

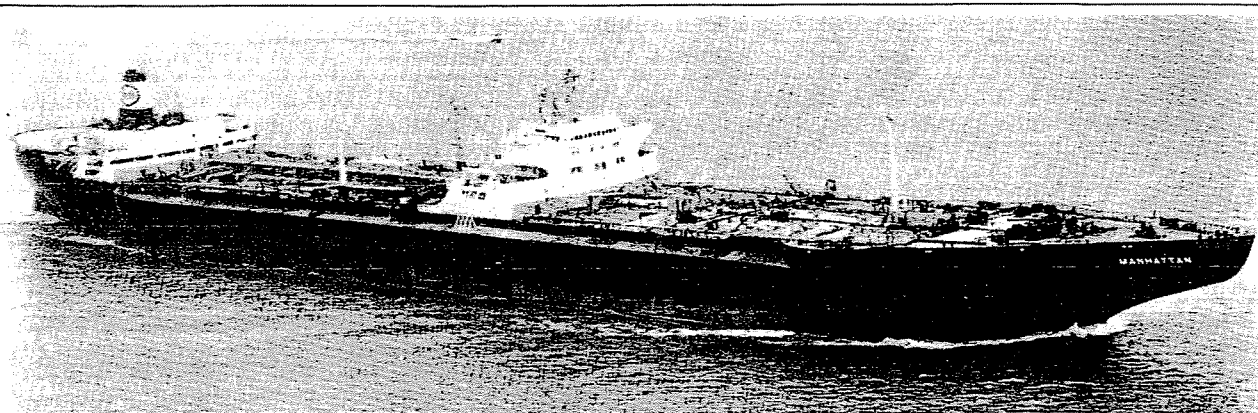
ESSO FLEET NEWS

PUBLISHED BY THE MARINE DEPARTMENT, HUMBLE OIL & REFINING COMPANY



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August 21, 1969



S.S. Manhattan on Trial Voyage As Icebreaking Tanker

Arctic-Bound Manhattan Readied for Voyage

Manhattan Men Tell

Why They Are Going to Arctic

There are perhaps as many reasons for going to the Arctic as there are officers and men in the S.S. *Manhattan*. At least a survey of one-third of the ship's 54-man handpicked crew found there were as many different motives for making the voyage as there were seamen who answered the question:

"Why do you want to sail on this expeditionary voyage through the Arctic to Alaska?"

All indicated a sharp awareness of the *Manhattan's* mission to probe the economics of moving crude oil from the 49th state's North Slope to U.S. market areas.

Mission: Impossible

Whatever their personal reasons for accepting the Arctic assignment, most feel they are playing a vital role in what one able seaman called Humble's "Mission: Impossible"—which is possible, he explained, only because Humble has prepared against all the odds. No one interviewed expressed doubt about the voyage's success.

There was one other point of unanimous agreement as the final touches were put on the *Manhattan*

at a shipyard in Chester, Pennsylvania: they'd be glad to get under—
(Continued, Page 3)

Union Signs Contract For IWW at Baytown

Baytown Branch Office Manager W. W. Cottle and officials of the Baytown Marine Federation recently concluded negotiations when they signed a new two-year labor agreement for inland waterways personnel operating Humble vessels on the Texas coast.

"I think it is a contract that has something in it for everybody," said Mr. Cottle. "The union appeared happy with it and so are we." Raymond Garza and Carl L. Northcutt signed the agreement on behalf of the Baytown Marine Federation, an affiliate of the Gulf Coast Industrial Union.

Assisting Mr. Cottle with negotiations were W. A. Scott, senior transportation allocator, and Herman Teller, operations supervisor. Baytown inland waterways operations cover ports on the Texas Gulf Coast.

CHESTER, PA. — The S.S. *Manhattan* — a huge Esso oval painted on her towering smokestack — is slated to set sail this week.

Last week hundreds of men swarmed like ants over the huge ship welding new strength in her hull at Sun Shipyard. Dwarfing everything in the shipyard, the *Manhattan* looked ready — like a beautiful lady wrestler awaiting her match — for the voyage across the top of the North American continent to Alaska.

