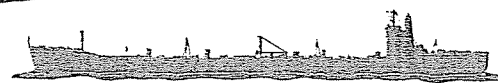


ESSO FLEET NEWS

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May 25, 1970

SS Manhattan Arctic Tests Nearing Completion

The icebreaking tanker, SS *Manhattan*, completes ice-breaking tests in Arctic waters this week and begins her return voyage to the U. S. East Coast.

Ice conditions encountered on the current test voyage in Pond Inlet and Eclipse Sound

have proved substantially different from those found in the Northwest Passage last summer. Ice of more uniform thickness, heavier snow cover, and less open water have provided ideal conditions for the testing.

Minor damage was sustained

in the hull at the ship's stern while backing during the tests. This area is protected internally by a watertight bulkhead which was installed around the steering engine space in anticipation of this possibility of damage.

In addition, there is an indi-
Continued on page 6

Three Big 'Supers' Load At Baytown Refinery . . . See Page 2



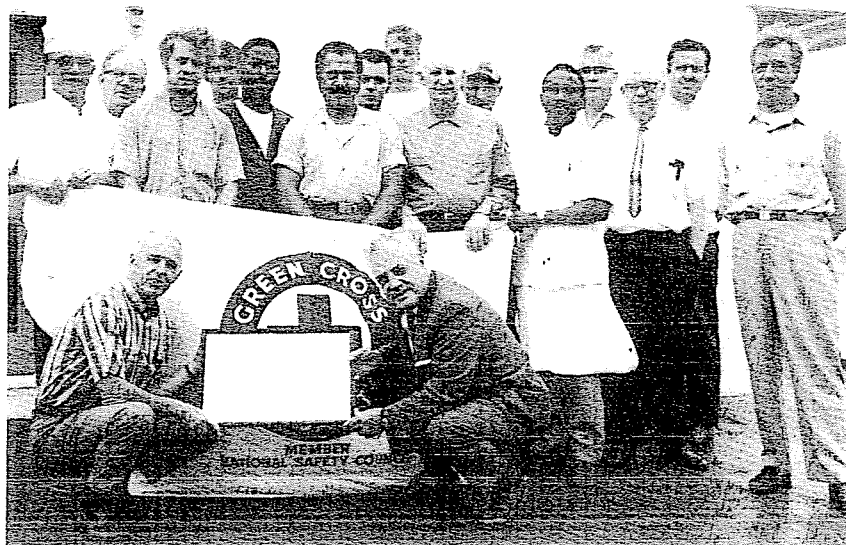
Willard Fowler Writes Poem In Tribute To Merchant Marine Heroes

Willard C. Fowler, radio officer aboard the *Esso Miami*, writes poetry and short stories. Several of his stories have won honorable mention awards in writing contests. In connection with National Maritime Day on May 22, he sent the following poem which he wrote in memory of merchant seamen who lost their lives on torpedoed ships and by other enemy action during World War II. May 22 is observed annually in tribute to the patriotism and courage of officers and men of the cargo ships in the Victory Fleet. The date also marks the anniversary of the sailing of the *S.S. Savannah* which on May 22, 1819, left Savannah, Georgia, bound for Liverpool, England, on what became the first successful trans-oceanic crossing of a steam-propelled vessel. Mr. Fowler, who sailed in the merchant marine during WW II, lost two close friends to enemy action.



In Memoriam

Many merchant seamen sleep beneath the ever changing tide
Below the green and salty highways where the great ships ride.
They are not laid to rest in consecrated graves
But are lying in the vaults of God's eternal waves.
All the winds of Heaven sigh a sorrowful farewell
And somewhere from the silent depths there sounds
a ghostly knell.
Seagulls cry their lamentations to the grieving sky
Far from home their duty done, in unknown graves they lie.
And yet the sun shines out upon the water and the land
The ocean and the earth are held within God's mighty hand.
They need no man's memorial, no monument of stone
They lie where they had loved to live, the sea receives its own.



