



ESSO FLEET NEWS

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1968, A Year of Accomplishment; 1969, A Year of Great Prospects



By T. J. Fuson, General Manager, Marine Department

As we start a new year it is appropriate to review briefly our activities and accomplishments during the year just ended. By all the usual methods of measurement, 1968 was a very good year for the Marine Department. I sincerely hope that each employee, afloat and ashore, feels justifiably proud of what has been accomplished.

My first year in the Department has been both challenging and rewarding. My job was made easier and more pleasant by the very fine help and support given by my associates.

Before getting into the specific activities that have produced headlines, I would like to give particular praise to the men in the Fleet for their day-in, day-out devotion to doing a good job — in fair weather and foul, smooth seas and rough, in sickness and in health. In this last respect, the men in the *Esso New York* deserve special mention. On a voyage from Portland, Maine to Harbor Island, Dec. 14-22, all of the cargo tanks were cleaned despite 29 of the crew being attacked by or recovering from the flu.

Doing a good job and maintaining high efficiency in our deep sea and inland operations have become traditions in the fleets — traditions that have been carried on and enhanced during the past year.

Of the more spectacular achievements of 1968, I cite the *Esso Jamestown* and *Esso Gettysburg's* one million man hours without a reportable lost time personal injury; the round-the-world voyages of the *Gettysburg* and *Esso New York*; the *Esso Dallas's* 5 months in MSTTS service, which included a cargo discharge at Vietnam; and the tremendous job of research, development and planning done by our Arctic Task Force in investigating the practicality of a year-round tanker route through the Northwest Passage to northern Alaska.

Other notable developments of 1968 include the following:

- A San Francisco Branch Office was established at Benicia, Calif.
- Keels for the first and second of our 75,600-dwt. tankers were laid at Avondale Shipyards, Inc., April 24 and Dec. 19.
- Labor negotiations were concluded on Jan. 4, 1968 with the Esso Seamen's Association and later in the year with the Esso Radio Officers' Association and Jersey Standard Tanker Officers' Association providing, among other benefits, options to retire at any age after 20 years of sea service.
- Significant progress was made to prevent and control oil pollution at discharge ports.
- *Esso Arkansas*, the Company's 4th Mississippi River tow, entered service as did the *Esso Texas*, a new towboat designed to work with barges especially built to move coker feed stock from Baytown to Baton Rouge.
- The first 3 of a series of Officers' Conferences were held in Houston in November and December.

LOOKING AHEAD

During the second quarter of 1969 we expect that the *Esso Gloucester* will begin operations on the West Coast, supplying crude to the Company's new Benicia, Calif. refinery.

The first of our three 75,600-dwt. tankers is scheduled to be launched in March and completed in October.

Our series of Officers' Conferences will continue. These 3-day sessions are intended to help officer teams to be more effective in their day-to-day work through an improved understanding of the role of officer-manager.

But the most exciting and potentially far-reaching project planned for 1969 will be the determination of whether or not the Humble-manned 115,-

000-dwt. tanker *Manhattan*, after special modifications, can operate through frozen Arctic waters. Should the tests, scheduled to begin in June, be successful they may well lead to a sizeable expansion in our Fleet. The new vessels would be very large, especially designed to move north Alaskan crude to the U. S. East Coast.

In conclusion, I want to express again my appreciation for the loyalty and demonstrated skills of the tanker and inland fleet personnel and the whole-hearted support of the shore staff. With your continued cooperation, I feel sure that 1969 will be another excellent year for our Marine operations.

OPPORTUNITY KNOCKS . . .

. . . for Deck, Engine and Steward's Dept. men to sail in history-making voyage of S. S. *Manhattan*.

Ahoy mates! Here's a chance to be a member of the crew of the first commercial tanker to break the ice barrier to navigation . . . a chance to be an original "Icetronaut."

The 115,000-dwt. *Manhattan*, largest U. S. tanker, has been long-term chartered and will sail from Philadelphia late in May or early June for the Far North — through the Davis Strait, Baffin Bay, Parry Channel and the Beaufort Sea to Prudhoe Bay on the north coast of Alaska, where there is reported to be oodles of oil.