Stores and provisions have been put aboard, the crew signed the ship's articles last Friday, and plans were made to finish bunkering the ship at anchorage in the Delaware River.

600 Visitors

Last Monday more than 600 visitors boarded the *Manhattan* during an "invitation-only" open house. Government officials, industry leaders, news media representatives, vendors, union representatives, and equipment suppliers were conducted on a walk-through tour of selected areas of the vessel.

Crew members expressed confidence in the voyage's success and were restless to get underway. "A true sailor is happiest when he's at

(Continued, Page 2)

Teagle Foundation Awards Six Scholarships to Seamen's Daughters

Six Teagle Foundation Nursing Scholarships have been awarded this month to daughters of Esso Fleet seamen to help defray school expenses beginning with 1969 fall semester.

The foundation granted stipends to Irene H. Werner, Jeanette Marie Cooper, Jeanette Marie Curran, Virginia Alice Benson, Margaret R. Williams, and Kirsten Dall Scoville.

Miss Werner, 18, is the daughter of Chief Engineer and Mrs. Walter W. Werner of Jacksonville Beach, Florida. She will attend Georgia Southwestern College Nursing School.

Miss Cooper will study nursing

at Brookdale Community College. She is the 18-year-old daughter of Ordinary Seaman and Mrs. Edgar T. Cooper of Keyport, New Jersey.

Miss Curran will attend Harrisburg Area Community College. She is 21. Her parents are Oiler and Mrs. Stephen G. Curran of Shamoking, Pennsylvania.

Pumpman and Mrs. Leonard C. Benson's daughter, Virginia, will be a student at Creedmoor State Hospital. Their home is in South Ozone Park, New York. Miss Benson is 18.

Trenton State College is Miss Williams' choice of nursing schools. She is the 18-year-old daughter of 2nd Assistant Engineer and Mrs. Tom W. Williams of Laurel Springs, New Jersey.

First Assistant Engineer and Mrs. Clifton R. Scoville's daughter, Kirsten, will attend the Maine School of Practical Nursing. She is 19. They live in Lubec, Maine.

Nursing scholarships are offered through the Teagle Foundation to dependents of employees to study at any state approved school of nursing offering a diploma either as a registered or a practical nurse. The scholarship fund was established by the late W. C. Teagle, former president and chairman of the board, Standard Oil Company (N.J.).

Information regarding scholarships is available from Paul J. McEwan, Humble Oil Refining Co., Marine Dept., P.O. Box 1512, Houston, Texas 77001.

Manhattan Ready To Sail For Arctic

(Cont'd From Page 1)

sea," one said. Barring any complications they will be at sea this week on a voyage that has been under preparation since early this year.

A Big Skiff

"I'm pretty busy right now," said Capt. Roger Steward, ship's master, as he moved through the ship checking a thousand and one details in preparation for the sailing. "All I can say is that during her sea trials, the *Manhattan*—big as she is—handled like a skiff." And with that he bounded down a ladder beyond the range of flash bulbs, clicking cameras and inquisitive news reporters who had tried to capture the captain for an "exclusive" interview. "Talk to me when I get back," he shouted from below.

ESSO FLEET NEWS is published every other Thursday for active and retired employees of the Marine Department, Humble Oil & Refining Co.; T. J. Fuson, General Manager; Sydney Wire, Assistant General Manager.

Jim Pitts, 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, Texas 77001.



A SAFE YEAR. The Esso Scranton was a safe ship in 1968—with no injuries resulting in lost-time for the year. In recognition of the officers and men who sail the ship, a Marine Dept. Certificate of Safety was presented by A. B. Randall, fleet safety officer, aboard the Scranton prior to her voyage to Turkey. On hand for the presentation are (from left, front to back) Radio Officer James W. Gibbens, Utilityman James B. Hedgepeth, Able Seaman Ian G. Harrison, Fireman-Watertender Walter C. Ballentine, Steward Elmer G. Pina, Messman Leroy Monday, Fireman William J. Klingelhofer, 3rd Asst. Engineer David A. King, Utilityman Roy L. Broussard, Chief Cook Manuel Faria, 3rd Mate Ernest D. Seddon Jr., J. P. Hughes of the Baytown Branch Office, 2nd Cook Alexander M. Tepper, Mr. Randall, Capt. Roy J. Merritt, Ordinary Seaman Joseph C. Silva and Ordinary Seaman George A. Mathewson.

