

ESSO FLEET NEWS

PUBLISHED BY THE MARINE DIVISION, HUMBLE OIL & REFINING COMPANY



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THE UNIVERSITY OF TEXAS AT AUSTIN

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Holiday Greetings



To all our seagoing employees and their families; annuitants and friends, we extend sincere best wishes for Joy in the Christmas Season and Success in the pursuit of Happiness throughout the New Year.

J. Rogers

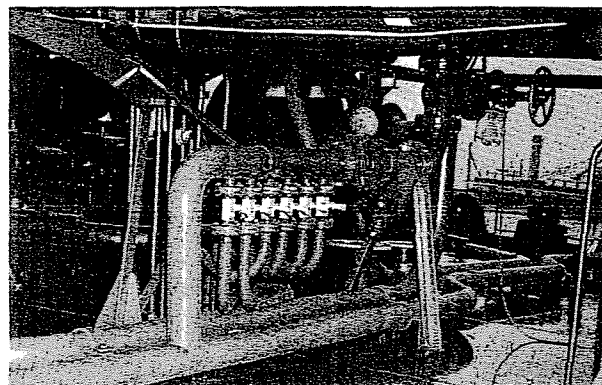
30 Fixed Butterworth Machines Installed in Esso Boston

During the *Esso Washington's* repair period last spring, an experimental installation of five fixed Butterworth tank washing machines was made in each of two tanks—No. 4 starboard and No. 8 port. Following successful operating experience, 30 permanent installations of Butterworth machines were recently made in the *Esso Boston*. Two machines were placed in each of the No. 5, 6, 7, 10 and 11 center tanks and four in each No. 11 wing and in the three No. 12 tanks. These

tanks were chosen after a study determined that permanent installations in them would take care of normal tank washing for changes of grade.

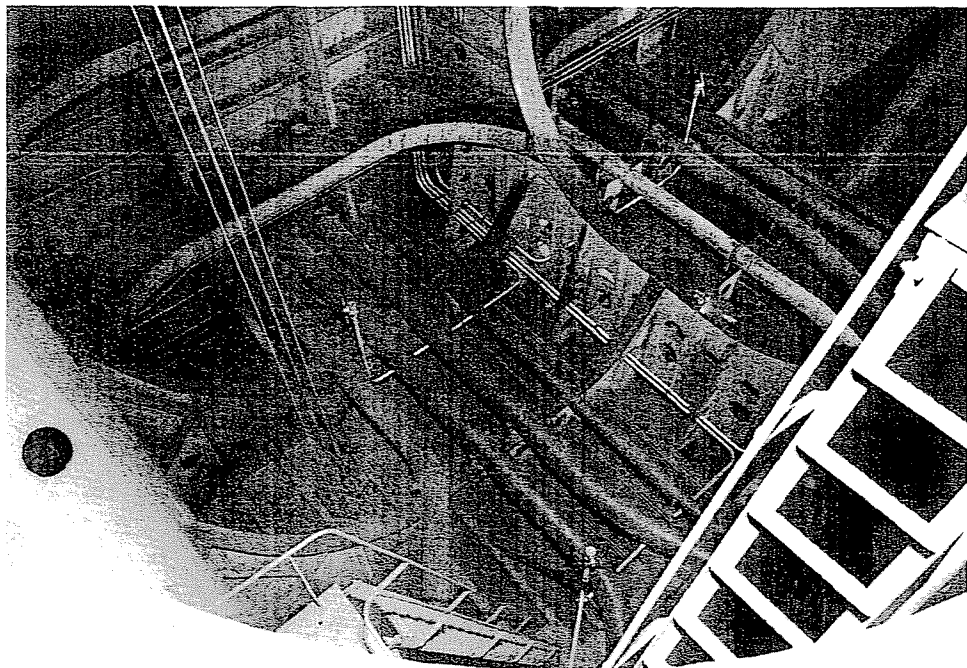
The cleaning machines are supplied with wash water through 2" lines which are connected to the fire main by 3" or 6" lines on deck.

The procedure for washing tanks with the permanent installations is to start the Butterworth pump and flush the deck line through the Y strainer (see photo) to remove any scale. Then the ball valves on the 2" lines at the manifold are opened to supply wash water to each Butterworth machine in the tank to be cleaned. Suction valves are opened, the stripper pump started and, like a shopping center "washateria", cleaning is done while you wait—or do something else.



