ESSO FLEET NEWS

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Foreign Voyages — and How They Grow

It is noteworthy that at this writing (March 1) three of our vessels are on far-flung, or rather, far-flinging voyages. The *Esso Gloucester* (Captain Roland E. Parkhurst and Chief Engr. William L. Kelly) left Baton Rouge, Feb. 5, discharged at Hamburg, Germany on Feb. 21-22 and sailed on the 23rd for Baltimore, due March 11.

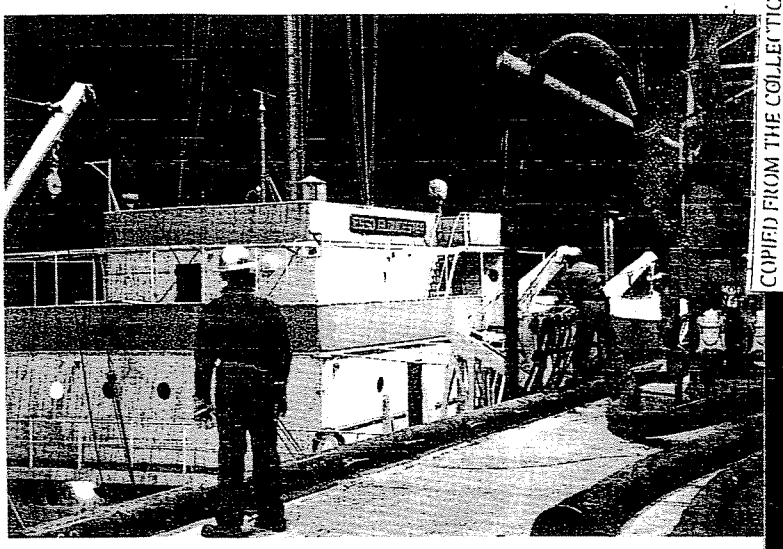
"It looks like the North Pole here, with so much ice and snow," Captain Parkhurst wrote on a card mailed "mit luftpost" from Hamburg, Feb. 23 and received in Houston on the 26th.

The *Esso Jacksonville* (Captain William Hamilton and Chief Engr. Robert M. Waltze) arrived at Bombay, March 1, just one month by the calendar after sailing from Baytown. She will discharge the balance of her cargo at Karachi about March 7, then proceed to the Persian Gulf to load a MSTS cargo for Pearl Harbor, arriving there about April 8. Upon her return to the U. S. Gulf, she will have circumnavigated the world a second time within a year.

The 87-day itinerary of the *Esso Scranton* (Captain Roger A. Steward and Chief Engr. Thomas J. Bov), on her third India voyage, was — Beaumont, Dec. 8; Suez, the 29th; Aden (for bunkers), Jan. 6; Bombay, the 12th; Calcutta, the 22nd; Mina al Ahmadi, Kuwait, Feb. 4, and Paulsboro, N. J., March 7.



Strange people, faraway places and curious customs — photos by AB Michael Sharik, III on the *Esso Scranton's* second India voyage. At left is a tough "straw boss" on the Bombay docks; below, the Suez Canal, and below right, a colorful Hindu shrine in Budge Budge, one of few permitting photographs.

