ESSO FLEET NEWS

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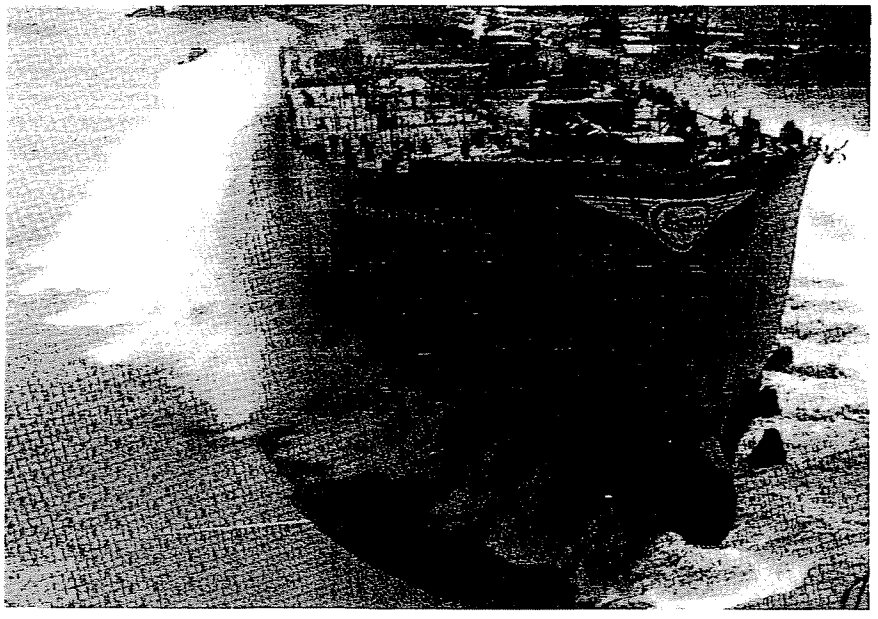
At Splash-In on the Mississippi

Esso San Francisco Goes Down the Ways



Esso San Francisco Splashes Into Mississippi River

"I christen thee *Esso San Francisco*," said the charming lady as she lifted the champagne bottle and broke it on the ship's bow. The foaming champagne splashed onto the hull and another Humble tanker went down the ways.

Old Man River rocked and rolled as a great wave swept across the muddy water to the far shore half a mile away. The newest and largest tanker in Humble's fleet made the biggest splash ever seen in the Mississippi River as 7,000 spectators cheered the successful launching under a broiling sun at Avondale, Louisiana.

The 75,600 deadweight ton ship went into the water at 10:45 a.m. on July 12 near New Orleans at

(Continued, Page 3)

Plans Unveiled For Alaskan Tanker Port

A new marine tanker facility will be constructed near Valdez, Alaska, at the southern end of a 500,000 barrel per day oil pipeline to be laid from the 49th state's North Slope to the Gulf of Alaska. The terminal is scheduled for completion late in 1971.

Esso Fleet ships trading there would serve Humble's new Benicia refinery near San Francisco. Valdez lies east of Cook Inlet on the shores of the Prince of William Sound.

A contract for engineering, design and other related work on marine facilities for a tanker terminal has been awarded to Fluor Ocean Services Inc. of Houston, Texas, by the Trans Alaska Pipeline System—a project of Humble Pipe Line Co., Atlantic Pipe Line Co. and B P Pipe Line Corp.

(Continued, Page 7)

Bluenose-Tiger Communications Systems Are Spin-Off of Space-Age Programs

When Bluenose calls Tiger, one of the most sophisticated and advanced communications systems in the world will go into action.

Bluenose is the communications code name of the *S.S. Manhattan*—slated to sail to Alaska via the Northwest Passage August 11. Tiger, appropriately, is Humble headquarters in Houston. The communications system that links the two incorporates latest technical advances—some of which have been made only in the past two years.

Other ultra-modern electronic gear includes the *Manhattan's* navigational system as well as a closed-circuit television arrangement for observation purposes. All three—communications, navigation and television—are direct spin-offs of space-age systems developed for various agencies of the U.S. Government.

Notorious Problem

The reason for it all is that communication and navigation can pose tremendous problems in an area that produces "whiteouts" as well as "blackouts." Dr. H. Charles Baker referred to the "blackouts" caused by strange auroral disturbances as a "notorious communications problem" that has plagued Arctic explorers since the advent of the radio and to "whiteouts" as a navigational situation caused by fog and fiercely blowing, dense snow.

