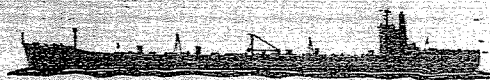


ESSO FLEET NEWS

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Report to Marine Employees Looks Ahead

Alaska Oil to Play Decisive Role in Fleet's Future

The Marine Department may build as many as six supersized 250,000-dwt tankers to transport crude oil from Alaska's North Slope reservoirs to the East Coast.

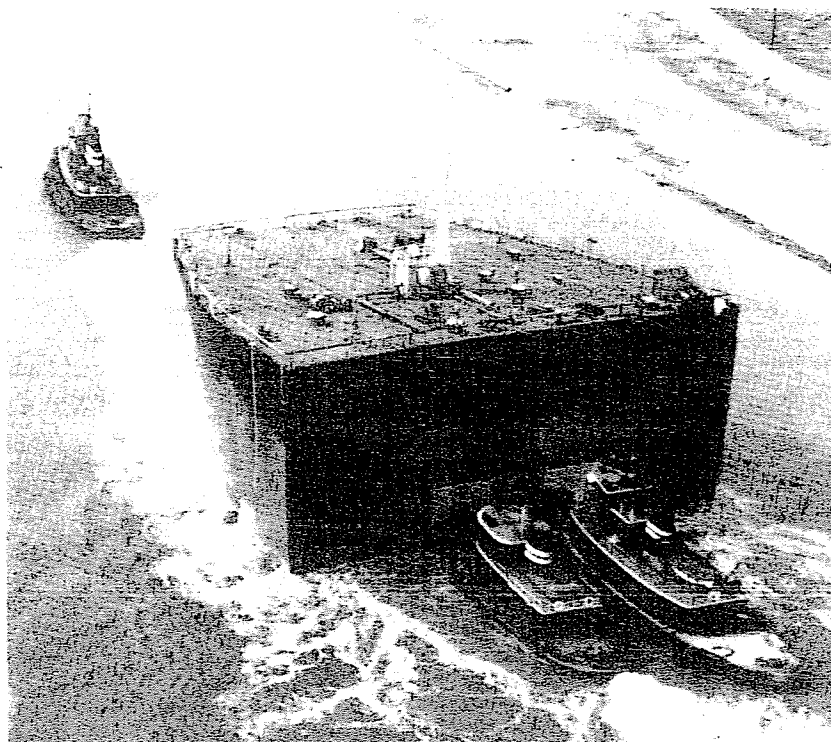
This and other potential major developments in the Esso fleet were recently forecast by T. J. Fuson, general manager of the Marine Department, at an employee meeting in Houston. Employees learned of projects now in planning or development stages that provide some insight to the fleet's future.

They were told that requirements are expected to grow in 1969 and 1970 as a result of new West Coast needs, projected reductions in imports, and normal growth. Mr. Fuson's studied outlook also focused on the age of the supertanker in the mid '70s and indicated the Esso fleet will experience sharp growth in capacity, technological advancement and efficiency.

Recent discoveries of huge oil reservoirs in north Alaska will play a decisive role in the development of the Humble tanker fleet. Stan Haas, coordinator of the Arctic Task Force, outlined Humble's objectives in opening a sea route through the Northwest Passage and narrated a film showing work being done on the S.S. *Manhattan*, which is scheduled to sail through the passage on a test voyage this summer. The number of 250,000-dwt tankers required to transport crude oil from Alaska depends largely on the success of the Arctic project.

Assuming a route through the Northwest Passage is opened by the *Manhattan*, the Marine Department will need six of the giant icebreaker tankers by 1975. The number of ships in the fleet, in that event, would rise to 22, equivalent to about 140 of the standard T-2 tankers built in World War II years.