They're Going to the Arctic Because . . .

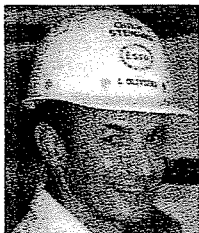
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way. "We're all getting itchy in these final moments prior to sailing," said 3rd Mate Charles D. Hahn, 23 years old and one of the youngest men in the ship.

Here are some of their replies when asked why they wanted to make the journey to the Arctic in the *S.S. Manhattan*:

Fireman-Watertender John P. Jennings:

"I didn't jump right up and volunteer because I thought all the younger seamen would want to go on this voyage. My daughter was disappointed when I told her I thought my pioneering days were over. But when they asked me to go, she was so excited you'd think we were going to the Moon. I am proud of what Humble is doing in this Arctic venture. You like to be proud of the company you work for. Nothing strange about that. Who wants to work for a 'do-nothing' outfit. It will be good for Humble and the oil industry. I'm so certain of it that I bought some more company stock. I am sure we will make this voyage successfully and show the doubting Thomases that we can do it."



Chief Steward Leopold Oliveira:

"It is four times as big as any other voyage I have been on. I am used to ordering stores for a 32-man crew and on this voyage there will be some 120-plus, so I simply multiplied my usual store needs by four. Once we get underway and start working, we will be too busy to think about what the voyage means.

But it is going to be a great experience, and we won't ever forget it. I am looking forward to a successful journey. My children are thrilled and waiting to see the ship on television. I just want to get back in time for Christmas."

Chief Engineer Colos J. Bennett:

"I volunteered because I thought it would be an adventure and a good experience. I like change anyway. This whole adventure is a farsighted move on Humble's part—so much so that I put in an order for some stock. We will be running into some extreme temperatures. On the other hand, Esso crews are used to it. For instance, sailing from the Gulf of Mexico to Boston in the winter represents a major change in climate, a severe change at times. We have, of course, taken extra precautions against freezing temperatures. So far as I am concerned, this will be one of the safest voyages I've ever made because of the planning and thought behind it. We're prepared for a successful voyage."



2nd Cook Julius E. Rohn: "Oh, I'm very enthusiastic about this voyage. I am honored to be a member of this fine crew and to be a part of an adventure that is going to make history. And my son, Terry, is pretty proud of his father, too."

Capt. Donald E. Graham: "The real opportunity, so far as I am concerned, is the association I will have with people on the voyage who are thoroughly knowledgeable and competent in their respective professions. I'll need all the information and savvy I can come by during this trip for future voyages I expect to make to the Arctic. I am also happy that private enterprise is behind this expedition because it is a dramatic example of what it can do. I was simply delighted when I learned that I had been selected for the voyage." He is one of two staff captains in addition to the ship's master.

Utilityman Oliver P. Picou: "I have been just about every place in the world, so I wanted to see the Arctic. I'm sure it will be a successful voyage. This is another forward move like you'd expect of this company. I've never known Humble to take a step backward. I am proud to be sailing in the *Manhattan*, and my children are proud of me for taking the assignment."



Fireman-Watertender Edmund F. Jutz:

"It will be a change of scenery and break in the routine coastwise voyages. Maybe I'll get to see those Northern Lights that I studied about in high school. I do feel it is a real challenge and something 'way different than I have ever done before."

Utilityman Donald Dutsch: "I volunteered because it will be the first time it has ever been done. I want to be a part of it. If it were a regular run and they'd been doing it a long time, I wouldn't be so interested. But this is going to be a first."



