

Sets Record on Maiden Voyage

New Esso San Francisco Lifts Biggest Petroleum Cargo From U.S. Gulf Port

The *Esso San Francisco*—Santa's Christmas gift to the Esso Fleet—is bound to Boston on her maiden voyage with the largest petroleum cargo ever shipped from a Gulf of Mexico port.

The new 75,600 deadweight ton tanker set sail last week from the company's Baytown refinery with a record 540,000 barrels of refined products in her cavernous hull.

But she was still shy by 110,000 barrels of her whopping 650,000-barrel capacity. The shallow Houston ship channel prevented the shiny new tanker from taking a full load.

The ship's first cargo was made up of four grades of gasolines, diesel fuel, and heating

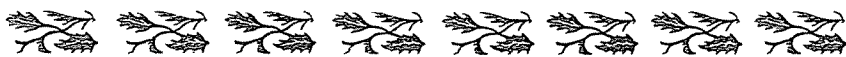
oil. It was greater in both barrels and tonnage than any petroleum shipment ever lifted from a Gulf of Mexico port. Even the 115,000 deadweight ton *S. S. Manhattan* never picked up that much cargo on the Gulf. Foreign tankers, many of them bigger than the *San Francisco*, seldom lift large quantities of U. S. petroleum.

Santa, represented by Avondale Shipyards, Inc., turned the Christmas ship over to Captain Henry F. Wichman and his 25-man crew. They docked her in Baytown last Tuesday after a weekend test run from Avondale, Louisiana, where the 125-foot-wide tanker was launched last July.

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HE CAME EARLY. Because of the huge size and the massive weight involved, Santa Claus came a few days early to deliver his gift, a shiny new ship, to the Esso Fleet. He left the *Esso San Francisco* down at Avondale, Louisiana, and then made off in his special amphibious sleigh. His voice could be heard for miles up and down the Mississippi River: "Swim on Dancer, Prancer, and Rudolph get your shiny nose out of that muddy water!" The gift was not wrapped but the crew found a Christmas card attached to the *San Francisco's* bow that said: "Merry Christmas and Happy 1970 to Ye Gentlemen of the Sea. May Good Sailing and Calm Seas Be Yours in the New Year." He added this postscript: "Please remit \$16 million to my deep sea helpers, Avondale Shipyards, Inc." The crew took the ship and sent the card C.O.D. to the Humble Building in Houston.



Holiday Greetings

In the spirit of the great Christmas tradition, it is our privilege to extend Holiday Greetings and Best Wishes for the New Year to all Marine Department employees, annuitants and their families.

May the inspiration and light of the Star of Bethlehem, which guided the Wise Men of old, bring you peace and good will throughout the coming year.

T. R. Thum

GENERAL MANAGER

Adrian W. W. W.

ASST. GENERAL MANAGER

26 Men Take New Tanker on Her Maiden Voyage

The *Esso San Francisco* — pregnant with her first cargo — is sailing to Boston on a maiden voyage that will introduce her to the sea on which she must earn her keep. And she will learn the ways of the sea in the hands of a seasoned, 26-man Humble crew.

Captain Henry F. Wichman, the *San Francisco's* first master, went to sea as ordinary seaman 37 years ago. He has been sailing as deck officer since 1934 and as master since 1947.

Chief Engineer Keith V. Wintenburg, in charge of the ship's power plant, has been sailing with the company some 30 years.

The Esso Fleet crew took charge of the *San Francisco* at noon Friday, December 12, at Avondale, Louisiana, where she was launched last July 12. They set sail at noon Saturday, December 13, on a short test run before going to Baytown, Texas, where the ship was loaded with a record cargo — the largest petroleum shipment ever lifted from a port on the Gulf of Mexico.

