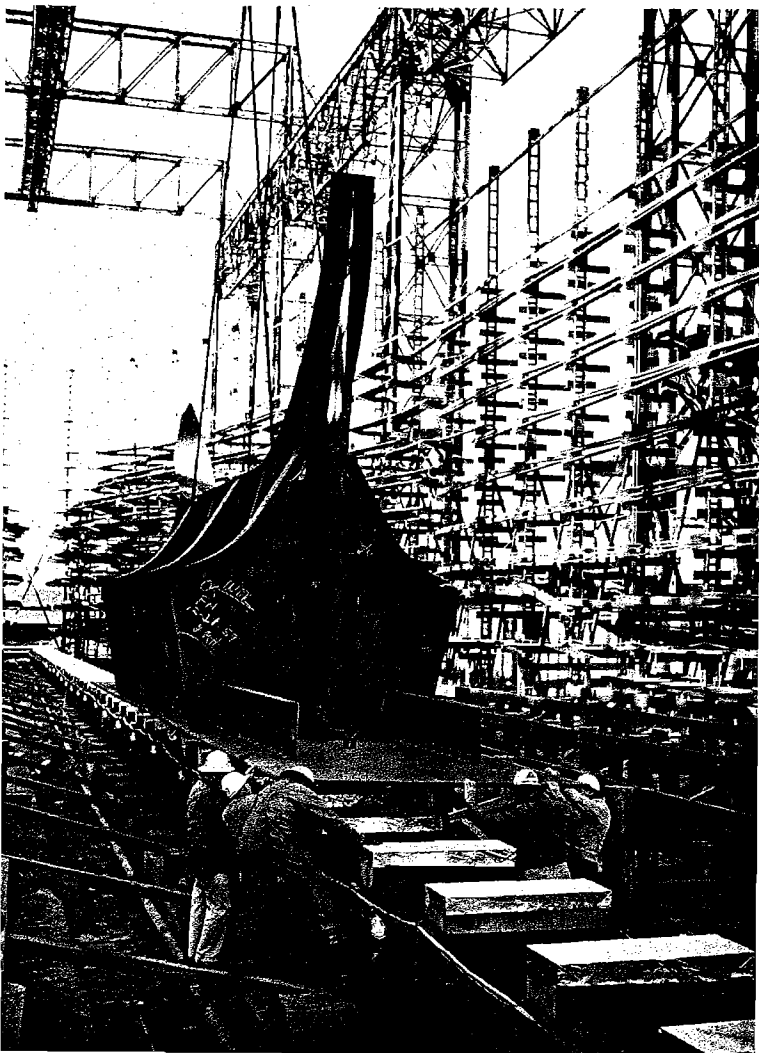


General Description of the Esso Boston

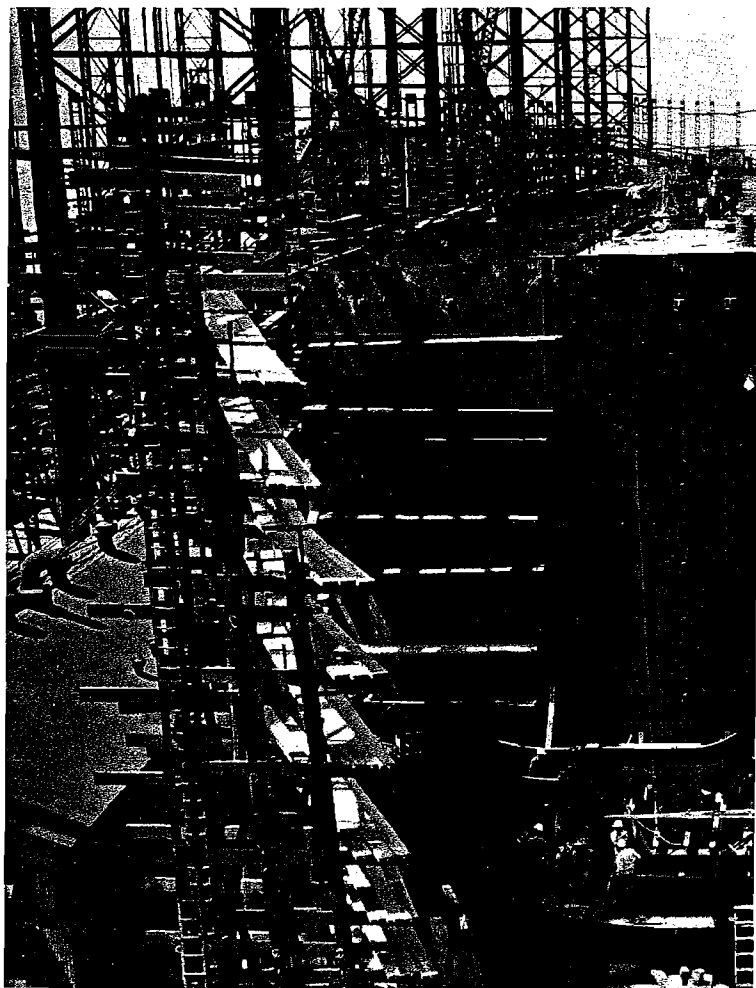
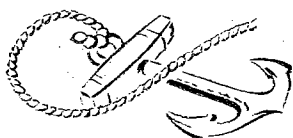
The ESSO BOSTON is the second of two supertankers of this class to be constructed for the Esso Standard, Division of Humble Oil & Refining Company by the Newport News Shipbuilding and Dry Dock Company. This tanker is as modern and efficient in operation as any tanker afloat. Her accommodations and facilities for the officers and crew include many features found only in passenger accommodations on today's ocean liners.

The ESSO BOSTON is 740 feet in length and has a beam of 102 feet. Her size, however, will

On May 6, 1960, less than four months later, the ESSO of the ship, such as the bulkhead in the foreground, we



The first sub-assembly for the beginning of construction of the ESSO BOSTON was placed in position at the Newport News Shipyard on January 11, 1960. Other bottom assemblies shown in the background were positioned shortly thereafter.



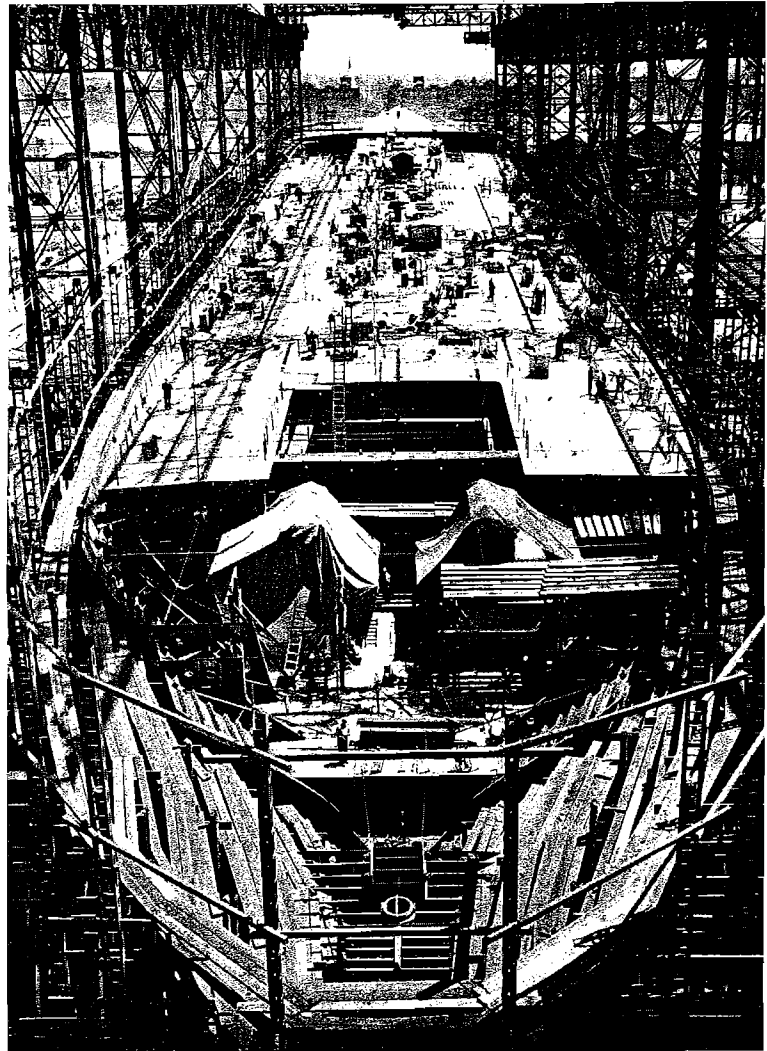
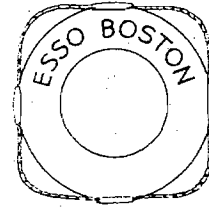
still permit passage through the Panama Canal.

The ESSO BOSTON's teardrop-shaped stack and modern streamlined deck structure and masts present a new look in the Esso Fleet. Her unusual cutaway stern below the propeller is designed to reduce vibration.

Her hull is of welded and riveted steel construction with 35 main cargo oil tanks. Each of these oil tanks is taller than a five-story building, and their total capacity is 417,842 barrels.

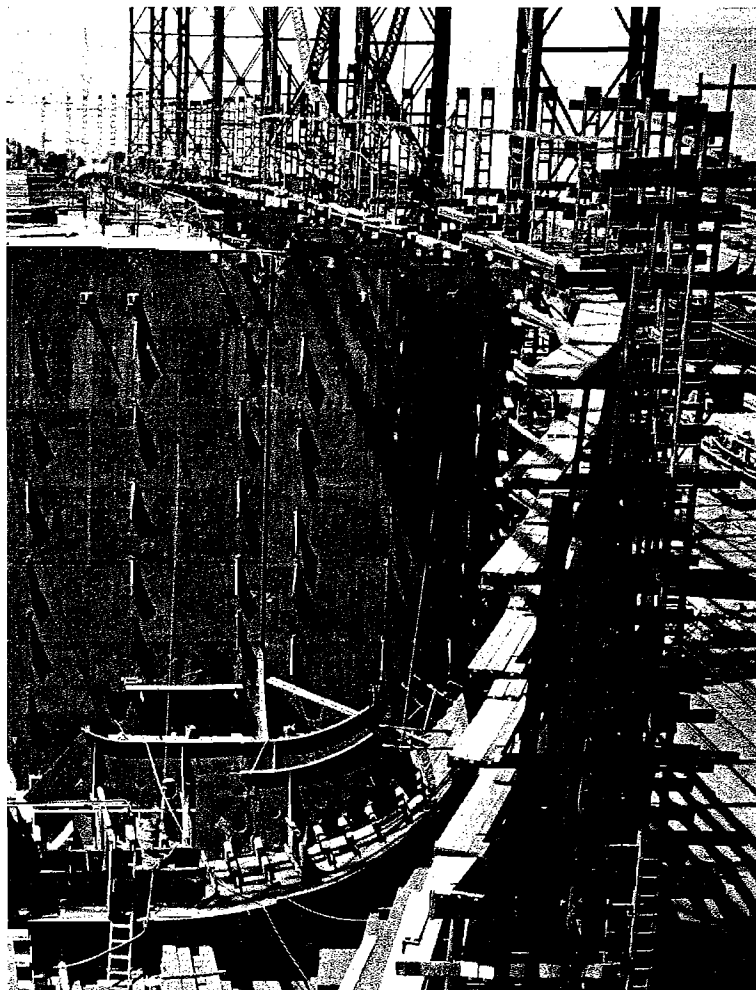
Modern engineering improvements include the location of cargo piping beneath the main deck and the addition of water-jet eductors to facilitate tank cleaning. Added safety features include foam nozzle fire-fighting equipment and a stern anchor.

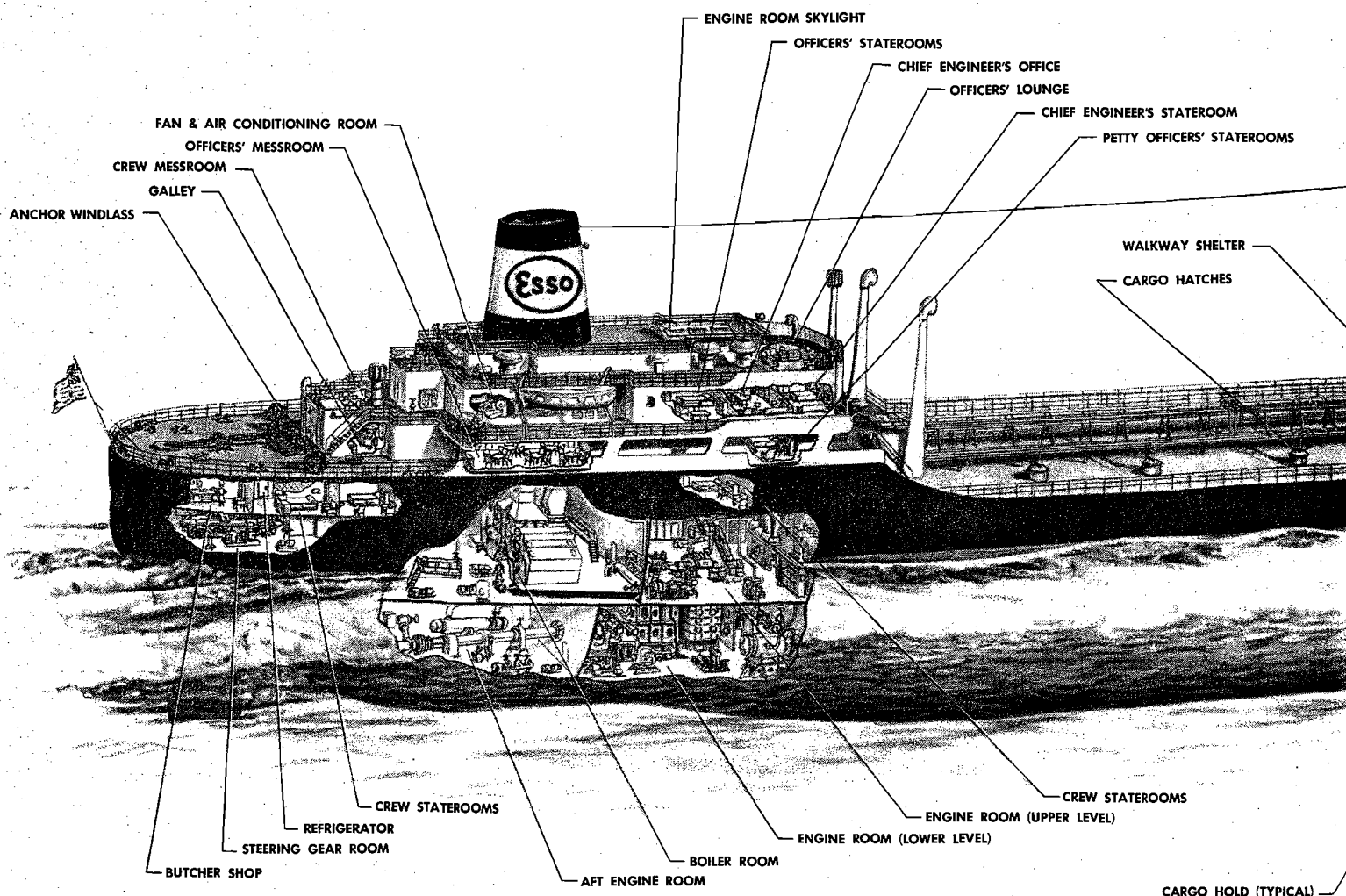
The steam turbine reduction-gearred propulsion



A construction view of the ESSO BOSTON taken from the stern, looking forward, on June 1, 1960. Sequence of construction starts amidship and works forward and aft. The shipway has a declivity of $\frac{3}{8}$ of an inch for each foot.

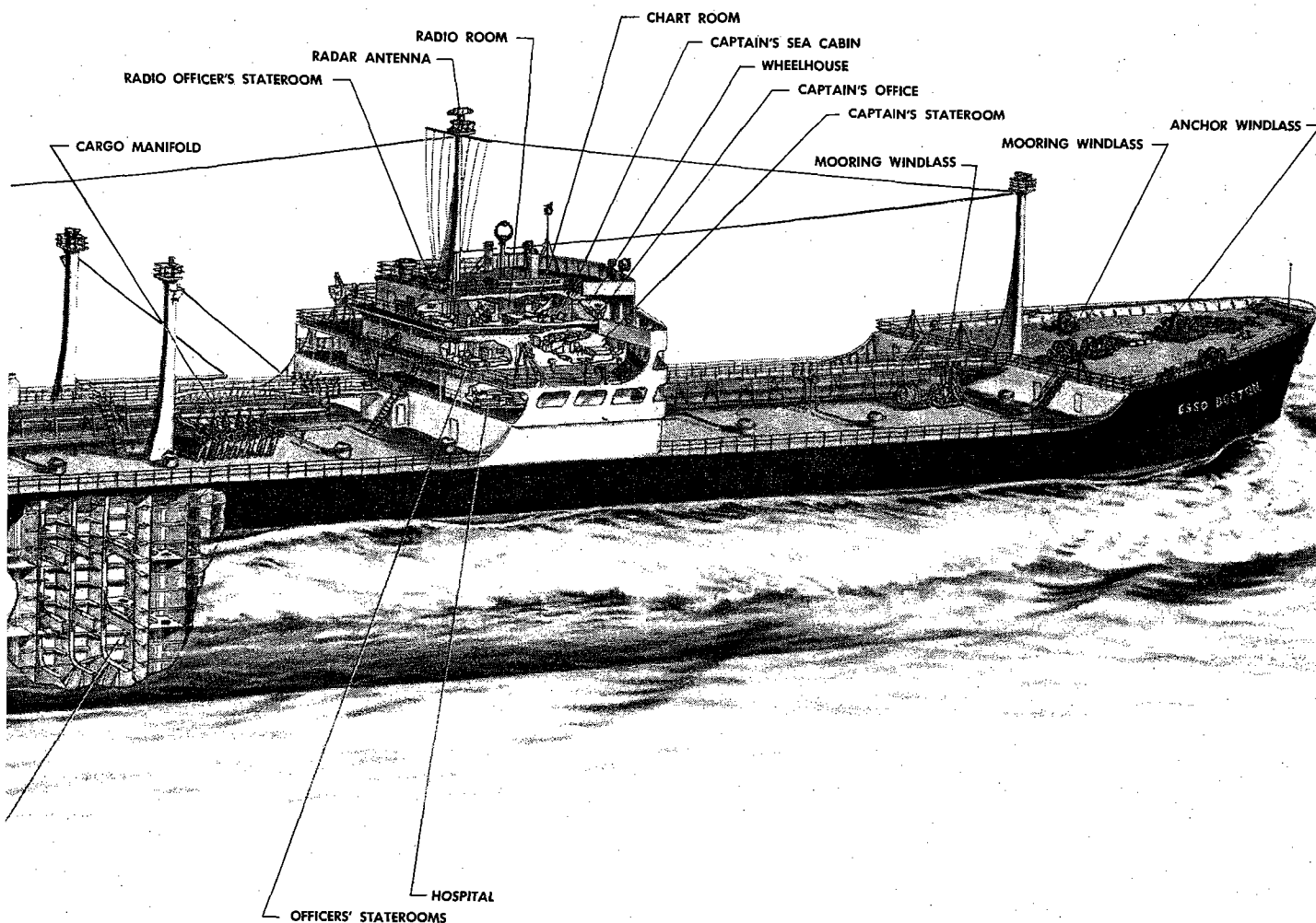
BOSTON had started to resemble a tanker. Large sections re-assembled in a flat position and erected in one piece.





