

ESSO FLEET NEWS

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ESSO BALTIMORE CREW WINS LIFEBOAT RACE

U. S. Boat, in Dramatic Finish, Surges Across Line Ahead of Norwegian Entry to Regain World Championship

It was a never-to-be-forgotten sight to see them come down the stretch—the last $\frac{1}{4}$ -mile. The Norwegian flag *Havsul*, ahead all the way, was leading the *Baltimore* men by $1\frac{1}{2}$ boatlengths. They were bucking a strong ebb tide and choppy water. There was a gale of wind, driving rain, thunder and lightning. Slowly the Esso crew began to close the gap. Inch by inch they crept up with each powerful stroke. One length behind. Cox'n Mike Sharik was urging, pleading, encouraging, tongue-lashing them on as he threw his weight forward with each beat. A half-length behind. Now—it was now or never. Bend those oars. Pull, pull.

And how they pulled! They swept that 1,680-lb. boat across the finish line just 3.8 seconds ahead of the Norsemen. Up went the oars. Overboard went the Cox'n. Cheers rang. Whistles blew. And a limp Mr. Sharik was "fished" out of the water by a Coast Guard patrol boat.

The U. S. victory, first since the *Esso Brooklyn's* triumph in 1956, again brought possession of the Joseph W. Powell Cup to our shores and, for the first time, the Millard G. Gamble Trophy, donated last year by the former President of Esso Shipping Company.

As for several years past, this 23rd International seamen's classic was rowed over a one nautical mile course in the Narrows of New York Harbor, on May 24. There were nine entries. Competing in the first qualifying race and finishing in this order were: *Esso Baltimore*, U. S. (11'37"); *Havjo*, Nor. (11'53.5"); *Black Hawk*, Nor. (12'3"); *Statendam*, Neth. and *Flandre*, Fr.

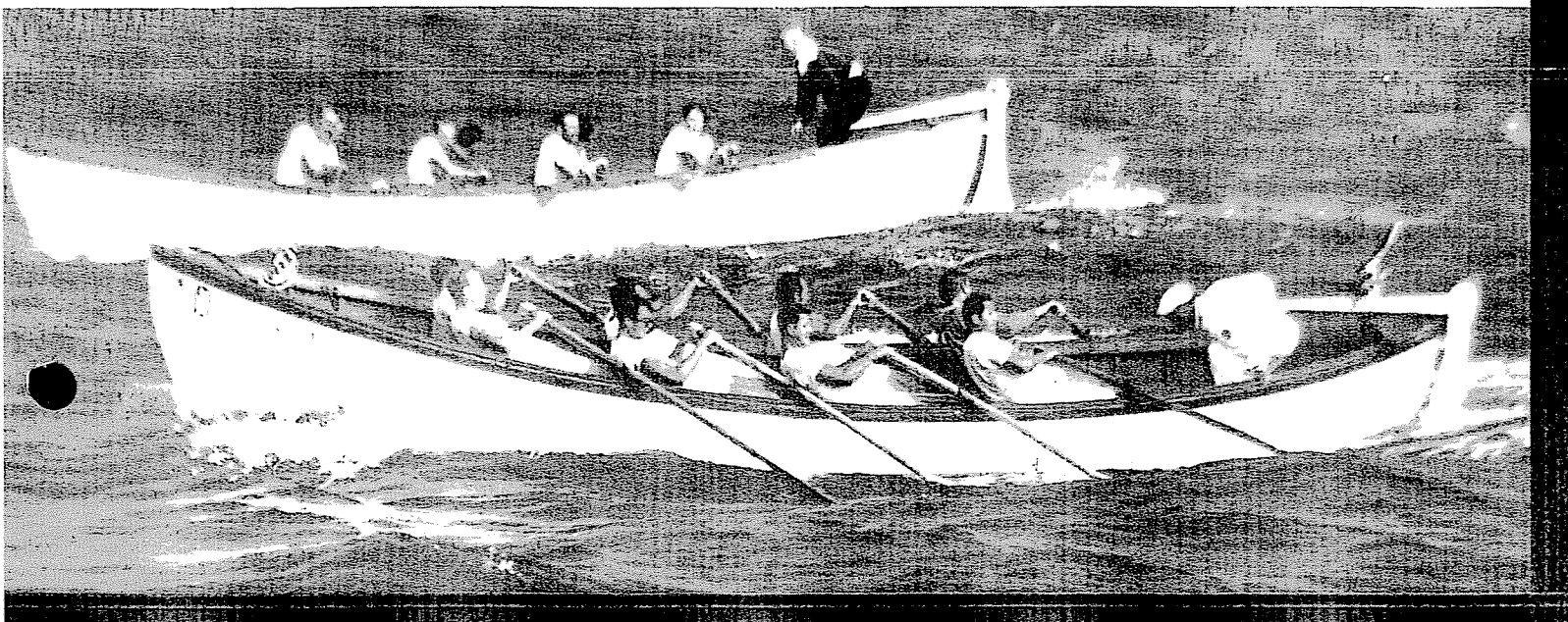
Racing in the second heat, by order of finish, were: *Havsul*, Nor. (14'37"); *General Gordon*, U. S. (14'53.5"); *Baie Comeau*, Nor. (14'57") and *France*, Fr.

