



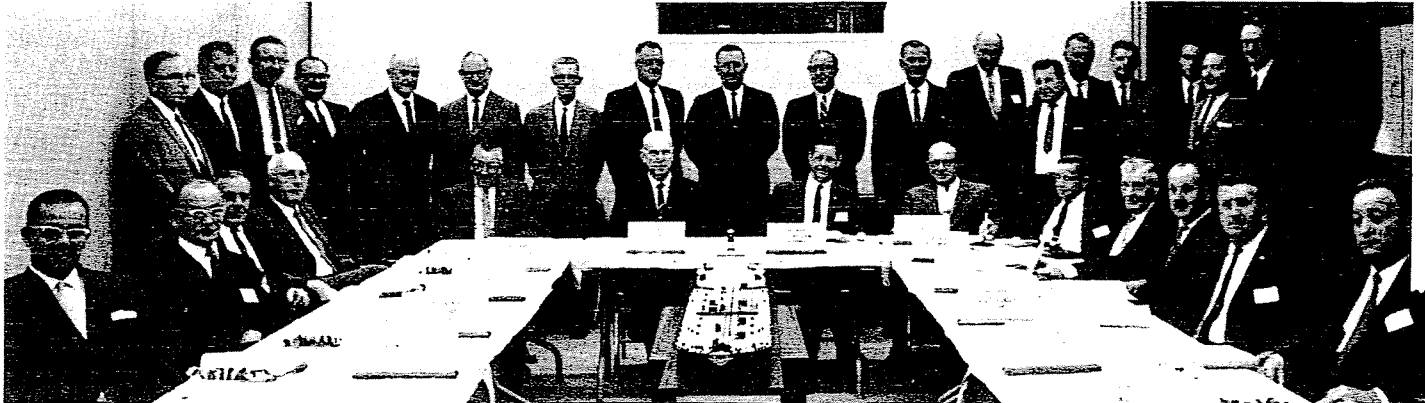
ESSO FLEET NEWS

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October 29, 1964



(L. to r., seated) Capt. R. W. Durdle, C.E. T. J. Bov, Capt. J. A. Mercer, C.E. R. I. Giddens, C.E. A. G. Allen, Capt. F. G. Smith, C.E. J. L. Kellahan, C.E. F. R. Zeller, Capt. E. Skolem, C.E. R. E. Menzer, Capt. R. A. Steward, C.E. S. Steffensen and Capt. C. F. Stober.

(Standing) J. B. Muir, Technical Sec.; Capt. F. L. Hooper, Port Captain; P. J. McEwan, Seagoing Personnel Sec.; F. J. Winzer, Materials Control Supt.;

Capt. G. E. Christiansen; T. J. McTaggart, Port Engineer; C.E. G. O. W. Collins; H. W. Bradbury, Asst. Port Engineer; C. H. Bennett, Insurance Administrator; E. C. Fischer, Benefits & Claims Sec.; L. B. Bade, Allocation and Dispatch Sec.; C.E. E. L. Wages; Capt. H. F. Wichman; S. M. English, Repair Supt.; R. T. Williams, Jr., Technical Sec.; W. B. Gere, Technical Sec.; R. X. Caldwell, Technical Supt., and W. F. Robinson, Acting Manager, Operations Dept.

The Second Masters' and Chief Engineers' Conference

The second of two conferences between shore personnel and Masters and Chief Engineers was held in the Humble Building, Houston, on Oct. 15 and 16. The program was the same as for the first conference, held 10 days earlier, and covered discussions of and methods to improve and better coordinate shipboard and shore functions.

Just as coordination is the key to efficient operations, so communication is the key to coordination. Better communications were stressed repeatedly during the conferences — communications between seagoing personnel and management in Houston, between ships and Branch Offices, between ship and dock during loading and discharge, communicating with the Allocation and Dispatch Section (L. B. Bade) regarding cargo layout and bunkering, and the giving of more details in accident reports. The general idea about communications was that what we don't know CAN hurt.

As in the first conference, one of the separate sessions for Masters included the subject of legal developments, conducted by Gordon L. Becker, of the Law Dept. We got the impression that many of the Masters felt a sense of inner happiness that they were not facing Mr. Becker (or someone like him) from a witness chair. Not that Mr. Becker is hard to look at but some of his "cross examination" made his audience feel that a court case was something they could do very well without. And that's good.

At the Engineers' meetings many useful ideas and helpful experiences were mentioned. It was agreed, in connection with boiler tubes, that the hardened tube plugs supplied by the boiler manufacturer were not recommended. They have a tendency to break. Mild steel plugs, made aboard ship, were preferred.

