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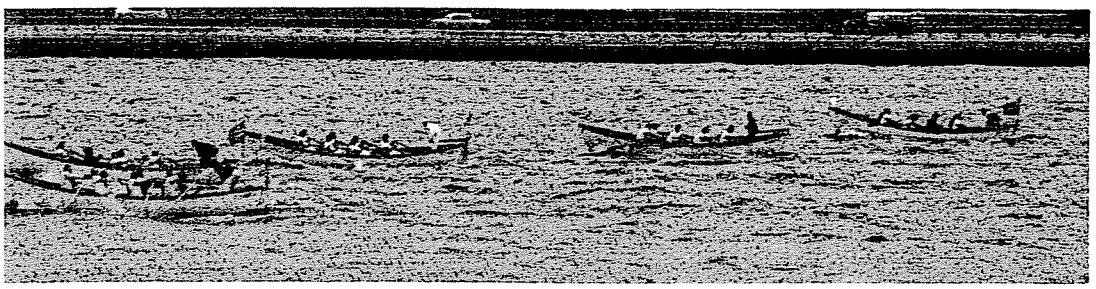
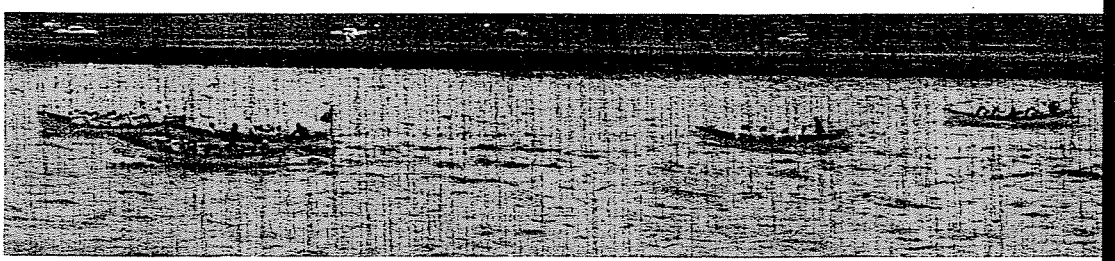
THE UNIVERSITY OF TEXAS AT AUSTIN

How the Race was Won

Photos of the 24th International Lifeboat Race, New York, May 28

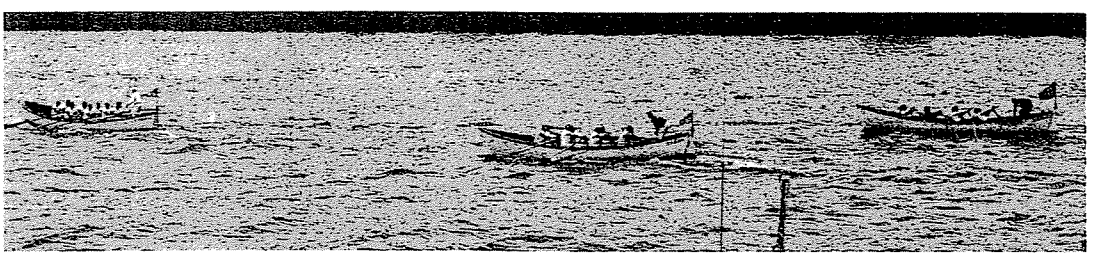


Right after the start of the championship race. Offshore to inshore are: MSTS' *Upshur*, Norwegian-America Line's *Bergensfjord*, Humble's *Esso Baltimore*, Jacob Kjode A/S' *Baie Comeau* and the Meyer Line's *Havskaar*.