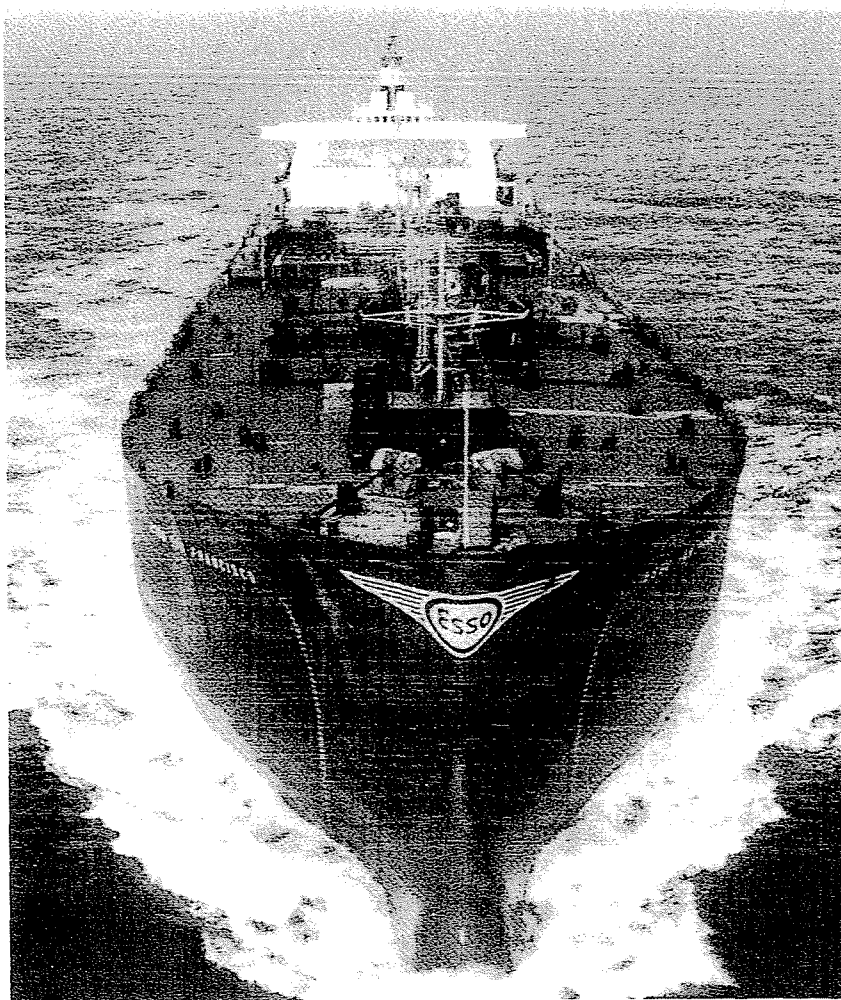
Taking a ship on a maiden voyage is one of those events in a seaman's life that he seldom forgets when recounting his adventures on the bound-

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Jim Pitts, Editor

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The Esso San Francisco at Sea

ing main. It's something akin to introducing a young debutante to society.

And while most of the news is properly centered around the ship herself, the men who took her to sea are not to be overlooked. The officers and men who sailed the *Esso San Francisco* on her first voyage are:

Captain Henry F. Wichman, Chief Mate Robert F. Stotts, Chief Mate Roy Ewell, Second Mate John McShane, Third Mate Joseph Hazelwood, Chief Engineer Keith V. Wintenburg, First Assistant Engineer Richard L. Argenbright, Second Assistant Archie Griffith, Third Assistant Kenneth R. Pagano and Radio Officer Robert V. Endres.

Able Seaman Wayne W. Birdsong, Able Seaman Antonio Ferrari, Able Seaman Jesse E. Campbell, Able Seaman William E. Stanley, Able Seaman Ralph V. Giove, Able Seaman Sherman D. Allen, Ordinary Seaman Ronald E. Gibson, Ordinary Seaman Henry J. Evans, Ordinary Seaman Kenneth M. Tarpey.

Pumpman Adolphe G. Koppel, Oiler Raul G. Villarreal, Oiler Raymon Barajas, Oiler Leonard Dickerson, Steward Edward Wilson, Chef Cleveland A. Jones, Messman-Utilityman Romaldo Isberto, Messman-Utilityman Izora Green.

Mr. Ewell sailed on the maiden voyage as an extra chief mate. Normally, there will be only one chief mate.

ESSO FLEET NEWS



Major New Design Features Seen in Esso San Francisco

(Continued from Page 1)

The ship, sailing at a top speed of 17 knots, is expected to dock in Boston Christmas week. The *San Francisco* is the biggest ship in the Humble fleet. The *Manhattan*, which joined the fleet early in 1969, is a chartered vessel.

The tanker will not only lift bigger payloads than other Humble-owned ships but she also will make life at sea easier and more comfortable for the men who sail her.