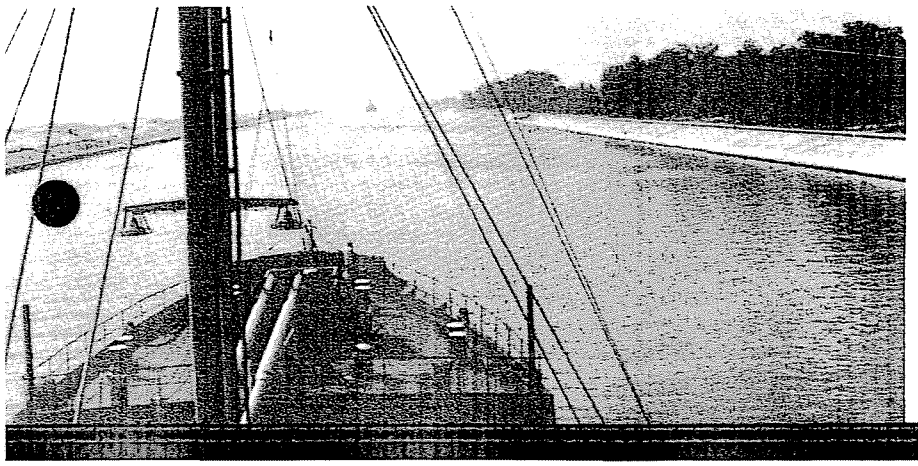


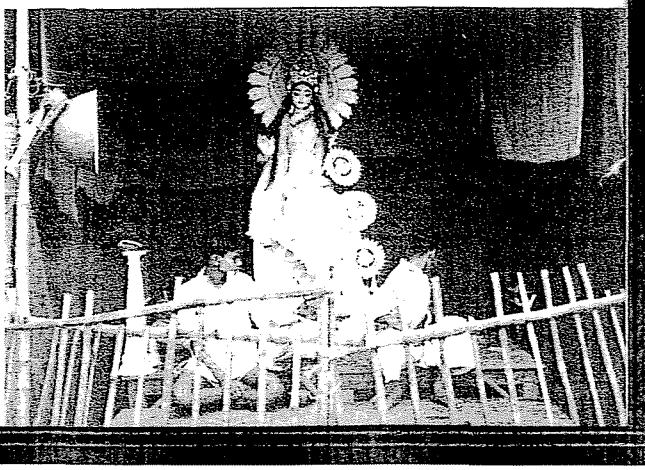
Esso Gloucester loading heating oil for Hamburg at the Baton Rouge Refinery's two-level docks, Feb. 4.

Perhaps the thought has crossed your mind — "How do these foreign voyages come about?"

They develop in different ways. The *Gloucester's* trip, for example, resulted from a chain of circumstances that included 1. extraordinary cold weather in Europe, 2. shortage of heating oil there, 3. a supply here, 4. the lack of a foreign-flag vessel and, 5. the *Gloucester* being available on short notice and suitable for carrying a clean cargo.

The selection of the *Jacksonville* and *Scranton* for voyages to India and Pakistan were also influenced by their availability and suitability, plus the offering of attractive charter rates. Their cargoes of lube oils are part of the U. S. Government's AID (Agency for International Development) program and the charters were secured in competition with other American tanker owners. (continued)





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When the *Scranton* and *Jacksonville's* voyages were confirmed, our Traffic Dept. set about to secure "back haul" cargoes rather than have the vessels return in ballast. They were successful in both instances.

Through contact with ship brokers, a charter was arranged for the *Scranton* to load crude at the Persian Gulf for Paulsboro for the account of Socony Mobil.

In case of the *Jacksonville*, the Military Sea Transportation Service had issued a "market order" for a Persian Gulf-Hawaii lifting and a charter agreeable to both parties was negotiated.

Latest development in foreign voyages is another AID cargo for the *Scranton* — this time a Caribbean loading for discharge at Sfax and Tunis, Tunisia, North Africa.

Tip-Off on the 1963 Lifeboat Race

We have it from usually reliable sources that there will be two Esso boats vying for the world championship in the International Lifeboat Races to be held in New York Harbor on May 28. One boat will represent Humble's Marine Division; the other the Tanker Department of Esso International, Inc. (formerly Esso Tankers, Inc.)

Immediately upon dredging up this scoop, we consulted our astrologer and the FARMERS' ALMANAC (sent to us by a well-meaning friend) and the stars tell us that the Humble entry is destined to repeat its triumph of last year.

Thus, any men in the fleet wishing to try out for a place in the winning boat should write or call Arne Olsen at Marine Division headquarters in Houston. Please state your age, weight and any previous rowing experience or special qualifications which you have.

140 Special Retirement Acceptances

As of March 1, the number of Special Voluntary Early Retirement acceptances received from seagoing men totaled 140, an increase of 19 during the past 1½ months. On the same date, 108 rejections of the offer had been received.