Dr. Baker, who heads up Humble's telecommunications development and planning section, also observed that the mariner's trusty compass can't be relied upon as a

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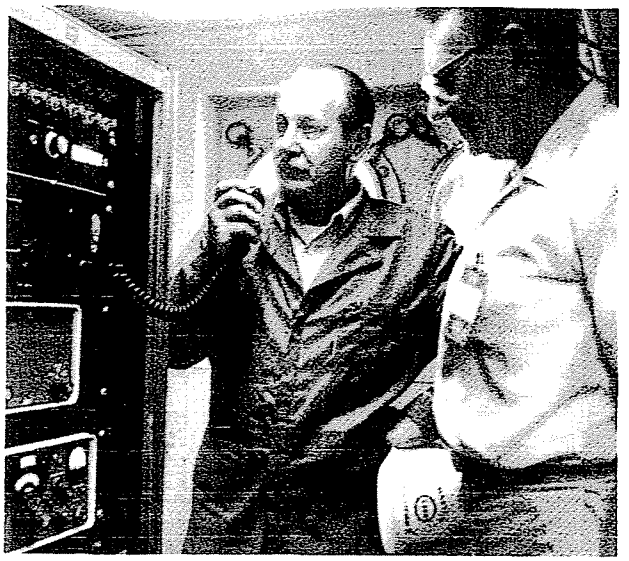

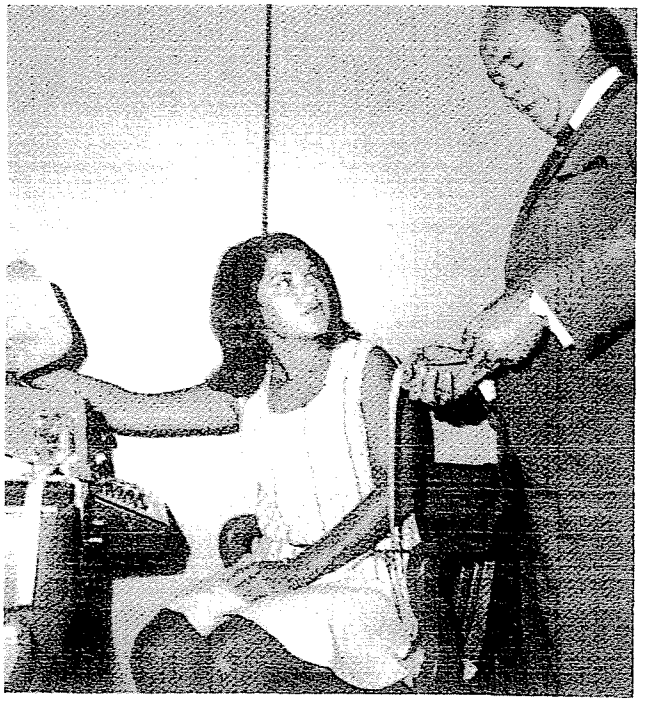

Capt. Roger Steward, master of the *Manhattan*, and Radio Officer Carl Thenemann check out radio equipment that links Bluenose to Tiger headquarters at right, where Capt. Robert Stap and Julie Johnson examine tape from teletype machine which also is part of Arctic Task Force communications gear.

(Cont'd. From Page 1)

ship nears the magnetic North Pole. He has worked with both government agencies and private industry to set up electronic systems in the ship to operate effectively in the Arctic environment. He has said that when the *Manhattan* sets sail, ". . . she will carry the most sophisticated state-of-the-art electronic gear ever assembled on a commercial ship."

More Powerful

In addition to the normal complement of ship-to-shore communications equipment, the *S.S. Manhattan* is outfitted with radiotelephone (voice), radioteletype (data), and radiotelegraph (Morse code) transmitters and antenna systems capable of radiating effective power up to 500 times that of equipment normally found on commercial ships. Outside antennae are specially constructed to withstand simultaneously conditions of 80-mile-per-hour winds, one-half inch of radial ice and temperatures of minus-40 degrees F.

On the mainland, arrangements have been made for radio stations which handle message traffic for the U.S. Government worldwide communications network to process Bluenose and Tiger messages. The principal land channel is at Cedar Rapids, Iowa, through which all *Manhattan* communications will be routed.

Voice of Tiger

Capt. Robert Stap is the voice of Tiger. One of the original members of the Marine Arctic Task Force, he will be responsible for shoreside logistics support once the *Manhattan* is underway. As the ship's prime contact, Capt. Stap will coordinate and arrange for the transport of personnel, emergency spare parts and equipment to the tanker-icebreaker.

Assisting him with communications chores will be Julie Johnson, a pretty Humble secretary who is expected to add a purr to Tiger communications. She will also be the ship's prime contact with the weaker sex during the three-month voyage.

Vital intra-task force communications have also been arranged by Dr. Baker. Each element of the force—ship, tanker-based helicopters, tanker-based ice parties, and icebreakers—will be equipped with rugged communications gear designed to meet low temperature conditions.