Private apartment-like living quarters feature wall-to-wall carpeting, paneled walls, fluorescent lighting and air conditioning. The carpeting is a first in the fleet. Moreover, for the first time every crew member will have a telephone in his room for communicating aboard ship.

Materials used in the rooms were selected for easy-to-clean features and economical maintenance.

One major design innovation is the separation of quarters from work areas. Instead of being stacked in five layers under

the bridge, crew quarters are on two decks well aft of the wheelhouse. The two-deck arrangement will help eliminate noise from stairway traffic. And noises from areas well forward will not disturb crew members off watch in their rooms.

The wheelhouse is atop bow-legged beams that hold it high above the deck, providing a direct view over the bow. "The unique shape of the wheelhouse structure is functional in nature and reduces the ship's weight," said Robert X. Caldwell, Marine Department technical superintendent, who designed the *San Francisco*.

There is an open area between the raised wheelhouse and the deck below.

Another change in appearance from other Humble ships is the *San Francisco's* transom shaped stern. It is not rounded off but tapers back in a V-shape.

A 27-foot propeller, four feet larger than those on the *Esso Houston* and *Esso New Orleans*, was installed on the ship

to improve propulsion efficiency. The jumbo-sized propeller is designed to turn at 80 revolutions per minute. The propellers on the *Houston* and her sister, the *New Orleans*, turn at 102 revolutions per minute. They were launched in late 1964 and early 1965 and, until the *San Francisco* entered service, were the newest ships in Humble's tanker fleet.

The 19,000 shaft horsepower steam plant is controlled from either the wheelhouse or the engine room below. It represents a new design in Humble ships but is nothing new in other American vessels.

A central operating system in the engine room is also a new feature in the company's tanker fleet. Using the system, an engineer on watch can monitor engine room operations from one small area by watching a maze of gauges, lights, and other indicators that keep tab on the power plant.

Another convenience is an elevator that operates between

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Christmas Gifts Await Esso Ships Docking in New York

There's a man in New York who wants to give you a Christmas present. And if he catches your ship docked there, you'll get one even if you never see him.

His name is Ray Kenney, and he likes tankers. Likes them so well, in fact, that he is not visiting any other kind of ship this year. Other men like Ray are taking care of the freight and passenger ships.

Ray Kenney, like the others, is called a ship's visitor. He represents the Seamen's Church Institute in New York. The packages he leaves aboard ships are part of the institute's Christmas program for seamen. Some 4,000 or more Christmas packages will be left aboard ships for crew members this year.

Ray was in Bayonne last week meeting Esso Fleet tankers. He goes aboard the ships, turns the colorfully boxed Christmas gifts over to the masters, and leaves. There are no strings attached, no solicitation of funds, no fanfare about the non-profit organization which Ray Kenney represents.

The masters are asked to distribute the gifts Christmas day.

Each package contains candy,

nail clipper, plastic folder for personal papers, shoe laces, a hand knitted garment, and a Christmas card from the institute. The knitted item may be a sweater, or a watch cap and scarf, or a pair of socks. Several hundred women who make

up the Women's Council of the Seamen's Church Institute work all year knitting the garments. They do it free.

Asked why the institute gives the presents away, Ray replied matter-of-factly, "It's Christmas."

Sea Gulls to Rough It

Holiday Menus Aboard Esso Ships All But Destroy Best Dietary Plans

"The sea gulls follow our ships." is an old saying in the fleet that means those far flying birds that soar over the oceans know Esso ships for the good food tossed over the side from time to time.

But the sea gulls and other scavengers will be wise to look elsewhere for leftovers come Christmas and New Years. There isn't likely to be a morsel of bread on the waters for our feathered friends as the most resolute diets are sure to be scrapped and stored away by crews aboard Humble ships.

Dewitt Hodges, port steward, his assistant, Arthur Baldwin, and the entire steward's department have been conspiring for months to put together holiday

menus calculated to overpower the best laid diet plans.

Get a whiff of the New Year's day feast to be served aboard Humble ships: smoked oysters, smoked turkey, beef stroganoff, sauteed rainbow trout with brown butter, buttered cauliflower, rissole potatoes, assorted cheeses, assorted fresh fruits, egg nog pie, peppermint stick ice cream, salted mixed nuts, plum pudding, fruit cake, butternut toasties, candy, and fine beverages—including Paul Masson Burgandy Wine.