Six-valve manifold controlling washing water to the four Butterworth machines in No. 12 center tank and two in No. 11 center. To right of the manifold is a Hamer blind, Y strainer and 6" stop valve. Manifolds (not shown) serving Nos. 11 and 12 wing tanks are to port and starboard; those for No. 5, 6, 7 and 10 center tanks are forward.

Looking down and aft in No. 12 center tank. Three of the four permanently installed Butterworth machines are visible. The 2" lines were run to the bottom of the tank and then up, instead of hanging from the top, to avoid a static electricity hazard.



Job Placement Center at Baytown To Assist Laid-Off Seamen

Assistance in finding new jobs is available to men in the fleet who receive termination notices under the pending crew reduction program, or those choosing termination rather than demotion.

The Placement Center was established last October to help re-locate employees laid-off at the Refinery, where about 500 workers are affected by the current cut-back in personnel.

The Placement Center is in the Baytown Refinery's Community House No. 2, located at the intersection of Bayway Drive and West Main St. (near the Post Office). A staff of four men, headed by Maurice L. Watts, Placement Coordinator, has been working at the Center. In addition, W. A. Scott, of the Baytown Marine Office, joined the group on Dec. 10, especially to assist seagoing men.

Since it "started in business", the Placement Center has accumulated files on over 650 prospective employers. Up to Dec. 4, 283 job opportunities have been received, 118 interviews arranged, 70 jobs offered and 29 offers are pending. Six men took tests and qualified for maintenance

jobs with DuPont, at Nederland, Texas and several have qualified for Humble Service Stations and will start in training school in January.

Mr. Watts said that the Center's search for jobs is concentrated in the Baytown-Houston area but additional opportunities have been located in La., Ark., S. C., Neb., Minn. and abroad—Saudi Arabia and the Marshall Islands.

WHAT TO DO

A seaman who is subject to lay-off or demotion and who wants help in finding another job should go to the Placement Center as soon as he can—the next arrival at Baytown, if possible. He will be asked questions about experience, education, qualifications, type of work preferred, where, etc. A resume will be prepared and sent to prospective employers and, where an employee is interested, an interview will be arranged.

Masters are being asked to try to allow time ashore for men wishing to register at the Placement Center. Mr. Scott will be working overtime on certain days, particularly if a ship docks late in the afternoon. He will also go aboard the *Esso Huntington* at Baton Rouge and possibly other ships which will not come to Baytown in the next few voyages.

To telephone the Placement Center locally, the number is 582-8121, extension 3403 for Mr. Scott or ext. 3401 for Mr. Watts. The long distance number is 583-7461 plus the extension. Mail may be addressed to Humble Oil & Refining Co., Placement Center, Box 350, Baytown, Texas, Attention M. L. Watts.

New Hospitalization Rates; Coverage Extended to New Annuitants

Costs for hospitalization insurance for seagoing employees and their dependents will be increased slightly, beginning Jan. 1, 1963, under a contract between the Company and Health Service, Inc.

The increases are 32c per month for individual coverage, 50c per month for an employee and one dependent and 50c for an employee and family. With these increases, member employees will pay \$5.44 per month on an individual basis, \$9.42 for two persons and \$10.62 for a family.

The Company has also increased its share

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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.



A rare sight for Esso Seamen (except on an insurance company's literature and to men in the *Esso Scranton*) is the Rock of Gibraltar, photographed here by AB Michael Sharik, III, on the *Scranton's* India voyage No. 2.



The bearded mariner is OS Joseph J. Gumble, one of several crewmen who developed luxurious growths of whiskers on the 90-day trip (Aug. 26 - Nov. 24). Mr. Sharik said that everything went fine and that the Steward's Dept. did "a fantastic job. We had fresh milk for 72 days."

The *Scranton* sailed from Beaumont Dec. 8 on India voyage No. 3 with Captain Roger A. Steward in command; Thomas J. Bov, Chief Engineer (he was also Chief on the first voyage) and Dempsey D. Davis, Chief Steward. Itinerary is Suez, Dec 30; Aden, Jan. 4; Bombay the 10th and Calcutta, Jan. 20.

of the two-person and family coverage costs and will now contribute \$3.98 per month on a two-person contract and \$5.18 per month for family coverage. Total cost of the insurance is the sum of employee and Company payments. The Company doesn't contribute to individual contracts.