According to present estimates, the expedition will require about 5 months' time, including 2 weeks of trials after the vessel comes out of the Sun shipyard early in May. It is hoped, and confidently expected, that the *Manhattan* will make it to Prudhoe Bay in June, when the ice will be heaviest. Then she may load at least a token parcel of North Slope Crude and proceed through the Arctic Ocean and Bering Strait to the Pacific and San Francisco. If all goes well, she will return to Prudhoe Bay, possibly load another parcel of crude and come back through the Northwest Passage after the ice break-up period that begins in July, arriving on the U. S. East Coast in late September.

A good part of the confidence in the *Manhattan's* ability to navigate in ice is based on a new bow that will be installed. This will be of the latest type, with greatly improved ice-breaking capability. It will be V-shaped, flaring 148' wide at the waterline (16' wider than the ship's beam) and will crunch the ice downward.

SHIP'S PERSONNEL

Deck and Engineer officers have been tentatively chosen. Captain Roger A. Steward will be Master; Captains Arthur W. Smith and Donald E. Graham, Staff Captains; and Davis L. Abernathy, Dale M.

Silcox, Albert M. Scara and Charles D. Hahn will be Mates.

Colos J. Bennett will be Chief Engineer; Donald K. Johnson, First Asst.; Edward P. Dolloff, Second Asst., and Donald D. McCracken, Lawrence D. Roth, Linwood E. Davenport and Richard J. Chretien, Third Assts.

The number of unlicensed men to be required has not yet been decided but by our standards it will be large, especially in the Steward's Dept. There will probably be something like 100 persons aboard when the *Manhattan* sails, including ice navigation experts, scientists, technical men and Coast Guard officers. Special protective clothing will be provided and every effort made to eliminate hardships.

HOW ASSIGNMENTS WILL BE MADE

Unlicensed men to be assigned to the *Manhattan* for her first "top of the world" voyage will be selected by the Port Staff. Consideration will be given to men who express an interest in making the trip, which will be more of a scientific, data-gathering expedition than a cargo voyage. An easy way to get on the list is to fill out and mail the post card accompanying this issue of the FLEET NEWS.

Thrift Fund Earnings 5.925 Percent

Earnings at the rate of 5.925% per year were credited Dec. 31, 1968 to accounts of Thrift Fund participants. The amount of the earnings will be shown on individual Thrift statements to be mailed to participants during January.

Distribution of earnings to accounts is based on the average monthly balance of unallocated cash in employee accounts during the year. Earnings come from investments of unallocated cash by the Thrift Trustee, including the yield from Thrift loans.

Officers, Company Sign New Contract

A new agreement between the Jersey Standard Tanker Officers Association and the Company, concluding more than a year of negotiations, was signed by representatives of both parties on Dec. 19.

Among provisions of the agreement, which is subject to ratification by JSTOA members by Feb. 15, are the following: increase in wages, option to

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retire at any age after 20 years of sea service, additional overtime classifications, elimination of "dead horse" standby time, increase in Company's share of hospital-surgical-medical premiums to a \$15 per month maximum, and increase in transportation allowance to 10¢ a mile for distances of 200 miles or less.

The agreement becomes effective upon ratification and extends through Oct. 31, 1969.

TAFFRAIL TALK

PHIL LALLY, UM in the *Esso Lexington*, sent us a bright yellow shopping bag on which was printed a cute black and orange tiger and the words "Shop for Tiger Milk, the Nutrition Builder, at The Diet Shop, Elizabeth, N. J." Phil said the proprietor told him he purchased the tiger milk from the Bayway Refinery. "However," he added, "despite 2 pumpmen and one pumpman trainee aboard ship, no one knew which Esso ships, much less which tanks, carry this product." (*Maybe we're missing a bet here — Ed.*)

AB DANNY RIZZOLO enclosed a newspaper clipping about an impressive Mariners' Christmas Tree lighting ceremony at the entrance to Manasquan Inlet, N. J. The ceremony also included tossing wreaths into the sea in memory of mariners lost at sea from Point Pleasant Beach, N. J.