It's only a sample of what's coming. And there isn't likely to be much left for sea gulls until 1969's dietary resolutions are renewed for 1970. Meantime, diets are for the birds.

San Francisco

(Continued from Page 3)

the engine room and the wheelhouse.

The traditional fo'c'sle is noticeably absent. As a result, the deck lies flat without the elevation at the bow where the fo'c'sle would be. It's called a "flush deck."

More significant, however, is the central cargo control room. It permits one man to supervise the loading or discharging of cargo or ballast. From the control room, he can gauge cargo levels in the ship's 21 tanks

and determine the tanker's draft. A computing device called a Lodicator permits him to set up a loading plan and calculate the ship's trim and stress. "It reduces work, saves time and improves accuracy," Mr. Caldwell noted.

Two cranes on the deck make it easier to load stores and provisions. The five-ton cranes, one starboard and one port, also are used to handle hoses. Use of the cranes made it possible to eliminate king posts, booms and winches seen on other vessels. One man can operate either crane.

The mooring winches used in

docking and undocking can be operated from either the port or starboard side by one man, another innovation in Humble ships.

There are other important features in the ship, too. But one inescapable feature of the long, sleek, streamlined-looking *Esso San Francisco* is her bulk beauty.

Did You Know?

Humble Oil & Refining Company's net income in 1968 was \$608,799,000. The same year the company paid \$1,028,093,000 in taxes to government agencies.

RECENT RETIREMENTS

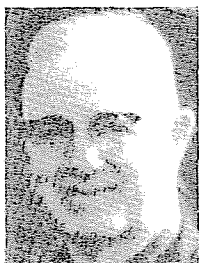


After 46 years aboard ships and boats, **Captain John Johnson** went ashore in November to retire and take a rest before going to Europe on vacation. He spent the last 21 years of his life in New York Harbor on Esso tug boats. Mr. Johnson first shipped out in 1923 as deckhand in the *Monitor*, owned by James Sheavan & Sons.

He was on various boats of the Socony Oil Company from 1925 to 1937. "In September, 1935, I was working on Socony Tug No. 9, towing five barges behind us, from Albany to New York Harbor," Captain Johnson recalls his most unforgettable experience. "The tug went on the rocks of Blue Point in the Hudson River. It sank in seven minutes, but I was saved from drowning when two men grabbed me by the arm and the hair of the head." In 1937, he sailed as able seaman and wheelsman in the *S. S. Resolute*, owned by Merritt Chapman & Scott. He also worked as deckhand for McAllister Brothers until late 1942 when he began sailing as chief mate and captain for the Dalzell Tow Company. Captain Johnson joined Esso in 1948. He was master of the *Esso Fuel Oil* from 1967 to 1968 when he took command of the *Esso Massachusetts*, from which he retired in November.

Besides resting and going to Europe, Captain Johnson plans to work around his Staten Island home and his summer place in Olive Bridge, New York. He has two grown children, a son, Clark Matthew, and a daughter, Carol Ann.

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Carroll W. Saunders' 40 years at sea began and ended with sweetness. He set sail as radio operator in 1929 aboard the *S. S. Amolco*, a tanker that lifted sweet cargoes of molasses between the U. S. and Cuba. It ended with a big cake at a farewell party given him by the officers and men in the *Esso Washington* on the final voyage before his retirement December 1. He had 22 years' service in Humble tankers.

Mr. Saunders went to sea after his graduation from the Massachusetts Radio School. He had sailed with seven different companies from 1929 to 1931 when he joined the Eastern S. S. Company. In 1941, Mr. Saunders took to the skies to fly as radio operator for the Air Transport Command. He returned to Eastern in 1944 and remained with the company until he joined the Esso Fleet in 1947.

December 22, 1969

"I shall never forget the wonderful send-off, the dinner, and the big cake given to me by Captain Roy Merritt, Chief Engineer Pouncey and the crew," Mr. Saunders said. They also gave him a clock and brometer set and a wallet before he left the ship for the last time. "I shall certainly miss the many fine friends I made during my stay with the company," he said. "Very best wishes to you all for the years ahead, and many thanks for making my stay with Esso a very pleasant one."