It Gets Hairy

Navigating a ship in the Arctic can be as hairy as communications problems are. "What we have here," Dr. Baker recently told the press, "is an object weighing almost twice as much as the heaviest aircraft carrier afloat and taller than the Humble Building, being propelled into a region for which the best maps are good only to within a few miles." The ship's newest navigation gear is known as the Integrated Position Navigation and Impact Side-Slip Measurement System.

It includes special purpose Earth satellites placed in Polar orbit under the U.S. Navy Navigation Satellite System program. Impulses from these satellites linked with those from sonar, accelerometer and gyro signals comprise the integrated system that will guide the ship. Its effect is to give "instantaneous ship's position coordinates to better than half a ship's length and velocity information to better than one-tenth of a knot for the entire voyage."

Television

Custom designed and remote controlled closed-circuit TV cameras mounted at both ends of the vessel will enable scientific observers to study the mechanics of cracking and ice flow dynamics.

ESSO FLEET NEWS is published every other Thursday for the seagoing 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.

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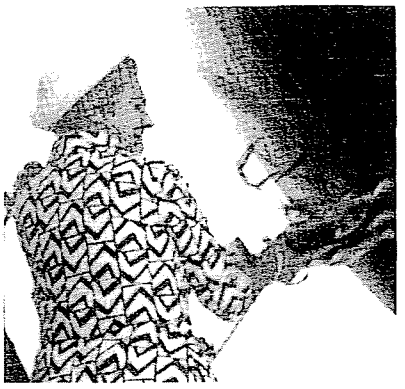
The *San Francisco* on the Ways



The Christening

Launching

(Cont'd. From Page 1)

Avondale Shipyards Inc. The *Esso San Francisco* was the first ocean tanker in the Esso Fleet, as well as the largest ship in the world, to be launched sideways.

She was christened by Mrs. William W. Bryan, wife of a senior vice president and member of the Humble board of directors. Matron of honor was her daughter-in-law, Mrs. Robert H. Bryan. The champagne baptism completed, the launching party of Humble and Avondale officials moved to a hotel in New Orleans French Quarter for a luncheon where T. J. Fuson, Marine Dept. general manager, and Avondale Shipyards President Henry Zac Carter thanked Mrs. Bryan and presented her with a bracelet and pin, respectively.

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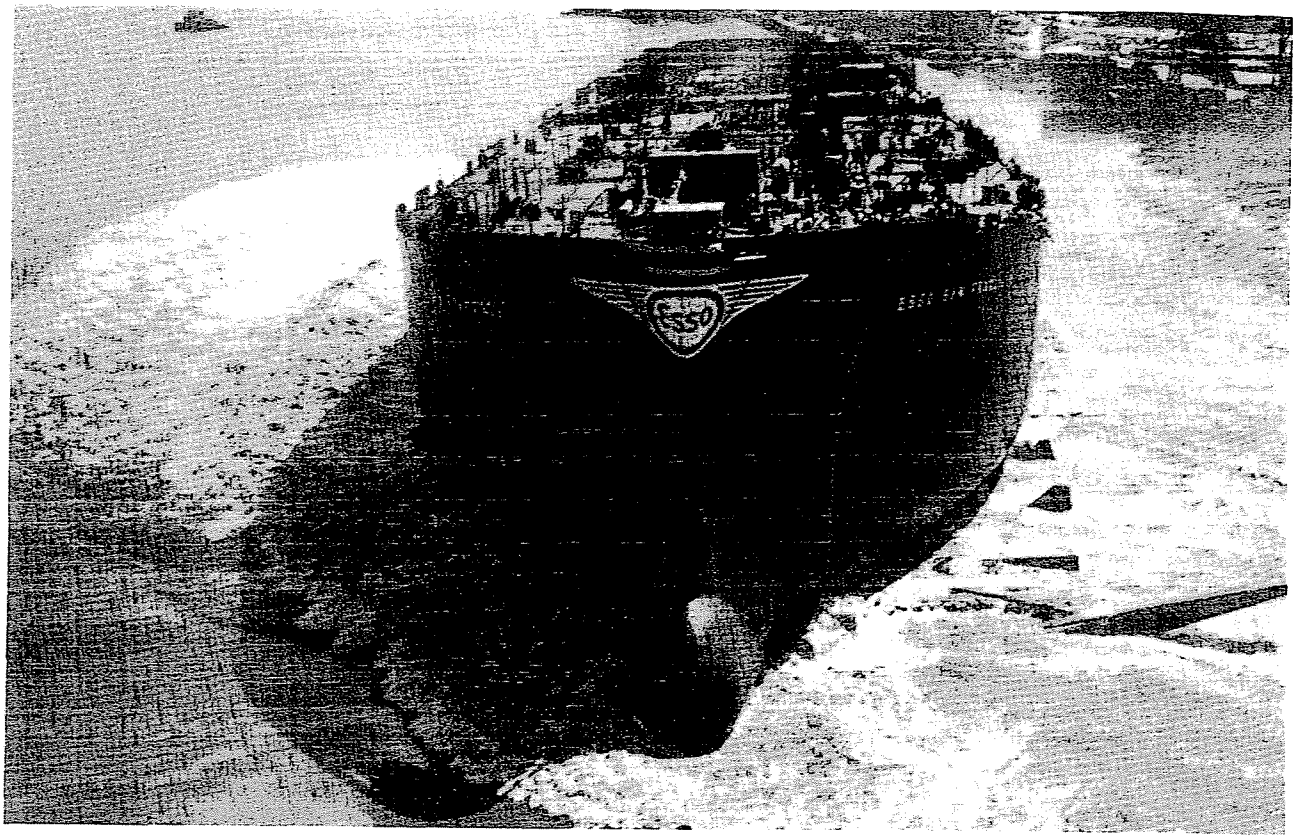