Facts About Th

Keel Laid	January 11, 1960	Depth Moulded	50 Feet
Launched	September 28, 1960	Deadweight	48,800 Tons
Sea Trials	November 9, 1960	Capacity Cargo Tanks	417,840 Barrels
Delivery	November 22, 1960	Number of Cargo Tanks	35
Length Over-all	740 Feet	Designed Trial Speed	17.5 Knots
Length Between Perpendiculars	705 Feet	Propulsion—Newport News	Turbines
		Beam Moulded	102 Feet



e Esso Boston

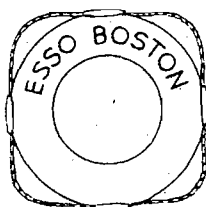
Shaft Horsepower	19,000	Long Tons of Steel	9,900
Number of Shafts	One	Diameter of Propeller	23 Feet
Number of Boilers	Two	Number of Anchors	3
Pounds of Weld Metal Used	265,000	Weight of Each Anchor	22,470 Pounds
Number of Rivets Used	25,000	Weight of Rudder	89,688 Pounds
Pieces of Steel in Construction	40,000	Height—Keel to Mast Top	128 Feet 7 Inches
Material Received From	100 Cities—22 States		

plant of the ESSO BOSTON, when operating at 19,000 rated shaft horsepower, will give her a designed trial speed of 17.5 knots.

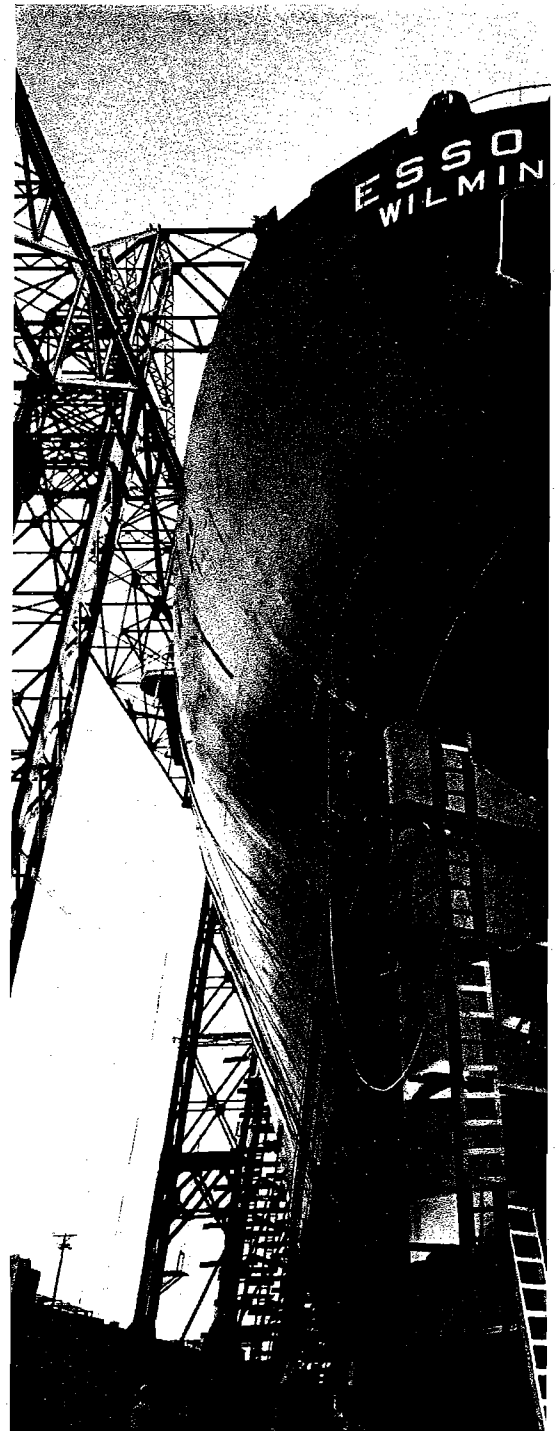
The design and construction of a tanker more than three city blocks in length, such as the ESSO BOSTON, is a very complex operation. She



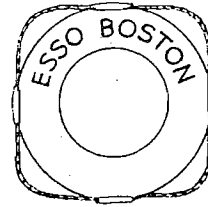
One of the last items to be installed on the ESSO BOSTON was her teardrop-shaped stack. It is 29 feet in height and 27'6" in length. The distance from the keel to the top of the stack is equal to the height of an eleven-story building.



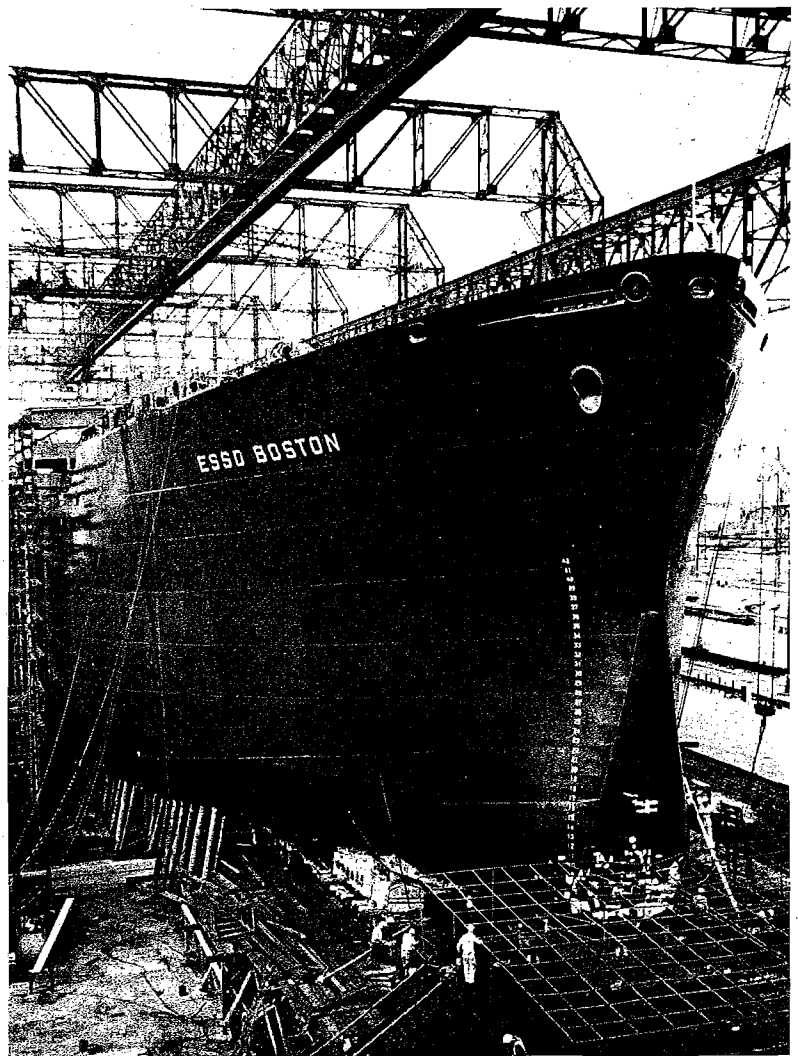
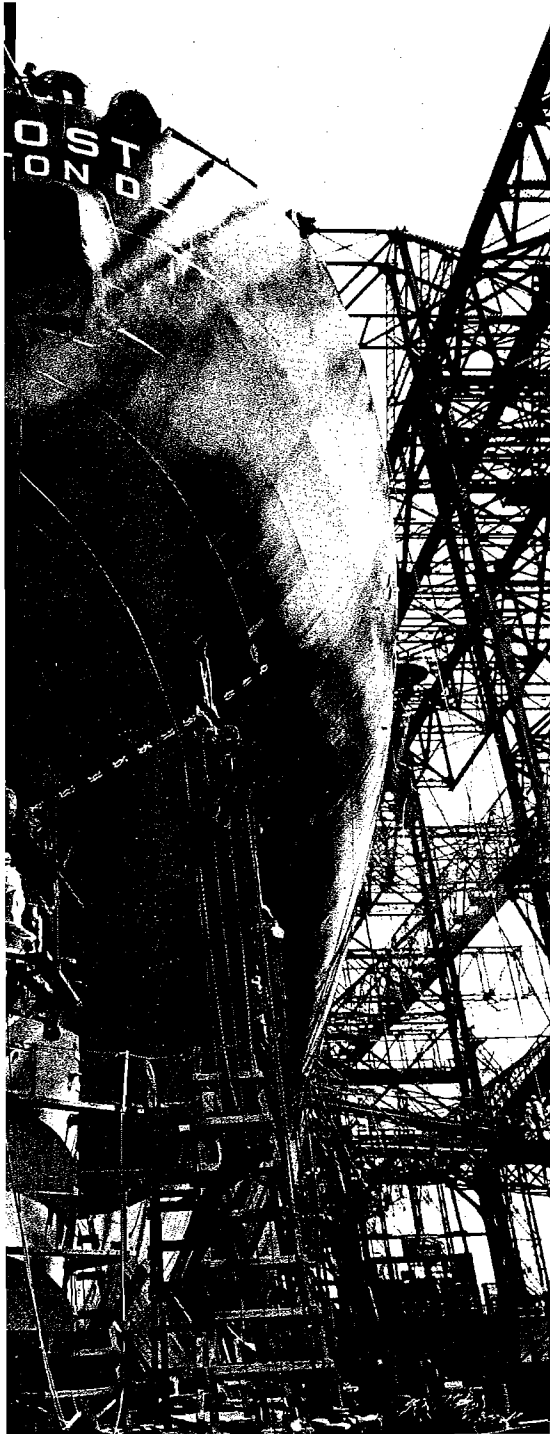
View showing installation of the giant 31-foot tall rigger, taller than a 3-story building, 23 feet wide and weighing it in operating position weighs 4,050 pounds, and the



must be designed to transport the maximum amount of cargo at the lowest possible cost per ton. Careful consideration was given to shaping her hull for maximum efficiency in the water. Her turbines and machinery were designed to give the greatest amount of speed for the least con-



er on the ESSO BOSTON. This huge steel assembly is 39,688 pounds. The huge bolt or pintle which will hold it attached to the end weighs 475 pounds.



The ESSO BOSTON is shown above ready for launching. Painters are putting the finishing touches on the bow and launching preparations are in progress.

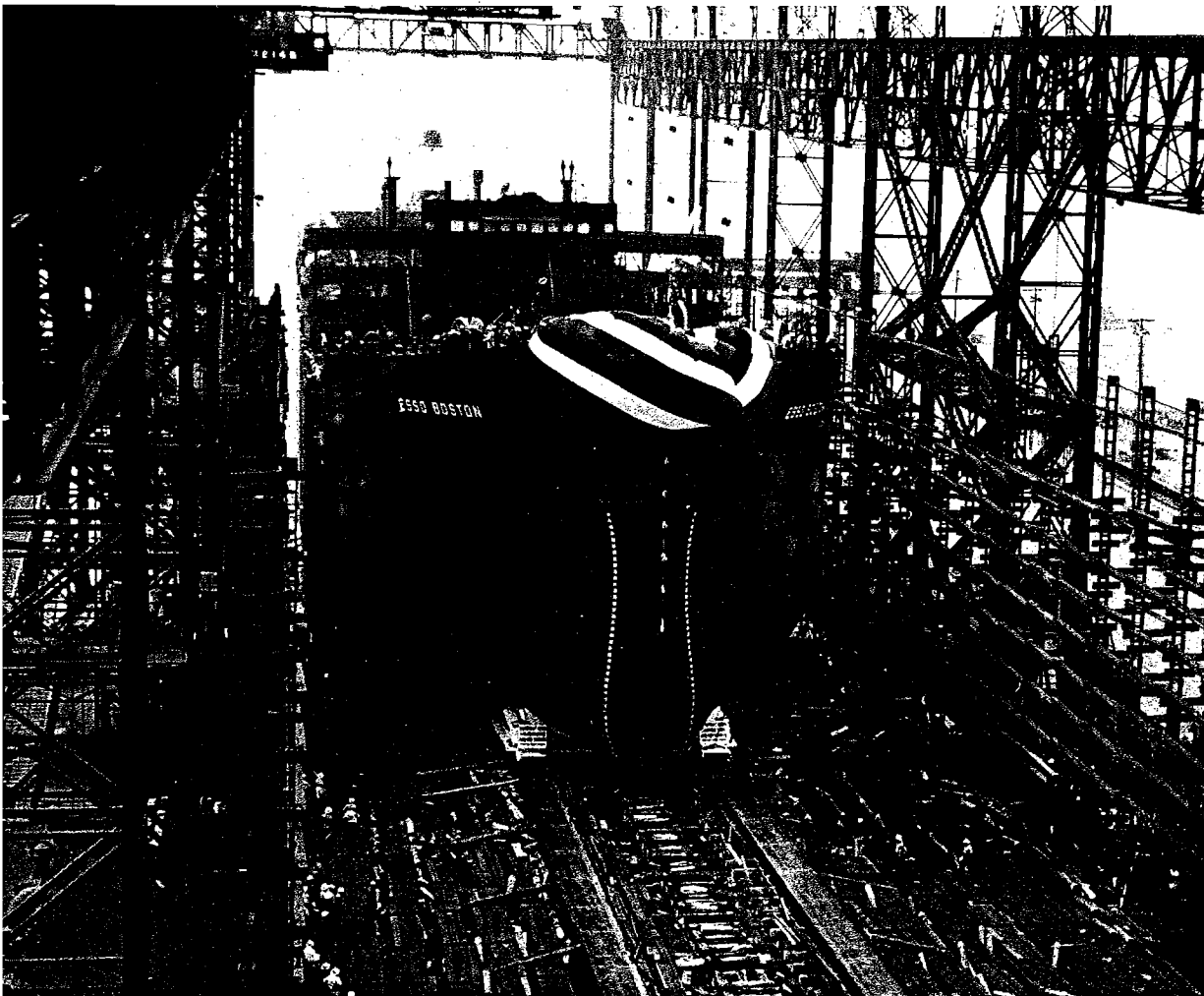


Champagne flew in all directions as the bow of the ESSO BOSTON was hit with a perfect blow by Mrs. George M. Parker at the Newport News Shipyard on September 28, 1960. Matron of Honor for the christening was the sponsor's daughter-in-law, Mrs. Treadway C. Parker.

sumption of fuel. Because of the millions of dollars invested in her and the additional cost of operation, her loading and unloading times must be as short as possible. But—equally important—she must be constructed to withstand one of the greatest forces of nature—the sea.

When the design has been completed, the shipbuilder must fit together approximately 40,000 individual pieces of steel, weighing about 9,900 long tons. More than 265,000 pounds of welding metal and 25,000 rivets were used by hundreds of welders and riveters to fasten these pieces together to form the ESSO BOSTON. Dozens of shipbuilding trades were represented in the construction of the ship, but workers in various plants in over 100 cities in 22 states helped build machinery, furniture and other equipment used on the tanker. It might be said that the super-tanker ESSO BOSTON is a product of the ingenuity of American industry.

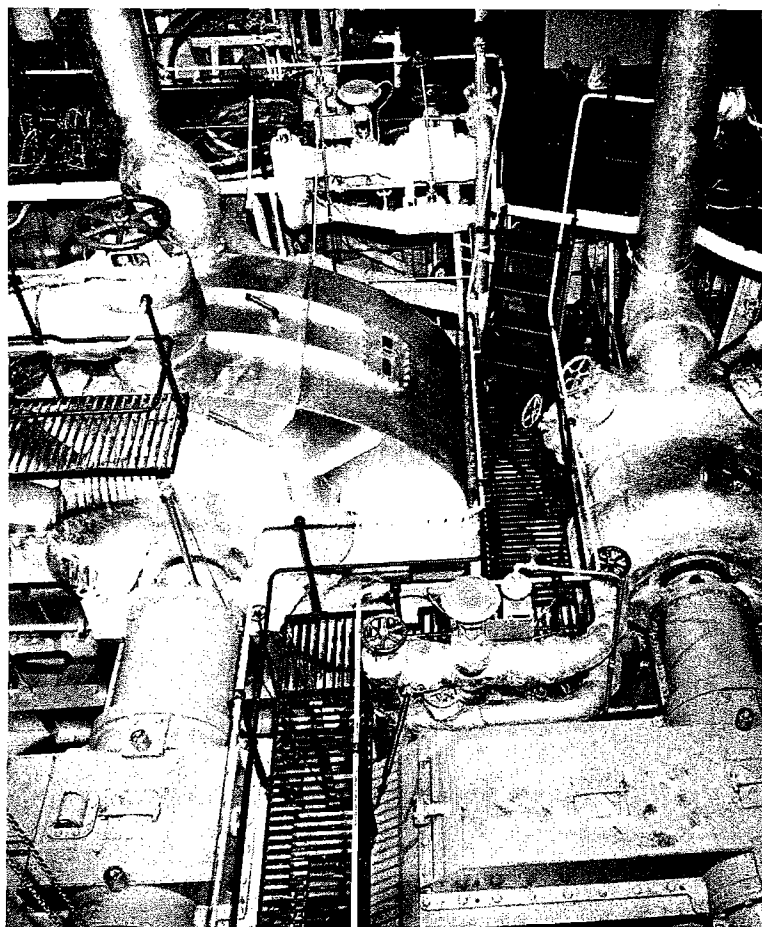
The ESSO BOSTON is shown sliding down the ways for her first dip into the element for which she was built.



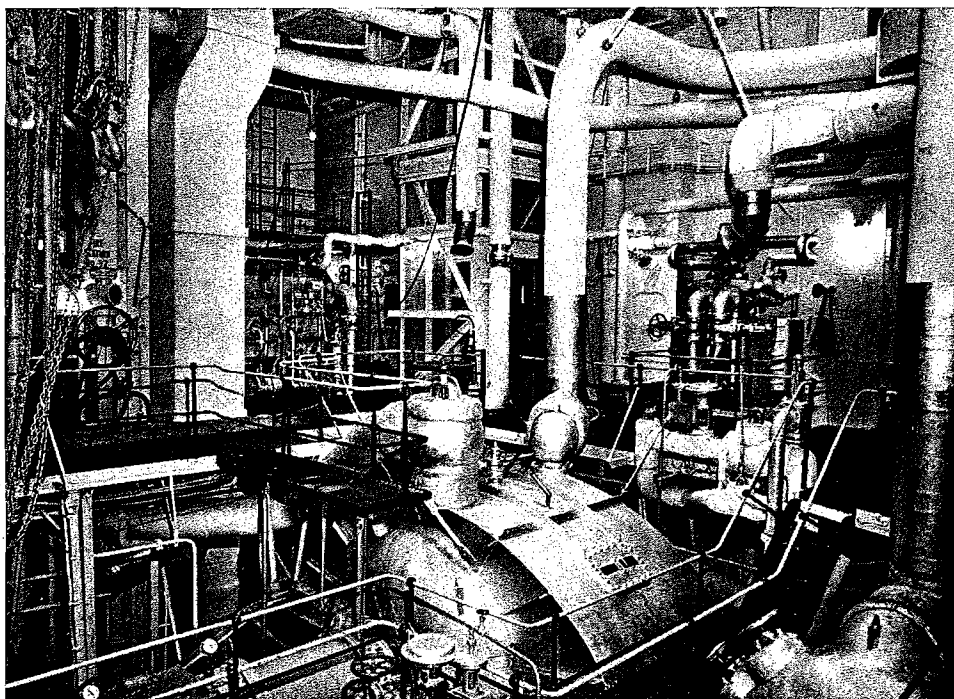
Propulsion

The ESSO BOSTON is driven by a 23-foot four-bladed, manganese, bronze propeller weighing 70,750 pounds, which is turned by a cross compound, double reduction geared turbine.