A SAFE YEAR. The officers and crew of the *Esso Baltimore* chalked up a perfect safety record in 1969 with no injuries resulting in time lost from work during the entire year. In recognition of that enviable record, a Marine Department Certificate of Safety was recently presented by A. B. Randall (right, foreground), fleet safety officer, to Captain R. A. Parkhurst, left, ship's master, at ceremonies aboard the *Baltimore* when she was loading cargo April 25 at Baytown, Texas. On hand for the presentation were, from the left: Elton Cox, Lester Payne, C. F. Little, W. A. Gomez, Warren Adams, Jr., William Falvo, Silas O'Neal, W. H. Chambers, W. J. Murphy, Gene Reckling, H. F. Eddy, J. L. Hill, D. A. Hodges (port steward), R. B. Hurley, Lou Staar (asst. port captain), and Reidar Bohnhorst.

Big 'Supers' Load 1.5 Million Barrels Of Product

Three of the company's large supertankers arrived at Baytown Refinery within a few hours of each other Wednes-

day, May 20, to load nearly 1.5 million barrels of products. Marine representatives believe this to be a record lift for the refinery. The *Esso Baton Rouge* took aboard 568,000 barrels of 11 grades of clean product, such as solvents, gasoline, and heating oil for delivery to two terminals in Norfolk; the *Esso San Francisco* loaded 527,000 barrels of eight grades of clean product for delivery to Humble's Everett Terminal; and the *Esso Baltimore* took on 362,000 barrels of process gas oil and crude for Bayway Refinery.

The tankers were loaded at an average rate of 40,000 barrels per hour. If the entire shipment consisted of gasoline, the tankers took on enough product in one hour to power an automobile around the earth 1,000 times.



The *Esso Maryland* and her two tows crunch through Hudson River ice.

Tug Crew Battles Hudson River Ice

This article may read like a rerun of the *SS Manhattan's* experience in Arctic waters last year: lots of ice, stuck vessel, a call for help, and so forth. But the venture about to be related here happened in ice-laden waters closer to home than the Arctic. It also concerns a much smaller vessel—a tug.

The scene opens early in January on the heavily iced Hudson River in upstate New York. Captain Arthur R. Moore is skillfully maneuvering the tug *Esso Maryland* and her two kerosine-loaded barges along the river, bound for Esso terminals at Newburgh and Kingston. Several severe spells of subzero weather had capped the river with ice two to three feet thick. The going was rough and slow for Captain Moore and his crew, Mack Hubbard, Bob Picco, Emil Bala, and Al Tavares.

"After finally arriving at the Esso terminal in Newburgh, we pumped product out of Barge No. 29, left her there, and proceeded upriver to Kingston with Barge No. 30," Captain Moore said. "Kingston Harbor was locked in ice. It took three

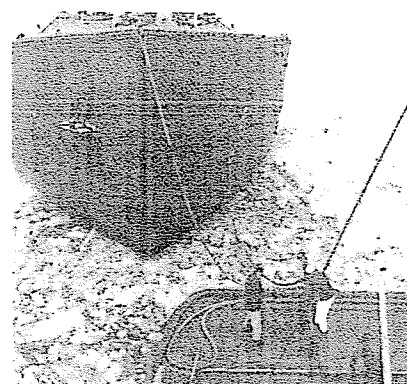
hours for us to ram our way to dockside where the barge was unloaded. With the empty vessel in tow, we made the run back down to Newburgh, picked up Barge 29, and headed for New York City. About 300 yards off the dock, however, we had it. We stuck hard."

Captain Moore went on to explain that the crew released the barges and used the tug to break up ice around them. "We were a real battering ram," he said. Ice stopped the tug dead several times, but only temporarily.

"As we were trying to break a track to the main channel, two more tows operated by other companies appeared on the scene," Captain Moore said. "When they got about opposite us, they stuck fast. They tried to push and pull free, but to no avail. We tried to help the head tow, but even with three tug boats we couldn't move the lead barge. At 2330, we decided to call it a day and wait for the Coast Guard in the morning."