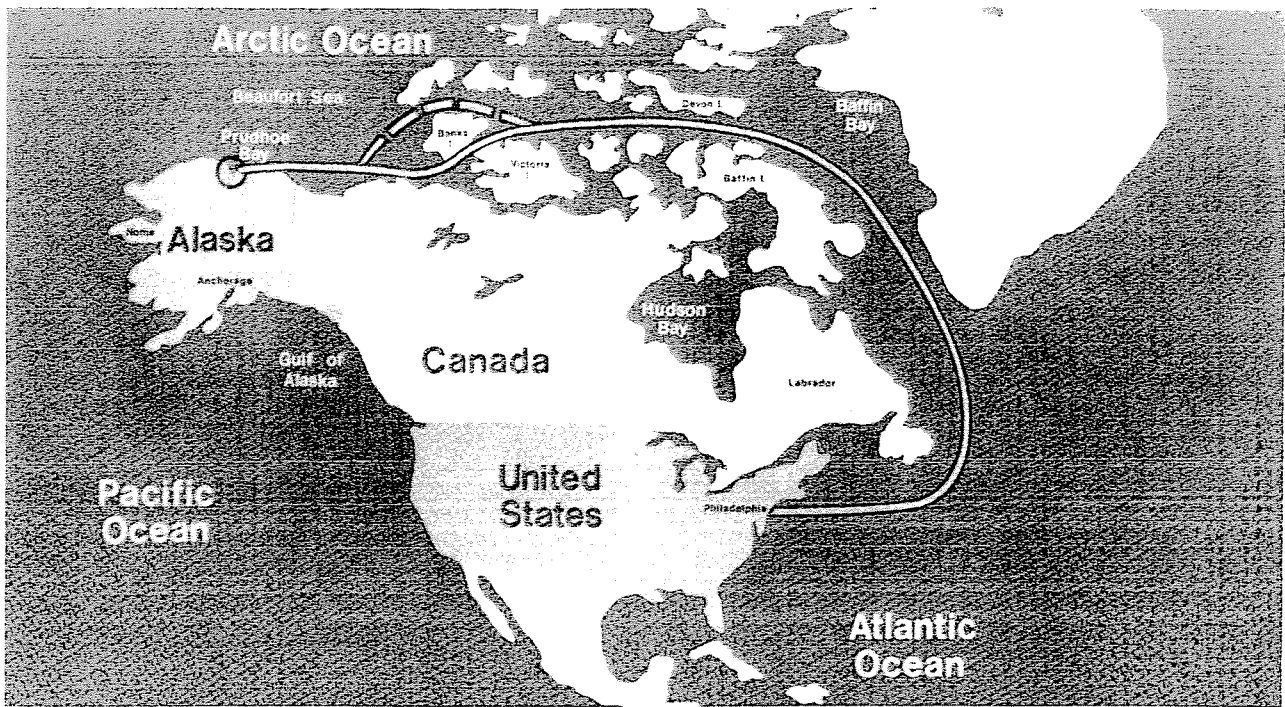
Ordinary Seaman Henry S. Williams:

"What I really want to see is how this ship handles in all that ice. Sure, it's historical and great. But to me the exciting part is the voyage itself. I will always look back on it with pride. I'm very happy to be going and don't have a doubt in the world that we will be successful."

Capt. Arthur W. Smith: "Opening up the Northwest Passage—and we're going to do it!—will open new careers for us. It means a new generation of icebreaking tankers that will provide jobs for a great many sailors. I feel really confident about the success of this voyage." He is the other staff captain.



(Continued, Next Page)



NORTHWEST PASSAGE. This is the 4,500 mile route the *S.S. Manhattan* will take when she gets underway this week from a shipyard at Chester, Pennsylvania, near Philadelphia. Selection of a specific route around Banks Island will depend on ice reconnaissance reports.



Electronics Officer Grant C. Woodbury: "I'm glad to see private enterprise taking the initiative in an area of exploration traditionally left in the hands of governments. It is not only good for Humble but a new route through the Arctic will be beneficial to a lot of people. It's a real challenge. And getting in on the first time something is done is

certainly exciting. I'll also have an opportunity to work with sophisticated electronic equipment not normally found on commercial ships."