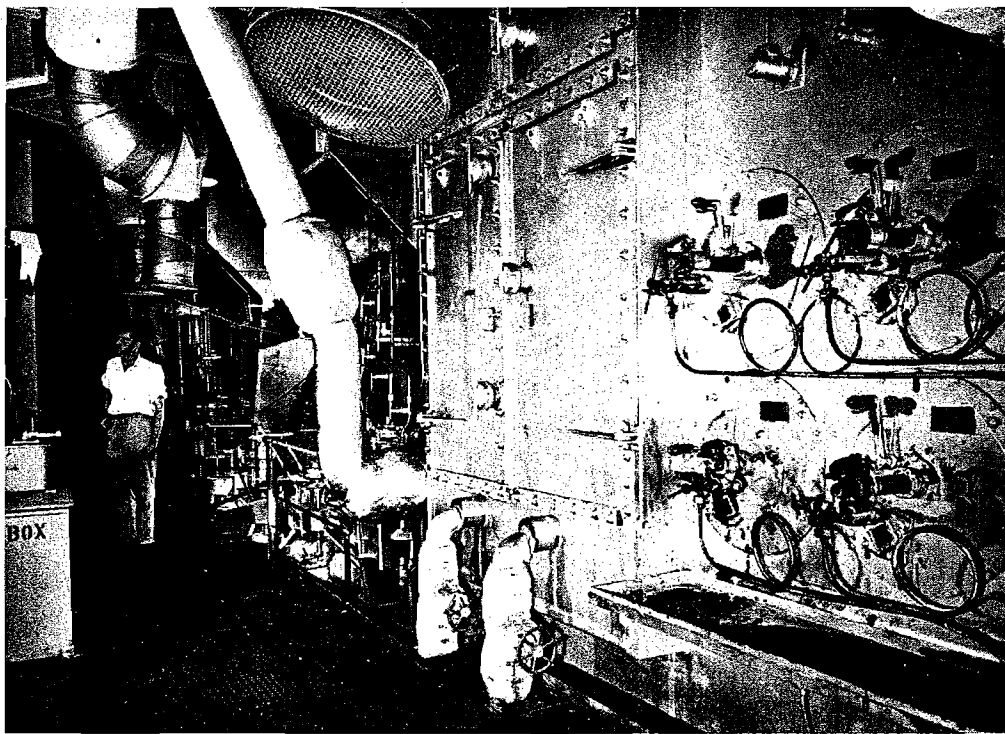
A simplified explanation of the operation of the ESSO BOSTON's power plant starts with the boilers where water is converted to steam. The steam travels from the boilers to the high pressure turbine through piping and control valves, then through a crossover pipe into the low pressure unit. En route the force of the steam against the turbine blades turns the rotors. These are connected to gears which rotate the shaft



View in the engine room of the turbines on the ESSO BOSTON. The high pressure turbine is on the right, and the low pressure turbine on the left. The gears are in the foreground.



View in the engine room showing the turbines in the foreground with the air ejector on the right, the distilling plant on the left and the engineer's elevator in the center background.



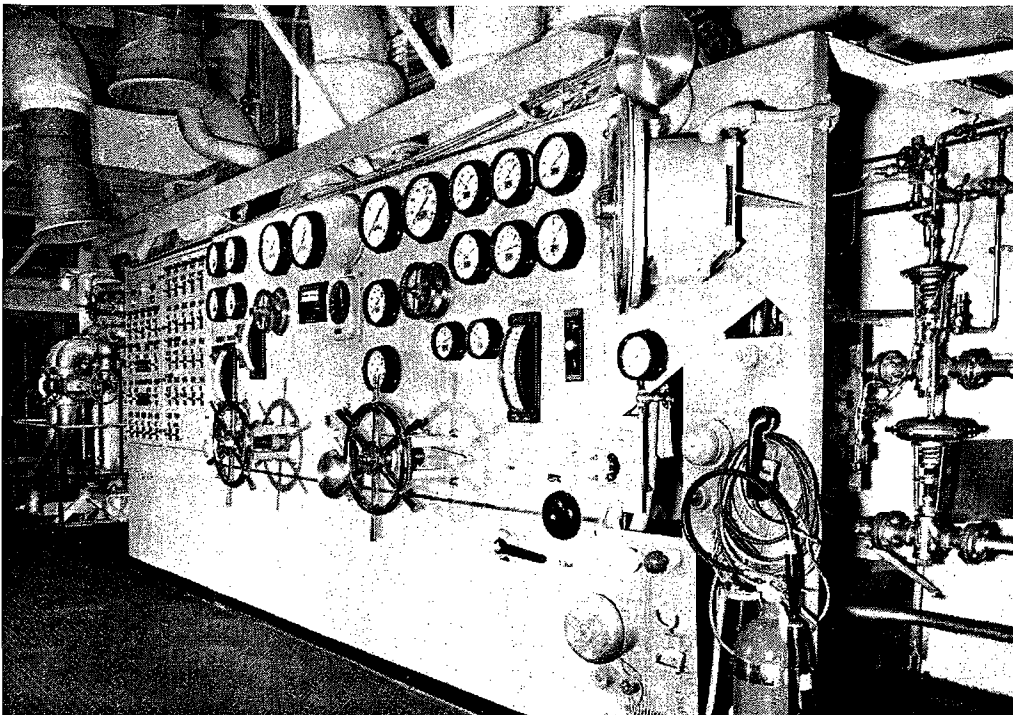
The Boiler Room of the ESSO BOSTON, showing the two boilers which furnish the steam to propel the ship through the water at a designed trial speed of 17.5 knots.

attached to the ship's propeller. The steam returns through the low pressure exhaust to a condenser where it is converted back to water for re-use in the boilers.

Steam enters the high pressure turbine at 835 pounds per square inch, drops to 450 pounds at the first stage of this unit, with a further drop to 40 pounds at the exhaust into the low pressure unit. Because of this drop in pressure and increase in

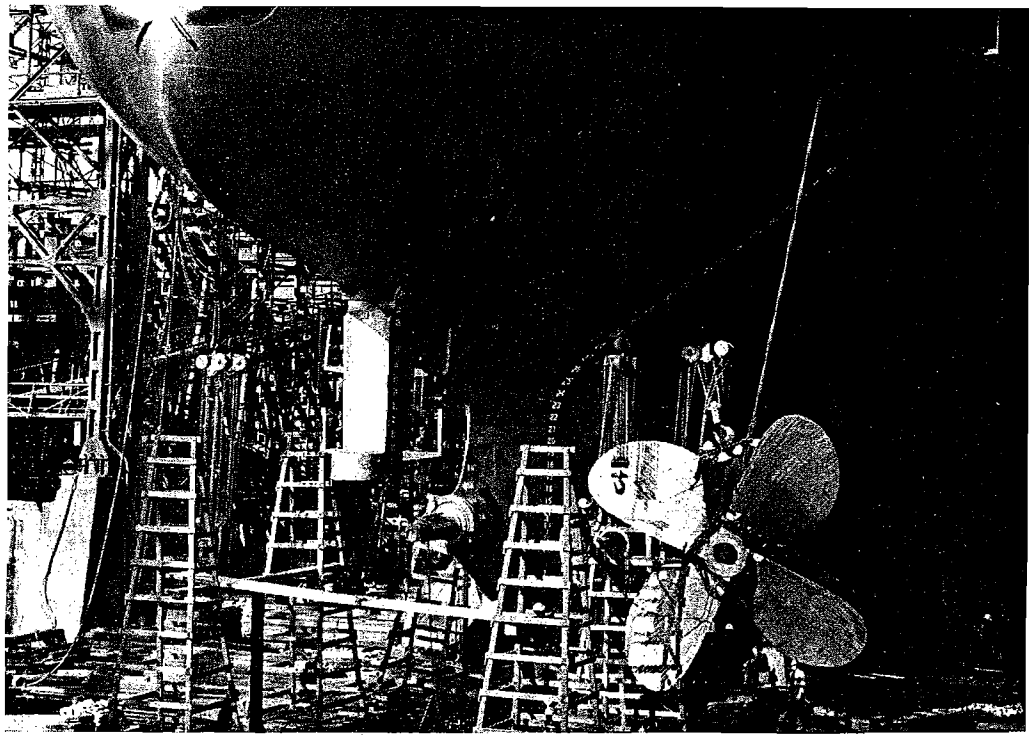
volume of the steam, the low pressure turbine is of much greater diameter than the high pressure unit.

Each of the turbines has corrosion resistant, heat-treated steel blades, ranging in length from .81 of an inch in the first stage of the high pressure unit to 2.19 inches in the ninth stage of that unit. In the low pressure unit they range in length from 1.68 inches in the first stage to 13 inches in



The main control panel in the engine room of the ESSO BOSTON. The two wheels shown are used to control the entry of steam into the turbines.

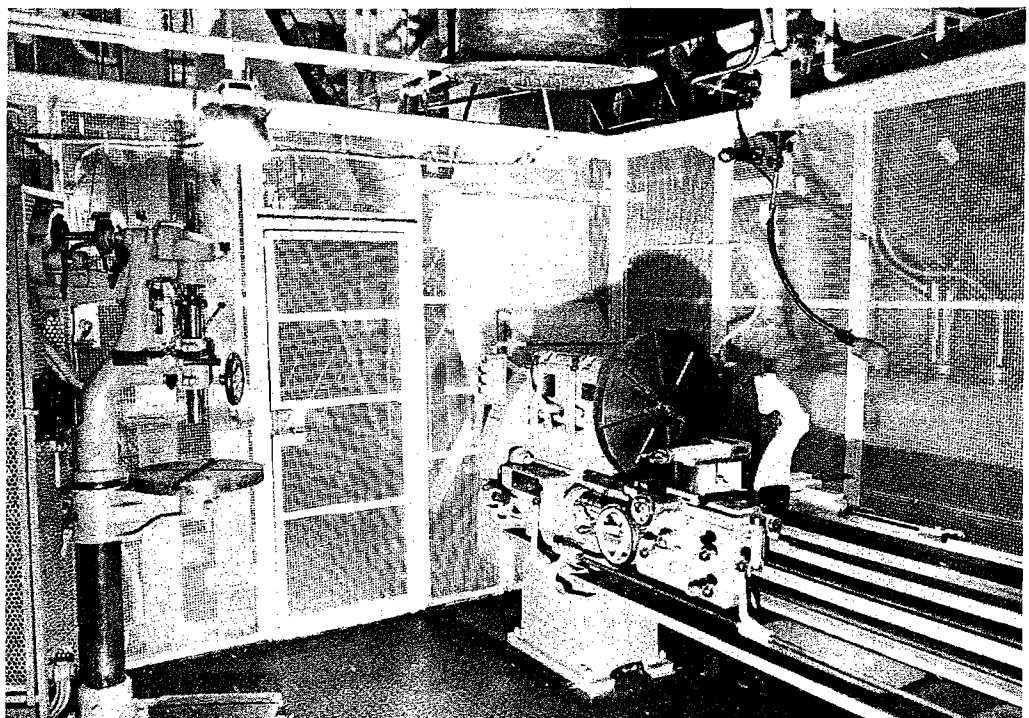
Installation of the 23-foot-diameter propeller on the ESSO BOSTON. It is one of the largest ever installed on a vessel built in this country and weighs 70,750 pounds.



the tenth stage. The high pressure unit includes 1,155 impulse blades and the low pressure unit 714 impulse and 651 reaction blades. The rotors are turned by the steam passing through 629 impulse nozzles in the high pressure unit and 444 impulse nozzles and 486 reaction nozzles in the low pressure unit. Nozzles and blades are so placed in relation to each other as to give a continuous pressure of steam against the blades.

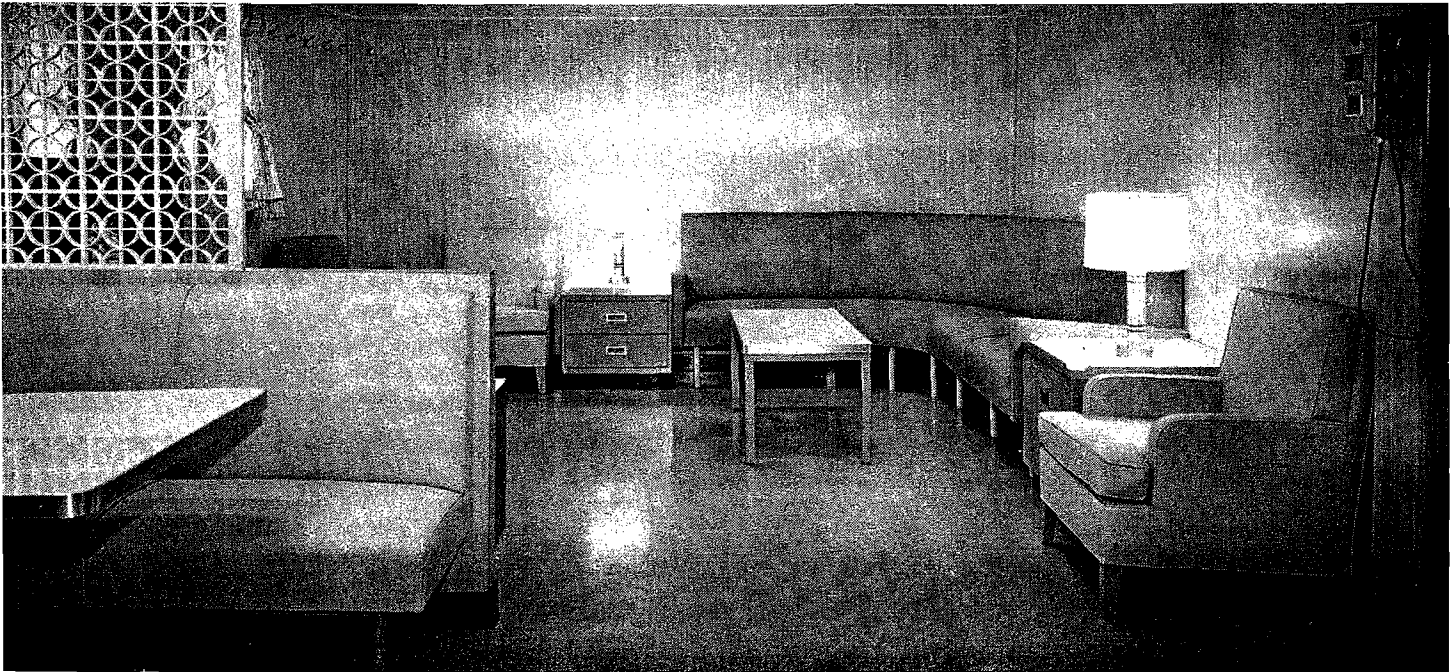
All steam requirements for the ESSO BOSTON are furnished by two 2-drum water tube boilers located astern and above the propelling equipment. They are air-encased, have single furnaces and are capable of supplying actual total steam of 150,000 pounds per hour under normal conditions and 210,000 pounds per hour (overload) at 860 pounds per square inch at the superheater outlet.

The machine shop on the ESSO BOSTON used for making repairs at sea. On the right is a lathe and on the left a drill press.



Accommodations- Galley-Messrooms

The Officers' Lounge is paneled in a Prima Vera shade paneling. The deck is covered in tan rubber tile, and the fabric-covered chairs are in colors of fern, bamboo and cledon. The room is divided into two sections, one for watching television and the other for reading and writing.



In the old sailing ships, most of the crew lived, ate and slept in a cramped area in the forward part of the ship, known as the "fo'c's'le." The seamen slept in short, narrow bunks and enjoyed little or no privacy.

The changes in modern ships are nowhere more marked than in the living accommodations. The ESSO BOSTON was designed to achieve the maximum of comfort and convenience for the men who live and work aboard her.

All living spaces for officers and crew are fully insulated and air conditioned. The paneled walls and the rubber-tiled or composition decks are cheerful in color and easy to maintain. A self-service elevator runs from the living quarters to the engineroom operating level.

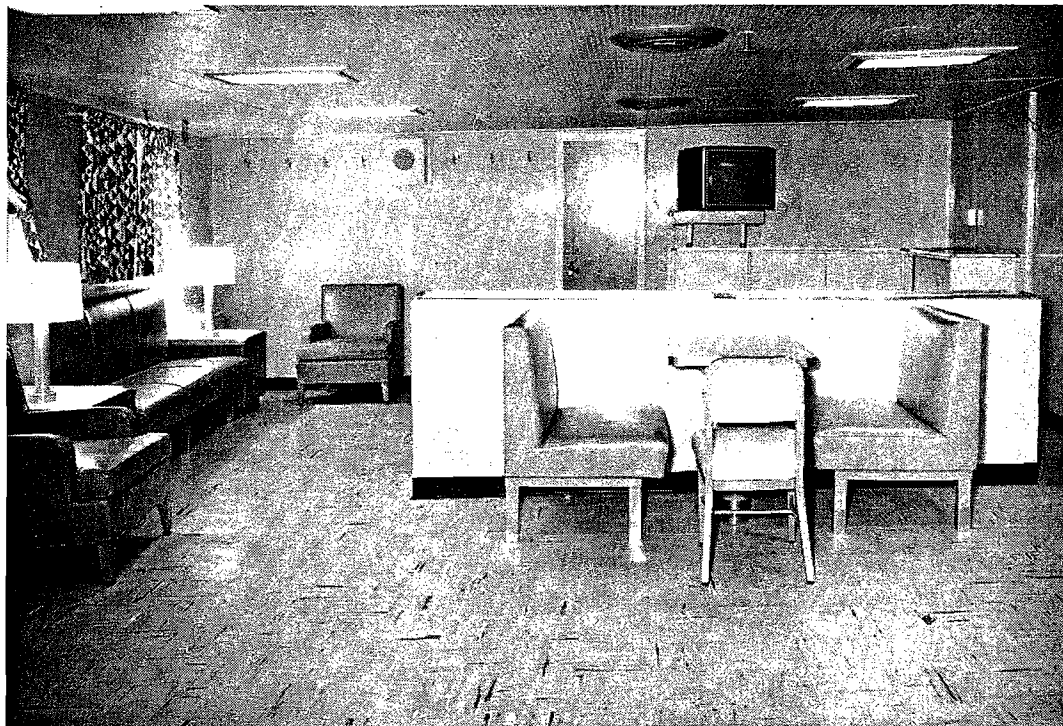
The quarters for the deck officers, radio officer

and chief steward are located in the midships house, as are the ship's office, hospital and dispensary. The Master has a sea cabin on the navigation bridge in addition to his regular office and cabin on the deck below. Engineering officers are quartered on the upper deck of the after house.

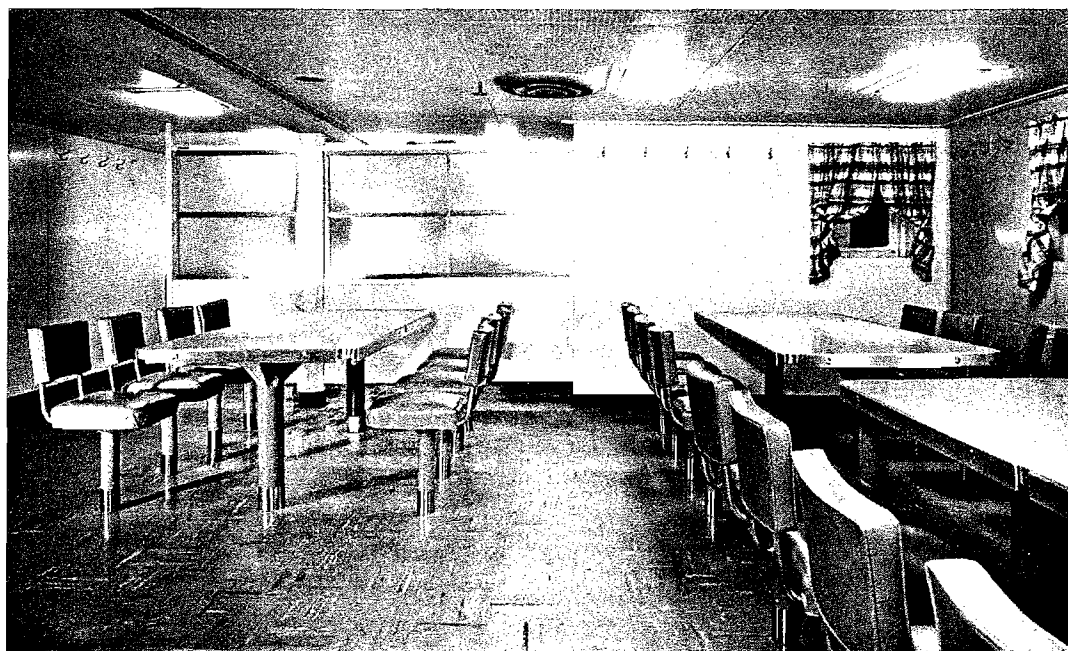
The crew's quarters are also located in the after house. Each man has his own room with a built-in metal bed with four drawers and a locker underneath. Each room has a wardrobe, desk, book rack, reclining lounge chair, armchair, and wash basin with hot and cold water.