The names, ranks and month of retirement of those accepting (not previously published) are as follows:

Deck Officers		
Briles, Howard A.	Capt.	7
Acosta, Joseph	Ch M	7
Touchton, Hoke	3rd M	7
Engine Officers		
Kelly, William L.	Ch Eng	6
Blume, Erich	2nd A	7
Jahr, Ralph	2nd A	7
West, Henry A.	2nd A	7
Walton, Roland A.	3rd A	7
Chief Steward		
Loiti, Tomas		5
Unlicensed, Deck		
Woods, Vernon B.	Bosn	4
Karlsen, Norman T.	AB	7
Nelson, Alfred	AB	4
Schroeder, John H.	AB	4
Unlicensed, Engine		
Austin, Sidney N.	Oiler	4
Barboza, Antonio	Oiler	6
Guay, Alfred J.	FWT	5
Heales, Howard A.	FWT	7
Wainczak, John	Wiper	6
Steward's Dept.		
Barros, Francisco T.	Ch Ck	5
Cera, Fortunato P.	POM	7

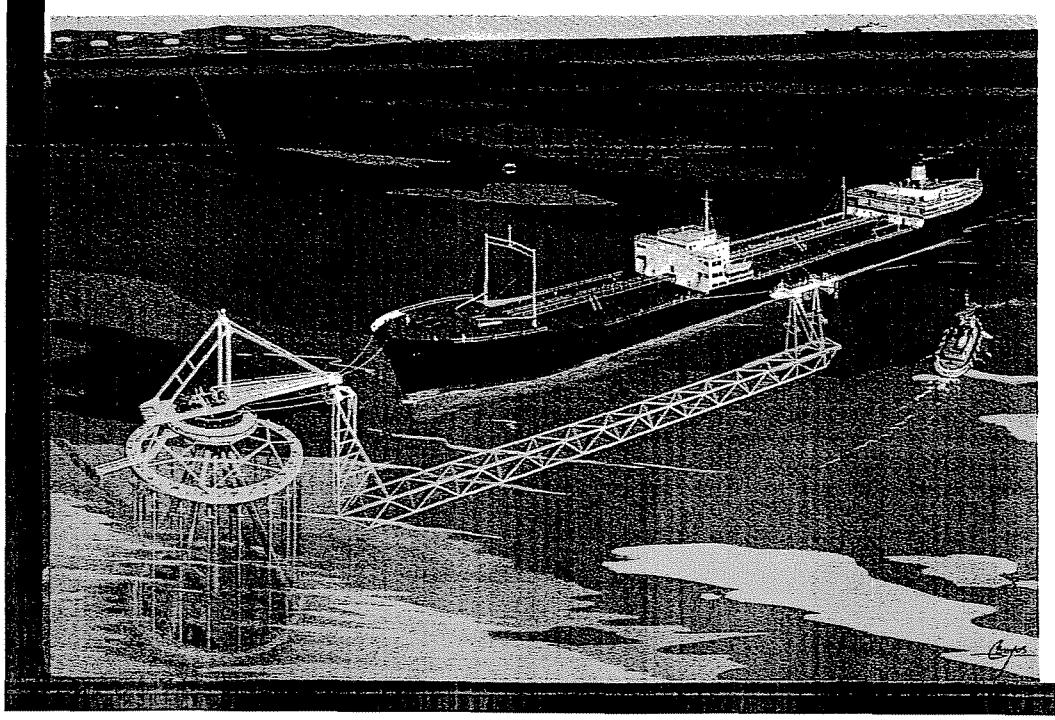
TAFFRAIL TALK

The *Esso Boston* (Captain Thomas K. Lawton and Chief Engr. Joseph Musante) loaded at Corpus Christi, Feb. 23-24 — first time for one of our 48,800-tonners and perhaps the largest ship to call at that port.

* * *

Captain Paul (Alic) Chotin retired Feb. 20 after 42 years of piloting on the Mississippi. A New Orleans TIMES PICAYUNE article states that Captain Chotin, 75, "can still board moving ships with a rope ladder as well as anybody, but he

Sketch of a giant off-shore tanker mooring and loading structure, built for Esso Standard Libya, Inc., a Jersey affiliate. The tower stands in 100' of water, one mile off Marsa el Brega, Libya. The first successful loading was made in mid-February when 541,000 bbls of crude were pumped aboard the 77,000-ton *Esso Austria*.