On the other hand, if crude oil



WHAT'S HAPPENING? is the likely question of onlookers who saw the after section of the S.S. *Manhattan*'s bow moving down the Delaware River from the Sun Shipping Co. at Chester, Pa., to the Newport News Shipbuilding & Drydock Co. at Newport News, Va., where modifications are being made to prepare the ship for its historic voyage through the Northwest Passage this summer. What happened is that the *Manhattan* has been cut into four different pieces so that work to make her iceworthy can be done at three different shipyards.

is moved from the North Slope to Valdez in south Alaska by pipeline and then transported by tanker to the western terminal of a transcontinental pipeline in Seattle for transmission to the East Coast, Mr. Fuson estimated that the fleet will consist of 18 ocean tankers, equivalent to 85 T-2s, including two giant non-icebreaking tankers by 1975. The present fleet of 19 seagoing tankers is equivalent to 46 T-2s.

Whatever the outcome, supertankers of the 250,000-dwt class will greatly reduce the cost of transporting a barrel of oil. In fact, tankers of the future spell out a new set of economics in Humble's marine operations.

The Marine Department manager observed that technology, fleet operating efficiency and larger ships have already significantly pared

(Continued, Page 2)

BULLETIN: Esso Radio Officers' Association has ratified Amendment No. 5 by a vote of 23 for, 0 against. Details next issue.

MARINE REPORT

(Cont'd from Page 1)

down the cost of transporting oil by sea. Furthermore, the average cost of moving a barrel of oil by tanker is certain to drop appreciably in 1970 when the *Esso San Francisco*, the *Esso Baton Rouge*, and another yet unnamed vessel are in service. "We expect a cost reduction of 30 per cent over the ten-year period from 1961 to 1970 despite inflationary trends," Mr. Fuson reported.

The *San Francisco* and her two sister ships are under construction at Avondale Shipyards in Louisiana about 15 miles up the Mississippi River from New Orleans.

Mr. Fuson also recalled that in 1968 new equipment greatly boosted inland waterways transport capability. Last March a 31,000 barrel clean-products and specialties barge was put into service in the Philadelphia Harbor area. The *Esso Arkansas* and eight barges of 186,000 barrels capacity went into service on the Mississippi-Ohio River system last year too. In November the *Esso Texas* and two of her four barges were delivered. Construction of her third and fourth barges was recently completed. This tow will shortly enter hot coker feed services from Baytown to Baton Rouge.

A contract for construction of a 30,000-dwt unmanned seagoing barge and a 7,000 horsepower tugboat for product service from the Louisiana-Texas Gulf to Florida has been let to Gulfport Shipbuilding Corp. at Port Arthur, Texas. Other construction includes a third string of four barges being built by Ingalls Iron Works in Decatur, Ala., for operation with the *Esso Tennessee* tow.

A new self-propelled unit with a capacity of 30,000 barrels will be delivered about May 1 for service

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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.



IT'S 4,427 MILES from New York to Prudhoe Bay, Alaska, via the Northwest Passage sea route pointed out by Capt. Roger Steward, master of the *Manhattan*, as he discusses with Stan Haas, coordinator of Humble's Arctic Task Force, plans for a test voyage through the Arctic waters this summer. Round-trip is expected to take about 37 days. Estimates indicate oil can be shipped from north Alaska by tanker through the passage to East Coast refineries at about half the cost of moving it by an alternate route via pipelines and tankers.

in the New York Harbor area. She'll be christened the *Esso Connecticut* and is a replacement for the *Esso Hudson*. And a towboat similar to the *Esso Texas* is being built at Jeffersonville, Ind., by Jeffboat, Inc., and slated for delivery in August. She will operate in the lower Mississippi River below Baton Rouge.

Robert Dunham Is New Allocator at Paulsboro, N. J.

Third Mate Robert H. Dunham was transferred Tuesday from the fleet to a shoreside job as transportation allocator in the Marine Department's inland waterways office at Paulsboro, N.J.

Mr. Dunham has sailed in Humble tankers since graduating June 1, 1966, from Kingspoint Maritime Academy in New York. He began his seagoing career in the *Esso Florence* and his last voyage was in the *Esso Gettysburg*. Mr. Dunham is from Birmingham, Ala.

Overall, Mr. Fuson's report to Marine Department employees forecasts a big future of bigger ships, towboats and barges to move bigger cargoes over greater distances.

At the end of the session, Mr. Fuson discussed questions from employees on the subjects of training, remuneration, organization, and pollution. The meeting gave employees the "big picture" of Marine Department operations and objectives. As one employee put it afterwards, "I've got a clearer picture now of my role on the Marine Department team."

