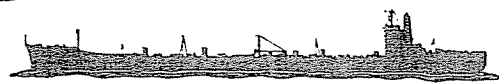


ESSO FLEET NEWS

PUBLISHED BY THE MARINE DEPARTMENT, HUMBLE OIL & REFINING COMPANY



Vol. 12, No. 15

August 3, 1970

Marine Ships, Barges To Deliver 'Big Plus' To 22 States

Marine personnel aboard tankers operating in Gulf and East Coast trade and employees in the Inland Waterways Fleet are either delivering or soon will be delivering a new gasoline to 22 states and the District of Columbia.

This is a 96-octane, low-lead gasoline called "Big Plus." It is designed to reduce emissions from most of the more than 80 million cars already on the road—not just from 1971 models. "Big Plus represents the latest step that Humble has taken to make its operations and its products compatible with the environment," said Chas. F. Jones, Humble president.

Initially, tankers will load Big Plus at Bayway, Baytown, and Baton Rouge refineries.

Ship and barge deliveries of
See 'Big Plus', page 5

'Esso Dallas' Chartered

The *Esso Dallas* early in July began a two year contract to Phillips Petroleum Company for transporting products from Puerto Rico and the U.S. Gulf to various terminals on the East Coast.

The *Dallas* and her crew were in U.S. Gulf-East Coast service. With the three new 75,600 dwt tankers operating in this area, the *Dallas* became available for outward charter. Marine Traffic was able to place her with Phillips.

'Esso Scranton' To Retire From Fleet

The *Esso Scranton* will be retired from the Humble fleet.

She is Marine's oldest ship and the last U.S. Flag T-2 in company service. The ship, 26 years old, is on her last voyage for Humble. She loaded lubricating oil at Paulsboro and is scheduled to discharge it at Bombay and Calcutta in early September. She may then pick up a cargo in the Persian Gulf for the Far East.

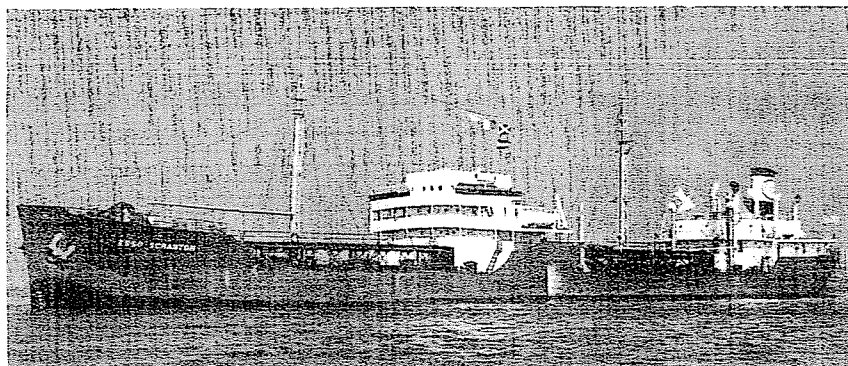
The tanker's age and needed repairs that would be extraordinarily costly are two main reasons why the company finds it desirable to dispose of her. The *Scranton* has a total complement of 33 officers and men, all of whom will be reassigned to other company ships.

The 16,536 ton ship was built in 1944 by the Sun Shipbuilding and Dry Dock Company in Chester, Pennsylvania. She has an overall length of 523 feet, 6 inches, and a cargo capacity of 138,335 barrels. Her turbo-electric engine, supplied with steam

by two water-tube boilers, develops 7,240 shaft horsepower, giving the *Scranton* a speed of 14.6 knots.

The vessel came under government control the day she was delivered and assigned to United Kingdom service. On her maiden voyage, she lifted gasoline and clean diesel oil at Trinidad terminals and returned to New York to load deck cargo before proceeding to Avonmouth in the Bristol Channel. The deck cargo for this voyage consisted of eight P-47 (Thunderbolt) Army pursuit plane fuselages and eight boxes of wing assemblies. The *Scranton* completed the return leg of her maiden voyage at New York on August 5, 1944. Subsequently, the ship carried three other United Kingdom cargoes, including 22 disassembled planes, 15 boxed units of Army technical devices, and 122 belly tanks in crates.