MRS. JAMES A. ROACH, wife of the *Esso Washington's* MM/2P, writes: "I was really glad some one besides myself has a word of thanks for the kindness of the Baton Rouge Guards. Many times I take little tokens of cake or candy to them when going to meet my husband. They have a very rough job with all us wives asking so many questions and calling on the phone. So thanks for such a nice letter about them from one of our men in the Fleet." (AB Lloyd Martin, in the Dec. 5 FLEET NEWS.)

A story about the "summer green" carpeting that Frank Connor, of Vidalia, Ga., put in a barn for his 400 dairy cows appeared in the Company's BAYTOWN BRIEFS, Dec. 13. Made of Vectra olefin



The modern off-shore crude oil terminal at Ras Shukheir, Egypt (on the Gulf of Suez) where the *Gettysburg* loaded cargo for Yorktown, Va.

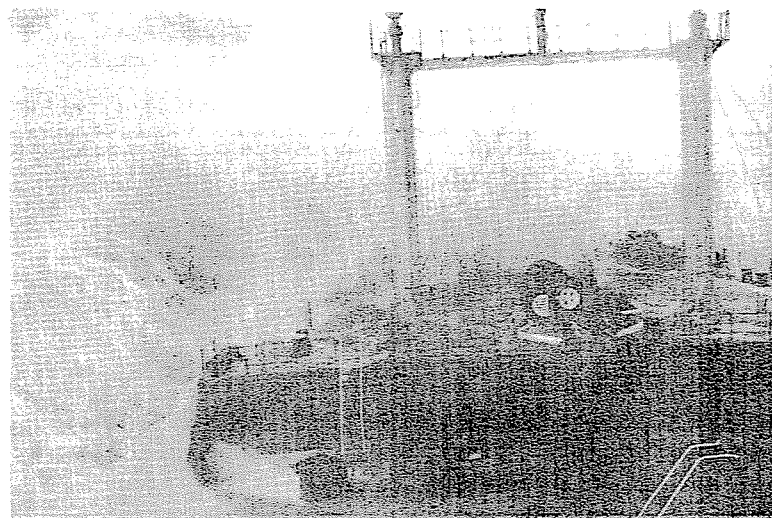


Capetown, South Africa, with famous Table Mountain in distance. Bunkers were taken here for last leg of the cruise. AB Edwin M. Holmes is in foreground.

SPEAKING OF PICTURES - these are photos taken by Eero Puranen, Third Mate in the *Esso Gettysburg* on her recent round-the-world voyage.

In color, this a beautiful morning rainbow, seen Nov. 24 when the ship was 4 days from Yorktown.

Two days later the *Gettysburg* was bucking stormy seas and northwest winds, Force 7.



fiber from polypropylene produced by Enjay Chemical's Baytown Plant, the carpeting is moisture, stain, wear and fade resistant and will not rot, mildew or support bacteria. The idea, proved by a severe 8-mo. test, was born after one of Mr. Connor's prize Holsteins slipped on a wet concrete floor and broke her hip.

RECENT RETIREMENTS



FIRST ASST. ENGINEER HOWARD W. MENIG was a mechanical engineer with 2 New Jersey steel firms for 14 years before he joined the Company's *Dartmouth* as Wiper on April 7, 1944. After an assignment as Oiler, he attended the U. S. Maritime School at Fort Trumbull and served 6 months in 1945 as Third Asst. in W.E.T. Inc.'s *North Point*.

Rejoining the Fleet in July 1947 as Second Asst. in the *Esso Sao Paulo*, Mr. Menig sailed in this rank and as First Asst. until Aug. 31, 1966, when he had his first Chief's berth—in the *Esso Scranton*. Thereafter he was First Asst. and Chief Engineer and had 22½ years' service at retirement, Jan. 1.

Mr. Menig and his wife Gladys have a home in Toms River, N. J., some property near Randolph, Vt. and a new Airstream trailer.