Seven Apply for Retirement

Seven Esso fleet officers have applied for retirement on Sept. 1. They are Chief Mate Joseph Johnson, 2nd Engr. Malcolm J. Carlson, 3rd Engr. Billy L. Steward, 2nd Mate Albert J. Baptiste, 3rd Mate William A. Wilburn, 2nd Engr. Gilmore Henderson and Radio Officer James Reesor.

Able Seaman School's First Graduates Pass Coast Guard Exams



OVER THE SIDE of the *Texas Clipper* training ship Edgar T. Cooper, Michael Sharik III, instructor, Manuel DeAfonseca and Charles Cicero ready the lifeboat to lower away in simulated emergency. Students at able seaman's school learn by actually doing what they study in class.

The first graduating class of the new two-week able seaman training program at Galveston, Texas, passed the Coast Guard Lifeboat and Able Seaman's Examination without a hitch. There were no failures.

The class' average grade was 88.8. Seventy is passing. "I had expected the class to average about 80," said Instructor Michael Sharik III beaming with pride.

T. J. Fuson, general manager of the Marine Department, told the class, "We in Marine Department management are proud of your accomplishments here. We feel that this training program is mutually beneficial to you as well as to the company."

"I believe that the successful completion of this course will give each of you a sense of real satisfaction. At the same time, your efforts here make it possible for Humble to continue a long standing policy of promoting from within."