Between July 22, when the
See 'Scranton', page 6



The *Scranton* was the first Esso American flag tanker to arrive at Tunis after WW II with petroleum products financed by U.S. aid to Tunisia.

Hurricane Is Heading for Alabama, Florida

Houston's Family Newspaper

HOUSTON, TEXAS 77001

Second Class Postage Paid at Houston, Texas

Becky Full-Blown Hurricane; Winds Reach 75 MPH

Florida, Alabama In Path

Miami, Fla. (AP) — Tropical storm Becky grew into a hurricane.

Becky meaner

Inside The Post

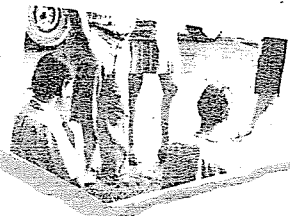
S. DEFENSE officials say 20,000 troops withdrawn from South Korea despite government's opposition. See 1, page 14.
 ESE AGRICULTURE Committee tentatively approves three-year subsidy program for crops. See 2, page 3.
 AGE STUDY errors to be expected, affect planning, consulting engineers.

three agencies of Fed. Reclamation department. See 1, page 1.

Becky threatens Florida coast's 'Miracle Strip'

2 miles
 Winds Now 75 MPH As Becky Grows

Miami, Fla. (AP) — Tropical storm Becky grew into a hurricane.



While newspaper headlines like these were keeping people ashore advised on Hurricane Becky, Marine personnel and others in the Houston Office maintained

close radio contact with the Esso Baton Rouge to plot her maneuvers at sea as she slowed down to avoid winds of hurricane force.

Hurricane At Sea Means Action Ashore

Although there is never an appropriate time for a hurricane, Becky's arrival in the Gulf of Mexico probably had less effect on Humble tankers and shipping schedules than most hurricanes in the past. Only one company ship, the Esso Baton Rouge, was delayed. She was enroute from Baltimore to Baytown Refinery when she had to reduce speed near Dry Tortugas on July 21, causing a seven hour delay in reaching Baytown.

This is in sharp contrast with a hurricane just a little less than a year ago when eight Esso Fleet ships played cat and mouse with Hurricane Camille as she danced a deadly twist across the Gulf. The tankers outmaneuvered the storm and reached safe harbors without injury to personnel and only minor damage to two ships.

Even though Becky turned out to be a rather mild lady, several groups of Marine employees and others in the Houston Office watched her progress as closely as they would a

hurricane of major proportions.

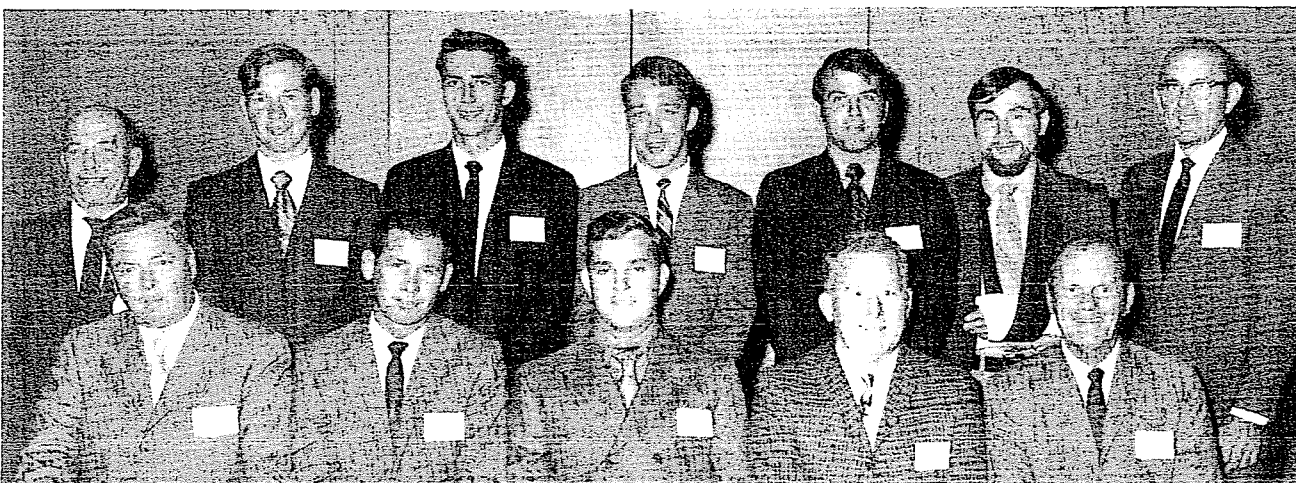
"We were lucky this time because most of our ships were either in port or in other locations when Becky came swooping through the Gulf," explained Luddy Bade, chief of allocations and dispatching in the Traffic office. He and his group George Saunders and Hank Goedeke, are responsible for scheduling tanker arrival, loading, and departure times.