Esso San Francisco Sends Wave Rolling Across the Mississippi

The *San Francisco* continues a new look in Esso Fleet tankers that began in 1964 with the smaller, 71,500 deadweight ton *Esso Houston*. She has no superstructure amidship, which also eliminated the traditional catwalk. A creation of the most modern marine engineering and technology in the world, the new ship was designed under the supervision of Robert X. Caldwell, Marine Dept. technical superintendent.

New technology and design features seen in the ship make her more economically competitive with other modes of transport—chiefly the big pipeline. The *San Francisco's* larger size is only one of many features designed to contribute significantly to her efficient and economical operation.

Cargo Control

A centralized cargo control system, for instance, permits one man to supervise the loading or discharging of more than 600,000 barrels of petroleum in short order. Deck officers will control the main engine and navigate the ship from a modern and efficient wheelhouse. And a 1,200 horsepower bow thruster has been installed to assist in maneuvering the 810 - foot - long tanker. The increased maneuverability it will provide sharply reduces docking time and increases safety in the sometimes tricky operation.

Not to be overlooked are the *San Francisco's* modern living quarters. The crew's private accommodations are designed for comfort—featuring carpeting, paneled walls, fluorescent lighting, and air conditioning. Materials used in the rooms were selected for easy-to-clean features and economical maintenance.

Three Sisters

The tanker is the first of three sister ships under construction for Humble at Avondale shipyards. They are the first ever built for the Esso Fleet on the Gulf Coast. The *San Francisco* is also the first Humble-owned ship to be named after a West Coast city. The *Esso Seattle*—sailing in foreign trade from the Pacific Coast—is a chartered vessel.

Work has resumed at Avondale to complete outfitting the *San Francisco* prior to a test voyage later in the year. Delivery is scheduled in December. Her sister, the *Esso Baton Rouge*, is expected to be christened in the fall. The last of the three sisters currently abuilding is the *Esso Philadelphia*.

FACTS ABOUT THE ESSO SAN FRANCISCO

Keel Laid	April 24, 1968	Number of Cargo Tanks	21
Length Over-all	810 feet	Designed trial speed	17.0 knots
Length Between Perpendiculars	763 feet	Propulsion	Turbines
Beam Moulded	125 feet	Shaft horsepower	19,000
Depth Moulded	54 ½ feet	Number of shafts	One
Deadweight	75,600 tons	Number of boilers	One
Capacity Cargo Tanks	650,440 barrels	Scheduled delivery	Dec., 1969