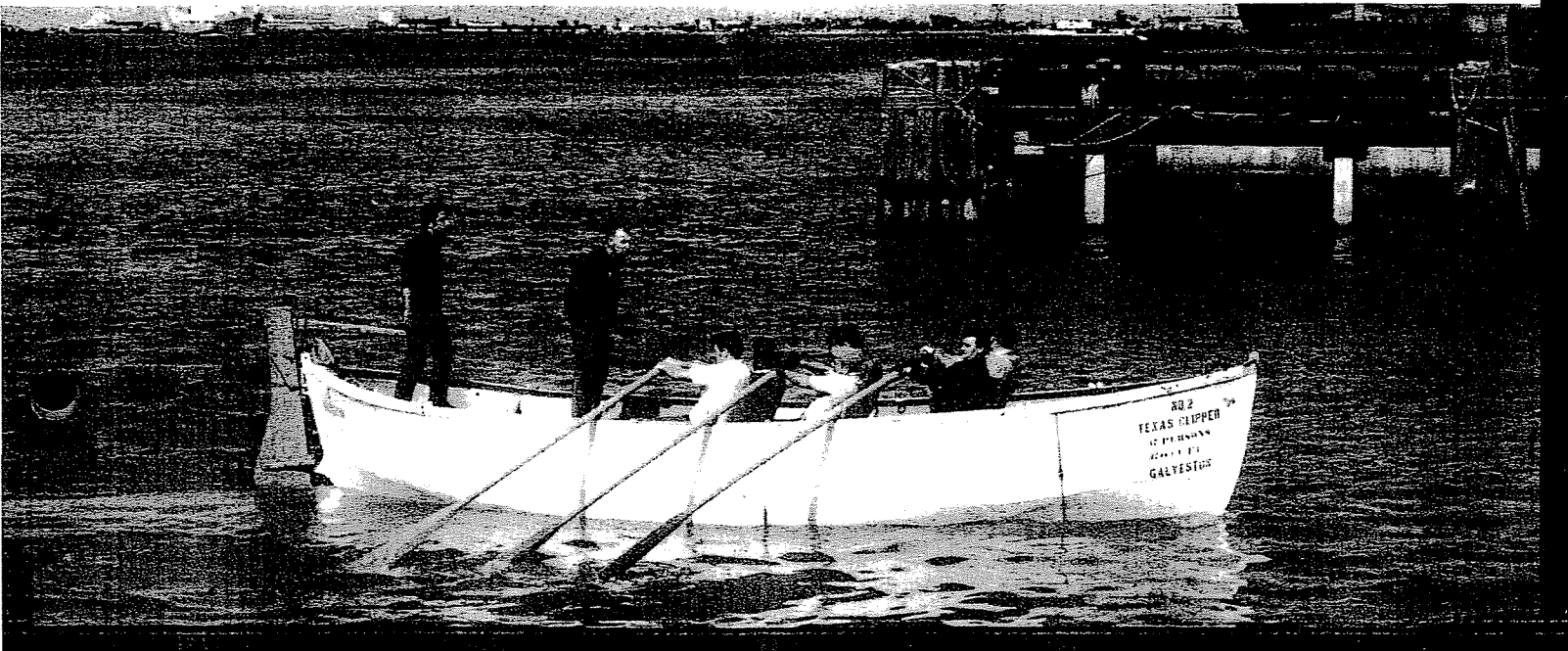
Successful completion of the



DOWN AND AWAY. Heavy steel lifeboat is quickly lowered with crew of five aboard (above, left). Other student crewmen scamper down ladder (above, right) to take up oar positions under Mr. Sharik's direction.



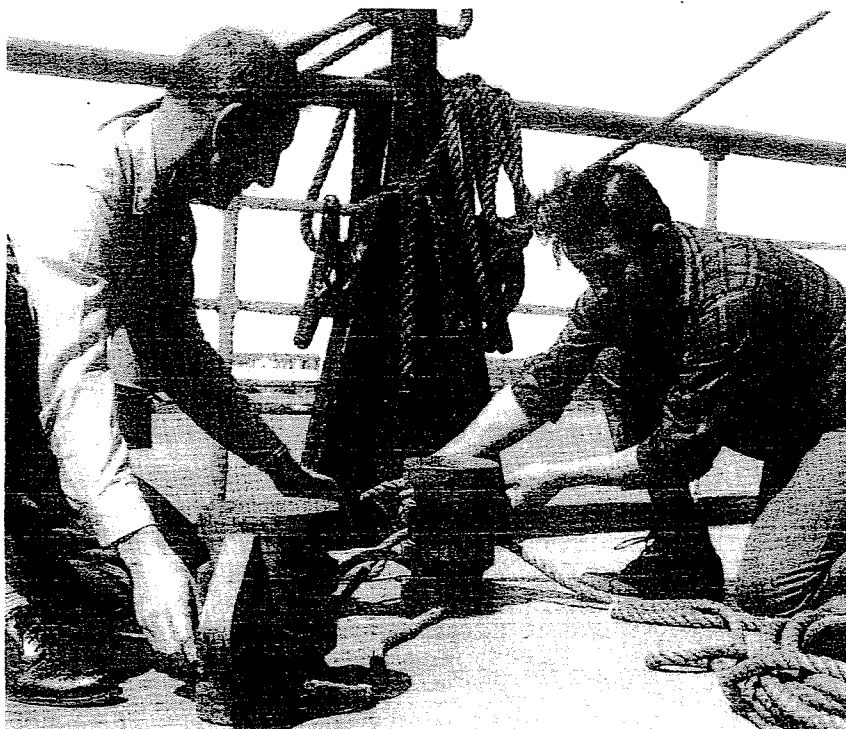
In the water (bottom) the hand-blistering job of rowing requires hard work as well as keen timing so that oars are pulled in unison.



course leads to an increase in pay and overtime rates when graduates are promoted from ordinary seamen to able seamen. The second course began Monday and a third is scheduled for April 14. Requests to enroll should be routed through officer supervisors.

The program is conducted at Galveston aboard the training ship *Texas Clipper*, courtesy of the Texas Maritime Academy. It includes classroom instruction, actual practice in lifeboat handling, the use of fire fighting equipment and drills in rescue procedures. The course covers all phases of the Coast Guard requirements for qualifying as able seaman.

Seamen who graduated in the first class March 28 are: Dwight T. Willis, Arthur W. Vaag, Edgar T. Cooper, Robert C. Stehlgens, Anthony Santagada, Robert Garcia, Charles Cicero, Andrew Nemechek, John Geedman, Manuel DeAfonseca, Carlos Bogar and Ricardo L. Barros.



LEARNING TO RIG a three-fold purchase is one of the tricky jobs Carlos Bogar (left, above) and Manuel DeAfonseca master through practical experience under the eye of an instructor ready to lend a hand when knotty problems crop up. Mooring lines are figure-

eighted (below left) around the two bitts and Mike Sharik shows Dwight T. Willis on his right and to his left Ricardo L. Barros, Charles Cicero, Edgar Cooper and Andy Nemechek how to go about it.