There is no change in the cost of medical-surgical insurance, the rates remaining at 87c per month for an individual, \$2 for two persons and \$3.70 for a family.

More than 1,000 seagoing employees are participants in the plans.

COVERAGE FOR NEW ANNUITANTS

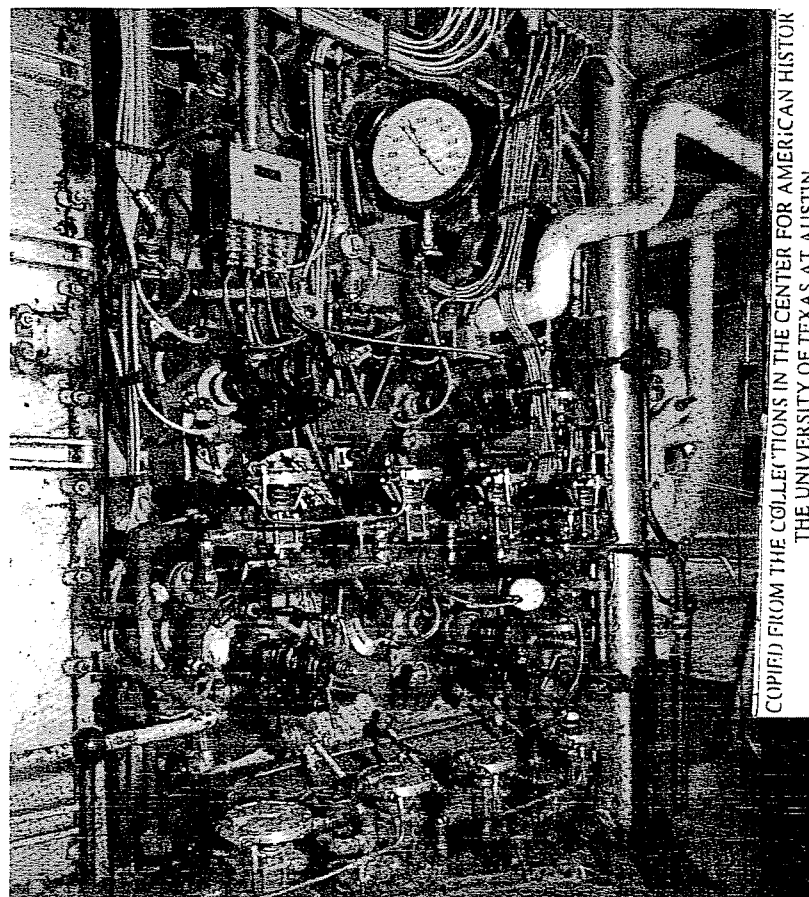
On and after Jan. 1, 1963 employees who retire with annuitant status may continue their participation in the hospitalization and medical-surgical programs. The Company will contribute \$3 per month toward the cost of any of the three types of coverage. The cost to annuitants will be \$2.44 per month for an individual, \$10.40 for two persons and \$12.80 for a family.

Early Retirement Acceptances

As of Dec. 5, the following 66 men in the fleet have accepted voluntary early retirement under the Company's Special Program

The figure to right of the rating indicates the month in which retirement becomes effective. All are in 1963 except two, which are Dec. 1962, and all effective dates are the first of the month.