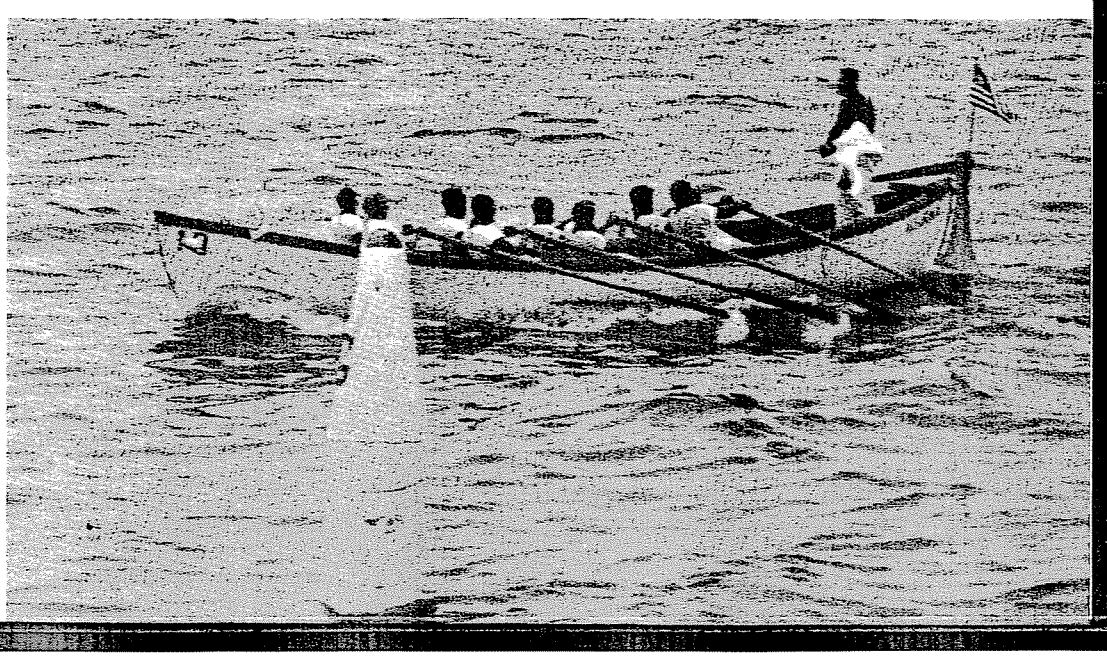


About the ¼-mile mark. The MSTS boat has inched ahead of the *Bergensfjord* and the *Esso Baltimore* has almost a length on both of them. Trailing are the *Baie Comeau* and *Havskaar*.

Photos by Mac Gramlich



Shortly after midway, the die was cast. Here, the *Esso Baltimore* is well in the lead, followed by the *Upshur* and *Bergensfjord*.



A split-second before the *Esso Baltimore* men crossed the finish line. Cox'n Sharik is preparing for a dunking, something he didn't have time to do last year.

In the first heat, which the *Baltimore* won in a record 9' 5.2", the *Havskaar* finished second (instead of third as stated last issue).

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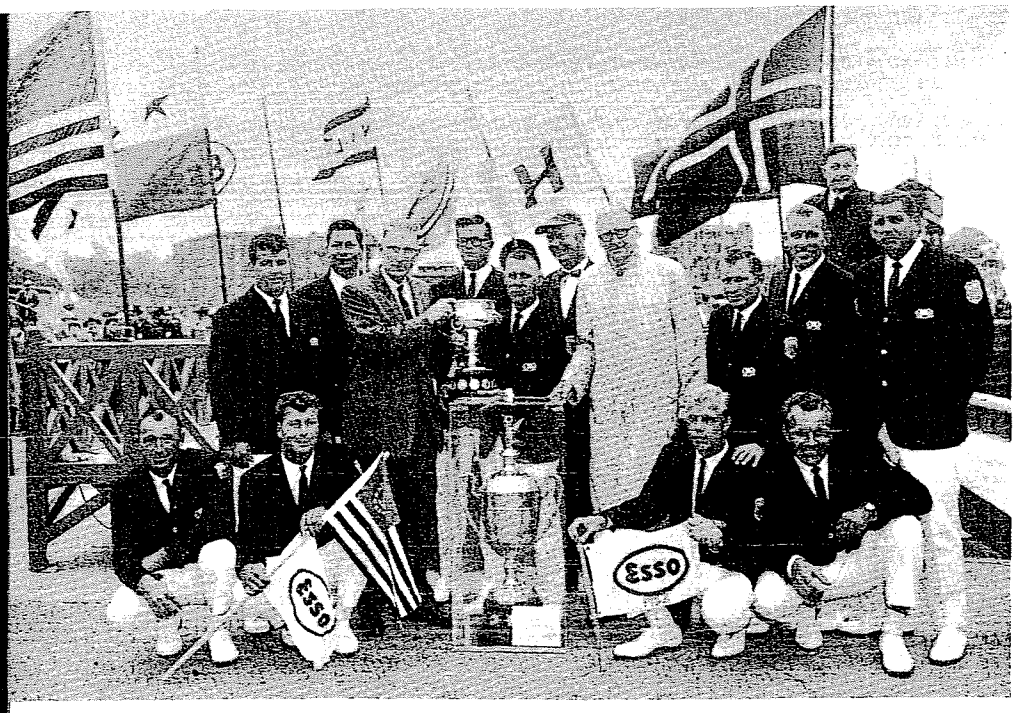