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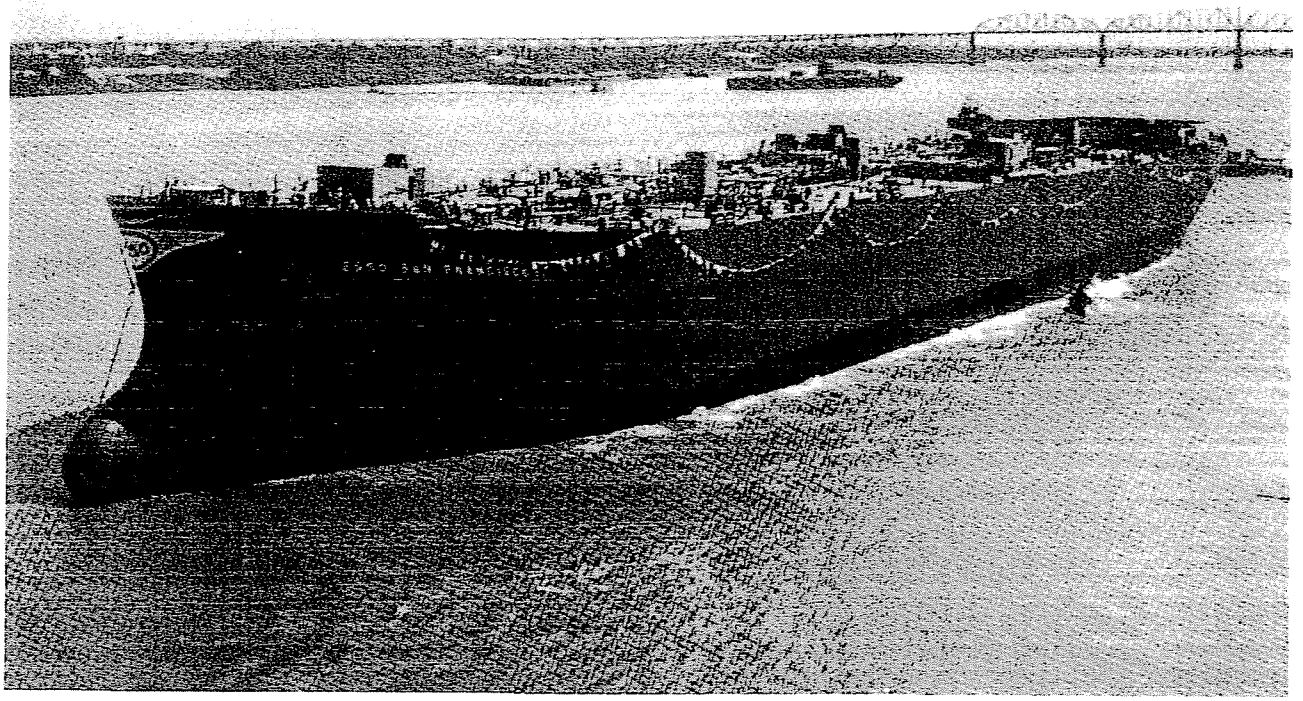
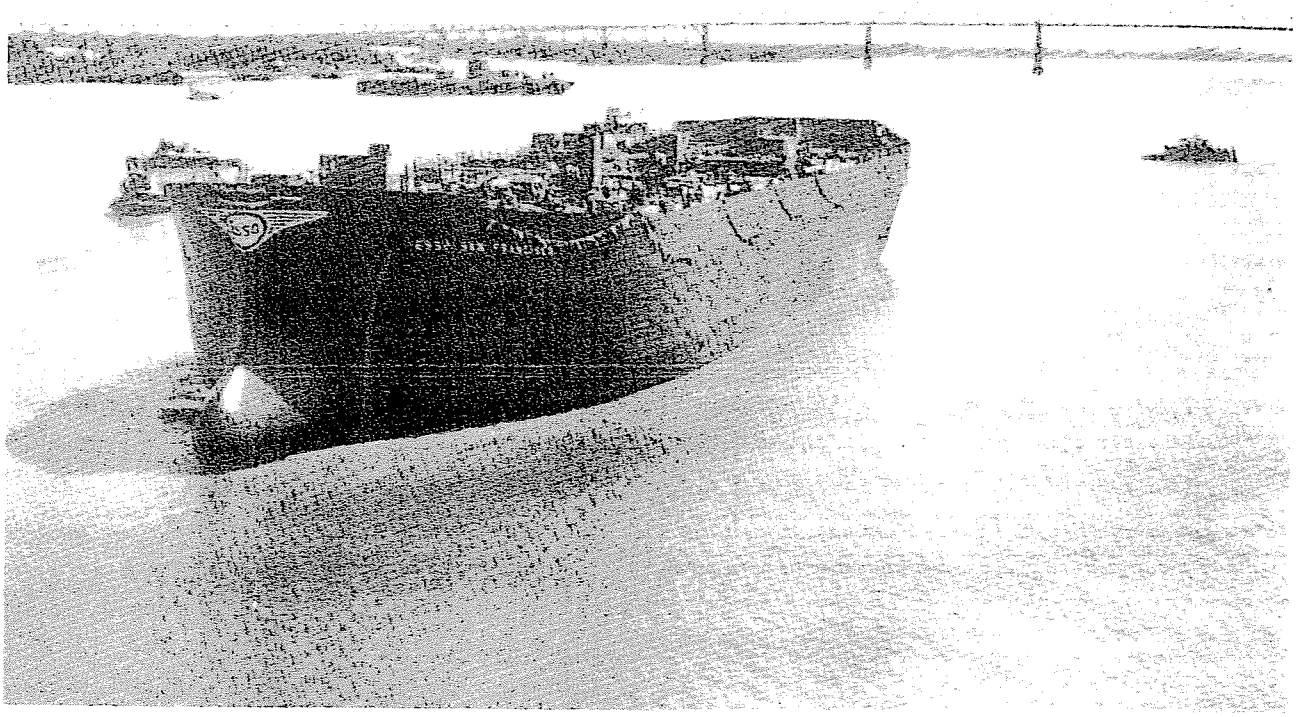