All quarters are provided with a radio shelf and an outlet connected to a master radio antenna. All officers and petty officers have private baths and the crew's rooms have a connecting bath for every two rooms.

The attractive room used for recreation by the crew of the ESSO BOSTON. The outboard bulkhead is covered in ivory paneling, and all of the other bulkheads are a green-blue shade of the same material. The deck is covered in tan and brown tile, and the chairs are in shades of mocha and persimmon. The windows are covered with Harlequin-patterned draperies of crimson and white.



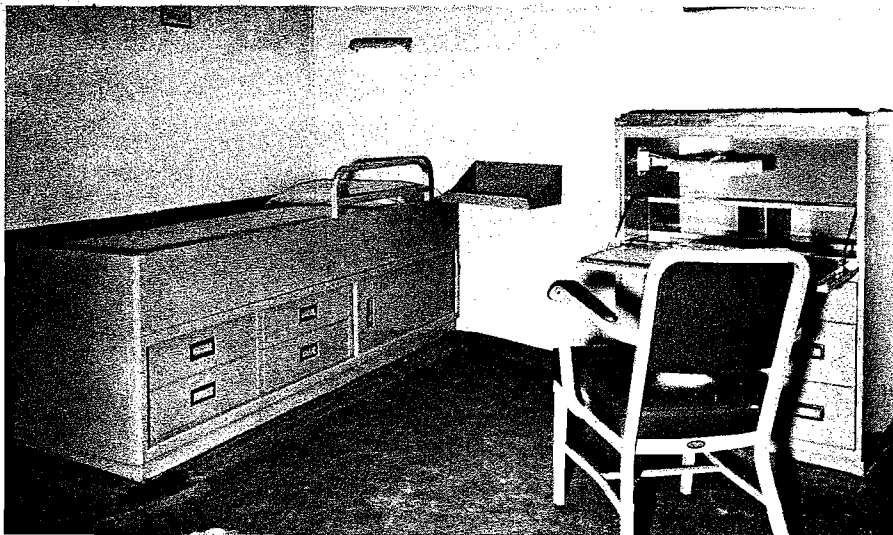
A partial view of the crew's messroom on upper deck aft. All of the bulkheads are of Marinite paneling and will not require re-finishing. The after bulkhead is a pleasing gray shade and the others are a cheerful yellow. The deck is covered in marbleized gray tile, and the chairs are covered in mocha-colored fabric.



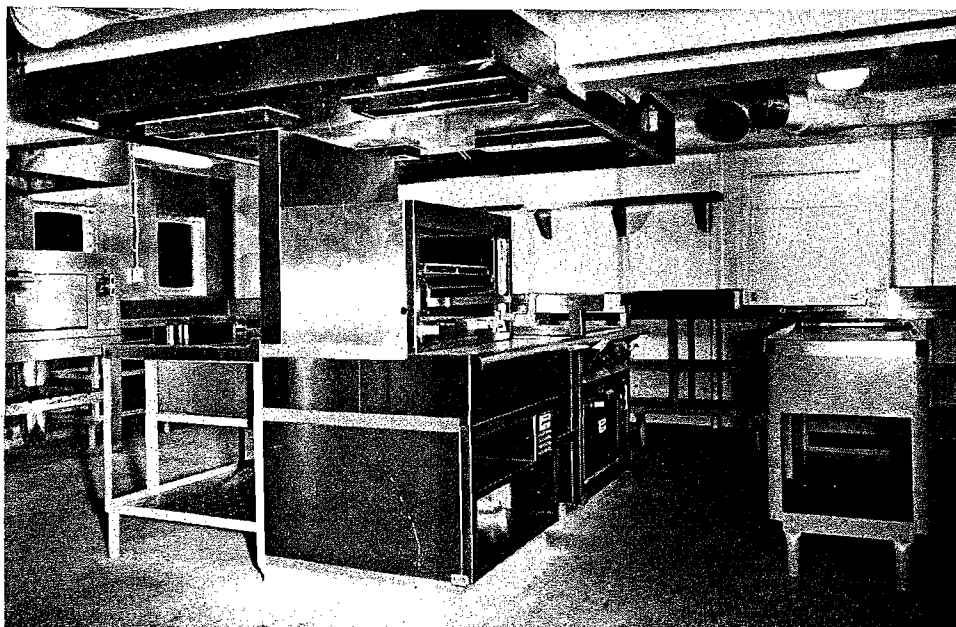
Because tanker men spend so much of their time confined to the vessel, particular attention has been paid to the recreation and lounge areas of the ship. These are spacious, comfortably furnished, and provided with television sets. Adjoining pantries with refrigerators provide off-hours meal snacks. Facilities for convenient living, such as automatic washing machines, electric dryers, and suspension ironing boards, add to the comfort of the men.

The galley is a chef's delight. The new and

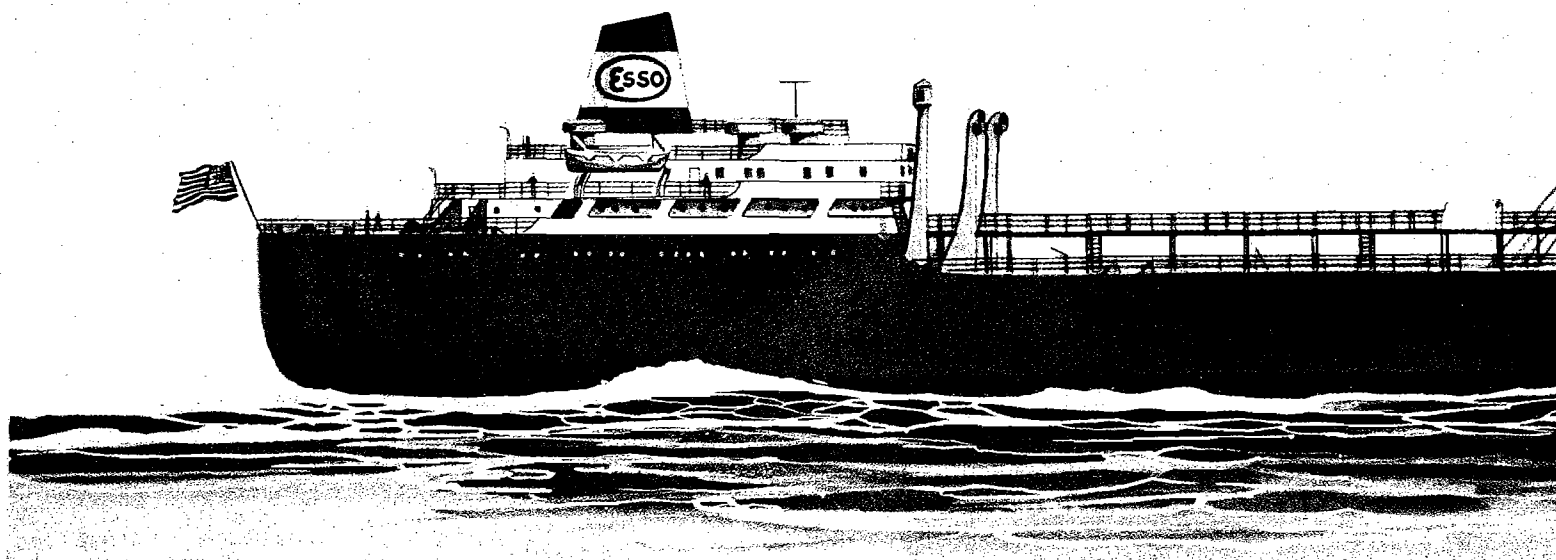
efficient arrangement of the centrally located electric ranges and work tables keeps the effort used in the preparation of food to the minimum. Food service windows to the messrooms allow speedy service. A reach-through refrigerator between the galley and the serving pantry keeps salads and similar foods crisp and fresh for serving. An ice cube making machine assures cold beverages even in the hottest climates. The garbage disposal unit and dishwashing machine assure the highest order of hygiene.



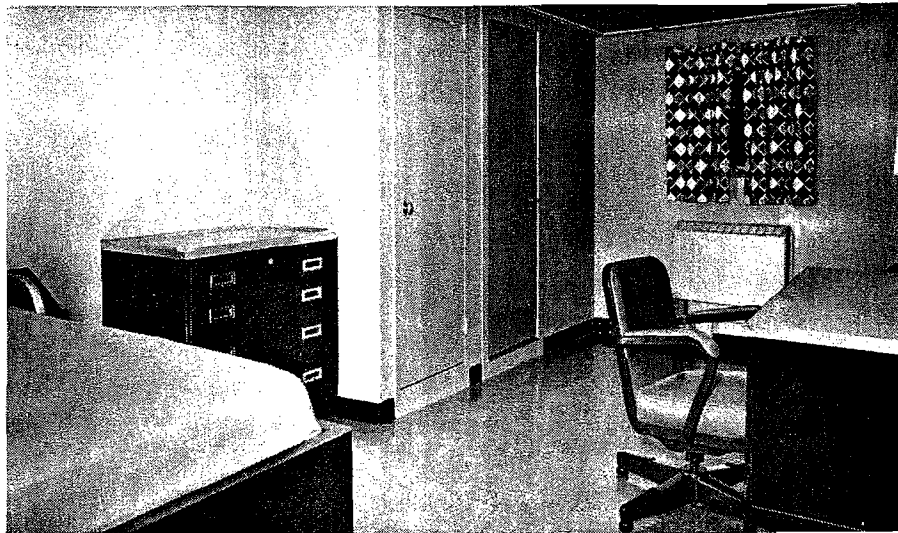
Each member of the crew on the ESO BOSTON has an individual room, air conditioned and attractively decorated, including a desk and ample storage space for clothing and other personal belongings.



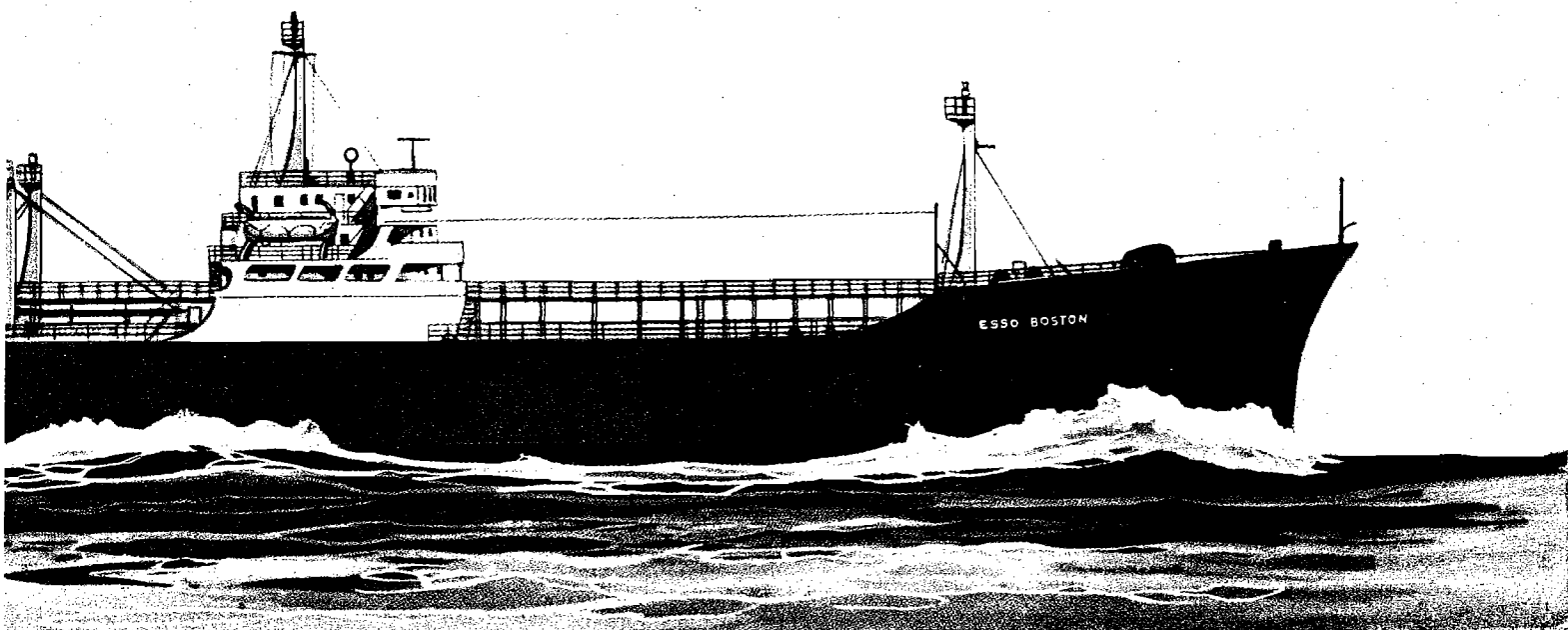
The galley on the ESO BOSTON located on the upper deck in the after house. It is equipped with the latest stainless steel electric stoves and ovens and other facilities.



Room of the 2nd Assistant Engineer located on boat deck in the after house. The bulkheads are tan and ivory. The deck is tan rubber tile, and the furniture is finished in brown with green-painted leaves in the colorful draperies.



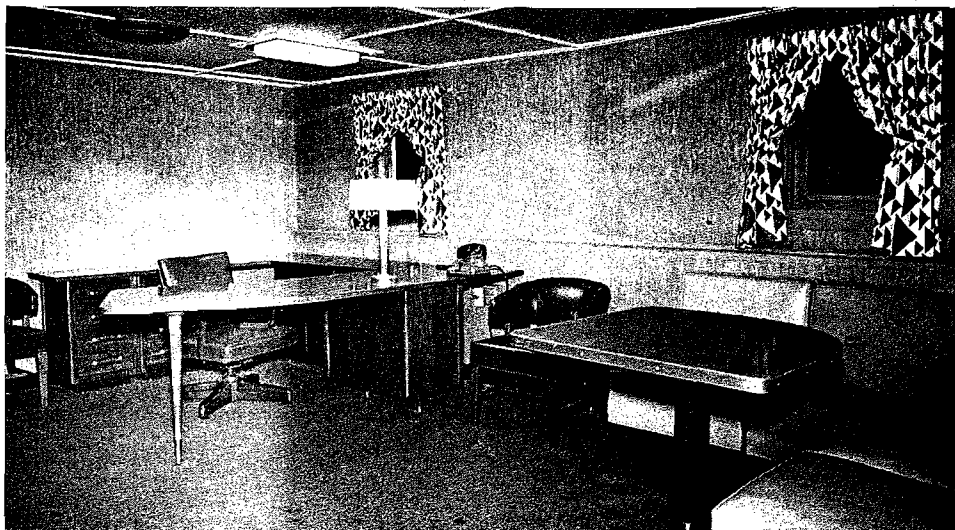
The officers' messroom is located on the upper deck aft with the outboard bulkhead covered in yellow paneling and the others in this same material in the shade of green. The rubber-tiled floor is gray in color, and the chairs are in contrasting black and antique white.



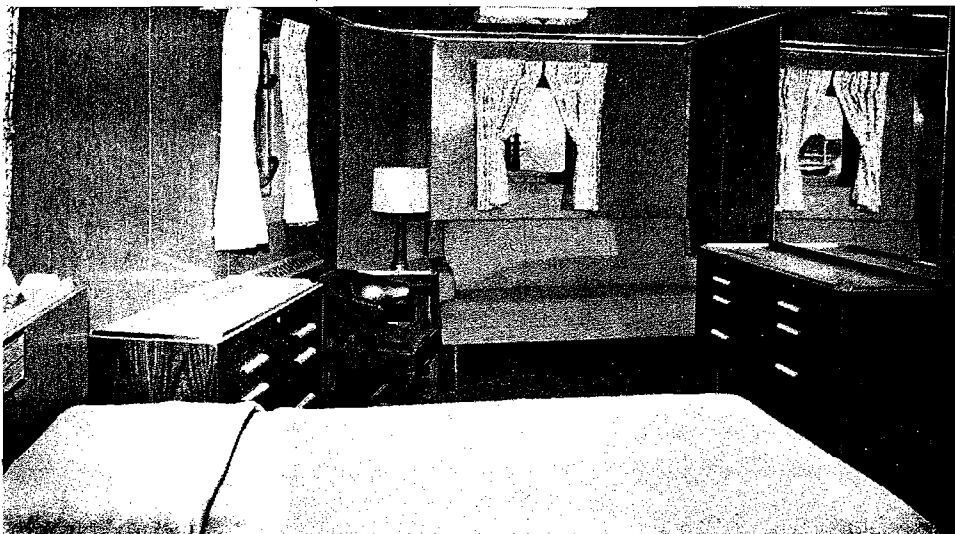


The stateroom of the second mate has bulkheads of ivory-colored paneling with tan deck covering and chairs in parchment and citron.

The Master's office is paneled in dark green with hand-finished trim to match. The furniture is a walnut finish. The chairs are upholstered in crimson, and the sofa is Mohave Umber in color.



The attractive stateroom of the Chief Engineer is located in the after house. The bulkheads are covered in simulated wood grain panels with tan rubber deck covering and furniture finished in walnut. The sofa is Mohave Umber and the chairs are crimson. The draperies are crimson and white.



Two storerooms are provided for perishable foods. One is a refrigerator room maintained at a temperature of about zero, and the other is a chill box with a temperature of 35 degrees. The ship can carry dry stores and frozen food for one year and fresh fruits and vegetables for thirty days.

The officers' messroom is equipped with four-place dining tables and the crew's messroom has eight-place tables. Windows with curtains replace portholes in these areas and other areas where practical.



SAFETY FEATURES

Safety has been the number one consideration in just about everything that has gone into the ESSO BOSTON. The hull has been designed and built for excellent seaworthiness and "sea keeping" qualities. Machinery and equipment have been selected for reliability and efficiency and all essential items are installed in duplicate. Either of the two boilers, for example, can generate enough steam to drive the vessel at near normal speed.

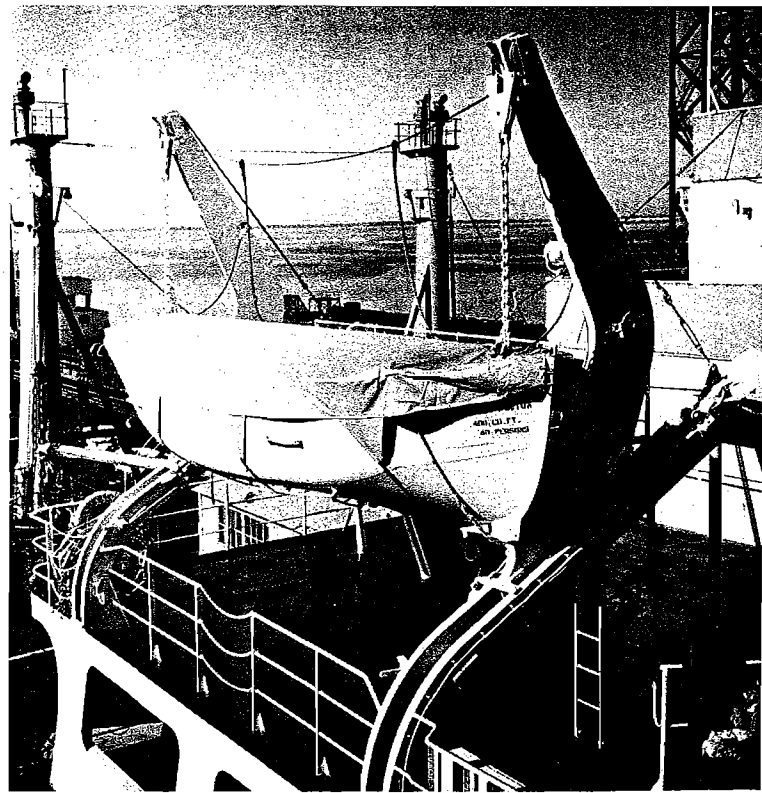
All sorts of instruments, gauges and electric and electronic devices provide deck and engine personnel with modern aids to safe navigation, communication and efficient power plant operation. Many of these have already been mentioned.