The "winnahs" and the trophies. Front row, l. to r. are: Linwood E. Davenport, No. 3; George W. Young, Stroke; Hans A. Andreasen, No. 8, and Andrew Bozicevic, No. 5.

Standing: John G. Steele, Alternate; Ernest M. Gonzales, No. 2; Loren F. Kahle, Chairman of the International Lifeboat Racing Ass'n, who presented the Powell Cup; David C. Corry, No. 6; Cox'n Michael Sharik, III; Coach Arnfinn Olsen; Mr. Gamble, donor of the Millard G. Gamble Trophy (in plastic case); Alexus M. Michelson, No. 7; William E. Stanley, No. 4; Harry Nilsson, Secretary of the Racing Association, and Leendert Don, Alternate.

N. Y. Daily News

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TAFFRAIL TALK

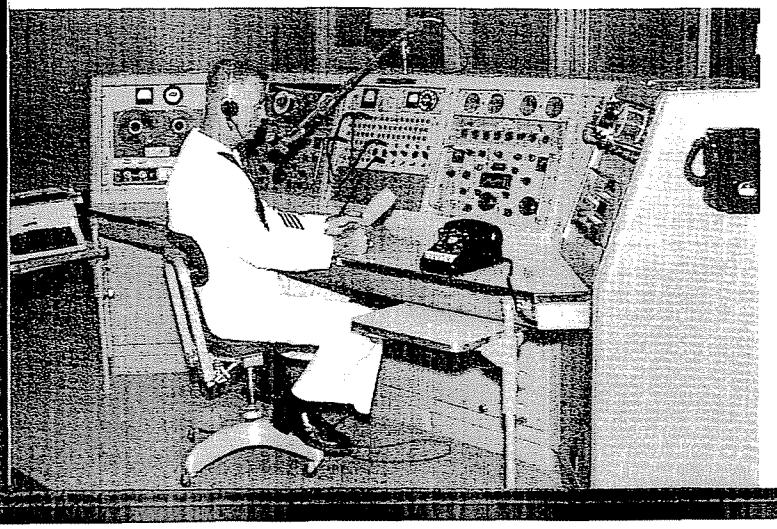
Miss Eileen Griffiths, daughter of Captain Harold Griffiths, has graduated from Barry College, Miami, Fla., with a B.S. degree in nursing.

* * *

John D. Rogers, retired General Manager of the Marine Division, was presented with a distinguished service citation by the American Merchant Marine Institute at the Maritime Day ceremonies in Rockefeller Plaza, N. Y.

One of the 7 control consoles, with Coast Guardsman Frederick Worles, Jr., on watch, in the Coast Guard's new radio station (NMG) at Belle Chasse, La., just south of New Orleans. The $1½ million communications center was commissioned on May 14. It has the latest developments in antenna design and communications technique, with transmitting and receiving sites 1½ miles apart. In addition to the usual radiotelephone and manual radiotelegraph, facilities include radioteletype and special equipment for communicating with aircraft.