It was also the consensus that gaskets in economizer hand hole plates were a constant source

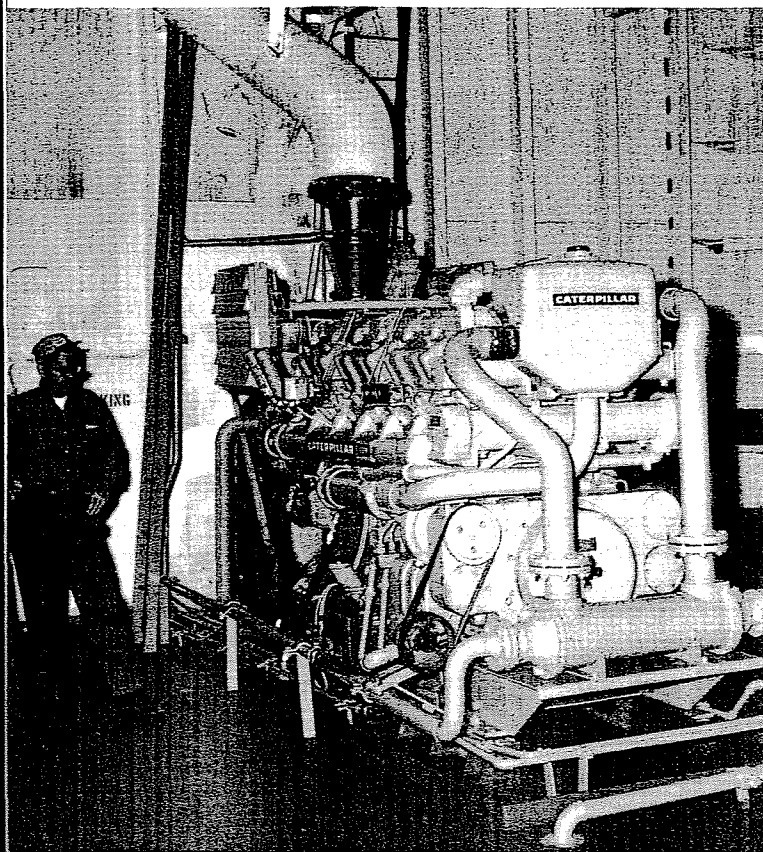
of trouble. At some future time a weldable type plate will be installed and all except possibly 2 openings will be closed by welding.

A discussion of mechanical packing concluded that the varieties of packing now carried on vessels could be reduced and a real saving made in packing inventories. Newer type packings with greater versatility make this possible.

Among other subjects considered were: maintenance of normal maximum steam pressure to assure best economy from main turbines; routine inspection procedures of sea valves to prevent accidental flooding of engine room, and the need for a small portable burning outfit to burn broken bolts out of flanges, etc. and to cut mooring wires in an emergency.

It was unanimously agreed by the Chiefs that repair work and betterments that can be performed by ships' personnel are to be preferred over having the work done in a shipyard. Not only is it cheaper, saving the shipyard's overhead charges if nothing else, but more satisfactory all around.

Repair Inspector Albert T. Fellows looks over the diesel that drives the variable pitch propeller in the *Esso Bangor's* new bow thruster. Since the installation was made, the *Bangor* docked at Baytown with one tug (instead of 2) and sailed with none, Oct. 14-16 and docked and undocked with one tug 5 times in New York Harbor, Oct. 21-25. The New Jersey terminals, in the sequence that the *Bangor* docked, were: Constable Hook, Bayway, Carteret, Port Reading, Bayway and Bayonne. At Bayonne she docked with one tug and sailed using the bow thruster alone. There's a healthy saving in tug costs already.



Scranton and Seattle Christmas Packages

Christmas is coming and coming fast for friends and relatives who intend to send packages to men aboard the *Esso Scranton* and *Esso Seattle*. To insure delivery before Dec. 25, the packages should be addressed to Humble Oil & Refining Co., P. O. Box 1512, Houston 1, Texas, and sent in time to be received in Houston not later than Nov. 10. Also, a tag or letter should be attached to the package stating the contents and value so our Mail Room personnel may put this information on a required Customs form when they re-mail the packages.

Who Can Weld or Anything?

It sometimes happens, as a Chief Engineer said at the recent conference, that he finds out a man can weld on the day before he gets off for paid leave. If you have a special skill, such as in welding, machinist work, carpentry, sheet metal work, etc., you might consider letting the Chief know about it sooner rather than later—that is, if you are agreeable to stimulating the Nation's economy by earning some overtime.

In this connection we note that Rosendo Pena, Pumpman in the *Esso New York*, recently passed the test for a First Class Welder at Todd Shipyards' Houston plant.