With help the next day, the other two tows were cleared and Captain Moore and his

crew managed to get *Esso Barge 30* into the main channel and push it down near open water. They returned for *Barge 29*, but it was so iced in it couldn't be budged. The *Maryland* again served as a battering ram, this time breaking up the ice and alternately pushing and pulling the barge to a location near her sister unit. "It took two hours to go two miles," the captain said. "We disconnected from *Barge 29* and left her in care of a Coast Guard icebreaker which circled around to keep ice from reforming. We pushed *Barge 30* into clear water, tied up to her, and picked up *Barge 29*. With the two barges made up alongside each other, we headed downriver into open water and continued on to New York City without further trouble," the captain concluded.



Maryland crew breaks out hawser in attempt to free barge from ice.

Marine's Best Manhunter

Paul McEwan is at least half bloodhound. Ask Leslie Henderson, DeWitt Hodges, Ernest Hardin, or a hundred others about Marine's hard-hunting personnel man in Houston.

Henderson, on vacation from the fleet, had just blasted a covey of Virginia quail. Several birds flopped to the ground. Suddenly, a truck pulled off the dirt road nearby, and birds flew in all directions. The driver ran forward at a frantic pace, shouting to Henderson, "You'd better hurry back to Baltimore. Your wife says they need you at sea."

A few hours later, Henderson was back in Baltimore packing. Less than 12 hours after that, he arrived in Bermuda by plane and boarded the *Esso Scranton* to serve as 1st assistant engineer. Paul McEwan, with a considerable assist from Jack Bennett, then manager of the Baltimore branch office, had made another emergency replacement.

It all began when Bill Roman, 1st assistant aboard the *Esso Scranton*, was stricken with appendicitis, so the Europe-bound *Scranton* headed full-steam ahead for nearby Bermuda. The time was late Saturday evening when McEwan received the news at home, so he immediately called Bennett.

The drama of telephone calls, waiting, and more telephone calls, began to unfold. Bennett spent several hours trying to reach Mrs. Henderson who would know her husband's whereabouts. Finally, he contacted her with the urgent message. A few hours later, she



Paul McEwan, after checking the fleet list of names and phone numbers, places his first phone call in what may be a round-the clock manhunt.

called Bennett with the news that her husband had been reached and was on his way back.

Bennett now had an idea of when Henderson would arrive in Baltimore, so he began calling airlines for reservations to Bermuda. Airline after airline had all flights booked to the big vacation island. At long last, Bennett managed to book a flight for Henderson. By this time, Henderson still hadn't returned to Baltimore. He missed the flight.

Shortly after his scheduled flight left for Bermuda, Henderson was back in Baltimore packing. Bennett made another reservation quickly, and Henderson was bound for Bermuda shortly before noon on Monday morning. As a result of the great manhunt effort, Leslie Henderson was on the *Esso Scranton* 12 minutes before she was scheduled to depart for Europe. Bill Roman had come out of surgery only a few hours before.

As a big part of his job, Paul McEwan must find emergency

replacements whenever anything happens to men at sea. He keeps a long list of day and night numbers for the crews of all ships in the fleet. When the unexpected happens, whether it comes during office hours, in the middle of the night, on a holiday or a weekend, he is prepared to go into action.

On another occasion, port steward DeWitt Hodges, on business in San Pedro, California, had to be reached on an important matter. It was six o'clock in the morning, so McEwan phoned the motel where Hodges had spent the night. There was no answer from the room.

On the spur of the moment, McEwan decided to run a quick check of eating places in the motel area. A few minutes later, he located Hodges at the "Hobby Knobby" diner and the important message was delivered. However, DeWitt Hodges has never quite figured how someone in Houston knew he was at the "Hobby Knobby" at six in the morning.

During some 35 years with

the Marine Department, the experienced manhunter has replaced hundreds of men in emergency situations. Although he used two completely different approaches to track down Henderson and Hodges, he has many techniques.