Ordinary Seaman Peter Osburn: "It was either this ship or another one. I see nothing particularly unusual about this voyage so far as my job is concerned."

Chef Marcelino Gomes: "Man, we're sure gonna feed good aboard this ship. I'm real excited about going. I think I'll like the cold weather and we sure have a good crew."

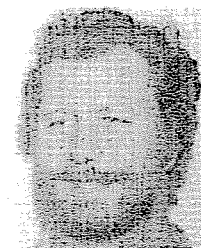
Radio Officer Carl W. Thenemann: "I'm sure this whole Arctic operation will become routine in the future. People may even wonder what we were so excited about. No doubt it is going to be cold. Very cold. But I have experienced 15 degree below zero weather on voyages to Albany, New York. Why, I used to walk to school in 30 degree below zero temperatures as a boy in Minnesota. We'll get used to the cold. The trip through the Arctic will really be an exciting memory in my retirement and a good bedtime story to tell my grandchildren. I see no reason why this voyage won't be successful, and apparently a lot of other people feel the same way, otherwise I wouldn't be sitting here aboard the *S.S. Manhattan*. I only hope we get back in time to do some deer hunting."



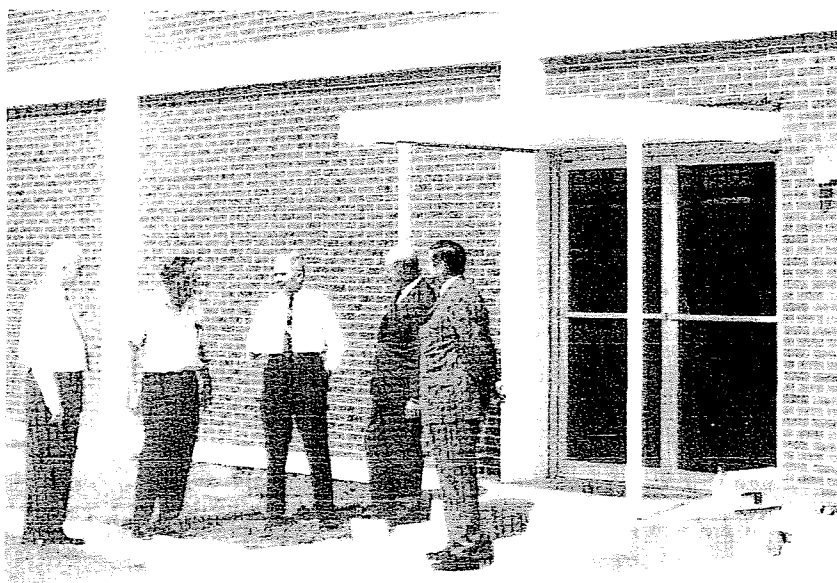
Oiler Joseph J. Sokolowski: "I think this is going to be a successful voyage, and I want to be a part of that success. I have a lot of faith in a company that is farsighted enough to undertake such a venture. Everybody I know is excited about it. Friends and people I don't even know have given me letters to mail back to them from the Arctic."

There was a story in a newspaper about my going on this voyage and that's how those I don't know got my name."

3rd Mate Charles D. Hahn: "I'm really looking forward to this trip. I even went to see 'Ice Station Zebra' the other night to see what we might be in for. I guess I have been interested in the Arctic ever since I wrote a paper about it in high school. And I'd like to see a polar bear up close—not too close, understand. I'm very proud to be going on this voyage, and my family is excited about it, too."



Able Seaman George W. Young: "Never been therebefore so I volunteered. It's different. A success? Definitely! I'm glad I was chosen to go, and it will always be something to remember."



OPEN HOUSE visitors at the new Baytown Marine Branch Office were guests of W. W. Cottle, branch manager, and his staff. Standing at the entrance of the two-story structure are (from left) Herman Teller, operations supervisor; Capt. Philip Babcock of the *Esso Bangor*; W. W. Cottle, Baytown manager; Capt. James G. Moffitt, Marine Dept. operations manager, and Sydney Wire, assistant general manager.