The control consoles are located in an operations building from which high powered transmitters are operated by remote control. Living quarters for 2 officers and 39 men are in a separate building.



Captain Walter F. Andrews (ret. Feb. 1) writes that "Retirement is just fine and I'm gradually changing over to the engineering side of things—you can tinker better in that line." Great Caesar! has the Captain missed his calling all these years? On second thought, Captain Andrews' well known "command" of salty language might go far to qualify him as a tinkering Engineer.

* * *

Humble was successful bidder ($288,640) early in May for drilling rights on a 640-acre tract on the old Susitna gunnery range, near Anchorage, Alaska.

* * *

Land sakes! You remember the item in the April 18 FLEET NEWS in which Second Asst. D. H. Hettinger claimed (with tongue in cheek) that "Mates in general are approx. 2 to 5 years behind Engineers in original and productive ideas"? Well, for awhile we thought his statement was going unchallenged.

Gerald F. Smith, though, Third Mate in the *Esso Jamestown*, has come to the defense of the Deck Dept. Mr. Hettinger's comment was prompted by his claim to have used heaters to warm the bottom of a ship on drydock "as far back as

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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.

EXX-MOR-007365

Oct. 1961" so that tank coating could be done in cold weather.

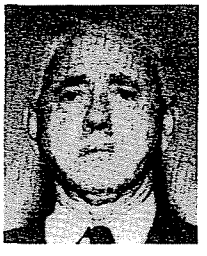
Now. Mr. Smith writes that this was done in Todd's Hoboken yard in March. 1960. Not only that but Mr. Smith himself made an 8′ propane burner in 1960 and this idea was later perfected by George White of Maryland Drydock and used successfully during coating work on the *Esso New York* last January.

OBITUARY



JAMES J. MOORE, 58, First Asst. Engineer in the *Esso New York*, died June 6. He suffered a heart attack while going ashore in a launch at New Orleans. Surviving are his wife, a daughter, Mrs. Sigrid Perry and a step-son, Jose T. Ring, FWT in the *Esso Tampa*.

Mr. Moore had over 22 years of Company service. He first sailed in the fleet as Machinist in the *Esso Charleston* in Nov. 1939 and since Sept. 1946, had served in all the licensed Engine Dept. ranks. He was born in Newfoundland and lived in Jacksonville, Fla.



RAMON DUBERT, 77, retired Bos'n, died May 16 in Spain. His wife survives him.

Mr. Dubert (Joe) had a long seagoing career, beginning in Spanish sailing ships at the age of 12. He worked for the Munson, Ward and Transmarine lines and had over 16 years in the Esso fleet when he retired on July 1, 1951. He served in four vessels throughout World War II, followed by 6 years in the *Esso Raleigh*.



Albert M. Scara

A Boy and the Sea

Some fellows may go home on paid leave and get a lot of sympathy from the Mrs. when they tell her how hard they work aboard ship. But not Albert M. Scara, Special Second Mate (working for his Master's license) in the *Esso Jamestown*. His wife, Pat, can give it back to him, double in spades.

In addition to the "Princess" (Susan, 4), the Scaras, of Rahway, N. J., have three sons — Albert, 11, Robert, 10 and Michael, 6. As if this fine family were not enough to keep her hands full. Mrs. Scara is a cub scout den mother and reporter for the local CUB SCOUT MIRROR. One of her recent stories in the paper was this:

> Once upon a time there was a little boy, the same age as most of you boys reading this story. Every day after school this boy would go to a hill near his home and watch a scene that completely captivated him. At the age of 16 he could no longer resist the magic spell of what he saw each day, so he left his home and went to this great love of his which held promises of great adventure. His love never disappointed him. She took him to many places, she is very kind and gentle as a soft breeze. But oh! she could be cruel and mean, black and tempestuous. Many a man who has loved her has been snatched to her black depths for all eternity.
>
> Now, after 20 years, this man who was captivated as a little boy still cannot resist his love's magic spell. When she beckons he goes to her, because this is the story of a man and the sea.