On a Saturday afternoon during the *Manhattan's* history-making voyage in 1969, he had to put a quick tracer on a relative to locate Ernest Hardin, needed as a pumpman on the *Manhattan*. The job was vital. It required an experienced pumpman to assist in the operation and maintenance of the vessel's roll system. This system transfers ballast from one side of the ship to the other so she has enough rolling motion to help break free of ice.

Hardin's home is the tiny village of Flagpond, deep in Tennessee. It was a major task to reach the town by phone because the call was routed through so many exchanges. As fate would have it, there was no one home. But a small place like Flagpond offers an advantage because everyone knows everyone else. McEwan managed to contact another Hardin, Ernest's sister-in-law. She located the pumpman and passed on the news.

Moving Hardin more than 4,000 miles from deep Tennessee to the Arctic was quite a problem. Through a battery of phone calls for airline reservations and split-second timing, Hardin flew from Memphis, Tennessee to Chicago to Seattle, then on to Fairbanks, Alaska, and finally from there on a charter flight to Resolute Island in the Arctic where a helicopter from the *Manhattan* carried him to the vessel.

To Paul McEwan, it's all part of his day by day job. But it helps keep the fleet moving along the sea-lanes.

He's An Economics Officer Now

Lawrence J. Rogers, who most recently served as second mate aboard the *Esso Chester*, on May 11 began a new career ashore. He currently is working as an economic analyst in Marine headquarters, short range economics and planning section.

A 1968 graduate of the U.S. Merchant Marine Academy, Rogers is among the first of the new young junior officers



Larry Rogers totals a long series of figures for his analysis work.

with the fleet to elect to pursue a career ashore.

Duty ashore is not entirely new to Larry. Since graduation at Kings Point in 1968, he spent four months in the Baytown branch office on transportation allocation work, and during the summer of 1969, he worked six weeks in the Baton Rouge branch office.

Additional opportunities for young junior officers to take shore posts are anticipated. "Our present planning indicates similar opportunities will arise in the future for young junior officers to pursue careers ashore," Administrative Manager E. W. McNeil, Jr.,

says. When such opportunities occur, junior officers who have indicated an interest in shore assignments will be considered. "We try to match interests of junior officers with the various opportunities which arise," Mr. McNeil pointed out.

Last summer, for example, seven junior officers with the fleet served in temporary positions ashore at Baytown, Baton Rouge, and in headquarters traffic and operations.

Humble Tankers In Offshore Service

Esso Boston—Arrived Istanbul, Turkey, on May 22. Will start discharging wheat about June 5. Operation will take about 20 days.

Esso Florence—Scheduled to arrive U.S. East Coast from San Vicente, Chile, early in June for coastwise service replacing *Esso Huntington*. *Huntington* will be out of service for about four weeks undergoing repairs.

Enco Gloucester—To start loading grain at Portland, Oregon, late in May for delivery to Chittagong, East Pakistan.

Esso Houston—Enroute from Geelong, Australia, to arrive in Persian Gulf about June 6 for charter service.

Esso Jamestown—Will begin loading grain at Houston about June 9 for delivery to Calcutta, India.

Esso Seattle—Transporting petroleum products under charter to MSTs. Scheduled to leave Chimu Wan, Okinawa, about May 25 for Caribbean area.

Continued from page 1

cation that further minor damage has occurred in the ship's hull at the afterpeak, a small compartment at the sternpost used for storage of fresh water. The fresh water storage tank is not essential to the vessel's operation. The *Manhattan* is equipped to distill its own fresh water needs. Both damaged areas are in a part of the ship's hull that had not been replaced with high-tensile steel.

"We do not consider the damage of major significance. It presented no threat to the safety of the ship's crew and no danger of pollution," said Arthur Smith, master of the *Manhattan*.