Squaw Creek School in Montana Is Esso Gloucester Pen-Pal

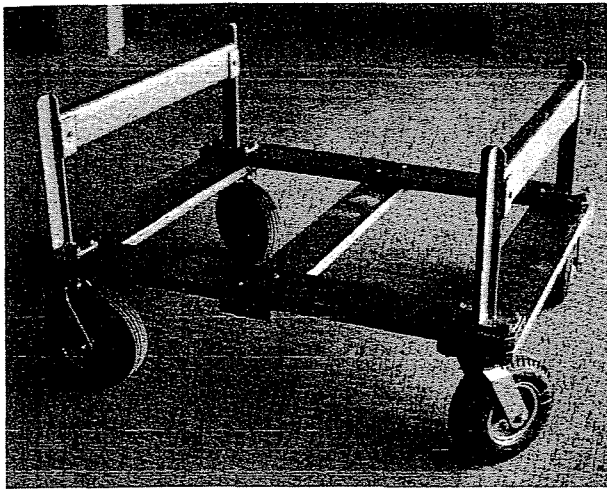
Up in Montana, which is nearly as remote from the Atlantic seaboard as you can get in the U. S., is a section just south of the Missouri River and Fort Peck Reservoir called The Piney Buttes. Tucked in those hills, one of the best hunting areas of the state, is the community of Brusett, population 12. In Brusett is the Squaw Creek School—1 room; 1 teacher; 4 grades, 1 through 4, and 5 pupils, all girls. This is the school that has "adopted" the *Esso Gloucester* under the "Adopt-A-Ship" plan of the Propeller Club of the United States.

According to Captain Edward Crawford, of the *Gloucester*, the adoption has been a mutually happy affair. "I am presently corresponding with

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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.



This is the third and latest experimental dolly designed for shipboard gangway trundling. Incorporating suggestions made by officers in the *Esso Baltimore*, *Jamestown* and *Washington*, the dolly has a frame of select implement oak, welded steel corner posts and easy-rolling, roller bearing casters with pneumatic tires. It is also readily convertible into a stores carrier by putting a sheet of plywood on the frame.

The dolly is to go aboard the *Esso Jamestown* for testing and if no further improvements are suggested, duplicates will be ordered for all vessels.

the teacher (Mrs. Alex Crane), Captain Crawford said, "and all the girls (Cheryl and Debbie Shawver, Shirley and Sharon Ryan and Colleen Saylor) have written several letters, which I have answered.

"In addition to letters, Company publications, charts and pictures of the ship," Captain Crawford continued, "I have sent the school folders from Florida and Texas, showing the areas where we travel. Also, since the girls were nice enough to write, I sent a miniature crate of candy oranges to each and a large box of Florida salt water taffy to the class. Now I am sending them a box of genuine Atlantic Ocean sea shells, a small dried sea horse and starfish. I hope they will enjoy them.

"Somehow," Captain Crawford concluded, "I feel very close to this little school way up in the mountains. My daughter, Denise, aged 10, is also going to write to the girls."

TAFFRAIL TALK

Personnel in the Baytown Branch Office were all a-twitter the other day when they realized they had assigned the 3 Birdsongs — Wayne, AB; his brother, James, Oiler, and cousin, Jack, FWT, to the *Esso Gloucester*.

Captain Roger A. Steward and Chief Engineer Joseph L. Kellahan, who attended the Masters' and Chiefs' Conference, Oct. 15 and 16, were accompanied to Houston by their wives. The Kellahan's daughter, Joyce, a Bayonne High School freshman, also made the trip and had her hands full going home with her souvenirs — 2 sets of 6-ft. Texas longhorns. (We feel a little queasy about this item — might give rise to some arms-folded-on-chest queries like "Why didn't you ask *me* to come?" Better be prepared, gents.)

Leif Groneng, Third Asst. in the *Esso Bangor*, made a trip to Norway on his last paid leave. He visited Bergen, Stavanger and the farm where he was born. "It's the first time I've been back in 25 years," Mr. Groneng said. "I even had trouble with the language.



There have been lots of improvements in the country."

Accompanying Mr. Groneng on the Aug. 6 to 26 trip was his wife, Ruth; daughter, Linda, 16 and son, Nils, 3. Their home is in Kennebunk, Maine.

Captain Thomas K. Lawton took the *Esso Baltimore* out of Harbor Island, Oct. 7 with 48,484 tons of Sweden Crude with butane added — a record lifting for our 48,000 dwt. vessels. "I believe we will have to await the commissioning of the *Esso Houston* to beat that tonnage," Captain Lawton said.