CHIEF COOK ARTUR deB. MARTINS' 20 years in the Fleet began in July 1948 as Crew Messman in the *G. Harrison Smith*. He continued as Messman and Utilityman, except for 2 years (1950-52) in the U. S. Army, advanced to Second Cook in July 1965 and was Chief Cook from June 1967 until his retirement, Jan. 1.

Mr. Martins and his wife Arminda live in Pawtucket, R. I. with their 3 children, Linda 9, Sandra 8 and Arthur, Jr. 3.

ABLE SEAMAN HENRI D. BRIN retired Jan. 1 with 21 years' service. After his first assignment—Utilityman in the *Esso Reading* on March 9, 1947, he served as OS, DM and AB.

Born on the tiny French island of St. Barthelemy in the West Indies, Mr. Brin lives in the Bronx, N. Y. with his wife Alma.



ORDINARY SEAMAN ALBERT L. ERICKSON, a Jan. 1 retiree, ended his 20 years, 8 months in the Fleet with a 6-month assignment in the *Esso Dallas* that included the discharge of jet fuel at Da Nang, Vietnam. He sailed as DM, beginning in the *Esso Greensboro* on Jan. 29, 1948, for a good part of his service.

A U. S. Navy veteran, Al was a Gunners' Mate, 2C in the South Pacific for 4 years during World War II. He was born in Nebraska and now lives in Baytown with his wife Muriel.

OILER DAVID McFARLANE, a native of Scotland and resident of Providence, R. I., joined the Fleet as Oiler in the *A. C. Bedford* on Aug. 30, 1946. He had 21¾ years of credited service, nearly all as Oiler, when he retired on Jan. 1.

UTILITYMAN JOSEPH M. CRUZ' 20¾ years with the Company started with wartime voyages in the *Esso Buffalo* in 1943 and the *Esso Rochester* and *A. C. Bedford* in 1945. He rejoined the Fleet in April 1948 and had continuous service from then until his retirement, Jan. 1. Joe is a Bronx, N. Y. citizen and a native of Puerto Rico. He and his wife Carlota have a son Jose, 10.



OBITUARY

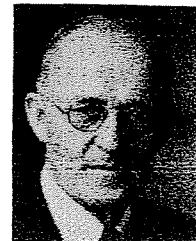


ABLE SEAMAN ROBERT H. SIMPSON, 58, died in Annapolis, Md. on Dec. 23 after an illness of 9 months. He is survived by his wife Mary, a daughter Mrs. Loretta Murchake, and 4 sons Walter, Alfred, George and Francis.

Mr. Simpson was in the Fleet for nearly 18 years, sailing first in the *J. A. Mowinckel* and *Svithiod* from July 1940 to July 1941. He returned in Dec. 1951 and had continuous service until he went on sick leave last March.

CAPTAIN ROLAND WHITCOM, 81, died Jan. 2 in Venice, Fla., which is 10 miles from his home in Englewood. A son Donald, of Lincroft, N. J., survives.

Joining the Company in March 1919, Captain Whitcom became Third Mate 7 months later and served continuously as Master from March 1926 until his retirement, Jan. 1, 1946. He commanded the *James McGee* for 7 years, the *G. Harrison Smith* for 6½ and the *Esso Little Rock* and *Esso Portland* during World War II.



FIRST ASST. ENGINEER WILLIAM CROWE, 53, whose disability retirement Nov. 1 was noted in the Dec. 19 FLEET NEWS, died Dec. 21 in Staten Island, N. Y. His wife Alberta survives.



LORIE B. GRISSOM, 74, a Radio Officer in the Fleet for nearly 40 years, died Dec. 3. He had been retired since Jan. 1, 1959 and lived in Quebeck, Tenn.

Mr. Grissom served in the U. S. Army before World War I, sailed with the Bull Line and joined the Company's *Bayway* on March 17, 1919. His unbroken record of service included nearly 10 years in the

Charles G. Black before World War II, 5 ships during the War and 10 postwar years in the *Esso Raleigh*.