Humble's News Bonanza

No less than 30 representatives of television stations and networks, radio stations, newspapers, magazines and journals will make on-the-scene reports of what's happening aboard the *S.S. Manhattan* during her long Arctic voyage.

"It is already the most publicized project Humble has ever undertaken," said Arch Smith, who heads the media relations section in the Public Relations Dept. "Furthermore, it's only beginning as the networks will be filing news coverage and each plans a documentary. Additionally, the news wire services will carry articles regularly." The *Manhattan*, obviously, is a news bonanza.

Correspondents, photographers, and teams of television and radio technicians will be boarding the ice-breaking tanker via helicopter throughout the voyage. William D. Smith of the *New York Times* is the only reporter who will sail in the *Manhattan* for the duration of the trip. Others will be aboard for several days at a time.

Nationally Known

Some of the nationally known correspondents reporting from the ship will include Richard Shoemaker of ABC-Television, Waldo Wilson of NBC-Television, Roger Benedict of the *Wall Street Journal*, Jim Hampton of the *National Observer*, Reginald Bragonier of Life News Bureau, Kenneth L. Ross of the *Chicago Daily Tribune & News Syndicate*, and Robert Gannon of *Popular Science Magazine*.

Other media sending correspondents and photographers are *Anchorage Daily Times*, KTVA-TV of Anchorage, KENI-TV of Anchorage, *Fairbanks-Miner Newspaper*, *Today in Alaska*, McGraw Hill Publications, Scripps-Howard Newspapers, *Time*, *Fortune*, *Philadelphia Bulletin*, *Houston Chronicle*, and KHAR AM-FM-TV.

Humble Correspondent

C. H. "Hank" Rosenthal is a name that readers of *Esso Fleet News* and other Humble publications will come to know during the *Manhattan's* voyage to Alaska. As the ship's public information officer, he will file daily news reports which will

Baytown Marine Opens New Two-Story Office

The Baytown Branch Office recently moved into a spacious new two-story brick building twice the size of its previous quarters. Marine Dept. officials and officers and men of the *Esso Scranton* and the *Esso Bangor* were guests of W. W. Cottle, branch manager, at official open house ceremonies August 6.

The 2,500-square-foot structure includes a seaman's lounge and an area for job applicant interviews. "In the old building there was no place for seamen awaiting to board a ship and no place for job applicants to sit," Mr. Cottle said. "The new building remedied both problems, and we're all more comfortable."

Elbow Room

New elbow room made it possible to arrange office space so that different operating sections are in separate areas. "It makes for a more efficient operation overall," the branch manager noted.

Office personnel are also happy about a new 14-foot high dike constructed along the waterfront. "We hope it will keep our feet dry," smiled Mr. Cottle. Last February he and his staff worked in nine inches of water that flooded their office during a storm, and back in 1961 they evacuated the area when hurricane Carla swept through Baytown, Texas.

Sydney Wire, Marine Dept. assistant general manager, and Capt. James G. Moffitt, operations manager, were among Humble visitors from Houston and the Baytown refinery during open house day.

be published in this newspaper. Hank, a Public Relations Dept. employee, will also assist media representatives aboard the *Manhattan*.

Interestingly, he will edit the second newspaper ever published in the Arctic, the *Manhattan Times*, Humble's only daily publication which will keep ship's personnel up-to-date on newsy happenings during the voyage. His only competitor in the Arctic will be the *Tundra Times*, published "occasionally" by Eskimos at Point Barrow, Alaska.

TAFFRAIL TALK

THINK YOU'VE GOT TROUBLE, CHIEF?

Chief engineers in the Esso Fleet who've run up against just about every problem in the book — and some that ain't — may consider themselves fortunate not to have encountered one "engineered" by a ship's master and calculated to drive a chief mad. It happened like this:

A clock on the bridge was running five minutes slow. The chief engineer dismantled the timepiece as the "old man" observed with interest and commented on his fine mechanical abilities. Beaming with pride, the chief cleaned every part in the clock, made a few adjustments and put it all back together again. But there was a small sprocket leftover that didn't seem to fit anywhere. Yet the clock ran perfectly.