The 2,800-ton tower rests on the ocean floor and is further secured by piling. It is 175' from top to bottom. Oil is pumped through a pipeline from shore to the center of the rig, out through the pipe-constructed loading arm and from the platform at its end to the tanker through conventional hose. The horizontal part of the arm floats submerged enough to allow the tanker to ride over it and both are free to swing 360°. Thus, they would always be down wind or down current.

During several previous tests of the tower it was found that tanker mooring and unmooring were much faster and simpler than at a dock or sea berth.

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would rather bait a hook". In recalling his early years, the Captain was quoted in the newspaper as saying, "River men were tough in those days. You had to carry a rifle in the pilot house. Never knew when some fisherman would blaze away at you after you cut across his line."

* * *

A reduction of 400 wage and salaried employees among the 4,750 workers at the Baton Rouge Refinery is to be effected by early June, according to an announcement Feb. 21. Also announced was a special early retirement program and an employee placement center to assist surplus personnel in finding new jobs.

Open House at the New Humble Building

An invitation to employees, annuitants and their families to visit the new Humble Building in Houston has been issued by Morgan J. Davis, Chairman of the Board. Areas of general interest will be open to visitors during a series of open houses on the following dates:

Saturday, March 23 — 9 a.m. to 9 p.m.

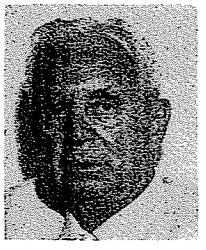
Sunday, March 24 — 12 noon to 9 p.m.

Monday, March 25, through Thursday, March 28 — 6 p.m. to 9 p.m.

Sunday, March 31 — 12 noon to 9 p.m.

In order to minimize crowding, admission will be by ticket, available at the Baytown Refinery on March 1 and at the Touring Service on the main floor of the new building on March 15.

OBITUARY



CAPTAIN JAMES S. LECAIN, 75, died suddenly of an apparent heart attack at his home in Long Beach, Calif. on Feb 20. He had been retired since April, 1952. Surviving is a daughter, Mrs. Helen Flanagan, and two sons, Harold and Lloyd.

Born in Nova Scotia, Captain LeCain had a 48-year seagoing career and an outstanding record of 31 years' service as Master with the Company. He commanded troopships in the first world war and tankers in the second, all without casualty.

During his retirement Captain LeCain enjoyed gardening and taking long auto trips. On several occasions he was "official greeter" and shoreside guide to Esso officers and men when their vessels docked at Los Angeles.



CLIFFORD V. WOMACK, retired First Asst. Engineer, died in Chapel Hill, N. C. on Feb. 17. He was 62 years old and had been retired since April 21, 1956. His wife, Edna, survives him.

A U. S. Army veteran of World War I, Mr. Womack went to sea in 1936 with the Grace Line. He joined the Company as Electrician in the *J. A. Moffett, Jr.* in Sept. 1938 and survived the torpedoing of that vessel in July, 1942. He was First Asst. and relieving Chief Engineer for several years prior to his retirement.