Deck Officers		Spillane, Thomas M.		1
Andrews, Walter F.	Capt. 2	Westen, Bernard A.		7
Evans, Robert E.	Capt. 7	Unlicensed		
Hunt, Anton	Capt. 6	Burgess, Marshall R.	Mach	1
Lankford, Arthur H.	Capt. 1	Davis, William V.	Mach	6
Selvik, Aksel	Capt. 7	Elb, Leo P.	Mach	1
Boje, Johannes	Ch M 1	Miller, Henry J.	Mach	7
Jacobs, Thomas A.	Ch M 6	Swift, Lincoln W.	Mach	2
O'Connell, Eldridge J.	Ch M 12	Curry, Carrol L.	Pump	7
O'Hara, Clarence E.	2 M 1	Keiser, Albert E.	Pump	7
Andersen, Einar K.	3 M 6	Mitchell, Willard W.	Pump	3
Hacklin, John H.	3 M 5	Rathke, Henry C.	MM/2P	6
Sutherland, John D.	3 M 7	Bledsoe, Roy	Oiler	7
Engine Officers		Edge, Raymond	Oiler	1
Palmer, Ernest J.	Ch Eng 7	Grover, Donald L.	Oiler	3
Petersen, Max D.	Ch Eng 7	Nava, Jose A.	Oiler	6
Wilson, Raymond W.	Ch Eng 1	Wakeman, Franklin D.	Oiler	4
Madsen, Edward A.	1st A 3	Harrill, Arnold A.	Wiper	3
Sabrowsky, Paul	1st A 4	Abrahamsen, Chas. O.	Bosn	1
Benson, Melvin W.	2nd A 1	Baucon, Maurice C.	Bosn	1
McCary, Travis W.	2nd A 6	Harris, Sanford L.	Bosn	2
Wallace, Theodore J.	2nd A 2	Hrovatin, August M.	Bosn	7
Baldwin, Jesse W.	3rd A 1	Hubbard, Martin A.	Bosn	2
Coltrain, John W.	3rd A 4	Jaelschmann, H. P. O.	Bosn	4
Creech, Allen	3rd A 3	Moura, Jose M.	Bosn	6
Willis, Noel	3rd A 12	Fisher, Benjamin F.	AB	1
Radio Officers		Lissman, Matthew J.	AB	1
Barr, Dewey E. D.	1	MacRiver, James	AB	1
Benner, Harold S.	7	Simpson, Harold A.	AB	1
Dahlke, Herman A.	1			
Eriksen, Lief C.	2	Gonsalves, Jose	2 Ck	3
Gels, Abraham M.	7	Serquina, Jerry	2 Ck	7
Osborne, Eugene G.	1	Turon, Alfonso E.	2 Ck	5
Chief Stewards		McLay, Joseph V.	MM	6
Cantrell, Cecil	3	Peters, Fred W.	UM	3
Scott, Phillip A.	2	Taylor, Rudolph	UM	2



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UGH!! — or some such exclamation — will probably be the first reaction of most Engine Dept. men when they see this picture. It's the front of one of the automated boilers in the *Esso Newark*. The ship put to sea so equipped from Newport News on Nov. 27 and the trip to Baton Rouge was rough — weather-wise and automation-wise. Manual controls were used most of the time, while adjustments were made on the oil-air-water regulating devices.

However, one observer estimated the performance about "par for the course". Port Engineer T. J. McTaggart is confident that the "bugs" will be worked out. Repair Dept. Manager J. E. Hoagland pointed out that this is an experimental conversion and if starting from scratch, there'd probably be two burners with half the controls and piping.

If you are still skeptical, think how a photo of the insides of your radio or television set would look — or under the hood of a 1963 "super-power-matic" automobile. Things are complicated all over these days.

TAFFRAIL TALK

The *Esso Shreveport*, which has been tied up at Jacksonville for the past five years, was sold Dec. 7 to the Commodity Transportation Corp. of New York. The purchaser will probably operate the vessel in the grain trade.

* * *

Tad Sadowski, who sailed as OS in the fleet from Oct. 1952 to Sept. 1954, has been named Marine Editor of the *BROOKLYN EAGLE*, which resumed daily publication on Oct. 15.

A. D. Mookhoek, formerly Project Engineer on the Technical Staff of the Operating Dept., is now on a rotational assignment with the Ocean Tanker Economics Group in the Traffic Dept. Reynold R. Kraft, who was Sr. Technical Asst. with the Inland Design and Construction Section of the Repair Dept., has moved to the Technical Staff.

* * *

Pumpman Alonzo B. Beever, ex *Esso Miami*, made the front page of the *HOUSTON POST*, Nov. 26. Al was one of a group who "camped out" overnight to be first in line for tickets to the Galena Park Yellow Jackets-Beaumont South Park Greenies football game. The Greenies won 7-0 after a Galena Park drive in the final minutes of the game fell one yard short of a touchdown.