The first, second and third place boats in the two heats rowed in the main event after a race between maritime academy crews in which the U. S. Merchant Marine Academy triumphed over midshipmen from the New York and Maine academies.

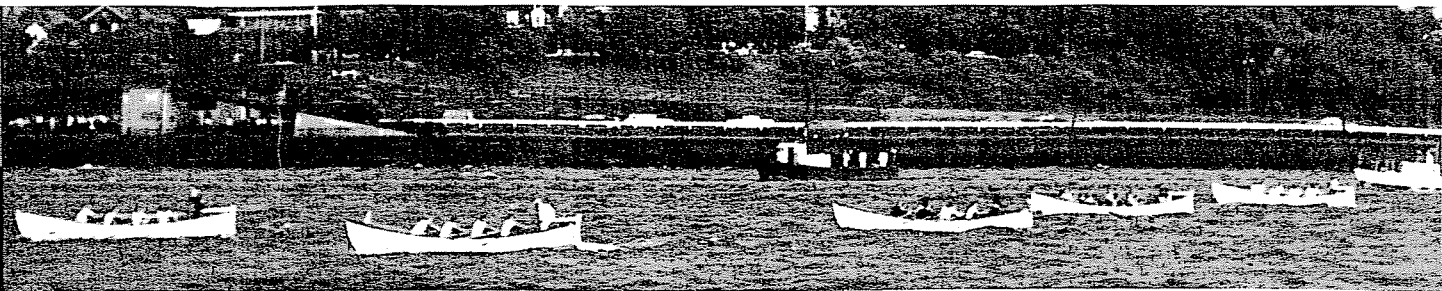
WORLD CHAMPIONSHIP RACE RESULTS

Place	Time	
1. <i>Esso Baltimore</i> . . .	15'53.2"	4. <i>General Gordon</i>
2. <i>Havsul</i>	15'57"	5. <i>Havjo</i>
3. <i>Baie Comeau</i> . . .	16'	6. <i>Black Hawk</i>

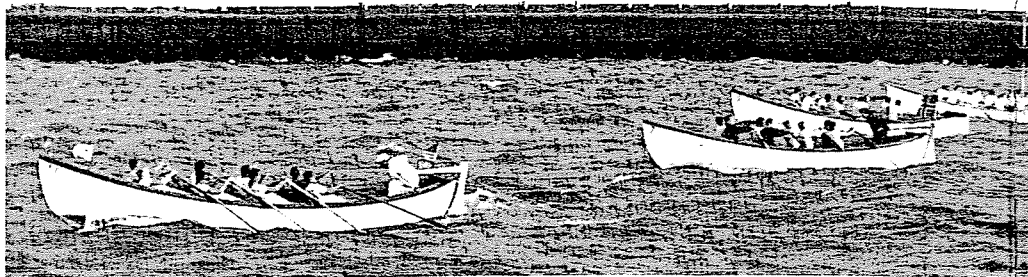
Just before the finish. The *Esso Baltimore* boat (foreground), in a final burst of power, is about to pull ahead of the Norwegian *Havsul*.