LOCKING in the anchor windlass is another job able seamen are expected to handle. John Geedman gets the hang of it as well as pointers from his instructor, Mr. Sharik. Small classes of 12 permit instructor to give individual attention to students as needed.



Esso Newark Home From Long Voyage To Foreign Lands

The Esso Newark—gleaming with new paint and laden with souvenirs—docked at Baytown March 20 after a 3½-month voyage that took her 30 officers and men to ports in South Africa, Pakistan, India, Iran and Canada.

It was a loud, happy homecoming as the crew packed suitcases, signed off ship's articles, scooped up pay envelopes, cleared customs, headed for the nearby Houston airport and jetted home. Somehow they all managed to cart off their huge stores of hand carved elephants, handmade canes, turbans, jungle-jim hats, stuffed cobras and other exotic mementos of their odyssey. "We had enough souvenirs aboard for ballast," said a crewman scampering down the ramp in a suit he had made in India.

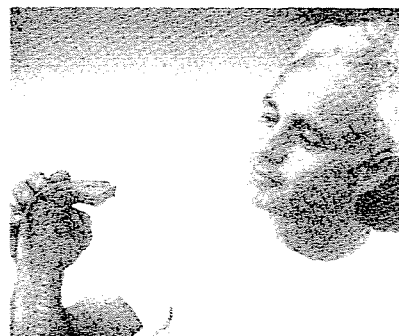
The trip began Dec. 2 when the Newark sailed from Baton Rouge. She bunkered at Capetown, South Africa, discharged cargo at Karachi, Pakistan, and sailed to Bombay, India, to deliver the remainder of the cargo. On the return leg of the voyage, the ship loaded cargo at Kharg Island, Iran, bunkered at Capetown, delivered cargo to St. John, New Brunswick, Canada, and returned to the United States at Baytown.

No one appeared the worse for roughing six days of gale winds and high seas in the Atlantic on their journey from Capetown to St. John. Capt. Julius E. Wend, ship's master, reported the Newark encountered "gale after gale" with "seas 40 feet or more" at times. The going was so tough at one point that it was physically impossible to prepare meals. "That day we lived on saltines and water," said Capt. Wend.

The Newark labored through it all with only light damage. It's the kind of experience the crew could have done without—but there's little doubt it will add a lot of salt to conversations when the newness wears off the souvenirs.



SHIP MATES. Chief Mate Keith Frutiger appears to be charming it up with a cobra chum he acquired in Bombay, India, when the Esso Newark delivered cargo there recently. He can really toot the flute (above) but his prowess with the deadly reptile (right) admittedly stems from the fact that Mr. Cobra has been stuffed and preserved by an Indian taxidermist. Mr. Frutiger took the snake home to his ten-year-old son in Union, N.J.



A FLEET FAMILY. Messman Hector M. Serrata (l), his cousin, Ordinary Seaman Durwood J. Hedgepeth (center), returning in the Newark from a foreign voyage show their souvenirs to Second Cook Frank Sanchez, who is Mr. Serrata's brother-in-law. Mr. Sanchez was part of the complete crew that relieved the Newark when she docked at Baytown.

TAFFRAIL TALK

Yes, Folks, there really is an Uncle Chubby! And he's celebrating Part II of Christmas 1968 about now.

Back in December a package turned up addressed to Uncle Chubby, c/o *Esso Lima*. A Christmas card taped to the package and signed, "Love, Jan and Ragnar" led the Marine Dept. to believe that there really was an Uncle Chubby even though a search of the Esso fleet from Maine to Texas failed to turn him up. So the Christmas present was sent to the Fleet News, a story describing the mysterious situation appeared in a recent issue, and . . .

A few weeks later Oiler Charles L. Benes in the *Huntington* revealed himself as the real Uncle Chubby in a letter to this newspaper. And the package was dispatched at once to bring this belated Christmas tale to a happy ending.