Hurricanes at this time of year are as much a part of the United States' Gulf Coast as hot weather. As many of you know, hurricanes can form pretty quickly and ships already at sea usually avoid them by taking evasive action, such as slowing down, circling, or maybe stopping completely. These delaying tactics can become rather boring at times, especially if you have to wait out a storm six, eight or more hours. But there's action ashore, especially at Marine headquarters in the Houston Office. Here, Mr. Bade's group and others are deeply concerned with what's

happening. Even though a ship may not be in danger, delays caused by a hurricane tear carefully planned loading and delivery schedules all to pieces.

"We keep close radio contact with each ship delayed by the storm to record changes in position and speed so that we can notify the Supply Department of revised times," Mr. Bade said.

"We use Marine's revisions to notify Baton Rouge or Baytown refineries as far in advance as possible so that they can adjust their operations to meet new schedules during the critical period," explained Herb Aumann, staff supply scheduler in Headquarters Supply. "The scheduling becomes even more important if several ships arrive in port within a short time of each other." Mr. Aumann and his co-worker, Gene Peters, also check primary terminals along the Gulf and East Coast to see if a delay will cause a critical shortage in products needed by them to meet requirement schedules. "If a shortage is discovered at some location, we work with the Marketing regions and



Deck officers who attended the Marine conference in Houston are, seated from the left: John D. McShane, Robert Cleveland, Andrew Kirkland, Millard Whitson,

and Oliver Holmes, Jr. Standing, from left: James L. Burke, Ernest Seddon, Jr., Stephen F. Ford, Richard M. Knoop, John Mazza, Bruce Reehl, and Everett Marshall.

Deck, Engine Officers Attend Houston Conference, Review Responsibilities

Twenty-four deck and engine officers from the fleet attended a two-day marine officers conference in Houston on July 23 and 24. This was the second in a series of conferences held this year designed to clarify the authorities and responsibilities of officers and to bring them up to date on the latest in labor relations, benefit plans, and contract adminis-

tration. Other subjects discussed included the Marine Department organization and its role in Humble, principles of communications, maritime labor background, job concepts and analysis of authority, and pollution. The officers also heard talks on the status of Humble's Alaskan oil discovery and its potential on Marine, and a presentation on the value of

tanker time and the tanker charter market. Also discussed were new and different techniques for use in performing duties more effectively. A free-wheeling question and answer period was held at the end of the conference.

Meetings will be held at approximately two-week intervals until all of the nearly 250 officers holding or sailing as second and third mates and second and third assistant engineers have attended. The next conference is scheduled for August 3 and 4.

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Lyons. Standing, from the left: John Bajor, Ronald Sanacore, Clifton Scoville, Joseph Luchetta, Thomas Royal, Jr., Joseph V. Minervini, and Jack Ertl.