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Above. Mid-distance view of the final race. *Havsul* is leading, *Esso Baltimore*, second, followed by the *Baie Comeau*, *General Gordon* and *Havjo*. The *Black Hawk* is out of the picture at right.



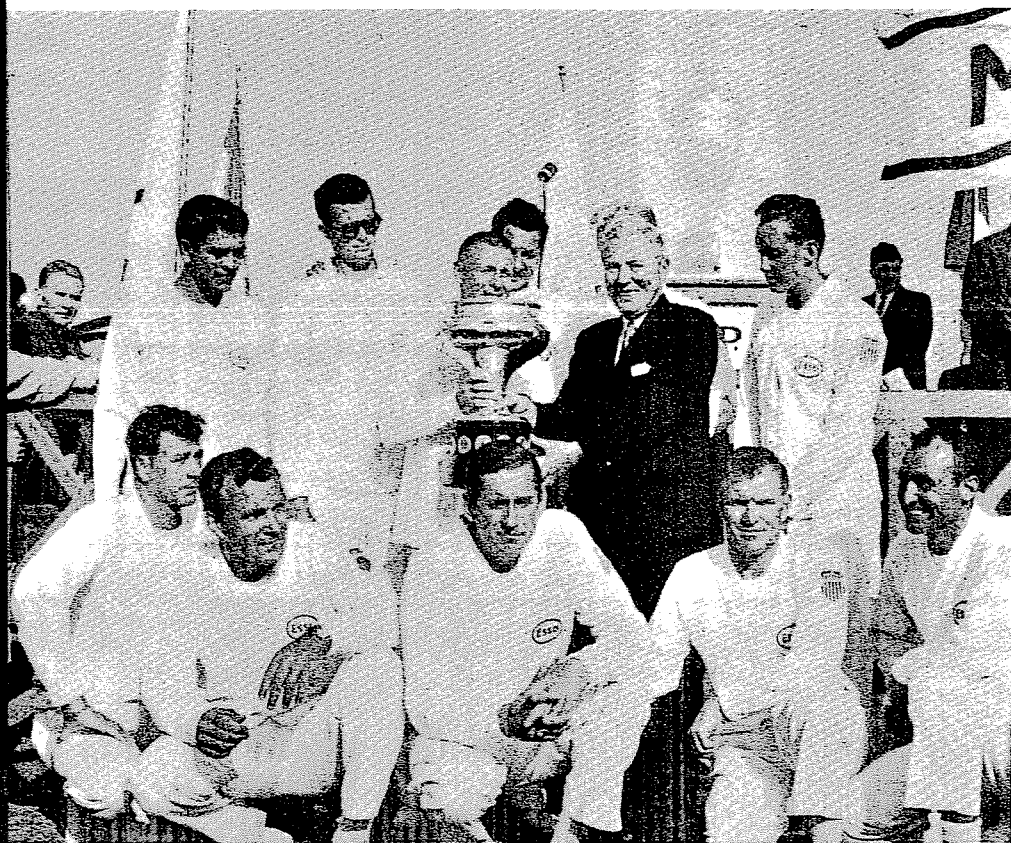
A short time later, the *Havsul* had increased its lead and the other three had closed up on the *Esso Baltimore* (left).



Near the finish, the *Esso Baltimore* (foreground) is digging in to overtake the *Havsul*.

The victorious Humble crew was treated to a dinner at the New York Athletic Club on Friday, May 25 and were guests of honor at a luncheon at the Houston Club on the 29th. Attending the latter affair were Carl E. Reistle, President and

Director of the Company; William Naden and J. K. Jamieson, Executive Vice Presidents and Directors; H. W. Ferguson and E. D. Reeves, Vice Presidents and Directors; Marine Division personnel and guests. J. D. Rogers, master of cere-



Fruits of victory. Michael Sharik, III, (center) Cox'n of the *Esso Baltimore* crew, receives the Joseph W. Powell Cup from John D. Rogers, General Manager of the Marine Division. At top is the glass-enclosed Gamble trophy, a perpetual symbol of life-boat racing supremacy.