Mr. Saunders plans to travel before settling down in New Hampshire, where he expects to find time for photography, music, amateur radio

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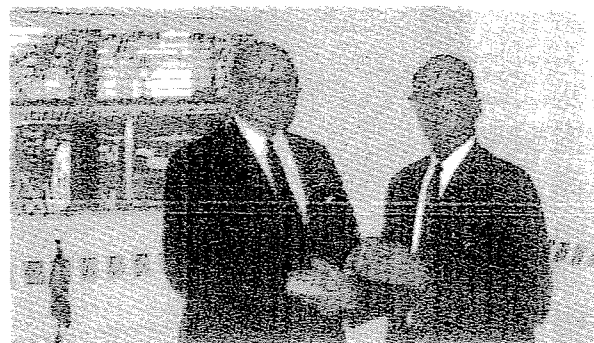
Messman Juan Videla is going home to his native Chile during his first year of retirement. He made his last voyage with Humble in the *Esso Gettysburg* after almost 18 years' service. Mr. Videla, who retired December 1, first sailed under the Esso oval a utilityman aboard the *Queenston Heights* in September, 1951.

He went to sea in 1924 as a coal passer for United State Lines in the *Finland* and also sailed as coal passer and fireman in the *Manchuria* and the *All America* until 1926. Mr. Videla also worked as a building superintendent.

"Working for Esso and meeting such wonderful people is an experience I'll never forget," he said. Living in Huntington Station, Long Island, New York, Mr. Videla plans to spend his new-found leisure time reading and playing soccer. He was born in Vina del More, Chile.

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★ ★ ★ ★ 40 YEARS UNDER THE ESSO OVAL



CONGRATULATIONS. Capt. W. S. Cannon of the tug *Esso New Jersey* receives a 40 year service emblem marking his long career with the company from T. J. Fuson, Marine Dept. general manager, at recent ceremonies in Baltimore, Maryland.

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Able Seaman John Wehman retired December 1 with more than 17 years' service. He began his career with the company when he joined the *Esso Asheville* as able seaman in August 1952. Mr. Wehman previously sailed as bos'n mate and able seaman in the Military Sea Transport Service in the *General Hodges*, *General E. T. Collins*, *General Sultan* and the *George Washington Carver*. A native of Latvia, he lives in Bay du Vin, Miramichi, New Brunswick, Canada.



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Steward Marcelino Tirado — who survived the torpedoing of two ships in World War II — recently left the *Esso Seattle* and 35 years at sea in Humble tankers behind him when he retired December 1. He first sailed in the *A. C. Bedford* in 1933, briefly as messman, and then as second cook. Mr. Tirado signed on as chief cook aboard the *Fredric R. Kellogg* in 1935 and was promoted to steward in the *W. L. Steed* in 1939.

He was steward in the *J. A. Moffett, Jr.*, on July 14, 1942, when that ship took two torpedoes in her hull in the Florida Straits and came under heavy shelling from the enemy U-boat that had sent the underwater rockets crashing into her steel skin. The master was killed. Two years later on July 6, 1944, Marcelino was in the *Esso Harrisburg* off the coast of Venezuela when a submarine unleashed three torpedoes that sent the ship to the bottom of the ocean. Eight men, including the master, died in the attack.

His remaining 25 years in the fleet were to be more peaceful. He boarded the *Esso New Haven* in 1945, took a fancy to her, and stayed for six years. In 1962, Marcelino sailed in the *Esso Washington* and was her steward for better than two years. Again, in 1964, he found still another "favorite girl," the *Esso Huntington*, and stayed with her for five years. His last ship was the *Esso Seattle*, and Marcelino couldn't help but include her too in an armada of ships he says he "will never forget." Somebody said that Marcelino Tirado fell for ships and the sea the way some men fall for women and wine.

Before Marcelino took leave of the *Esso Seattle*, shipmates gave him a surprise going away party as the tanker steamed back to Texas from a voyage to England. Chief Cook Charles Hudspeth, assisted by Utilityman Alfred Concalves, worked from midnight to 5 a.m. baking and decorating a giant-sized cake for the occasion. The crew also gave him a Spanish wallet stuffed full of greenbacks.

Captain Edward Crawford presented the retiring steward with a farewell letter signed by all officers and men of the *Seattle*. It said, in part, "To us you have been an excellent steward, a good shipmate and a real nice guy. The very best to you and your family and don't forget to write occasionally to the good ship *S. S. Esso Seattle* where we all spent many happy months together."