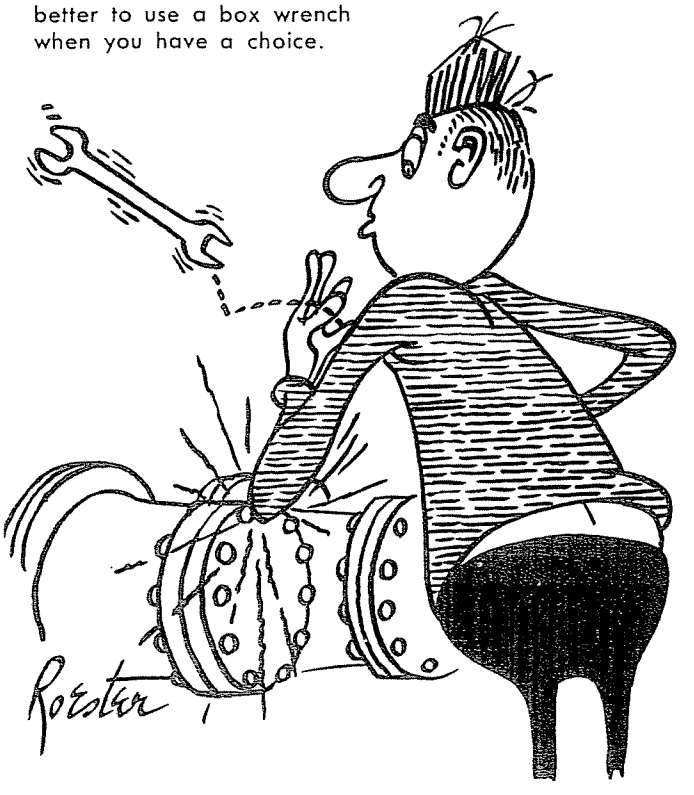
Al says that's just about the way it was. He has been going to sea with Esso for 18 of his 35 years.

The MIS-Adventures of

J. STUMBLEPRONE MC FRACTURE

Mac was removing nuts from a spoolpiece on the midship cargo connections. When the wrench slipped, he struck his left elbow against the next flange. Although we weren't there, we feel safe in stating that this resulted in acute and instant anguish, accompanied by an emotional outburst of strong language.

Might it not be more prudent to keep the vulnerable elbows fairly close to the ribs during such operations? Gives you better leverage, too. Also, beware of loose-fitting open end wrenches; better to use a box wrench when you have a choice.



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RECENT RETIREMENTS



CAPTAIN WILEY L. CHAMBERS' home is in Denham Springs, La. (9 miles east of Baton Rouge), the town where he was born. He is going to restore his farm, raise some cattle and keep the house and yard in shape — plus a little golf. Captain Chambers and his wife have a 9-year-old son, Jacob.

Joining the *Polarine* in Aug. 1928, Captain Chambers sailed intermittently in the fleet as OS and AB until the end of 1941. He advanced to Third Mate in the *Esso Bayway* in March 1942 and spent nearly two war years in that ship, part of the time as Second Mate. He was also Second or Chief Mate in three other vessels during the War.

From the time he took command of the *Esso Paterson* on May 2, 1948 until his retirement, June 1, Captain Chambers sailed as Chief Mate and Master—for the past 9 years in the *Esso Raleigh* and *Esso Bangor*. He has 26 years of credited service.



CHIEF ENGINEER WILLIAM L. KELLY had 21 years (1921-1942) with Merchants & Miners Trans. Co. and 4 years (1942-1946) in the Navy before he started with Esso in Nov. 1946. His first assignment was Third Asst. in the *Esso Charlotte* but nearly all the rest were as First Asst. or Chief Engineer. From Aug. 1957 to May 1959 he and Walter W. Werner were instructors in an on-the-job training program in emergency procedures.