Chief Steward Lester Payne, ex *Esso Baltimore*, won second prize (\$50) in the Humble Employees Credit Union's recent "Member Get a Member"

SERVICE EMBLEM AWARDS

★ 20 YEARS ★



Howard G. McCartney
Chief Mate
August 29, 1963



William Crowe
First Asst. Engineer
November 17, 1963



Sam Sayetta
Pumpman
August 21, 1963

★ 10 YEARS ★

Russell R. Lantz
Fireman-Water tender
May 27, 1964

George R. Sudimak
Ordinary Seaman
November 8, 1962

John E. Valles, Jr.
Oiler
August 5, 1964

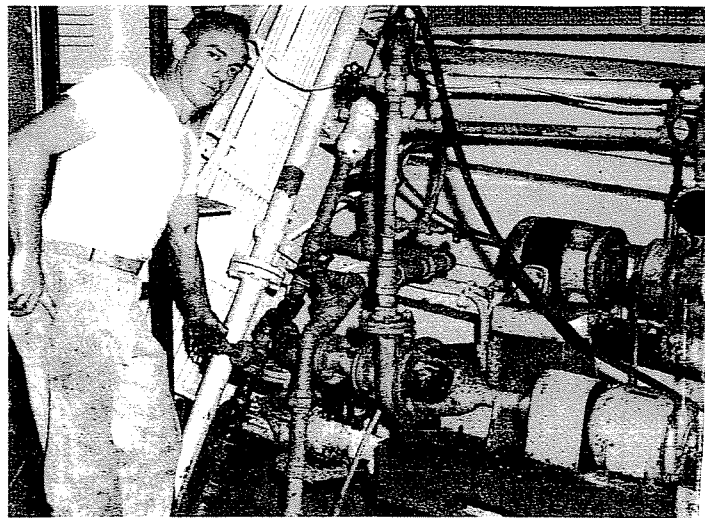
contest. Les got 8½ points—a new employee membership counting one point and a person in the immediate family counting a half-point. The Baytown credit union also gave a “beautiful” ball point pen to each new member.

* * *

Captain Victor G. Lee (ret. March 1963) and his wife, Marguerite, visited Houston, Austin and San Antonio this month. Captain Lee looks fine, is enjoying retirement and was enthusiastic about his recent freighter trip around the world.

* * *

Captain M. Breece, Manager of the New York Branch Office, his wife, Rita and 3 friends drove to Houston early this month and returned to Lexington, S. C. towing a horse trailer with 2 horses. For the most part they ate and slept “on the road” and, the Captain said, “really had a ball”. Captain Breece retires next January and has purchased a house and 13 acres in Lexington.



To take advantage of excess capacity of the air conditioning circulating pump, Engineers in the *Esso Florence* fabricated and installed a 2" brass salt water line from the circulating pump on the starboard side of the lower engineroom to the low pressure evaporator feed system on the port side. The new line by-passes the low pressure evaporator cooling pump, which is now on standby.

In the photo, First Asst. John T. Murphy has his hand on a valve near the end of the new line.

The MIS-Adventures of

J. STUMBLEPRONE MC FRACTURE

YEE-OW! J. Stumbleprone is making like a ballet dancer on a toboggan as he zips down an engineroom ladder. His shoes were wet. Rubber heel slipped on a step, causing unscheduled take-off. His handhold saved him from a real crash landing but his ribs took a drubbing when he hauled up short against a rail. Stumbleprone gets a “bang” out of ladders.



OBITUARY

BORDEN E. KENNEY, 52, recently Maintenance Mechanic/2nd Pumpman in the *Esso Chester*, died at his home in Miami, Florida on Oct. 13. He leaves his wife, Emily and 5 children, Floyd, 28; Florence, 26; Franklin, 22; Faith, 19 and Forrest, 9.

Born in Canada, Mr. Kenney had over 12 years' service in the fleet, starting in March 1952 as Oiler in the *Esso Charleston*. He sailed in various Engine Dept. ratings, including 6½ years as Machinist, and as MM/2nd Pumpman for the past year.



ANTON HOGELIN, 76, retired Chief Engineer, died in Keansburg, N. J. on Oct. 5 while visiting his daughter, Mrs. Louise Andrews. A brother, John, of Bronx, N. Y. and a sister, Mrs. Louise Meyers, of Seattle, also survive.

In a 40-year seagoing career, Mr. Hogelin sailed in Great Lakes ore carriers, served as an ensign in the U. S. Navy in World War I and in U. S. Shipping Board vessels in post-war years. His 22 years in the Esso fleet included service as First Asst. and Chief Engineer throughout World War II. His last ship before retiring Aug. 1, 1953 was the *Esso Binghamton*.

Mr. Hogelin was born in Sweden and lived in Tampa.