Although extensive precautions have been taken to prevent the outbreak of fire, elaborate fire-fighting equipment is provided. Outstanding is the newest type foam fire-extinguishing system. This consists of two 500-gallon compartments of concentrated foam which is automatically mixed with water by a proportioning pump. One gallon of concentrate makes about 300 gallons of foam and water. The mixture is sufficient to blanket

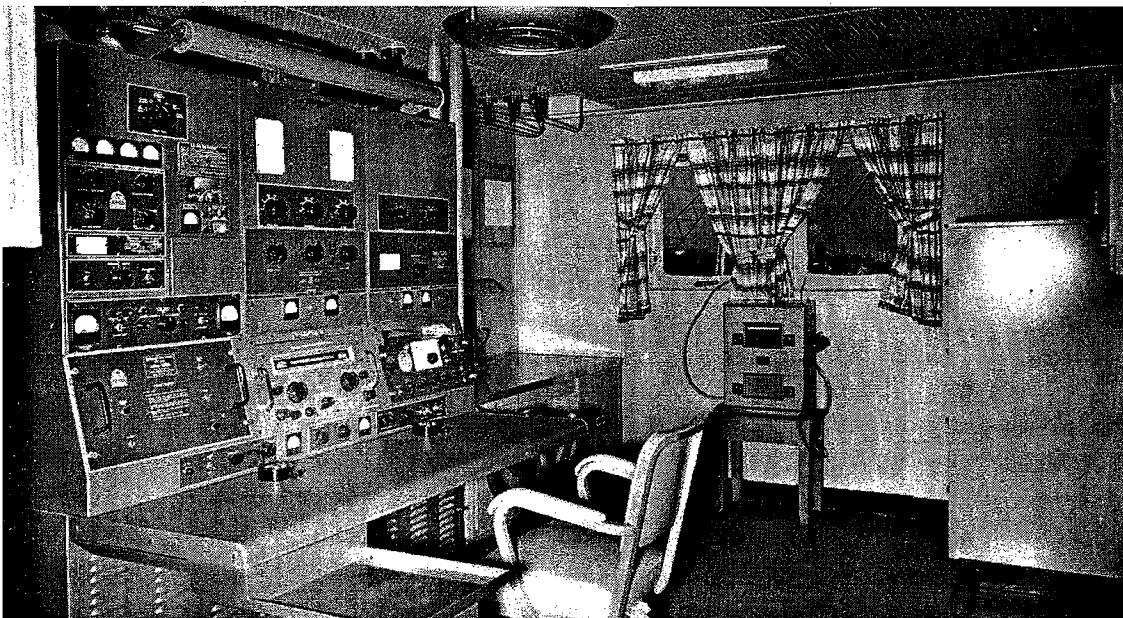
the entire deck area over the cargo spaces with almost 10 inches of fire-smothering foam.

The foam can be discharged by five monitors and eight nozzles which are attached to 60 ft. of 2½ in. hose. The most powerful monitor is located amidships over the catwalk. It can throw a stream of foam over a 250-ft. diameter circle and is remotely controlled. Two other monitors are on the forward side of the bridge, one is on the after side and one forward of the after deck-house.

To combat fire in other areas of the ship there is a carbon dioxide system serving the machinery



The ESSO BOSTON is equipped with four lifeboats, two of which will accommodate all of the members of the crew on each side of the ship. Two of the boats are powered by diesel engines.



The radio room of the ESSO BOSTON includes the latest electronic equipment for communication between sea and land.

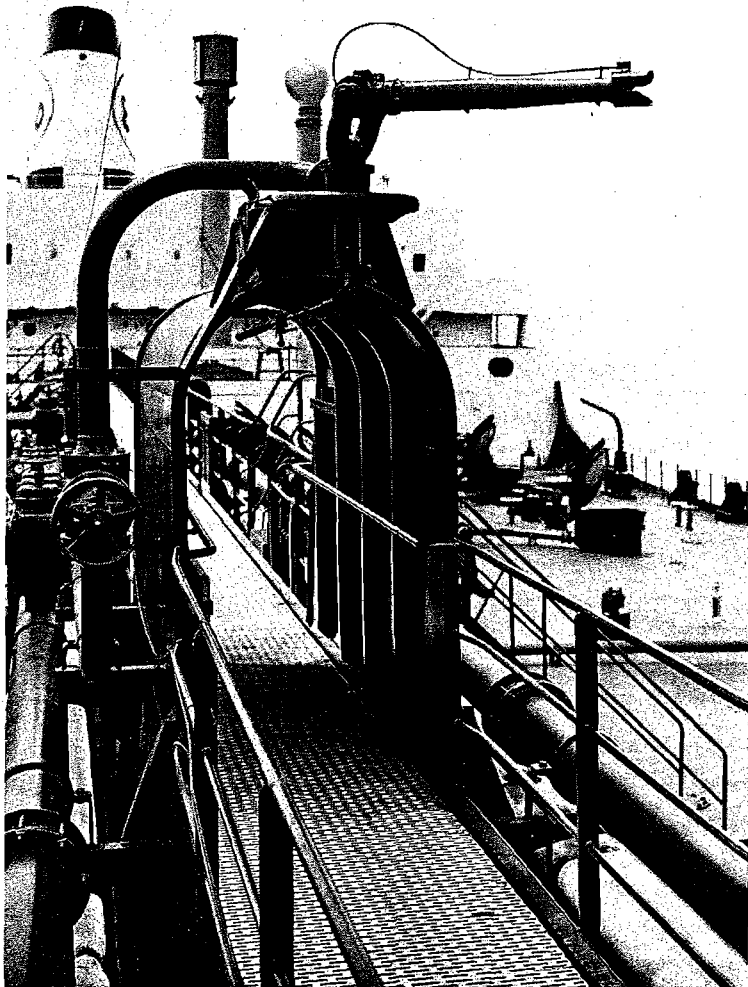
and pumproom spaces and numerous portable hand extinguishers and water hydrants for hose connections.

A full range of life saving apparatus is aboard the ship. Included are four 37 to 40-person life-

boats, two of which are motor driven; a portable buoyant lifeboat radio transmitter-receiver; and life jackets. Fresh air masks, a rescue breathing apparatus and a resuscitator are provided for emergency operations.

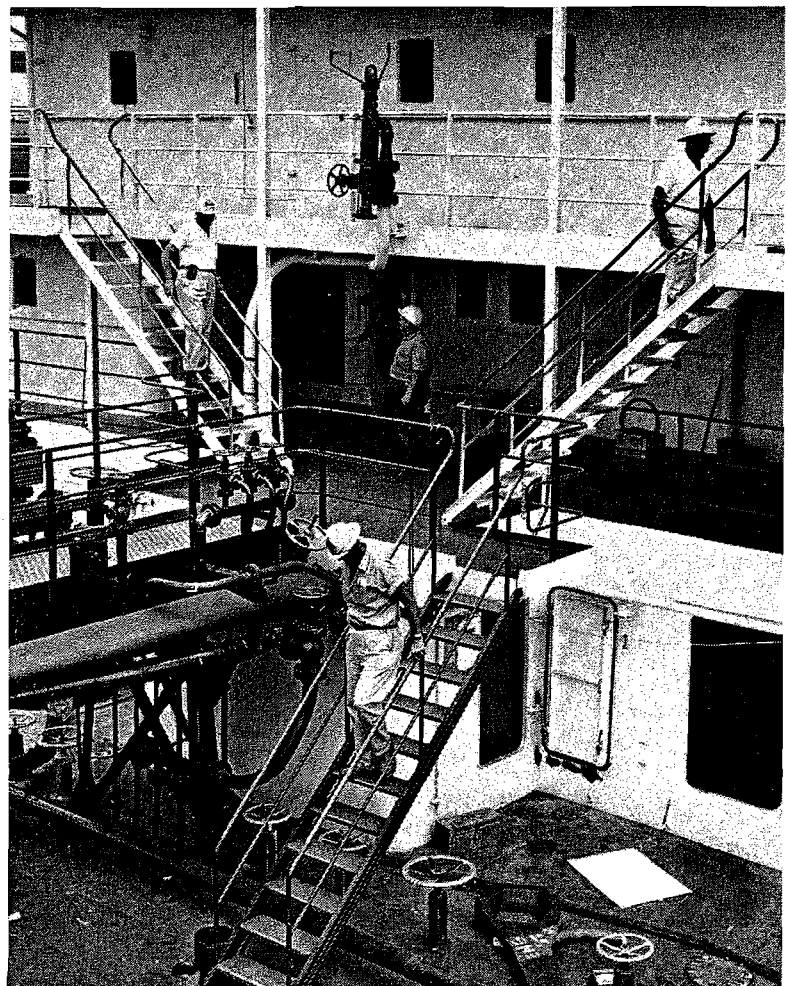
There are many features of the ESSO BOSTON designed to minimize the chances of personal injury accidents. Interior and exterior stairways, for instance, have an easier slope than on most ships, some as much as 45 degrees, and many ladders have steps instead of rungs. The upper deck is remarkably clear of tripping hazards and spaciousness is striking both in the engine-room and on deck. Mechanical ventilation changes the atmosphere in the lower pumproom every 75 seconds. The self-service elevator installed in the engine room is designed principally to lift or lower stores and equipment.

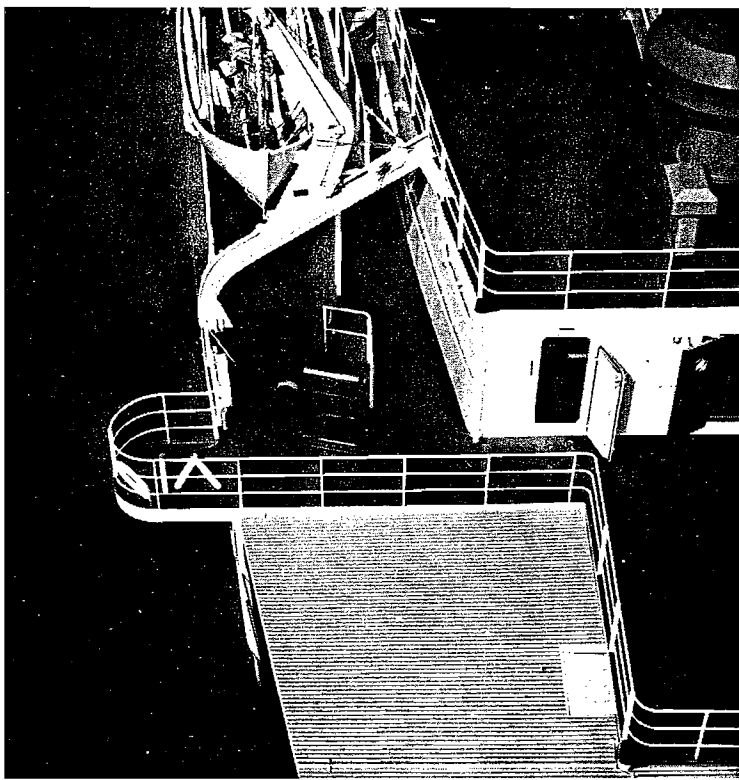
Other improvements include a solid bulwark, instead of a pipe railing, forward and alongside the after deckhouse for greater protection against breaking seas. For the same purpose, a shelter has been built amidships over the walkway between the two houses.



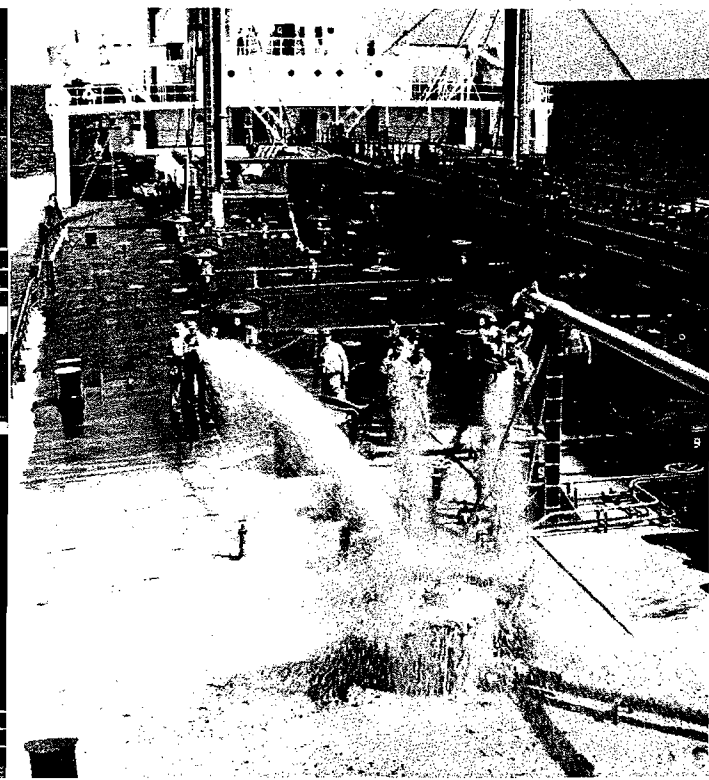
An unusual feature of the ESSO BOSTON is the partially covered portion of the catwalk which is used for the dual purpose of protecting seamen in passage along the catwalk and protection of the operator of the fixed foam nozzle shown on top of the structure.

The angle of all of the ladders on the ESSO BOSTON has been reduced to facilitate safer ascent and descent of crewmen.





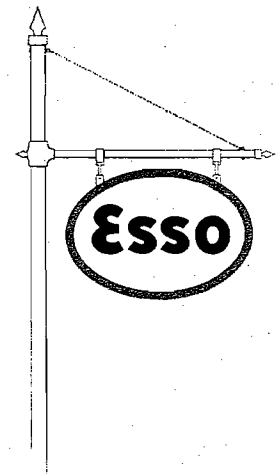
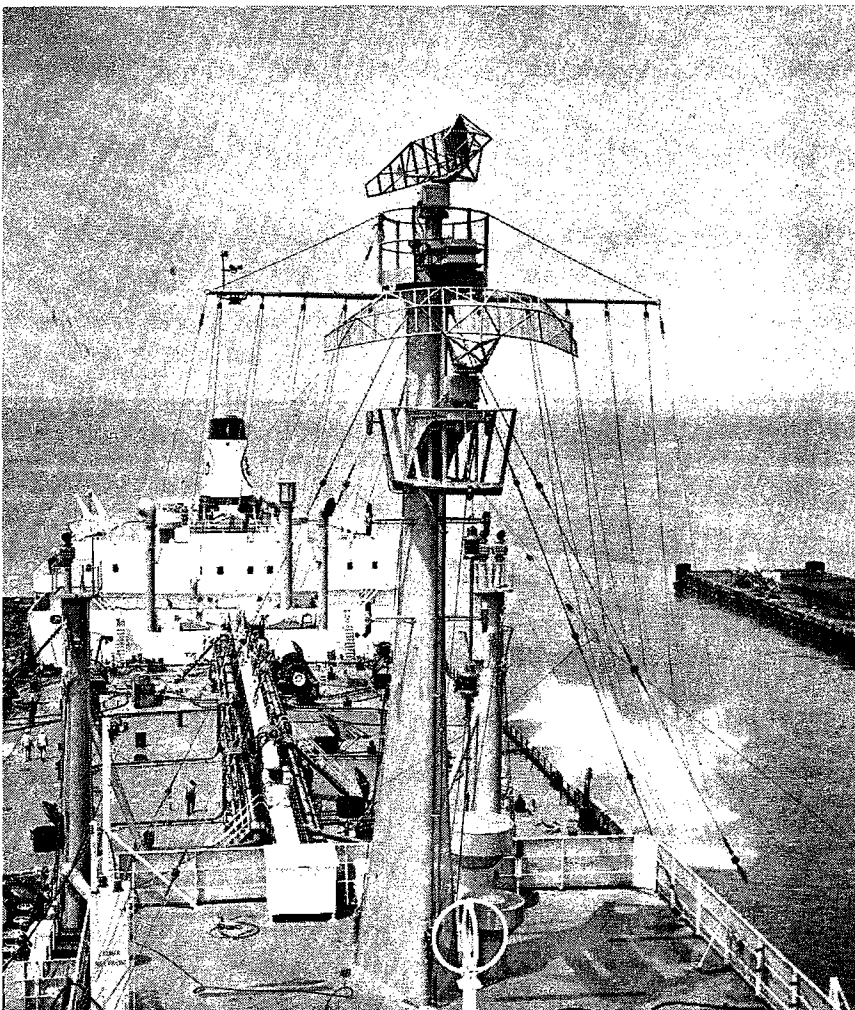
Another added safety feature on the ESO BOSTON is the after bridge wing which gives the observer a clear view from the stern to the bow of the ship.



Crewmen of an ESO tanker are shown demonstrating use of foam to fight an imaginary fire.

Many small details have been planned with an emphasis on safety. For example, refrigerated storerooms have lightweight plastic doors. Anchor

pawls are counterweighted so that one man can move them without strain. Non-skid paint covers exposed outer decks.



Mast of the ESO BOSTON showing her dual radar system, another added safety feature on the vessel.



Partial view of the navigation bridge on the ESSO BOSTON. Radar viewing screens can be seen behind the engine room telegraph.