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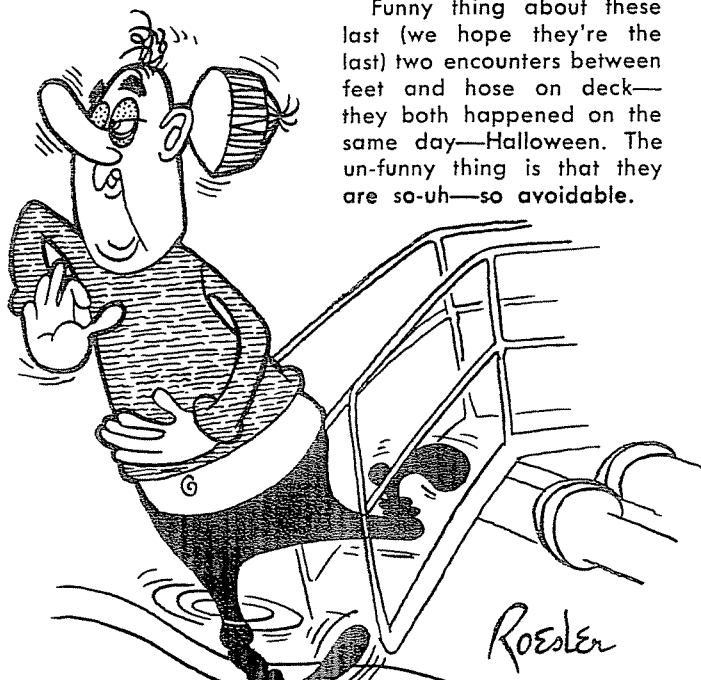
Esso Tankers, Inc. will become the Marine Dept. of Esso International, Inc. (formerly Esso Export Corp.) on Jan. 1. J. M. B. Howard, President of Esso Tankers, will become Sr. Vice President and a Director of Interest and Robert W. Mountrey, Vice President of Tankers, will be a Vice President and General Manager of the new Marine Dept.

The MIS-Adventures of

J. STUMBLEPRONE MC FRACTURE

If you think you have seen this sketch of J. Stumbleprone before, you're right. On the previous occasion Mac stepped on a Butterworth hose, twisted his right foot and broke a bone in it. Now, by George, he not only did it again, he did it twice again. On one ship he stepped off the windlass platform onto a wash-down hose, turned and sprained his left ankle. On another ship he tripped on some garden hose while washing down, fell and sprained his left wrist.

Funny thing about these last (we hope they're the last) two encounters between feet and hose on deck—they both happened on the same day—Halloween. The un-funny thing is that they are so-uh—so avoidable.



Minus Signs on Vouchers

We hear there is some confusion about the meaning of minus signs following figures on payroll vouchers. See if this helps to clarify some of the points.

1. A minus sign in the assignment section of the voucher means either an overpayment or a correction of an assignment. In other words, the minus sign wipes out that item and it is usually followed by the correct assignment.

2. A minus sign in a deduction area means a refund. (Two negatives make a positive.)

3. In the paid leave credits column, a minus sign after a figure indicates that the employee has had more paid leave than he has earned and owes that many days' work.

27,000 dwt. Ships Get New Draft Marks

During the past session of Congress, an act was passed which authorized deeper load lines for certain coastwise vessels and extended the summer zone from Cape Hatteras to Penobscot Bay, Maine the year round. As a result, new Plimsoll marks are being put on our 27,300 dwt. vessels.

The new summer marks will permit 8¾" deeper loading. This will mean about 4% increase in cargo carrying capacity, except for high gravity cargoes, where the cubic capacity and stress and trim factors are the limiting factors.

The 37,700 and 48,800 dwt. tankers cannot presently take advantage of the new load lines as channel depths are their limiting factors.

OBITUARY

GEORGE EDELMAN, 72, who retired Dec. 1, 1954 as senior Steward in the fleet, died in Brooklyn on Nov. 23. He had been ailing for the past two years with a heart condition. His wife, Marie, survives him.



Born in Germany, Mr. Edelman went to sea in 1911 as second confectioner with the North German Lloyd Line. He was later a pastry chef with the United Fruit Co. and a baker and chef ashore. He joined the Company as Chief Cook in June, 1923 and served as Steward from Aug. 1927 until his retirement.

Mr. Edelman was famous for his cakes and cookies. Before leaving his last ship, the *Esso Raleigh*, he made 10 fruit cakes and several large batches of cookies as a gift to the crew for the holidays.