Marine branch offices to supplement supplies by barge deliveries from other terminals or Bayway Refinery," Mr. Aumann said.

Another group that takes special action when a hurricane strikes is Marine Personnel. "We're responsible for crew changes and if a ship is going to be delayed we want to notify replacements before they leave home so that they won't have to spend an undue length of time waiting for the ship to come in," explains Paul McEwan, head of Personnel. "We also perform other more personal services during hurricane periods. Wives call us wanting to know if their husband's ships are involved in the storms. We do all that we can to provide the answers and pass along information. We have even arranged for husbands to be flown home in cases of emergencies," Mr. McEwan says. Those in his group who become directly involved in these services include Ed Maher, Ed Cole, George Banks, Stewart Edmonds, and Jim Scott.

So, if you are aboard a ship caught in a hurricane — or delayed by one — remember that personnel ashore are keeping in close contact, not only for the company's interest, but for your interest as well.

Captain Lawton Recuperating

James D. Lawton, master of the *Esso Jamestown*, became ill on July 11 and had to enter the hospital at Durban, South Africa. After a short stay there, he was flown to the U.S. and is now recuperating at his home in Ridgeland, South Carolina. Captain William N. Sims (who was on leave at his home in Trenton, New Jersey) was flown to Durban to relieve Captain Lawton as master of the *Jamestown*.

Eight Union Members Indicted In Plot

The Seafarers International Union and eight of its officers and employees were indicted by a Federal grand jury recently on charges of conspiring to contribute \$750,000 to Republican and Democratic political campaigns in 1968.

A New York Times article on July 1 said that United States Attorney Edward R. Neaher pointed out that the 17-count indictment resulted from a Department of Justice investigation begun two years ago into a special fund created in 1962 called Seafarers Political Activity Donation (SPAD). Federal law prohibits direct political contributions by corporations and labor unions. Named in the conspiracy count were the S.I.U. president, Paul Hall, the union's vice president, Earl Shepard, and other union employees. Mr. Hall is also vice president of the American Federation of Labor and the Con-

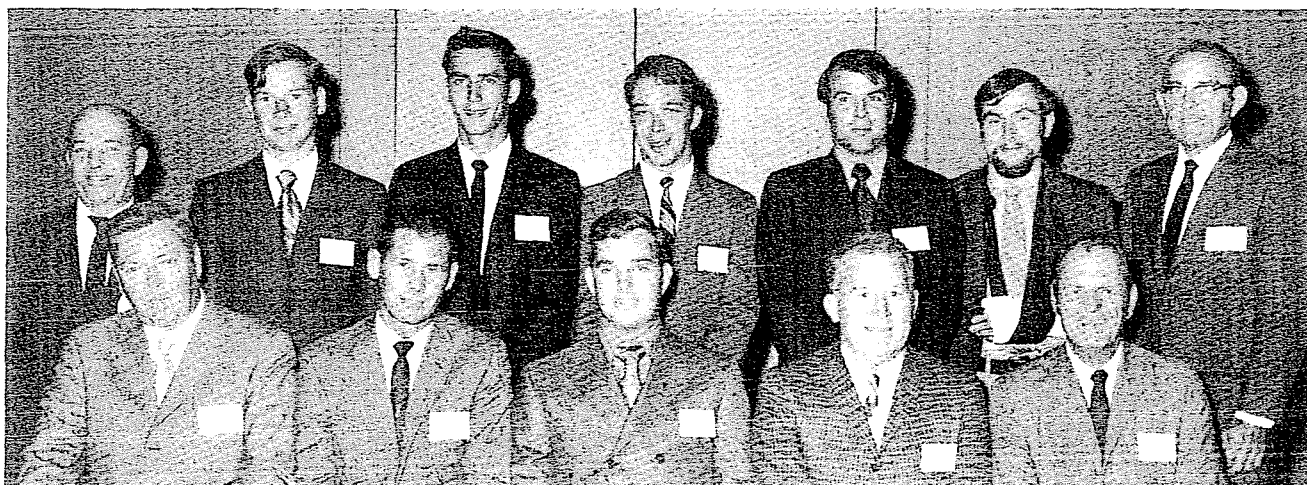
gress of Industrial Organizations and head of the Maritime Trades Department, a group of international unions in the maritime and allied fields with a total membership of 6.5 million. He was at one time mentioned as a possible successor to George Meany as president of the A.F.L.-C.I.O.