Crew Gives Food To Eskimos

When crewmen aboard the *Manhattan* learned that hunting in the Pond Inlet area has been poor this year, causing a shortage of meat in the village, they came up with more than 4,000 pounds of food which they gave to the nearly 150 Eskimos living there. In addition to ample supplies of beef, pork, and chicken, they sent ashore fresh and frozen eggs, fresh fruit and vegetables, and canned whole milk and fruit juices.

The food was transferred to the village by both helicopter and snowmobile. Every house and hut in Pond Inlet received an equal share of the food, except the meat which is being distributed by the village administrator on the basis of need.

Inhabitants of the village also believe the *Manhattan's* visit might improve their food supply in another way. The break-up of ice by the ship reportedly improves seal hunting, the prime source of food in the area.

SS Manhattan Log

Latest reports from Bluenose (SS Manhattan) to Tiger (Marine Department headquarters in the Houston Office) until Fleet News presstime follow:

5/12/70—Noon position 72-47N 76-29W. Temperature four degrees wind SSE at 12 knots. Conducted two ram tests in five feet plus ice prior to proceeding into thicker ice ahead. Laid out track for tests with 25-foot markers to supplement other distance and velocity measurements.

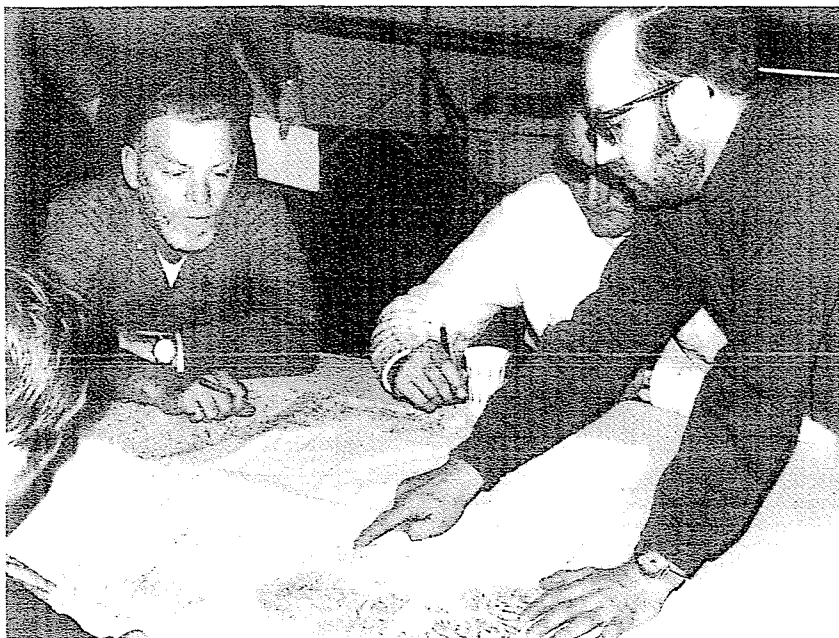
5/13/70—Noon position 72-48N 76-36W. Temperature 13 degrees wind SSE at 8 knots. Moving toward six foot test area enroute to Eclipse Sound and making rather slow progress. Worked almost through general ridged area including floes of second year ice.

5/14/70—Noon position 72-47N 76-54W. Temperature 13 degrees wind SE at 20 knots. Conducted two ramming tests in six foot ice. Will interpret data tomorrow AM and decide on need for further ram at this

location. Have changed draft of ship to estimated 45 feet 4 inches and will conduct future tests at this new displacement. Pond Inlet inhabitants paying daily visits via skidoo to take advantage of unusual influx of buying tourists. Believe traders aboard finding it difficult to settle at other than Eskimo predetermined prices but at lighter draft can now take on additional ballast in form of soapstone carvings.

5/15/70—Noon position 72-47N 76-54W. Temperature 16 degrees wind NE at 16 knots. Holding this position for assessment of data needs and recon of Eclipse Sound ice thicknesses.