Here's a note that might save you a dime next time you phone the Boston office. The Marine Dept's Boston Branch Office moved last week to new quarters at 30 Beacham Street, Everett, Mass. 92145. New phone numbers are (AC 617) 387-1733 or 387-5966. Humble tie-line code numbers are 812-9381-398 or 812-9381-237 from Houston. Jot it down on your hatband . . . or some place.

Capt. Joseph E. Johnson used to talk of getting himself a Newfoundland puppy some day. Well, "some day" is near at hand thanks to the officers and crew in the *Esso Dallas*. That's the word from Chief Mate Roy O. Berg who wrote (3-16-69):

"Just a note to let you know that the crew and officers of this ship bid Capt. Joe Johnson farewell last evening with a special dinner and a large cake, baked by Second Cook John E. Bean, inscribed GOOD BY & GOOD LUCK. A purse was donated by all hands for the purpose of purchasing a Newfoundland puppy dog that Capt. Johnson talked of having some day." Capt. Johnson is scheduled to retire May 1.

Stan Haas, Arctic Task Force coordinator, has put a sign in his office that proclaims in big letters: OH YE OF LITTLE FAITH, humorously indicating that the Northwest Passage project has been launched with a lot of faith. At last count at least 120 Esso officers and crewmen had mustered enough faith in the historic project to volunteer for service in the S.S. *Manhattan*, the ship slated to challenge the forbidding Northwest Passage later this year. That's just about enough volunteers to man two *Manhattans*. But keep the faith and the names coming in.

RECENT RETIREMENTS

Capt. Fred G. Smith retired April 1 with almost 38 years' service in Esso ships. His career with the company began in 1929 as an ordinary seaman in the *W. H. Tilford*. He moved up in ratings to able seaman, boatswain, and in 1936 to third mate in the *H. H. Rogers*. Mr. Smith was a chief mate by 1942 in the *Paul H. Harwood* and became master in 1947 aboard the *Esso Linden*. His final voyage was in the *Esso Houston*.

Originally from North Carolina, Capt. Smith now lives in Jacksonville, Fla. with his wife. He wants to fish, do cabinet work, travel and take some associate study courses.



First Engr. Emoor S. Bordelon went to sea 47 years ago and retired April 1 with 39 years' service in Esso ships. He had previously attended college in New Orleans and worked as a clerk for drug firms. Mr. Bordelon first sailed in the *Loraine Cross* on the Delta Line in 1922 as wiper and

fireman and later for the same company as oiler. His career as an engineer began in 1926 as third assistant in the *Steel Inventor*. He signed on with Esso in October, 1929, and sailed in the *Princeton* as third and second assistant for nearly two years. His last ship was the *Dallas*.

Mr. Bordelon is living in his native Louisiana at Baton Rouge and considering a job offer as a stationary engineer at a local hospital. His plans also include going to business school. He and his wife, Katherine, have four children: Emoor, Jr., Jerry, Ann Marie, and Mary Catherine.

DEATHS

Able Seaman Benjamin A. Todd, 59, died of a heart attack March 29 in Baytown, Texas, at the San Jacinto Methodist Hospital. He was on paid leave at the time of his death. Mr. Todd began his career with the company when he signed on the *Esso Montpelier* as able seaman in September, 1950. He continued to sail in that rating except for a brief period in engine room assignments. His last vessel was the *Esso Gloucester*.

Mr. Todd is survived by his widow, Irma, of Baytown; a daughter, Mrs. Judith Faulkner, 28, of Houston; a son, Benjamin A. Jr., 26, of Oklahoma, and a daughter, Margaret Todd, 20, of Baytown.

Chief Engr. Edward J. Schleifer, 54, died March 15 at Johns-Hopkins Hospital in Baltimore. Mr. Schleifer had been on sick leave since last November. His first assignment was in the *E. J. Sadler* as oiler in September, 1939. He first sailed as third assistant in the *M. F. Elliott* in April, 1942, and was one of the survivors when it was torpedoed on June 3, 1942, 150 miles northwest of Trinidad with a loss of 13 men. Mr. Schleifer's last assignment was in the *Esso Florence* as chief engineer.

He is survived by his wife, Mildred, of Henryville, Pa., a father, two brothers and a sister.