Union collectors for SPAD included port agents and port patrolmen who deducted political contributions when they collected dues and assessments, the New York Times article said. Probationary members who lacked voting privileges and seniority contributed out of fear that they would lose their jobs, according to the indictment.

Individuals, if found guilty, face two years in prison on each count and/or a \$10,000 fine. The maximum penalty for the conspiracy count is five years in prison and a \$10,000 fine.



FOUR INLAND WATERWAYS EMPLOYEES, representing 120 years of combined service, who received watches and gifts at their retirement party in Baltimore recently are, from the left, Lou Crites, bargeman, 22 years service; John Grinath, cook, 20 years service; E. P. Parker (dark glasses), deckhand, 32 years; and C. A. McLean (far right), chief engineer, 46 years service. E. E. Claypoole, Baltimore branch manager, and Miss A. C. Mosier, steno/clerk, made the presentations. In addition to company gifts, the four honorees received transistor radios from their co-workers and gifts from the Marine Officers and Unlicensed Personnel unions.



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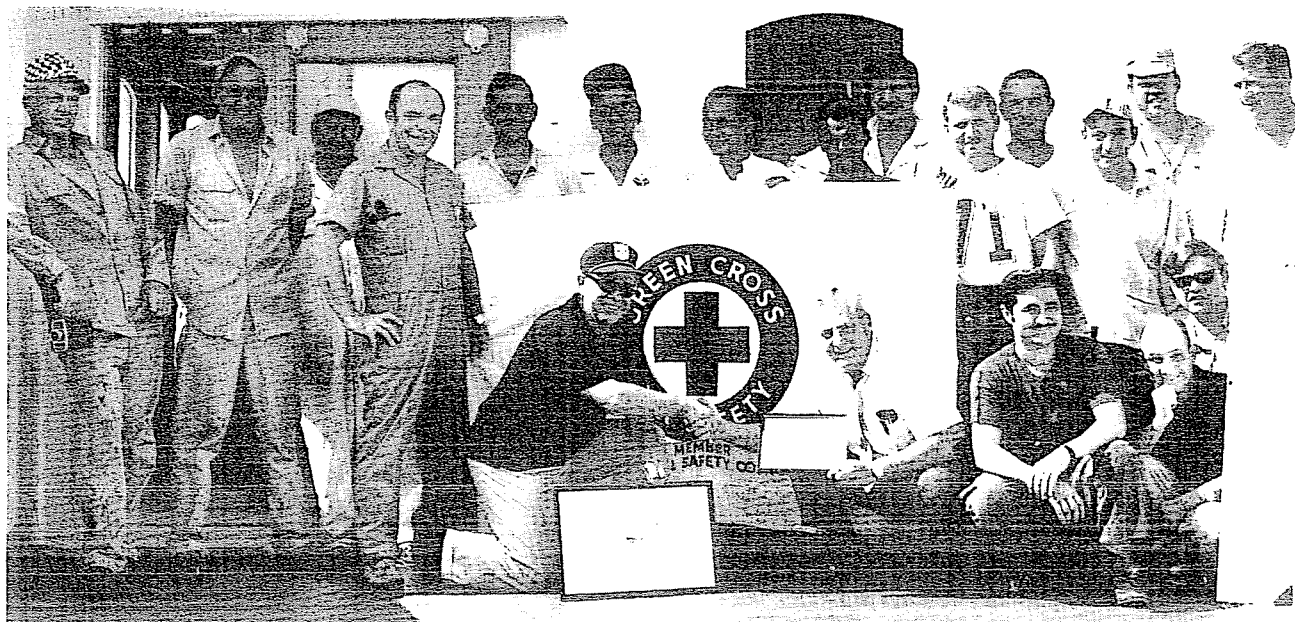
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ESSO SEATTLE CREW MEMBERS were recently presented two awards in recognition of the ship's safety record. The Jones F. Devlin Award was given to the ship for two consecutive years, 1968 and '69, without a single lost-time injury reportable to the National Safety Council. The last such injury occurred on July 14, 1967. The Marine Department Certificate of Safety was also presented to the *Seattle* as an award denoting a full year, 1969, without a lost-time injury on board or having a man put on sick leave as a result of a non-lost-time injury. The two awards were presented aboard the *Seattle* on June 26 when she was loading product at a terminal in Beaumont, Texas. From the left, standing, are: E. L. Marble, C. B. Banks, E. J. Sabowski, R. F. Stap (asst. port capt.), W. B. Klutz, R. Reid, R. G. Dahilig, V. M. Castaing, R. S. Sawyer, A. G. Mir, R. I. Pergerson, C. Cicero, G. W. Jensen, and M. E. Stanford. Kneeling, from left, are Al Gregaitis (master), A. B. Randall (Marine safety officer who presented the awards), J. M. Lerma, J. B. Hedgepeth, and C. E. Ormiston.