5/16/70—Noon position same. Temperature ten degrees wind NNE at 20 knots. Ice recon of Eclipse Sound shows minimum ice thicknesses to be four feet in only one test site with majority of ice being five to six feet thick. Because of good agreement of data collected on three rams in six foot ice here



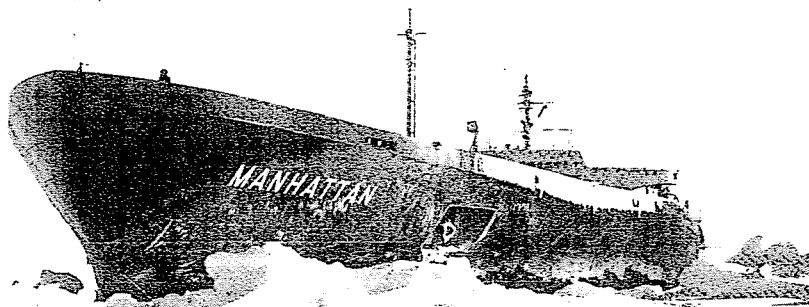
Captain Arthur Smith, left, and two ice-party members check a chart aboard the *Manhattan* to determine location where tests will be made.

have decided to return to entrance of Pond Inlet for remaining three and four foot ice tests required to round out data needs. Also accepted challenge of Pond Inlet Eskimos for skidoo derby in cup race this evening.

5/17/70—Noon position same. Temperature 20 degrees wind W at 23 knots. Will make turn around starting at 0600 for Pond Inlet entrance for final tests. Will test on continuous basis to that location after working through general ridged area immediately east of present location. Tests will focus on clogged channel, maneuvering, and frictional resistance. *Manhattan* representatives were soundly defeated by Pond Inlet Eskimos in skidoo derby. Some think we should have conducted fuel inspection in view of speed at which Eskimos moved.

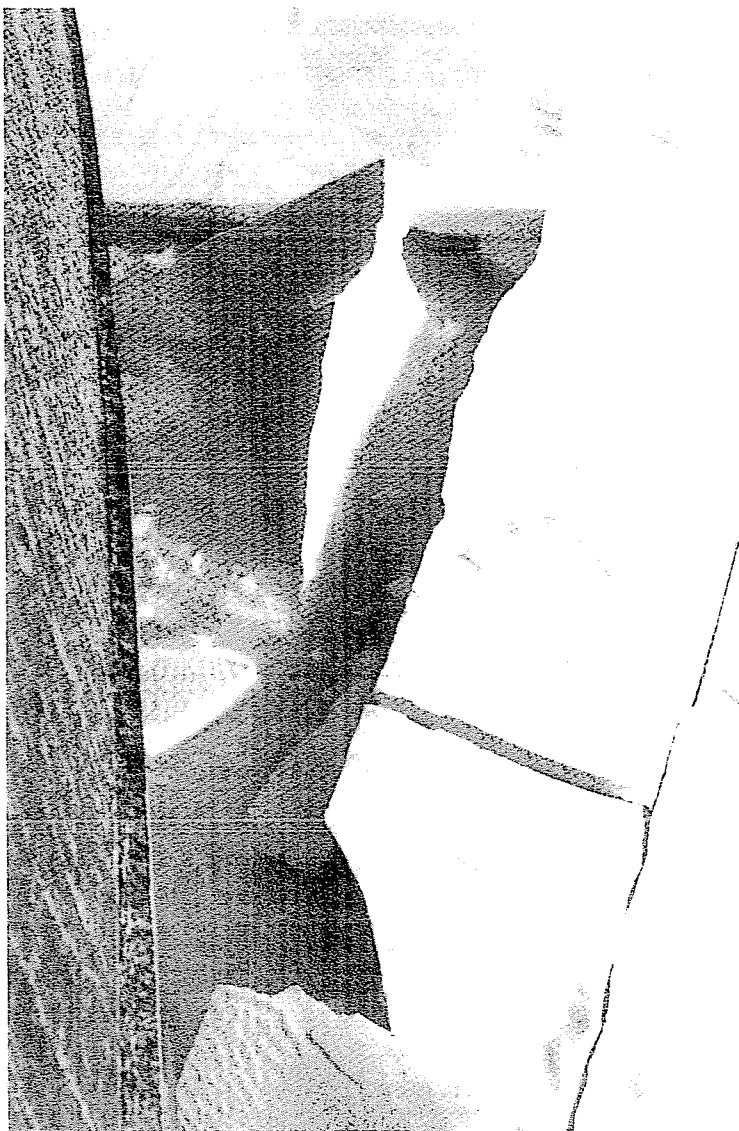
5/18/70—Noon position 72-47N 76-23W. Temperature 10 degrees wind W at 9 knots. Spent full day testing in four-foot ice completing total of 15 tests. Since still in four-foot ice area on way to Eclipse Sound, plan repeat tests tomorrow likely working into three-foot area by tomorrow night. Feel it may be desirable to hold position one day later this week to allow technical team to assess results again before departing this almost ideal test area of homogeneous ice.