In front row are (with their rowing position): OS George W. Young (4), Third Mate Andrew Bozicevic (5), AB Leendert Don (stroke), DM Alexis M. Michelson (7) and Oiler Linwood E. Davenport (3).

Standing: Wiper Victor Molina, Jr. (alt.), OS David C. Corry (6), AB Ernest M. Gonzales (2), OS Hans A. Andreassen (8) and OS Gerald Abbott (alt.).

C. E. Reistle, President of Humble, speaking at the Houston Club luncheon honoring the lifeboat crew. Mr. Reistle congratulated the new champions on their accomplishment and hoped they would win again next year. Seated, l. to r., are: Andrew Bozicevic (No. 5 oar); Captain Adolv Larson, Coach of the crew and Mr. Rogers.

The victory was a most gratifying retirement gift for Captain Larson, who became a Humble annuitant on May 1.

monies, briefly reviewed the history of the lifeboat races, of which 12 have been won by Norwegians and six by the United States—five of them by Esso.

High tribute was paid to Captain Adolv Larson, who volunteered his time after retirement to coach the crew, and to Arnfinn Olson, Ass't Coach.

Mr. Reistle, in complimenting the crew, said that "we take great pride in your accomplishment, great pride in our fleet. They are in keeping with our position as 'America's Leading Energy Company'".

A number of congratulatory messages were read by Sydney Wire, Assistant General Manager of the Marine Division. One, a telegram from President John F. Kennedy, said: "Please extend to the seamen of your fine lifeboat crew my heartiest congratulations on their winning the International

PURSUED, CORNERED.
SOMETIMES CAUGHT!!!



Esso



Lifeboat Race. From all accounts I have received, theirs was a first-rate performance. We are proud of them."

Mr. Wire also announced that Donald W. Alexander, U. S. Maritime Administrator, had sent a personal message of congratulation to every member of the *Esso Baltimore* crew.

While the brawny sweepswingers representing the *Esso Baltimore* were bending the oars on the race course, the men aboard the supertanker were not resting on theirs, either. According to Chief Mate Arthur W. Smith, the *Baltimore* loaded and discharged over 1,000,000 bbls. of crude from May 21 to May 28 on three round trips between Harbor Island and Baytown.

RECENT RETIREMENTS

CHIEF ENGINEER JAMES J. GUNNIP. For a while at least, the *Esso Gettysburg* won't be the same without Chief Gunnip and vice versa. They have been "going together" for the past five years—in fact, ever since the supertanker entered service on March 1, 1957. The parting of the ways came on April 5, when the Chief got off at Norfolk for paid leave prior to retiring May 1. He had 29½ years in the fleet.



Born in Ireland, Mr. Gunnip joined the U. S. Navy when he was 17, served two years as fireman and then sailed four years with Luckenbach Lines as oiler, third and second ass't engineer. Between 1926 and 1930 he was a boiler service engineer and second assistant with Atlantic Refining Co.

Mr. Gunnip's Company career began on Oct. 30, 1931 when he signed on in the *W. C. Teagle* as Third Ass't. He advanced to Second Ass't in the *Geo. H. Jones* in 1934 and to First Ass't in the *Livingston Roe* in 1936.

During World War II Mr. Gunnip put in four more years in the Navy, serving in the *Lafayette* (ex-Normandie), *Monticello* (ex-Conte Grande) and the *John Land*, a transport that participated in three Pacific island invasions.

After his return to the fleet in 1946, Mr. Gunnip was Chief in the *Esso Parkersburg* for nearly seven years and in the *Esso Raleigh* for two. His home is in Philadelphia but he'll be away for a while—left New York May 26 for a tour of Europe.