Tug Boats Take Control of the Powerless Ship on River



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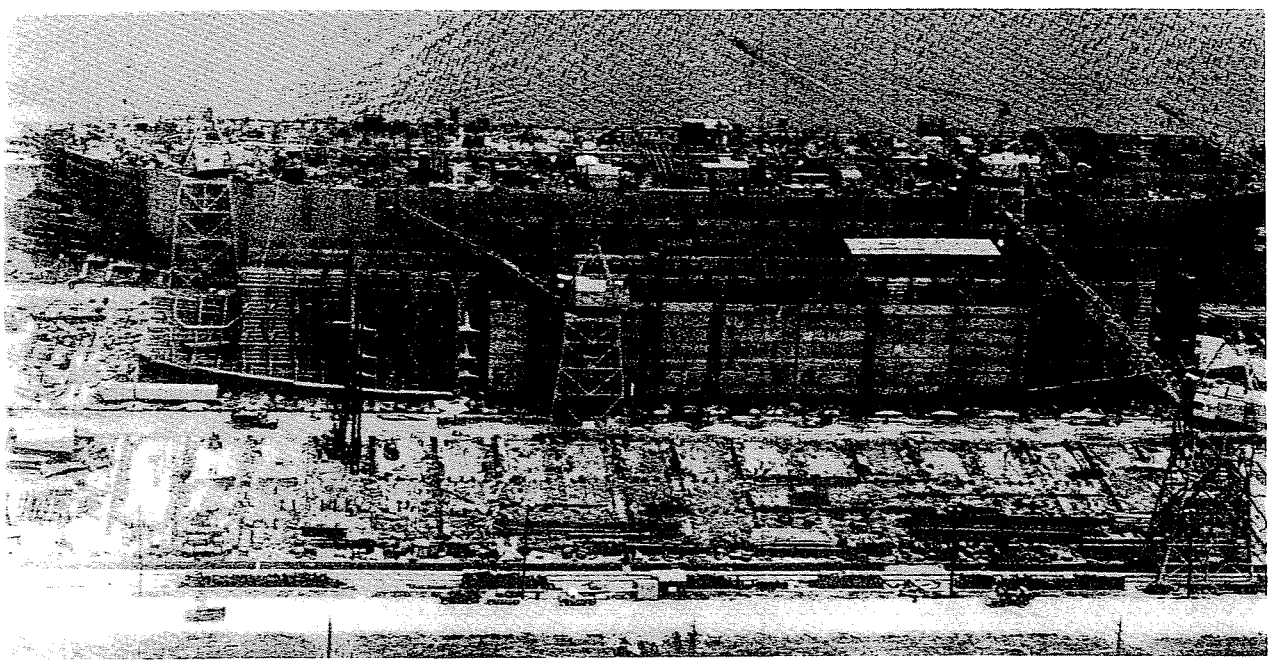
T. J. Fuson, Marine Dept. general manager, thanks Mrs. William W. Bryan, ship's sponsor, at post-launching luncheon in New Orleans.



Mrs. William W. Bryan

The *Esso Baton Rouge* (front) abuilding next to *Esso San Francisco* in June will be launched this fall.



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Esso Boston, Esso Baltimore Cited for Donations to Library Fund

The *Esso Boston* has contributed more money to the American Merchant Marine Library Association's 1969 Ocean Crews Drive for contributions than any other ship in the fleet. Her officers and crew, under Capt. William Sims, donated $140.87.

Funds contributed during the annual drive are used to purchase and circulate books in the American merchant marine fleet.

Record Set

The *Esso Baltimore*, which contributed $130, set a record in the fleet by contributing more than $100 for eight consecutive years. The executive secretary of the association, Charles Francis, wrote the ship's former master, retired Capt. Harold Griffiths, thanking him and the *Baltimore's* crew for their generous support. Mr. Francis also sent him an inscribed dictionary as a token of the library's appreciation.

All but three ships in the Esso Fleet have completed their library fund drives. Following are the names of Humble tankers and the amount of their individual contributions:

Contributions

Esso Baltimore, $130; *Esso Bangor*, $72; *Esso Boston*, $140; *Esso Chester*, $125; *Esso Dallas*, $60; *Esso Florence*, $101; *Esso Gettysburg*, $104; *Esso Gloucester*, $100; *Esso Houston*, $67; *Esso Jamestown*, $66; *Esso Lexington*, $118; *Esso Lima*, $105; *Esso New Orleans*, $74; *Esso New York*, $75; *Esso Scranton*, $104; *Esso Seattle*, $114, and the *Esso Washington*, $110.