Retiring with 16½ years' service on June 1, Mr. Kelly plans to relax, travel a little and see more of his 4 children and 11 grandchildren. He and Mrs. Kelly live in Baltimore.



THIRD MATE JOHN H. HACKLIN. Born in Finland, Mr. Hacklin was a lad of 17 when he got his sea legs in Baltic and North Sea sailing ships. He came to the U. S. in 1920 and shipped out of East Coast ports as AB. After 10 years ashore in the building trades, he returned to sea in 1939, sailing on the West Coast as a licensed officer.

With but few exceptions, Mr. Hacklin's 15 years in the Esso fleet were as Third and Second Mate. His first ship was the *Birch Coulie* in Feb. 1948 and his last before retiring May 1 was the *Esso Baltimore*.

Mr. and Mrs. Hacklin have one son, John, Jr., and live in Clearwater, Fla. in the winter and in Eastern Connecticut during the summer.

BOS'N JOHN GALA, of Bayonne, N. J., retired May 1 with over 21 years of credited service. Recently Bos'n in the *Esso Huntington*, he sailed in that rating for the past 5 years and in 1944 and '43. The latter assignment was in the *H. H. Rogers* and he survived her torpedoing and sinking in a convoy 600 miles from Ireland on Feb. 21, 1943. He also served in 4 other vessels during the War years.

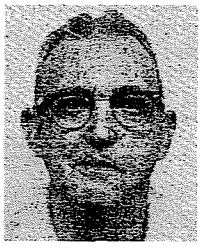
Outside of his assignments as Bos'n, Mr. Gala sailed mostly as AB.



PUMPMAN JOSE GARCIA became an annuitant on June 1, after 26 years, 8 months of continuous service in the fleet. Now, he is going to operate his 35-acre picnic area, do a little gardening, raise chickens, hogs and cows and enjoy being with his family.

Mr. Garcia joined Esso's *John D. Archbold* in Aug. 1936, following 6 years with United Fruit and 4 with Lykes Bros. He sailed as Oiler and FWT until June 1942 and as Pumpman for the rest of his service. He shipped out in 6 ships during the War, surviving the torpedoing of 2 in succession — the *Esso Baton Rouge* and *S. B. Hunt*. Both reached port for repairs.

Mr. and Mrs. Garcia live in New Orleans and have a married daughter.



FIREMAN-WATERTENDER ARTHUR P. FORESTER. Except for two years as a railroad fireman, Mr. Forester has been going to sea for 43 years. He was in the U. S. Navy from 1920-25, sailed on the Great Lakes from 1926-29 and with Cities Service and Gulf Oil before joining Esso in Jan. 1939. He was FWT for most of his 20 years in the fleet, serving in this rating throughout the War (5 vessels) and in his last ship, the *Esso Gettysburg*.

Born in Pa., Mr. Forester is married and lives in Kenner, La. His retirement was effective June 1.



CHIEF COOK FRANCISCO T. BARROS left the *Esso Jamestown*, March 25, for paid leave and retirement (May 1), ending 19 years of continuous service in that rating. He had nearly 23 years' total service, starting as Second Cook in the *Christy Payne* in June, 1937. He sailed in 3 vessels during the War and in the *Esso Memphis* for 2½ years — 1946-48.

Mr. Barros was born in the Cape Verde Islands and is a resident of Providence, R. I.



SECOND COOK ALFONSO E. TURON is starting life as an annuitant (May 1) with a change of scene. He is going to Spain and if he likes it he'll stay, if not he'll come back to the U. S. He has been living in New York City.

All of Mr. Turon's 28½-year Esso career was in the Steward's Dept., beginning as Messboy in the *Wm. G. Warden* in May 1932. His service was continuous from June 1938 and included 4 vessels during World War II — nearly a year in the *Esso Montpelier* and 15 months in the *W. S. Farish*. Since Aug. 1947 he has been 2nd Cook.

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