PUMPMAN JESUS PACIN. From March 11, 1940, the day he signed on as Fireman in the *Clio*, until his retirement on May 1, 1962, Mr. Pacin has not lost as much as a day of credited service with the Company. During that span of 22 years, 1 month and 21 days, he served all but 11 months as Pumpman.



The *Esso Greenville* was Mr. Pacin's last ship and that, he says was a hard time for him—getting off and leaving all his shipmates. "I really appreciate their retirement gifts (radio and wallet)."



George Van Photos

G. Fernandes; ABs Dale E. Fletcher, Jack T. Stillman, Carl C. Vella and Cecil E. Walker; DM James E. Rickels and MM Jing Ming.

On May 13 Jimmy got his biggest thrill — visiting the *Esso New York* in person at her berth in Bayway. He was made Honorary Captain of the ship and, befitting this rank, was treated royally by officers and crew.

he said, "and I wish them all, from the Captain down, good luck and happiness."

Mr. Pacin has been going to sea for close to 50 years. From 1920 to 1927 he sailed with the Ward Line, Lamport & Holt and the Isthmian Line and during the '30s, shipped out with too many to mention. In contrast, he served throughout World War II in just two Company vessels, the *Typhoon* and, for over three years, the *Esso Bolivar*. Since the War he has been Pumpman in dozens of ships.

Born in Spain, Mr. Pacin has lived in Brooklyn for many years but now plans to return and enjoy his last years in his native land.

Esso Jacksonville Bound for India

At 2310, May 28, the *Esso Jacksonville's* last mooring line was cast off from Berth No. 2, Baytown. The newly renamed (ex-*Esso Suez*), repainted and repaired tanker eased down the Houston Ship Channel — outward bound on what doubtless will be the longest voyage of her career. First dis-

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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.

Jimmy Hoos, 13-year old muscular dystrophy victim of Navesink, N. J. and Captain Ralph W. Durdle aboard the *Esso New York*. Early this year Captain Durdle wrote to Jimmy telling him that he had been elected Official Mascot of the tanker. Since then Jimmy has been happy to receive letters and cards from other ship's officers and crew members — among them Second Mate Leo H. Willis; Second Ass't Frederick G. Marks; Radio Officer Carroll W. Saunders; Chief Steward David

charge port will be Karachi, Pakistan, June 24, then Bombay, India. July 3, then — we know not where. It will depend upon what charter or charters our Traffic Dept. can arrange but it is not unlikely that the ship may circle the earth before she returns.

Sailing day had been busy. Captain William Hamilton had a score of details to attend to. Chief Engineer Colos J. Bennett saw to his bunkers and the entire 42-man complement had signed ship's articles, made allotments, had yellow fever shots, completed the loading of cargo, stores and not a few other details.

The *Jacksonville's* cargo consists of 13 grades of lube oil and one solvent, shipped under the U. S. Government's foreign aid and development programs.



Esso Jacksonville crewmen signing articles and making allotments. Left to right are: Russ Barry, Ass't Section Head, Ships' Payroll; Deputy Shipping Commissioner James Drummond; ABs Bob Andraesen and Jack Diggs; Pumpman Rex Williams; Second Pumpman Don Genung; Radio Officer Earle Schlarb and OS Jimmy Ralph Dash.

Company Honored by Propeller Club, Port of Jacksonville

A Certificate of Appreciation "for outstanding service which contributed to the growth and development of the American maritime industry" was awarded to the Company by the Propeller Club of the United States, Port of Jacksonville, Fla. The presentation was made by E. Owen McCuller, President of the Jacksonville club to J. D. Rogers, General Manager of the Marine Division, at a luncheon in Jacksonville on May 11.

In accepting the award, Mr. Rogers said: "I am very proud to accept this certificate on behalf of the officers and men serving in our tanker fleet and our shore staff. All of these people are dedicated to the safe and efficient operation of our vessels and, in carrying out their duties in a highly responsible manner, contributed to the excellent reputation enjoyed by U. S. flag ships wherever they call."