New Safety Brochure Goes to Esso Crews

"Think, act and work safely" is the theme of a new "do's and don'ts" safety brochure mailed this week to all Humble tankers and inland waterways vessels for distribution to officers and crews.

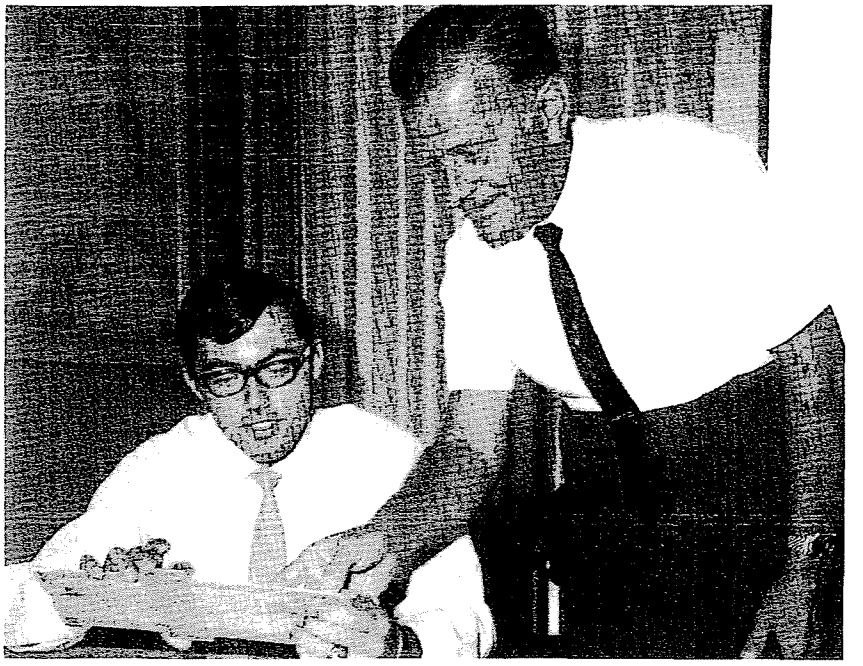
Aimed primarily at new employees not familiar with life aboard ship, it contains safety hints and highlights areas where crewmen should be especially careful to avoid accidents. The brochure was compiled from statistical data reported by ship safety committees that help pinpoint the most frequent kind of accidents.

Where Accidents Occur

"We were able to determine where most accidents occur by studying accident reports and minutes from ship safety committees together with recommendations of the port safety committee, which reviews the causes of accidents and recommends ways of avoiding them in the future," said A. B. Randall, fleet safety officer, who authored the brochure.

"We feel that the safety pamphlet gives a new employee the advantage of benefiting from and avoiding other people's mistakes," he said. But Mr. Randall emphasized that it should also be helpful to veteran seamen as well. "Accidents not only hamper operations but also cause personal suffering and inconvenience to all employees," he observed.

The brochure will be made available to the inland waterways fleet through local branch managers. In the future, copies will be given to new employees when they are hired.



CALCULATING trim and stress factors for a loaded tanker, 3rd Mate Timothy Leitzell of Scio, N.Y., gets pointers from Luddy Bade, head of ship allocation and dispatch section, during temporary training assignment in Marine Dept. Houston offices. Tim, formerly employed by American Export Steamship Co., survived a rocket attack on his ship, the *ElMira Victory*, last Christmas in Viet Nam. He is a 1968 graduate of the State University of New York Maritime College at Ft. Schuyler.

Tanker Terminal

(Cont'd. From Page 1)

The terminal will be the southern point of a 48-inch diameter pipeline that will transport crude oil 800 miles from the Prudhoe Bay area of Alaska's North Slope. The pipeline is scheduled for completion in 1972.

Currently, subsurface exploration is being conducted near Valdez to provide information for design of dock and tank storage facilities. This work is being performed under a separate contract by Alaska Geological Consultants of Anchorage.

BUY BONDS
THRU PAYROLL DEDUCTION

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RECENT RETIREMENTS



Pumpman Ernest H. Gates began his career with the Esso Fleet more than 23 years ago when he sailed as a wiper in the *Esso Baltimore* (I). He retired this month. Mr. Gates also sailed in the *Baltimore* as fireman-watertender and later as oiler. In 1948 he was second pumpman in the *Esso Roanoke* and advanced to pumpman in the *Esso Linden* the same year.