Tanker Crew Rescues Six Cubans On Raft

Every so often someone aboard a Humble tanker sights a dot on the horizon. Upon closer inspection, the dot sometimes turns out to be a make-shift raft loaded with people. Such was the case recently when crewmembers aboard the *Esso Scranton* sighted a raft low in the water off the starboard bow with six men aboard.

"After maneuvering the *Scranton* alongside the raft, about 16 miles due east of North Miami Beach, we took the six men aboard. They were refugees who had left Cuba about six days before we picked them up," explained Captain Bjorn Gunnlaugsson. "They reported

that their food was ruined by salt water the first day out, and they ran out of drinking water on the fourth day."

The raft was made of four truck or tractor innertubes lashed together with 2x4's. They had four homemade oars. The raft was partly submerged and even though seas were calm, the men were soaking wet. They were given light nourishment and the crew donated clothing.

"I contacted the Coast Guard in Miami as soon as the men were on board and asked to have the survivors taken off at Port Everglades sea buoy," Captain Gunnlaugsson said,

Big Plus

Continued from page 1

Big Plus go to the following states: Arkansas, Delaware, Kentucky, Louisiana, Maryland, Massachusetts, Mississippi, New Hampshire, New York, North Carolina, Pennsylvania, Ohio, Rhode Island, Connecticut, South Carolina, Tennessee, Vermont, Virginia, West Virginia, northern Alabama, southern Maine, and some portions of Georgia. Also, deliveries will be made to Washington, D.C.

Nine out of ten motorists can use Big Plus without worrying about harmful engine knock. It contains 70 per cent less lead and twice as much detergent additive which is designed to reduce automotive emissions.

and added: "When the men left the *Scranton* a little over an hour after they came aboard, they were a lot more presentable than when they were rescued. Their condition seemed to be remarkably good considering the hardship they had gone through. They were all young, from 20 to 26 years of age. Several had tried to leave Cuba before, but failed."

'Scranton' To Retire

Continued from page 1

Scranton first arrived at Avonmouth, and November 6, 1944, when she left Liverpool for the last time during the war, she was very busy delivering a grand total of 490,000 barrels of product, mostly high octane gasoline.

In 1943, the *Scranton* delivered diesel and fuel oils from Aruba to Navy ships and barges at Eniwetok and Saipan. She later loaded Colombian crude oil at Cartagena for delivery to New York. In June, 1945, she was allocated by sailing orders to continuous service with the Navy and she called on ports in the Admiralty Islands; Abadan on the Persian Gulf; Darwin, Australia; and Leyte in the Philippine Islands. She was de-requisitioned by the government in 1945 and returned to company service where she sailed almost continuously in Caribbean-East Coast and U.S. Gulf-East Coast service until about five years ago. She was then assigned to India-Pakistan lube trade.