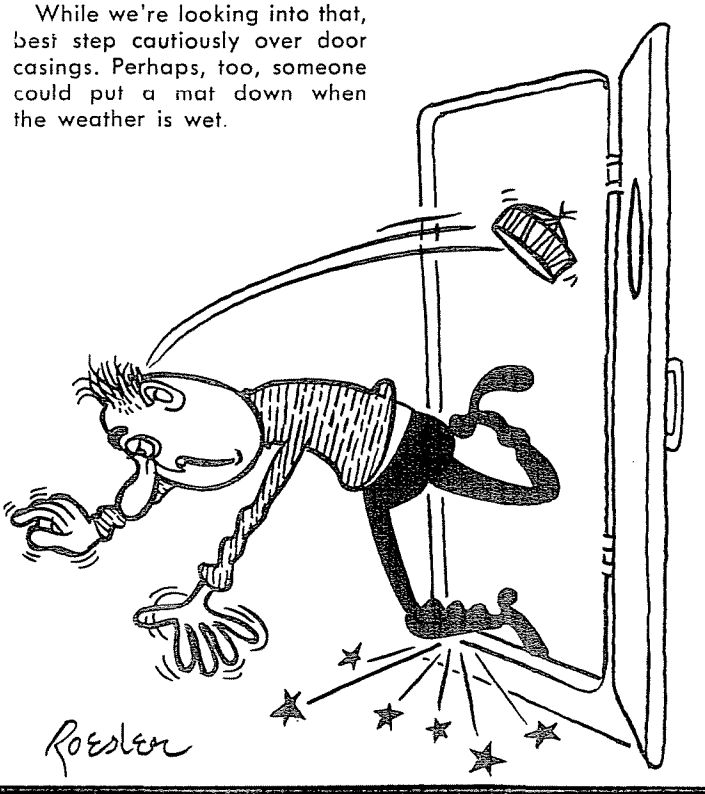
Mr. Womack was a native of Missouri and resident of Rocky Mount, N. C.

The MIS-Adventures of

J. STUMBLEPRONE MC FRACTURE

Mac is not tripping over the watertight door casing here. He is too smart (?) for that. Coming into the after house from a wet deck outside, he stepped over the casing but that foot slipped and he came down on the casing with the other shin. Sort of hobbled him for awhile. Probably had rubber heeled shoes and you know how wet rubber slips on a smooth surface, except — — SAY! How about Enjay Butyl rubber heels. If it works with auto tires, why not on seaman's shoes?

While we're looking into that, best step cautiously over door casings. Perhaps, too, someone could put a mat down when the weather is wet.



ESSO FLEET NEWS is published for the seagoing employees of the Marine Division, Humble Oil & Refining Co.: Joseph Andreae, 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.

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RECENT RETIREMENTS

RADIO OFFICER EUGENE G. OSBORNE sailed in the *Esso Lexington* for three years prior to his retirement, Jan. 1, had double that time in the *Esso Gloucester* and for 8½ years (March 1944 to Nov. 1952) was regularly assigned to the *Esso New Haven*. He also made wartime voyages in the *Esso Paterson, Esso Augusta* and *E. J. Sadler*, surviving the torpedoing of the last vessel on June 22, 1942. His 27 years of service go back to July 1935 when he signed on as Radio Officer in the *James McGee*.

Mr. Osborne was born in Wyoming and resides in Bayville, N. J.



BOS'N CHARLES O. ABRAHAMSEN. Except for his first ship, the *J. A. Moffett, Jr.* in Aug. 1936 and a few trips in the *Dartmouth* 10 years later, Mr. Abrahamsen served 23 years in the fleet as Bos'n. He put in 26 solid months between 1940 and 1942 in the *Prometheus*, followed by World War II voyages in five more vessels. His last ship before retiring Jan. 1 was the *Esso Dallas*.

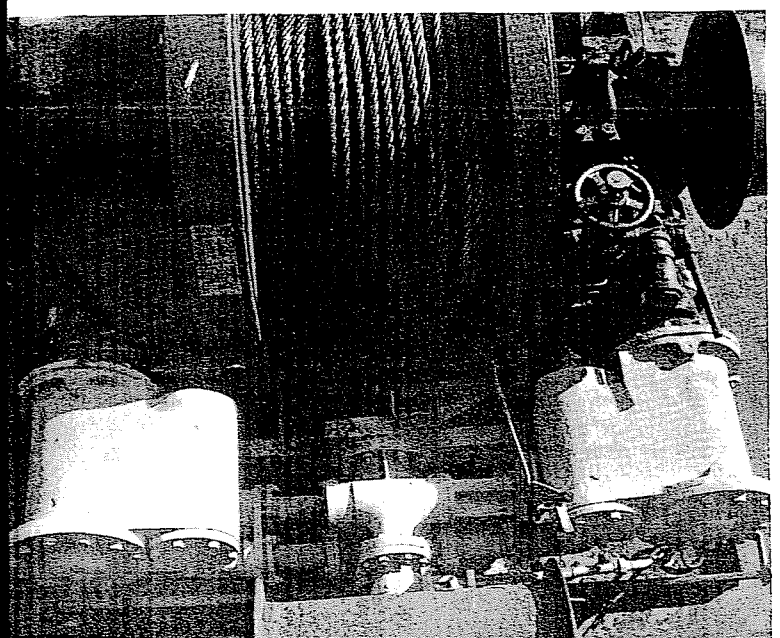
Born in Norway, Mr. Abrahamsen is married and lives in Pasadena, Md.