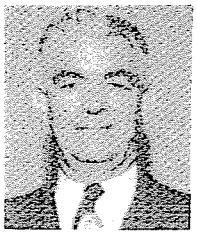
Born in Augusta, Maine, Mr. Gates is living in his native state at Winthrop with his wife, Jeanette, sons Steve and Glenn, and daughter Melodee.



John A. Gerrity first sailed in Esso ships as an ordinary seaman in the *Vistula* in the spring of 1934. He left the company in 1936 and returned in 1948 when he signed on in the *J. A. Mowinckel* as able seaman. Mr. Gerrity first sailed as third mate in the *Esso Scranton* in October, 1951. He retired as third mate July 1 with more than 19 years' accredited service.

Mr. Gerrity was born in New York. He now lives in Colonia, N.J., with his wife, Veronica, and four children, Michael, Mary Beth, Kathleen and John.

DEATHS



James J. Gunnip, 66, died June 18 in Lakewood, N.J. The former chief engineer had more than 29 years' service in the Esso Fleet when he retired in 1962. Mr. Gunnip sailed in the *Esso Gettysburg* on her maiden voyage and was her chief until his retirement five years later. Born in Ireland, Mr. Gunnip joined the U.S. Navy when he was 17, served two years as fireman and then sailed four years with Luckenbach Lines as oiler, third and second assistant engineer.

His career in Esso tankers began in 1931 when he signed on in the *W. C. Teagle* as third assistant. During World War II, he put in four more years in the Navy. After his return to the fleet in 1946, Mr. Gunnip was chief in the *Esso Parkersburg* for nearly seven years. He is survived by his widow, Ruby, who resides in Lakewood, and three married daughters.



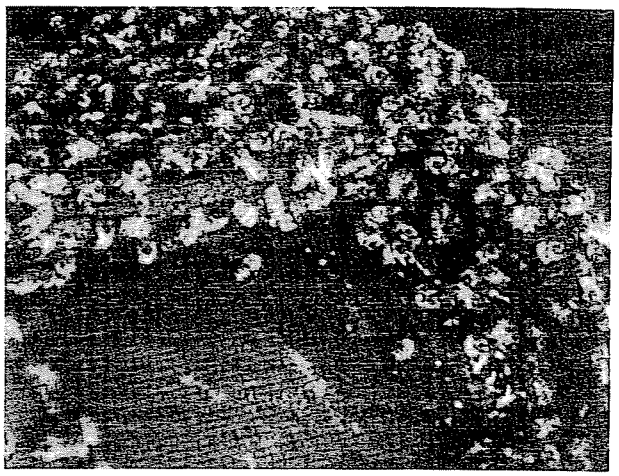
Florence A. Daniels died at age 74 on July 10 in Calvert County, Md. The former chief engineer retired in December, 1957, with more than 24 years' service. Mr. Daniels first went to sea as a deckboy in a two-masted wooden schooner. He worked as an engineer on U.S. Army dredges before joining Pan American Petroleum & Transport Company in 1930 as third assistant.

He became chief engineer in March, 1942, in the *Fred W. Weller*. After returning from War Emergency Tankers Inc. in 1946, Mr. Daniels began a series of assignments as chief engineer in the *Esso Reading* that continued until August, 1957. When he retired four months later, he was chief in the Jacksonville, Fla., tied-up fleet. Mr. Daniels is survived by his widow, Ida Virginia, who resides in Calvert County, Md.

TAFFRAIL TALK

A NEW MASTER

Congratulations to Capt. Keith E. Frutiger on his first assignment as master. He skippered the *Esso* Dallas on a voyage that began June 29 from New York to Port Everglades, Fla. Good luck to Capt. Frutiger with his new responsibilities.



This swarm of bees came aboard the *Esso Huntington* earlier this summer as the tanker was outbound on the Mississippi River. If the bees were disillusioned with living ashore, they learned all too late that life at sea isn't all honey either. A day later in the Gulf of Mexico "a small red bird came aboard and began feeding on them," writes 1st Assistant Engineer Robert A. Stewart. The bird had nary a worry about meals for three days as she pecked the bees off a pipe adjoining the catwalk. "By the time we were off the Florida coast, the bird had finished off every last one of them," says Mr. Stewart. "Unfortunately, the bird was too wary of me and I couldn't get her in the picture."

10 YEARS UNDER THE ESSO FLAG

Congratulations to the following seagoing men who have sailed for ten years under the Esso flag as of this year on dates indicated:

Able Seaman Gustaaf Van Thillo, Jan. 25; Oiler James W. Crossland, Feb. 15; Messman Thomas M. Parks, Feb. 18; 3rd Assistant Engineer Columbus Swonger Jr., April 20.

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

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