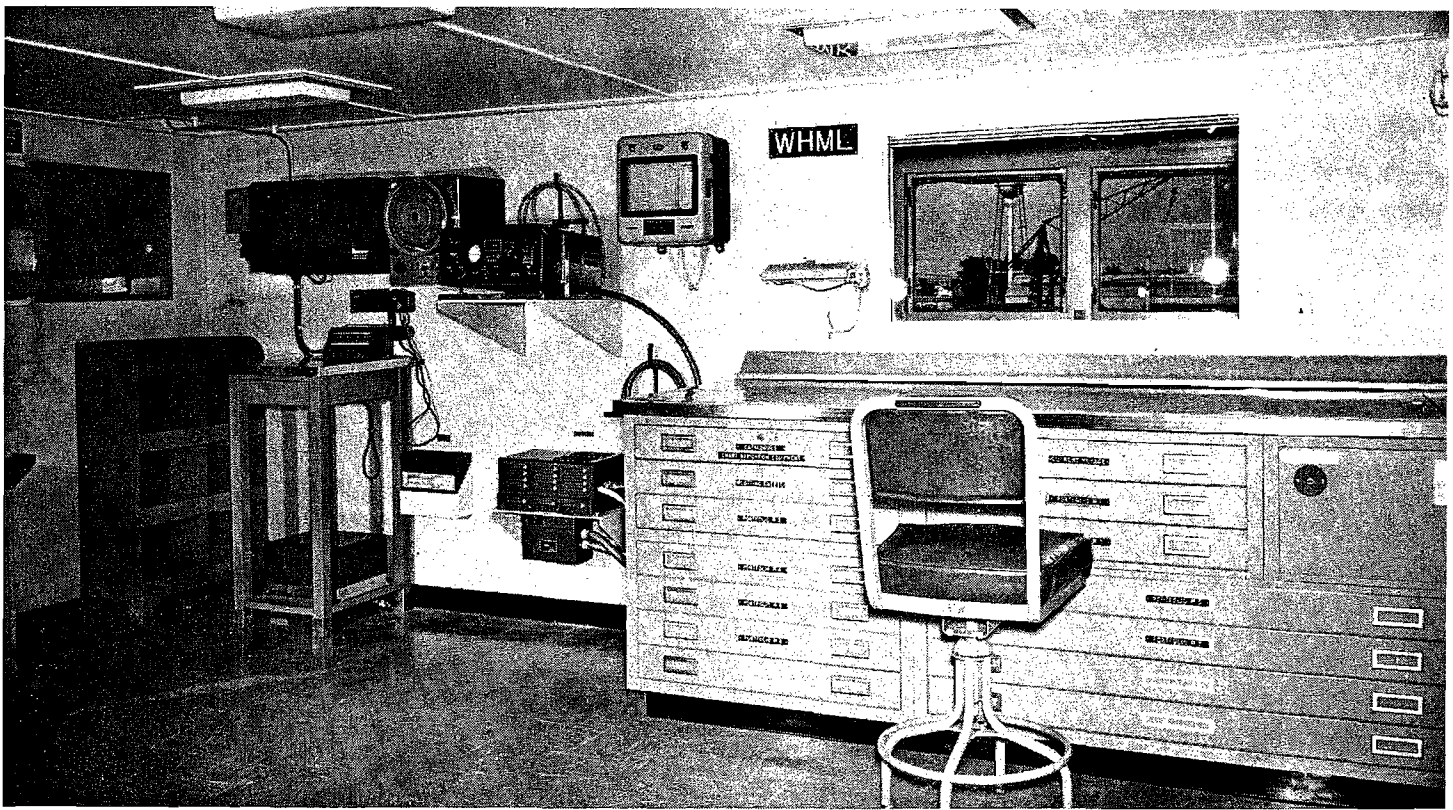
Navigation and Ship Handling



The ESSO BOSTON is equipped with the most modern aids to navigation and safe ship handling.

The navigation bridge is provided with two radar sets. A 3.2 centimeter wave length set is for general use at sea and in restricted waters. The other, a 10 centimeter wave length set, is used as a standby when sea return and rain squalls clutter the radarscope. The 3.2 radar set is fitted to present a true-motion picture to help in visualizing what is actually taking place.

A direct-reading loran receiver-indicator provides the Master with continuous information on the position of his ship when it is within range of loran stations. The customary echo depth-sounding device has been improved with the addition of a continuous dry chart recorder which shows the contour of the ocean bottom or



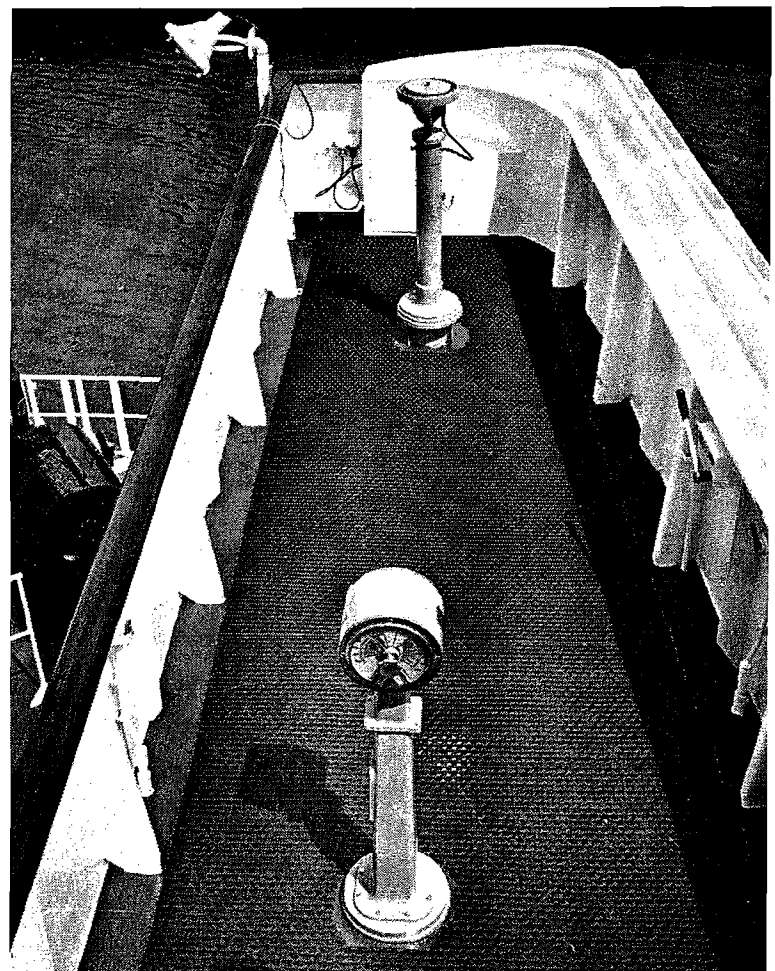
The chart room of the ESSO BOSTON. The echo-depth sounding device has been improved with the addition of a continuous dry chart recorder which shows the contour of the ocean bottom or the depth of water under the ship's keel.

the depth of water under the ship's keel.

The gyroscope compass and automatic steering equipment also contribute to safe navigation. The equipment consists of a master gyro compass, one steering repeater, two bearing repeaters on the wings of the bridge, a course recorder, and a gyro pilot control unit arranged for electric steering, by hand or automatically, both on the bridge and in the after steering station.

The three-story high, 89,688-pound rudder is operated by two electric units. The rudder can be turned through an arc of 70 degrees in 25 seconds. It can be turned an additional 5 degrees on each side for additional maneuverability.

Radio equipment includes main, emergency and high frequency transmitters, main and emergency intermediate frequency receivers, a high frequency receiver, a crystal receiver and a radio direction finder. A special device activates an alarm in the radio officer's quarters to indicate when an emergency radio message is



One of the bridge wings of the ESSO BOSTON showing the ample space and equipment used for navigation of the tanker.

coming through. In addition there is a radio-telephone for voice communication from ship to ship and from ship to shore.

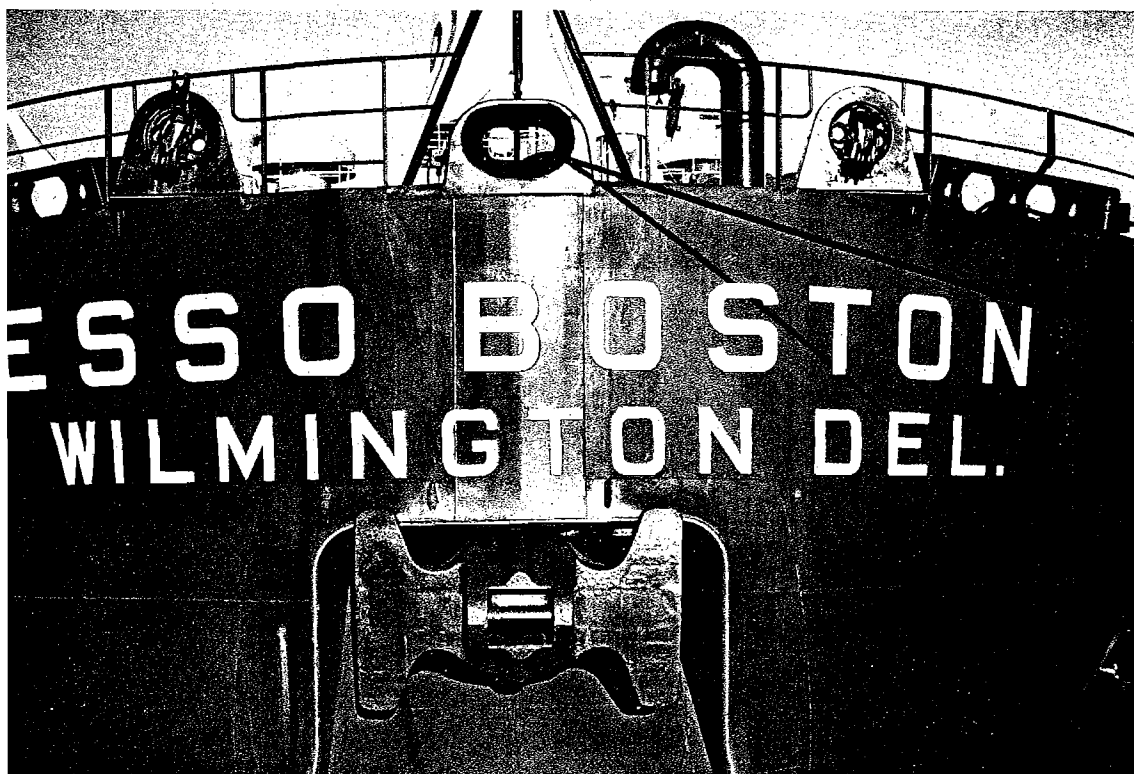
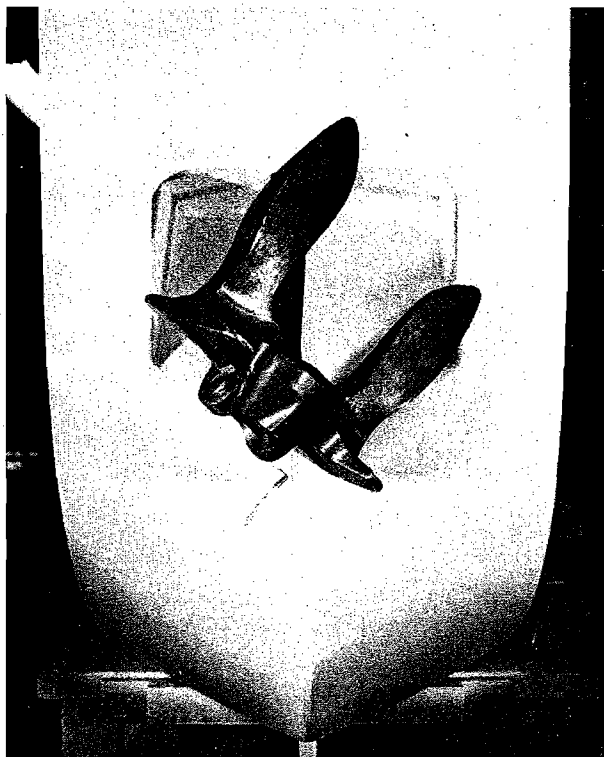
A twelve-station public address talk-back system provides for intra-ship communications. Orders and information can be passed over this

system swiftly and accurately. It is particularly useful during mooring and unmooring operations.

The engine order telegraphs have a new feature. In addition to showing general speed orders, such as "half-speed", the ESSO BOSTON's telegraphs indicate the exact number of revolutions per minute desired. This allows the ship handler better control of the actual speed of the propeller and the ship.

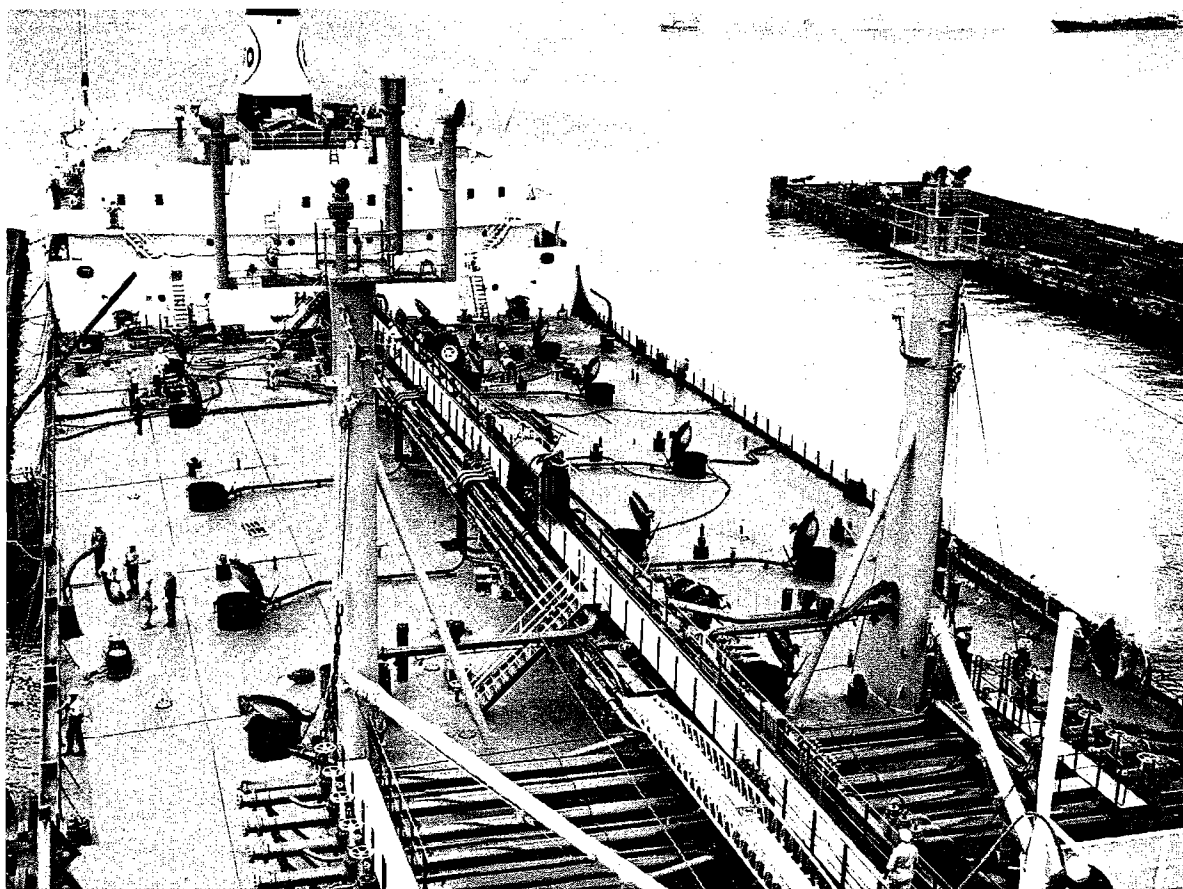
Because of the tremendous size and weight of the ship, twelve selfstowing mooring winches equipped with 1½-inch plow-steel mooring wires and fitted with hydraulic brakes have been installed for safe ship handling. For standby purposes and in case of emergency, the ship has been furnished with a supply of 10-inch Escon polypropylene mooring hawsers, which have a guaranteed minimum breaking strength of 138,000 pounds, compared to 77,000 pounds for manila of equivalent size.

The tanker has two bow anchors and a stern anchor, each weighing 21,350 pounds. The use of the stern anchor for maneuvering in crowded waterways or in treacherous currents is another means of insuring safe ship handling and mooring.



One of the unusual features of the ESSO BOSTON is a stern anchor which often saves many hours in progress of the ship to loading and unloading terminals. It also prevents the ship from turning in congested harbor anchorages in foul weather. The view above shows a typical scale test made by the shipbuilder to assure proper housing of the anchor.

View looking down on the deck of the ESSO BOSTON. Much of the piping previously installed above main deck has been placed beneath the deck. The cargo manifolds are shown in the foreground.



CARGO HANDLING

In 1861, the 224-ton American brig, ELIZABETH WATTS, was probably the first ocean-going ship to carry oil, but her cargo was literally in barrels. By 1886, the first true tanker, the GLÜCKAUF, appeared. It incorporated the principle that the ship was one huge tank with bulkheads dividing the space for stability.

The ESSO BOSTON's cargo space is longer than two city blocks. The 35 tanks hold 417,842 barrels—enough to supply all the motorists in the City of Boston with gasoline for almost a month.

The cargo pumping equipment consists of five 6,000 gallons per minute main cargo pumps plus two 1,400 gallons per minute stripping pumps.

A completely separate ballast system permits ballasting and deballasting while discharging and loading with no risk of product contamination or oil pollution of harbor waters. A number of different grades of cargo can be carried without risk of their being mixed.

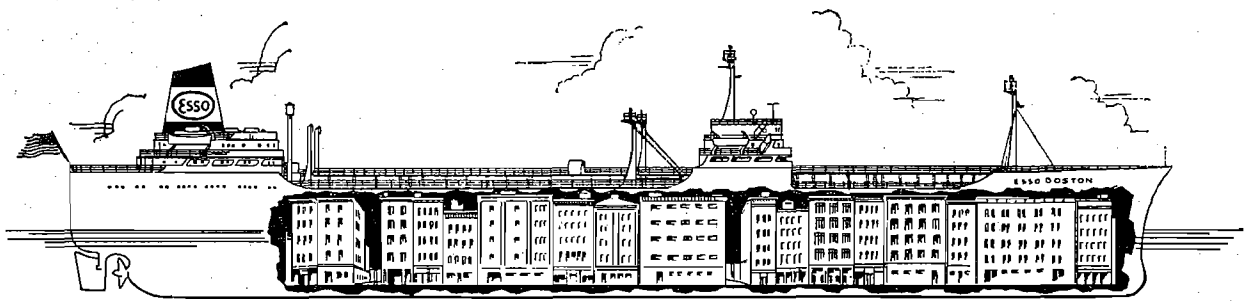
With adequate shore receiving facilities, the ship will be able to discharge a full cargo of

17,200,000 gallons, equivalent to 1,720 railroad tank cars, in less than eleven hours.

The decks of the ESSO BOSTON present an uncluttered appearance because the discharge lines are located under the main deck in the cargo tanks. In addition to cutting down on deterioration which exposed pipes suffer from the sea, this arrangement adds a further element of safety to the ship's personnel.

As cargo is loaded, gases are dispelled through a series of vent pipes exhausting to the atmosphere about fifty feet above the deck level. Similarly when cargo is discharged, air is admitted through the vent pipes to take the place of the liquid. Flame arresters are installed at the top-most point of the vent lines.

Each tank is fitted with a modern float gauge to provide oil level measurements while the tanks are closed. With this equipment, all loading and unloading operations can be carried on without opening the tanks and allowing dangerous vapors to accumulate on deck.