At present, it is anticipated that the *Scranton* will be sold in the Far East.

Turning On Humble Grease

A shipbuilding yard on the Gulf Coast builds ship hulls upside down to facilitate welding and reduce construction time. Upon completion, giant 1,000-ton "turning rings" rotate the hulls upright for addition of the superstructures. The rings, which turn in wooden troughs, are lubricated by Humble's 4320 Launching Grease.

ESSO FLEET NEWS is published every other Monday for active and retired employees of the Marine Department, Humble Oil & Refining Co., Russell C. Curtis, General Manager, Sydney Wire, Assistant General Manager

GENE LEGLER, Editor

Contributions and suggestions are invited and should be addressed to the Editor, ESSO FLEET NEWS, Humble Oil & Refining Co., P. O. Box 2180, Room 4193, Houston, Texas 77001.

'SS Manhattan' Returned to Seatrain

The *SS Manhattan* was returned on July 29 to the owner, Seatrain Lines, Inc. by Humble.

Humble originally chartered the ship a year and a half ago for two years and converted the vessel into an icebreaking tanker to test the feasibility of transporting crude oil through the Northwest Passage.

Under the terms of the charter, Humble agreed to remove the icebreaking bow and other special equipment before returning the *Manhattan* to Seatrain. The agreement provides for a cash settlement with Seatrain which satisfies all of Humble's contractual obligations concerning the *Manhattan*, including the earlier termination of the charter and responsibility for the demodification work.

Humble is evaluating technical data collected during two

Arctic voyages of the *Manhattan*. A decision on the economic feasibility of building icebreaking tankers for Arctic service will not be announced for several months.

Seatrain Chairman Joseph Kahn said the *Manhattan* has been chartered for eight months and will be quickly put into service carrying oil from the Persian Gulf to Europe, in order to take advantage of current high world charter rates. The company plans to preserve the ship's icebreaking capability and to demonstrate her commercial usefulness as a normal tanker, he said.

The 115,000 ton *Manhattan* is the largest tanker in the U.S. merchant fleet and the only icebreaker tanker in the world.

"She is potentially a major future asset to the U.S. merchant marine," Kahn said.

Editor's note: George W. Wright, A.B., wrote the following poem which he sent to Fleet News. We are running it as a fitting goodbye — a parting toast — to the mighty *Manhattan*.

"AND SO IT CAME TO PASS . . ."

"From the North Slope of Alaska to Eastern U.S.A.
The tankers bring the oil from far off Prudhoe Bay . . .
They never fear the icebergs, the snow, or wind, or sea
The hazards of the Arctic have passed beyond their lee . . .

Proud ships are these that sail the Pass and bring the black gold fore
The roster tells of places that live in northern lore . . .
Esso Resolute . . . Esso Anchorage . . . Esso Nome . . . Esso Thule . . .
Esso Sachs Harbor . . . Esso Pt. Barrow . . . Esso Fairbanks . . .
Esso Juneau . . . Esso Pond Inlet . . ."

Now lads I'll tell a story, a tale about a ship
Without her brave endeavors they'd never make a trip . . .
The ship that plied the Arctic ice to make this dream come true
Began in '69 my friend, and the spring of '70, too . . .

Her hull spread one thousand feet from her stem to ponderous stern
Her forty thousand horses could really make her churn . . .
She wore a belt around her waist to shed the heavy ice
And charge she did thru floes and packs and left an awesome slice . . .

They named her for an island and alas she stood alone
"Manhattan" spread across her bow like letters hewed in stone . . .
Her name will live forever no matter what her fate
She was the FIRST, remember, that crashed the Northwest Gate . . .

The polar packs may melt away and icebergs meet their doom
And other ships will sail the Pass and endure the northern gloom . . .
But somewhere in the Arctic . . . a ghost ship sails in fame
And across her slanted bow my friend, "Manhattan" is the name.