You could be looking here at our first winch to have its steam cylinders and hot piping successfully protected against corrosion by a new heat and weather resistant coating. The winch is on the *Esso Newark* and the coating is a new formula (patent pending) developed at Humble's Special Products Plant in Houston.

In the laboratory the coating showed amazing results. Steel test panels were heated to a red hot 900° and dropped in a bucket of cold water — with no effect on the coating.

If the experimental applications on the *Newark's* deck steam lines and winch cylinders stand up under the rugged conditions of heat and cold salt water dousings, as the tests give promise, another bothersome and costly tanker maintenance problem may be solved.

Project Engineer Walter H. Radut





MACHINIST LEO P. ELB joined the fleet as Pumpman in the *Walter Jennings* on May 20, 1944, after sailing for 12 years on the West Coast in Standard of California tankers. Seven months later he got the Machinist's berth in the *Jennings* and all the rest of his 26 years of credited service was in that rating.

During World War II Mr. Elb shipped out in six vessels, including 14 months in his first Company tanker. The *Esso Huntington* and *Esso Lexington* were his most recent assignments prior to his retirement, Jan. 1.

Mr. Elb is married and lives in Bayonne, N. J.

CHIEF STEWARD THOMAS M. SPILLANE retired Jan. 1 with 23 years' service. He sailed in the fleet originally in July 1930 and continuously from Oct. 1940, when he joined the *Frederic R. Kellogg* as P. O. Messman. Serving throughout the War, he advanced to Second Cook in the *Vistula* in March 1944 and to Chief Cook two years later. He has been Chief Steward since April 1947 — for the past four years in the *Esso Tampa*.

Mr. Spillane's home is in East Braintree, Mass.



CHIEF STEWARD GEORGE J. TOWNSEND answered two calls during his life — the call to the colors in 1917, when he joined the U. S. Army for two years, and the call of the sea in 1920, when he shipped out in a U. S. Shipping Board freighter. He has been going to sea for 42 years, 23 in the Esso fleet.

Signing on as Officers Messman in the *Benjamin Brewster* in Nov. 1939, Mr. Townsend advanced to Second Cook in April 1940 and throughout World War II, sailed in numerous vessels as Chief Cook. He was Chief Steward from Feb. 1946 until he left the *Esso Jacksonville* for his last paid leave before retirement, Feb. 1.

A bachelor, Mr. Townsend resides in Bayonne.

WIPER HARRY BROOME. "From my boyhood (15 years), I have always been on the water. The salt has preserved me up to today but now I'm a little wobbly. In person I may leave you but in thoughts, never." This is part of a sincere little thank you note that Mr. Broome wrote to the officers and crew of the *Esso Jamestown* shortly before his retirement, Jan. 1.

Though he has been going to sea 50 years, Mr. Broome had but 11 years with Esso. He joined the *Kern Hills* as OS in Jan. 1952 and sailed as Wiper from May '52. He and his wife, Lillian, live in Jacksonville, Fla.

MESSMAN OTIS R. HOLCOMB reached mandatory retirement age on Jan. 1 after 16 years in the Company. He started as P. O. Messman in the *Esso Greenville* on Dec. 6, 1946 and continued in Steward's Dept. ratings throughout his career. His last ship was the *Esso Gloucester*.

Mr. Holcomb, a native and resident of Mississippi, lives in Hattiesburg with his wife, Myrtle.

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