(Marcelino has written a letter to the *Esso Fleet*, which—in view of his long service—will be published in the next edition of this newspaper.)

He lives in Rio Piedras, Puerto Rico, his native country, with his wife. "I am going places and see most of the world with my wife," Marcelino said of his retirement plans.



ADIOS, AMIGO. *Esso Seattle* men admiring the biggest cake that Captain Edward Crawford has ever seen on a ship wish farewell to beach-bound Marcelino Tirado. They are (from left) Messman Frank Drahos, Messman Jose Lopez, Second Cook Baltazar Contreras, Marcelino himself, Utilityman Napleao Vicents, Utilityman Alfred Goncalves and Steward Charles Hudspeth.

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Ordinary Seaman Thadeus S. Sokolowski had sailed for more than 20 years with the company when he retired December 1. He began his service with Humble in the *Peter Hull* as wiper in August, 1948. During his early years in the *Esso Fleet*, he sailed variously as wiper and ordinary seaman. Mr. Sokolowski lives in Bayonne, New Jersey.

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

Esso Tugs Rescue Burned Man, Bring Medical Help

Captain Joe Summer was standing quietly in the dimly lit pilot's house of the *Esso Garden State* at 10:40 p.m. when, suddenly, he felt the dull thud of an explosion.

Peering into the darkness, he watched a patch of fire cut a path through the coal-black night and disappear into the inky waters of Arthur Kill between Bergen Point, New Jersey, and Staten Island.

What he had seen was a barge master, whose clothes had caught fire, go into the water after an explosion occurred during tank cleaning operations at a dock.

Captain Sumner called his crew, radioed the Marine Branch Office at Bayonne for an ambulance, and started maneuvering his tug to the area where the fire had disappeared in the water.

He flipped a switch and a big shaft of light shot from the tug and scanned the water. The light stopped when it found a hand reaching skyward.

Struggling in Water

Deckhand Kjell Pettersen pitched a life jacket to the hand. But the man under the water was unable to help himself. Mr. Pettersen kicked off his shoes and jumped off the bow. Mate Charles White threw him a line when he reached the struggling body in the water.

The deckhand pulled the injured man along the side of

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RESCUERS. The crew of the *Esso Garden State* who pulled a severely burned man from the waters of Arthur Kill are (from left) Mate Charles White, Captain Joseph Sumner, Deckhand Kjell Pettersen, Steward Raymond Tavares and Deckhand Arvid Ryerson.

the tug to the stern where a ladder had been put over the side. Mr. White climbed down the ladder up to his waist in the cold water and began lifting the man toward the deck. Steward Raymond Tavares, Deckhand Arvid Ryerson and an unidentified deckhand from a passing tug pulled him up and laid him on the deck.

"Except for the sleeves, the heavy winter coat he wore was burned off him," Mr. White said. "We cut the sleeves away, removed his glasses, covered him with a blanket, and made him as comfortable as we could. He was in a state of shock."

Meanwhile, Captain Sumner was piloting the *Esso Garden State* at a good clip toward St. George, Staten Island, where an ambulance was already waiting. But medical help came sooner than anybody had thought possible.

Medical Help

Captain Russell McVay, master of the *Esso Massachusetts*, had been listening on his radio to the messages between the *Garden State* and Bayonne. And he headed his tug into Arthur Kill to intercept the

Garden State. Captain McVay had a quarantine doctor aboard. He was taking the physician out to examine the crew of an incoming ship.

He made the interception. Without stopping, the two tugs came gently together, and the doctor boarded the *Garden State*. "The doc took care of the burned man until we reached St. George," Mr. White reported. "We put the man in an ambulance and went back to work." It happened the night of November 16.

The rescued man, Mr. Edward Hewlett, was reported to be recovering in a Staten Island hospital.

It's Called "Filler"

Ever wonder what a guy does when he runs out of copy to fill a newspaper like this one? Probably not.

But it's something akin to being the skipper of a ship and running out of ocean. Or it's more like running aground on a sandbar. A skipper calls for a tug boat. An editor scampers about for "filler" material.

It's hoped, however, that tug boats are easier to find when you're on a sandbar than it was to locate some filler for this small space. This is what's called filler in the true sense of the word.