5/19/70—Noon position 72-47N 76-02W. Temperature 15 degrees wind N at 18 knots. Continued tests in four-foot ice. Friday will suspend operations to check astern turbines and condenser tubing and baffles as preventive measure only. Will also construct cement box around hull fracture with watertight bulkhead aft of steering gear and conduct assessment of three- and four-foot ice test results using Saturday and possibly Sunday to rough out remaining voids in data.



The mighty *Manhattan* tests snow-covered ice not far from Pond Inlet.

This picture, taken straight down starboard side of ship, shows large slabs of ice breaking off as *Manhattan* plows through.



If Marital Status Has Changed, Be Sure To Fill Out New Forms

Just married? Divorced? Recently become a widow or widower?

If your marital status has changed, it's important that you fill out new forms to designate the beneficiary who, when you die, should receive proceeds from your Group Life Insurance, Annuity Plan (if you contributed), and Thrift Plan.

You may even want to keep the same beneficiary as before, but the new forms should still be completed to designate the intended receiver of benefits. Then there will be no doubt about your intended beneficiary, and he or she will receive needed funds in the shortest possible time.

If you're an annuitant with a marital change, you should follow the same procedure as above to make sure your intended beneficiary receives any



SAFETY WINNER — R. C. Curtis, general manager of the Marine Department, left, presents Al Giallorenzi, manager of the New York branch office, with a plaque awarded to the winner of the Marine Department inter-branch safety contest for the best Inland Waterways safety record during 1969. The plaque has been hung in the waiting room at the Port of New York office.

amounts which may be payable under the Group Life Insurance or Annuity plans.

Forms for making changes may be obtained by writing Ed Fischer, Employee Relations, Marine Department, Humble Oil & Refining Company, P. O. Box 2180, Houston, Texas 77001.



FRIENDS OF Cecil M. Tebo, bargeman on Esso Barge No. 22, gathered at a luncheon in Norfolk, Virginia, recently, to congratulate him on his 30th anniversary of service. He received a watch and service emblem. From the left are Captain Claude Chapman of the *Esso Virginia*; the guest of honor himself, Cecil Tebo; Don Sears, operations assistant at Paulsboro, New Jersey; Ed Claypool, manager of the Baltimore Marine branch office; Captain Archie O'Neal of the *Esso Virginia*, and Harry Boyce, operations assistant at Norfolk.

Service Awards

20 YEARS



Clifford Benedict
Radio Officer
April 21, 1970



Luis A. Bericochea
Messman
January 27, 1970



Alfredo Del Toro
Utility Man
March 18, 1970



Hilmar Eidsvaag
Able Seaman
February 16, 1970



Ian Harrison
Able Seaman
May 1, 1970



Anthony Lazarczyk
Able Seaman
March 29, 1970



Bernard Malkowski
Able Seaman
February 2, 1970



William A. Prewitt
Oiler
July 3, 1970

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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.

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