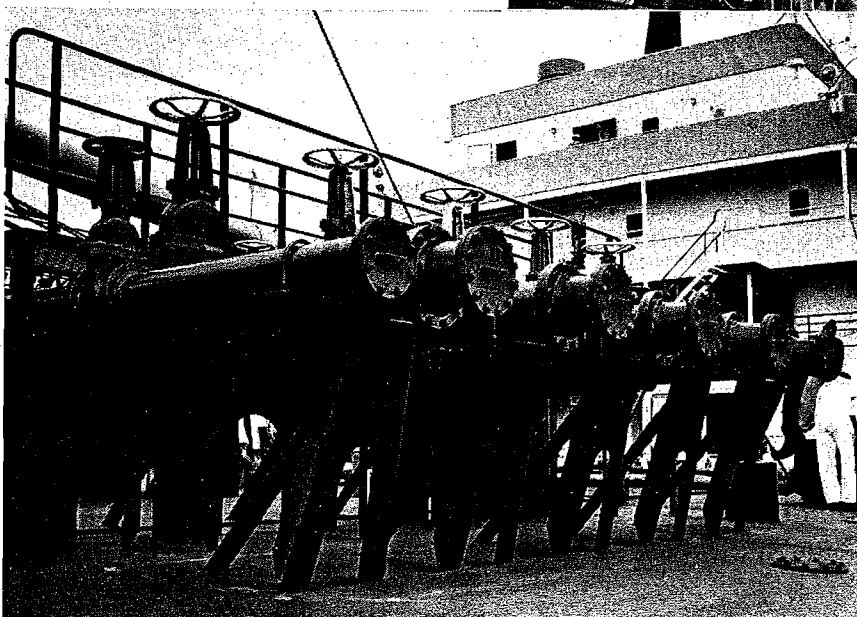
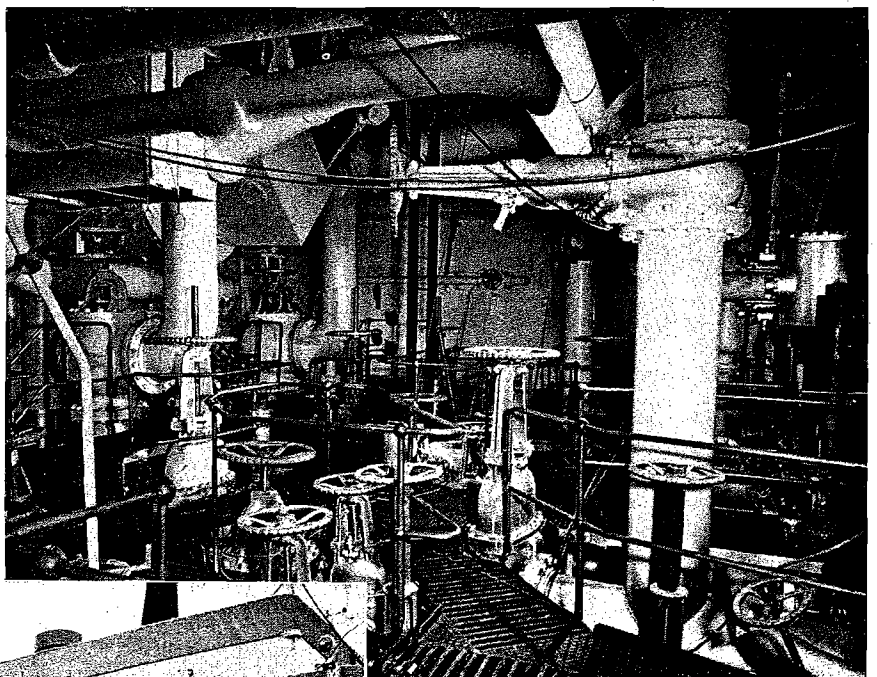


An artist's drawing of the ESSO BOSTON which shows that the giant cargo tanks of the ship have room for more than two city blocks of 5-story buildings 104 feet deep.

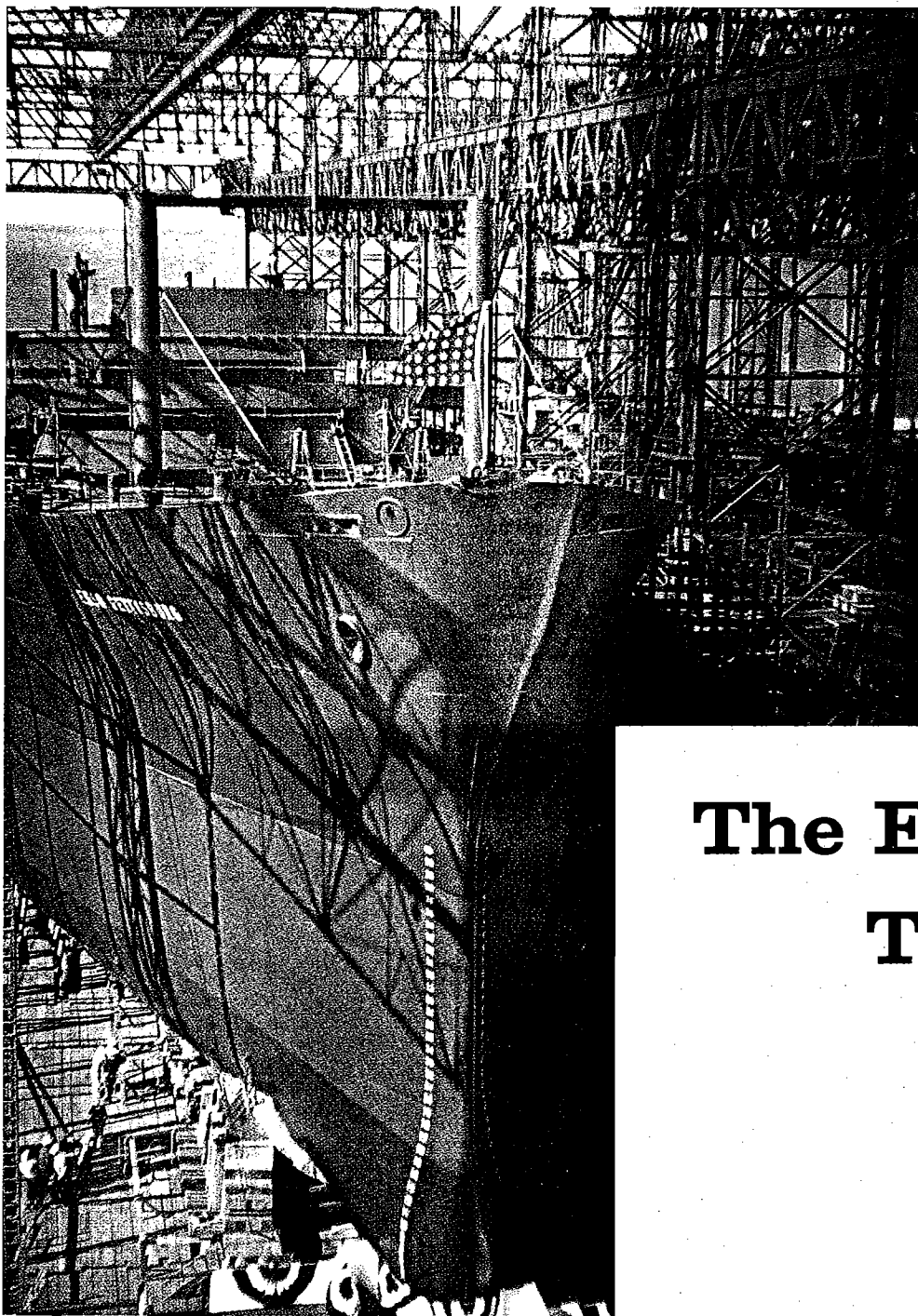
Since cargo is pumped at such a rapid rate, an emergency stopping system is very important. Three remote control stations are provided which can shut off the steam to the cargo pump turbines and stop all pumping in less than a minute.

With these modern facilities, the ESSO BOSTON is able to arrive at a port, load or discharge 48,800 tons of petroleum cargo in a safe and efficient manner, and leave—in less than one day.

View of the modern pump room on the ESSO BOSTON, which enables her to discharge her full cargo of 17,200,000 gallons in less than eleven hours.



Close-up view of the cargo manifolds located amidships on the ESSO BOSTON. Supporting saddles have been added to withstand the strain of heavy hose-handling equipment during loading and unloading.



The ESO GETTYSBURG on the shipway shortly before her launching on October 11, 1956.

The Eso Fleet Today



The entry into service of the ESO BOSTON on July 15 brings to 25 the number of ocean-going tankers operated by Eso Standard, Division of Humble Oil & Refining Company. This fleet, the largest privately owned tanker fleet operated under the U. S. flag, has a total cargo-carrying capacity of over 5,700,000 barrels—more than a quarter-billion gallons. The vessels transport crude and refined petroleum products principally from Texas and Louisiana to ports along the U. S. Atlantic seaboard from Florida to Maine.

In addition to the ESO BALTIMORE, sister

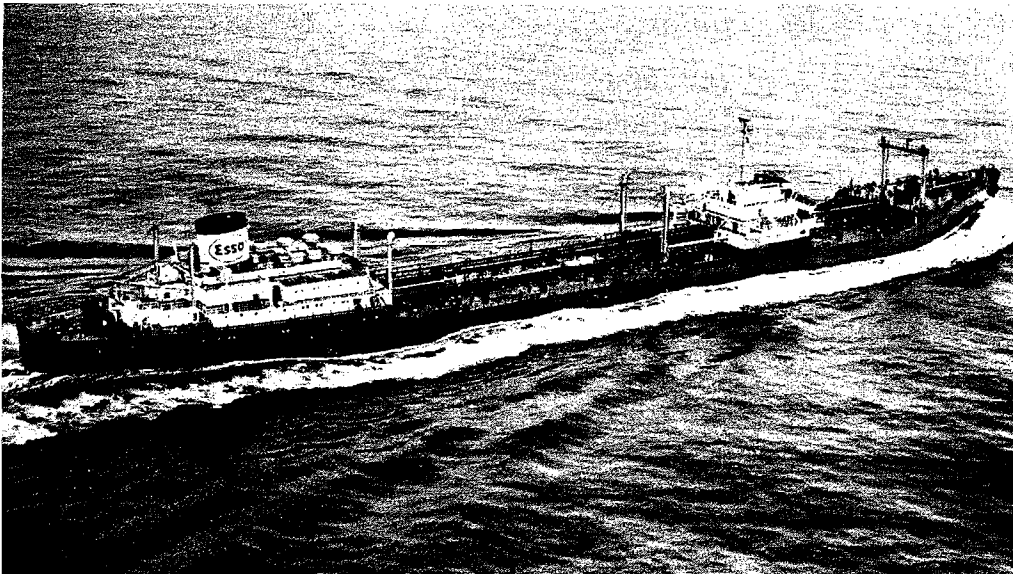
ship of the ESO BOSTON, four of the vessels—the ESO GETTYSBURG, ESO WASHINGTON, ESO JAMESTOWN and ESO LEXINGTON—are fast, modern supertankers built in 1957 and 1958. These 37,800 deadweight ton ships are among the highest powered bulk oil carriers in the world. Their design includes national defense features which make them especially suitable for government service in time of emergency. They usually carry crude or heavy fuel oil and can make a trip from Baytown, Texas, or Baton Rouge, La., to New York in about 4 days. Normal cruising speed is 18.3 knots.

The bulk of the Esso fleet is made up of an even dozen vessels of the 27,300-ton class. These were among the first oil carriers to be called super-tankers. When they entered service in the late 1940's and early 1950's they set new standards of economy in operation and crew comfort.

Most of the 27's operate in what is known as "clean service"—that is, they carry refined products such as gasoline, kerosene, home heating oil, jet fuel, alcohol and solvents. Two of the vessels, the ESSO BANGOR and ESSO HUNTINGTON, are especially equipped to carry

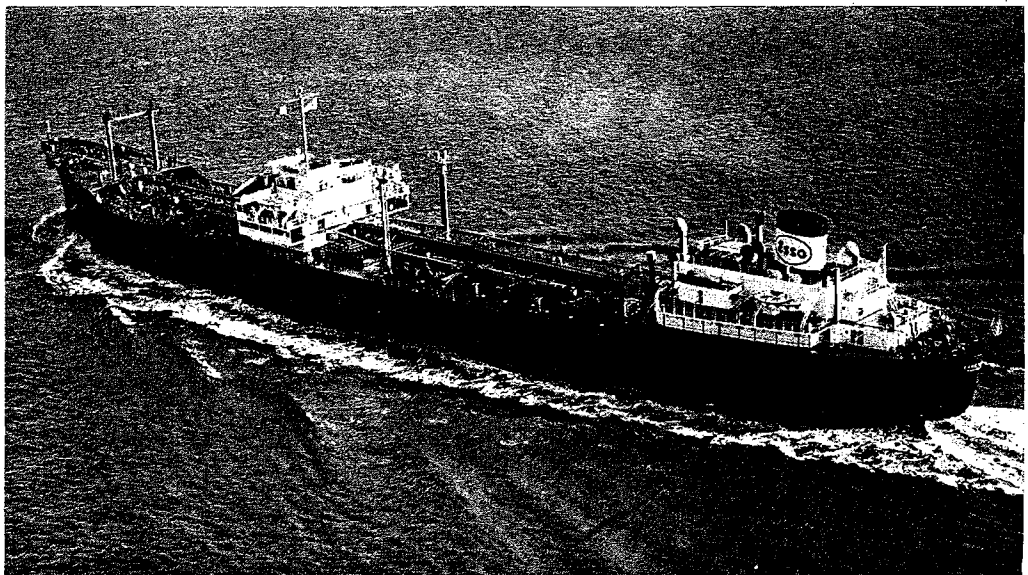
lubricating oils and petrochemicals and have large dehumidifying systems to keep moisture out of their cargo compartments. The ESSO HUNTINGTON has loaded and discharged as many as 31 grades of lube oils and waxes on a single voyage.

The remainder of the fleet is composed of four of the famous "T-2" type tankers and three others of similar size but different design. All were built during World War II and transported vital cargoes for the nation's military forces overseas during the conflict.

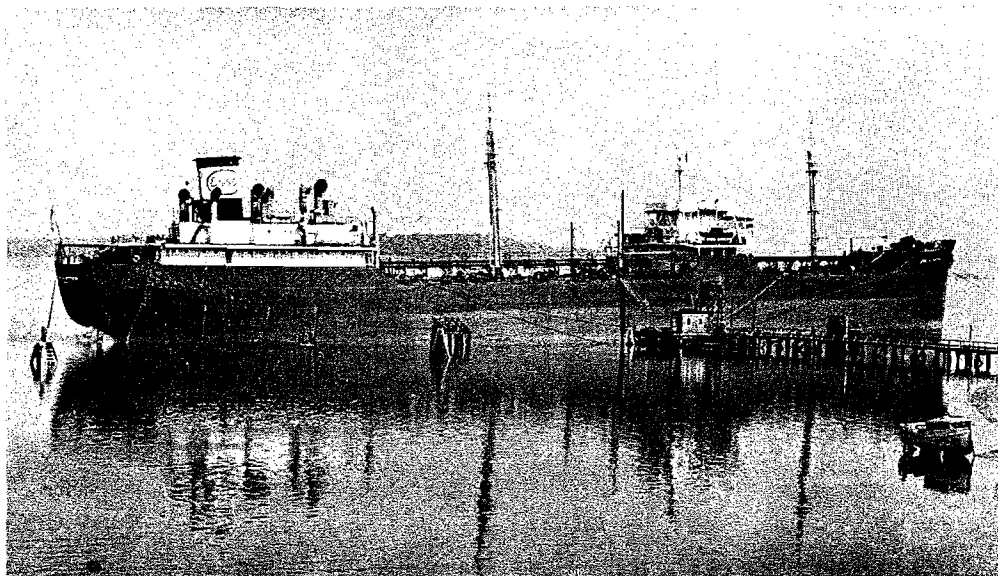


The 37,800 dwt. ESSO GETTYSBURG at full speed. One of a class of four, she is among the fastest tankers in the American merchant marine.

ESSO BANGOR, one of the Company's twelve 27,300-ton class, is specially equipped to carry lubricating oils in compartments that are dehumidified to eliminate moisture. She and a sister lube oil carrier, the ESSO HUNTINGTON, also transport waxes, petrochemical solvents and numerous grades of alcohol.

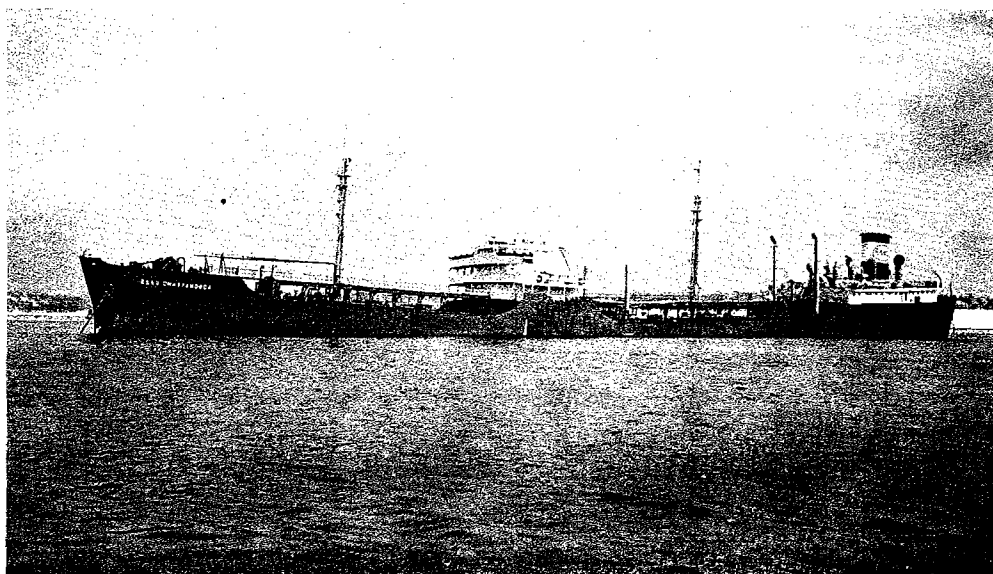


The ESSO SCRANTON is a "T2" tanker, the type made famous by their great contribution to victory in World War II. The vessel is shown here discharging cargo at Tiverton, R. I.



The ESSO BALTIMORE is the first of two supertankers of this class. She is 740 feet in length with a beam of 102 feet and 47,400 deadweight tons.

One of three 16,000 dwt. geared turbine ships, the ESSO CHATTANOOGA usually loads three grades of Esso gasoline, as well as kerosene and home heating oil.