Puzzled by the leftover part, the engineer dismantled and reassembled the clock some two dozen times during the long voyage. He devoted every spare moment to the bewildering task but could never find a place in the clock for the leftover sprocket. Soon the chief began to doubt his ability even though the timepiece ran perfectly.

At the end of the voyage, he went to the bridge and was removing the clock from the bulkhead when the master asked, "Whatta ya' up to, chief?" The engineer replied that he was taking the clock home to study its mechanisms and find out where the sprocket was supposed to go.

Only then did the old master, with an impish smile on his face, tell the frustrated chief that he had put the sprocket on the engineer's work bench as he was overhauling the clock. Recent Supreme Court obscenity rulings prevent us from printing the chief's spontaneous reply.

ARCTIC WOMAN

The only woman who will sail in the S.S. *Manhattan* is Mrs. Helen Delich Bentley. As the newly appointed chairman of the Federal Maritime Commission, she's the nation's Number One Sailor. Mrs. Bentley — former maritime editor of the *Baltimore Sun* — is also the highest ranking woman in an official U.S. government position. She recently told the press that Humble's Northwest Passage project is as significant as man's going to the Moon and that "it hasn't gotten nearly as much publicity as it deserves." Mrs. Bentley will no doubt make some news herself when she boards the *Manhattan*.

**Last lost time injury in the Esso Fleet reportable
to the National Safety Council occurred
AUGUST 8**

PROPELLER CLUB APPOINTMENT

Capt. Robert Stap, operations coordinator on Humble's Marine Arctic Task Force, has been appointed to the 1969-70 Board of Governors of the Propeller Club, Port of Houston. "Thank you, on behalf of all the officers and board of governors, for your willingness to serve," said Paul E. Hede-mann, president of the Houston, Texas, organization. "We look forward to working with you."

A NEW CHIEF

Isaac D. Jones of the *Esso Chester* has been promoted to chief engineer. "Knowing that it has taken many years of faithful service for you to attain this position, we extend our personal congratulations on a job well done," wrote Marine Dept. General Manager T. J. Fuson. "Good luck, and smooth sailing."

RECENT RETIREMENTS

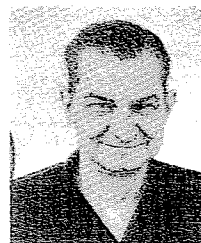
Third Mate Eero Puranen began his seagoing career in the Esso Fleet 19 years ago as an able seaman. He retired August 1. Mr. Puranen's first ship after joining the company in December, 1949, was the *Esso Bethlehem*. He sailed as able seaman until 1965 when he served in the *Esso Baltimore* as third mate for the first time. A native of Finland, Mr. Puranen lives in Brooklyn, New York.

Able Seaman Harry Matthai retired with more than 22 years' service in Esso ships. He first sailed in the *Esso Greenville* as able seaman in May, 1947. Mr. Matthai, a native of Tennessee, lives in Channelview, Texas.

"I can tell you that my service with the company has been very gratifying," **Able Seaman Edward A. Overos** wrote T. J. Fuson, Marine Dept. general manager, when he retired. "Smooth sailing to my shipmates, and safe harbor to the Esso Fleet." Mr. Overos added that he was retiring after 20 years' service because of illness at home.



He joined the company in the *Esso Annapolis* as a utilityman in February, 1948, and first sailed as able seaman in 1952 in the *Pine Ridge*. A native of Brooklyn, Mr. Overos is residing in Huntington, New York.



Chief Cook George Swan retired this month with more than 25 years in Esso tankers. He began his seagoing career with the fleet as an able seaman in 1941 aboard the *W. H. Libby*. Mr. Swan later transferred to the steward's department and first sailed as second cook in the *Esso Zurich* in 1950. He became chief cook in the *Esso New Orleans* in 1965. Mr. Swan, born in Helena, Georgia, resides in Spartanburg, South Carolina.