Principal Characteristics of Esso Tankers

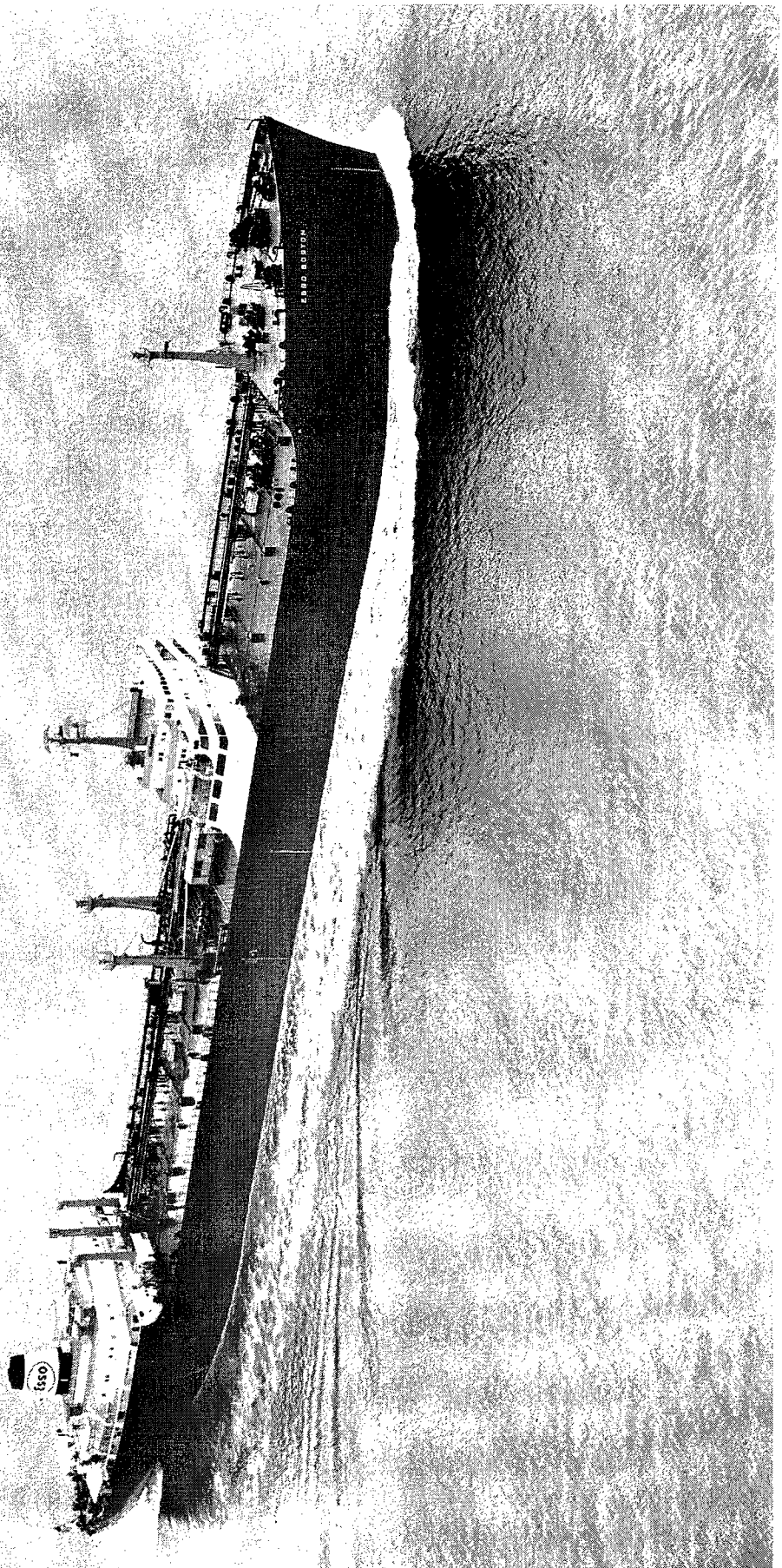
Year Built	NAME	Length Overall	Beam Molded	Draft on Summer Freeb'd	Deadweight Tons	Cargo Capacity	Speed
1960	ESSO BOSTON	740'	102'	37'8½"	48,800	409,485	17.5
1960	ESSO BALTIMORE	740'	102'	37'8½"	48,800	409,485	17.5
1957	ESSO GETTYSBURG	715'	93'	36'9¼"	37,689	311,364	18.3
1957	ESSO JAMESTOWN	715'	93'	36'9¼"	37,688	311,364	18.3
1958	ESSO LEXINGTON	715'	93'	36'9¼"	37,726	311,364	18.3
1957	ESSO WASHINGTON	715'	93'	36'9¼"	37,749	311,364	18.3
1953	ESSO BANGOR	628'	82'6"	32'5"	26,780	225,023	16
1950	ESSO BERMUDA	628'	82'6"	32'5"	27,340	225,023	16
1952	ESSO CHESTER	628'	82'6"	32'5"	27,200	225,023	16
1954	ESSO FLORENCE	628'	82'6"	32'5"	27,135	229,615	16
1953	ESSO GLOUCESTER	628'	82'6"	32'5"	27,240	225,023	16
1950	ESSO HAVANA	628'	82'6"	32'5"	27,320	225,023	16
1953	ESSO HUNTINGTON	628'	82'6"	32'5"	26,729	225,023	16
1949	ESSO LIMA	628'	82'6"	32'5"	27,335	225,022	16
1952	ESSO NEWARK	628'	82'6"	32'5"	27,170	225,023	16
1950	ESSO NEW YORK	628'	82'6"	32'5"	27,335	229,615	16
1949	ESSO SUEZ	628'	82'6"	32'5"	27,305	225,022	16
1949	ESSO ZURICH	628'	82'6"	32'5¼"	27,105	226,377	16
1945	ESSO BRIDGEPORT	523'6"	68'	30'2"	16,625	138,335	14.6
1944	ESSO GREENVILLE	523'6"	68'	30'2"	16,530	138,335	14.6
1942	ESSO PATERSON	523'6"	68'	30'2"	16,635	138,335	14.6
1944	ESSO SCRANTON	523'6"	68'	30'2"	16,535	138,335	14.6
1941	ESSO CHATTANOOGA	520'	68'	30'1"	16,640	135,750	15.5
1942	ESSO NEW ORLEANS	520'	68'	30'1"	16,585	135,750	16
1942	ESSO RALEIGH	520'	68'	30'1"	16,569	135,750	15.5

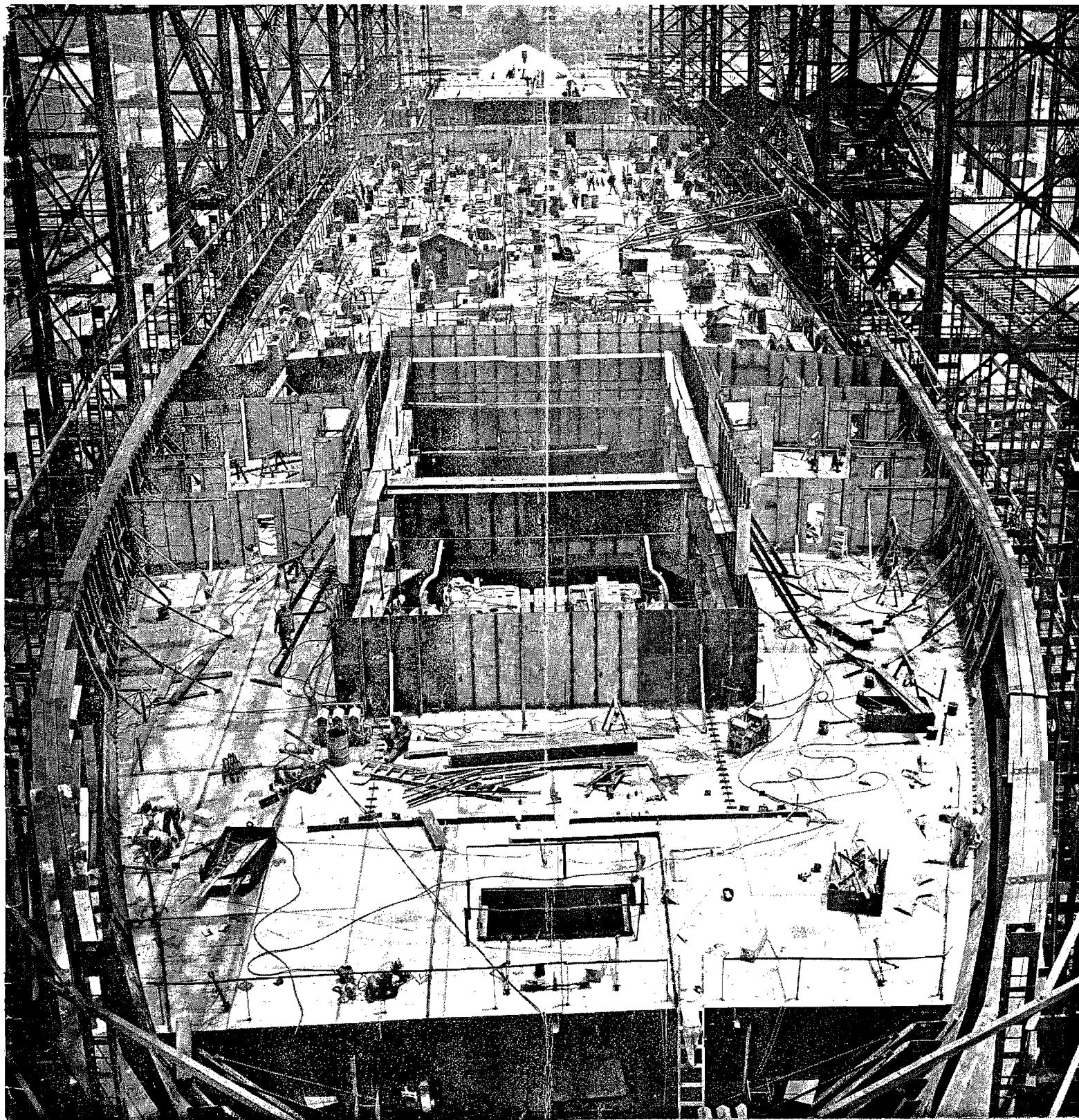


Bow-on view of the ESO BOSTON taken during her sea trials.



ESSO STANDARD, DIVISION OF HUMBLE OIL & REFINING COMPANY





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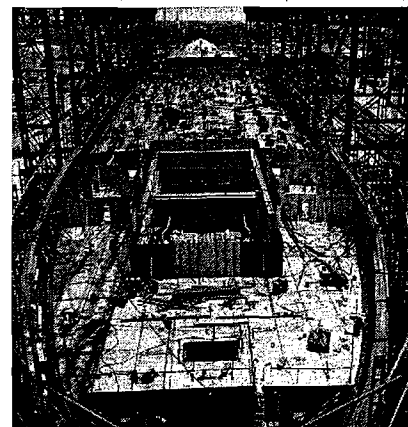
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ON THE COVER

The Esso "Boston", new ocean-going tanker shown under construction at Newport News, Va. will carry 35 main cargo oil tanks, each taller than a five-story building, with a total capacity of 417,842 barrels. The "Boston" will be launched in the fall.



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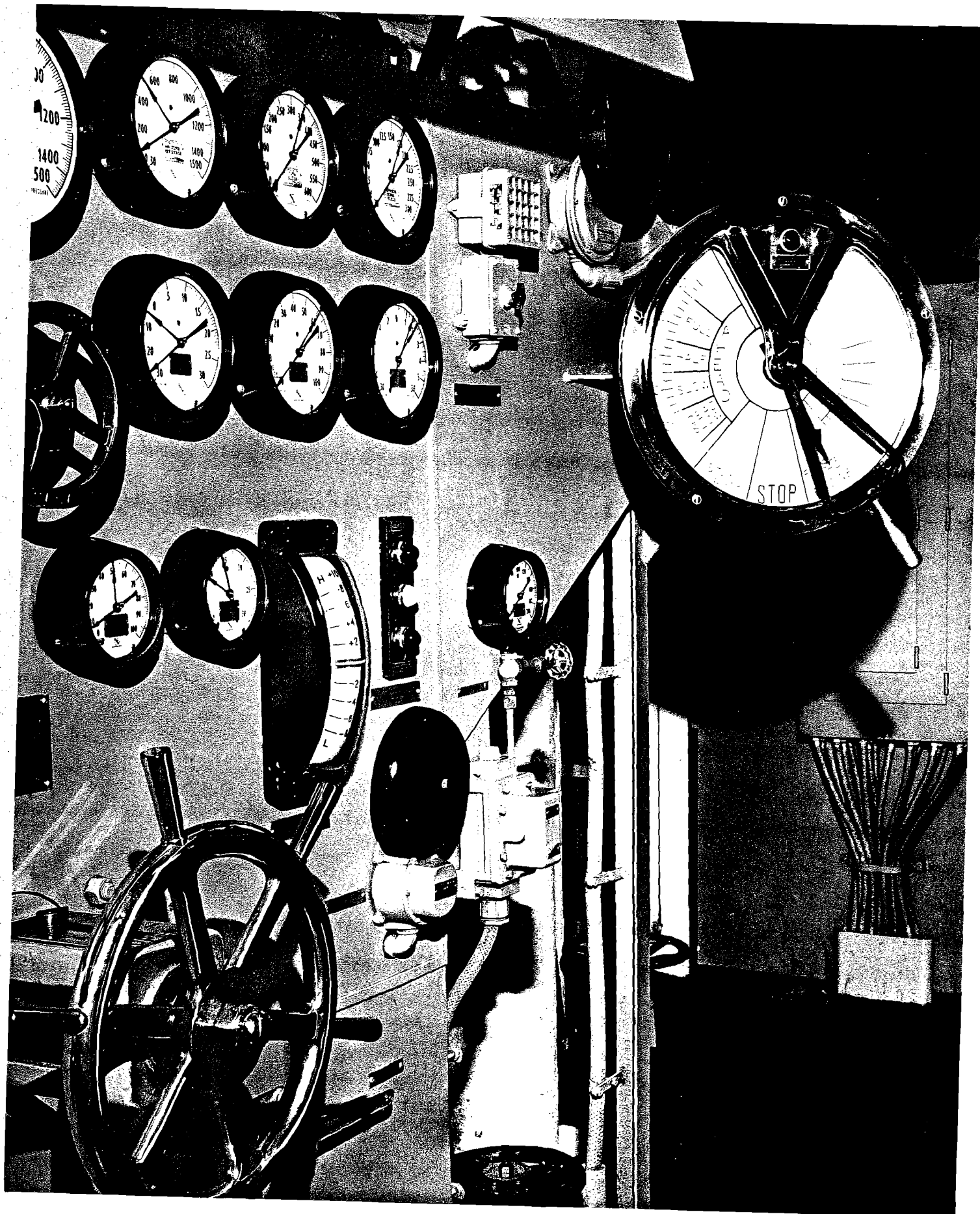
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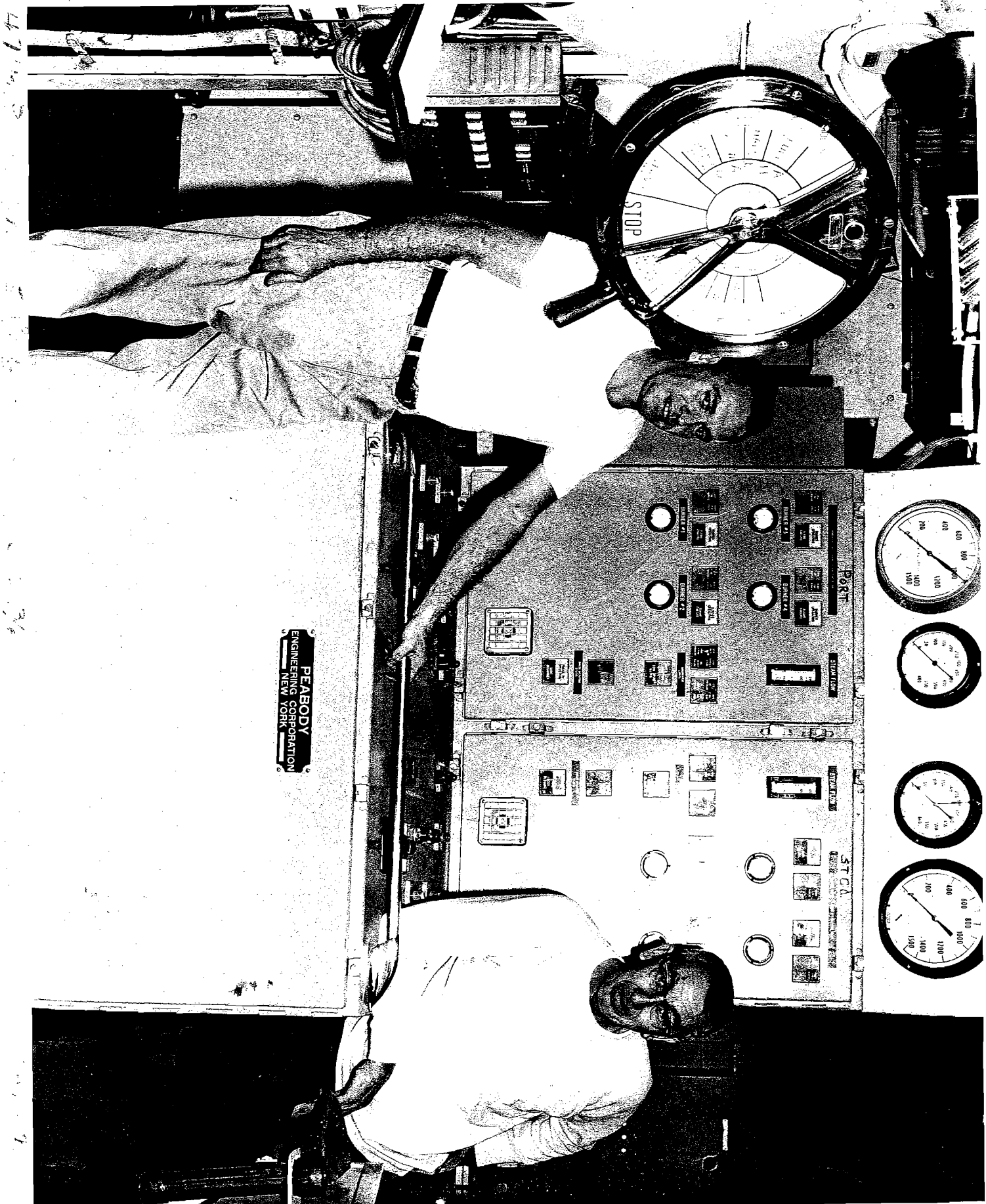
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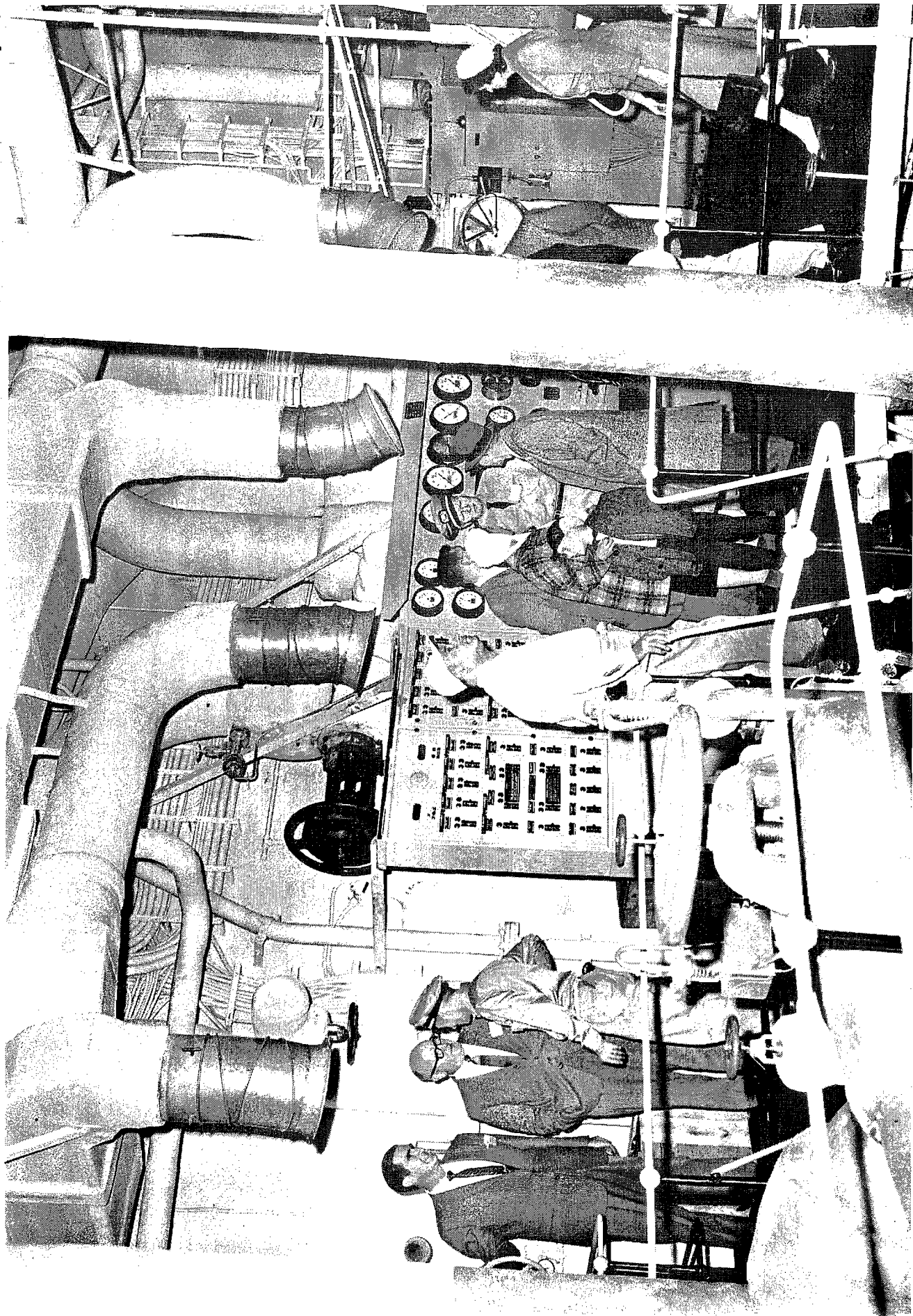


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