

ESSO FLEET NEWS

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We'll Be Using EXXON Trademark By Next January

By now, you know that the company has decided to use EXXON as its primary trademark and will change its name to EXXON Company on January 1, 1973. Plans are being made to change the trademark name to EXXON on all company vessels by the end of the year—the EXXON Baton Rouge, EXXON Lexington, EXXON Houston, and so forth.

Probably the first visible signs of the EXXON brand name will appear at Humble service stations on gasoline pumps and price signs. Starting July 1, our gasolines will be known by the brand names—EXXON, EXXON Plus, and EXXON Extra. The pumps will be changed as quickly as possible and within two months it is expected that the vast majority of Humble stations will display the EXXON product names. It will be several months before you see EXXON appear on any product other than gasoline. Permanent

(See EXXON, page 4)



Paul J. McEwan, head of Personnel Services Section, examines a film on EXXON, one of four sent to ships recently. The films and the employee communications kits, foreground, will be used by masters in conducting meetings aboard ships to give officers and crew more detailed information about the company's new EXXON trademark. The films will be rotated among vessels in the fleet.

Equity Portfolio, \$12.78

The Thrift Fund Trustee reports the value of each unit in the Equity Portfolio as of the last business day in April 1972 was \$12.78.

Last Business Day of	Unit Value
July, 1971	9.76
August, 1971	10.35
September, 1971	10.32
October, 1971	9.96
November, 1971	10.15
December, 1971	11.14
January, 1972	11.63
February, 1972	12.31
March, 1972	12.53
April, 1972	12.78

'Retired? I'm Busier Than Ever,' Says Bisantz

If you're driving through the New England states on vacation and happen to come to East Hampton, Connecticut, population 10,000, stop at nearly any store, real estate office, or service station and ask where Bert Bisantz lives. He's well-known in East Hampton and chances are you'll be directed right to his house on beautiful Lake Pocotopaug.

However, if you happen to ar-

rive at a time when the stage production of some Broadway show is about to be presented in the local high school auditorium (and you'll know it because there'll be large posters hanging practically everywhere but over the city limits sign), you'll likely not find Bert at home. He'll probably be standing in the middle of the school's 600-seat auditorium bark-

(See ACTOR, page 5)

B. E. Crawford To Serve As Advisor In New Marine Post

B. E. Crawford has been named Marine Department safety, security, and training advisor—a position that has been newly created as an initial step in a program designed to place more emphasis on these areas of Marine Department operations. He will assume his new duties in Houston on July 1.

Mr. Crawford will be responsible for directing, coordinating, and developing safety, training and security programs for the department. He will also work closely with engineers in the Operations-Technical Section in reviewing and improving safety features in equipment in both the oceangoing and inland waterways fleets.

"Mr. Crawford's engineering background and his knowledge of engineering operations are essential to fill the wide scope of duties created by this new position," said E. W. McNeil, Jr., Administrative Manager to whom Mr. Crawford will report.

After obtaining a BS degree in electrical engineering from the University of Arkansas in 1951, Mr. Crawford joined the company as engineer at Baton Rouge Refinery. He became group head in the Mechanical Engineering Department at the refinery in 1956; section supervisor in the Maintenance Department in 1964; section supervisor in the Process Division in 1967; and staff coordinator, Safety, in the Employee Relations Division in 1969. In May, 1971, he was named senior staff coordinator, Safety and Security, at the refinery—the position he held at the time of his new assignment.

Albert B. Randall, Jr., who became Marine Department fleet safety officer in December, 1967, will continue to serve in this capacity and will assist Mr. Crawford. Prior to becoming safety officer, Mr. Randall filled a number of staff assignments in Marine Department-Operations.



James H. Galloway, right, a Humble director and vice president, and Emmett A. Humble, Marine Department general manager, display Distinguished Achievement Award presented to the company during Offshore Technology Conference.

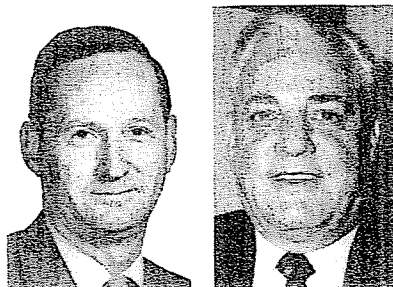
Distinguished Achievement Award Given To Company For 'S.S. Manhattan' Voyage

The 1972 Offshore Technology Conference Distinguished Achievement Award was presented to the Humble Company recently for its pioneering effort in sending the ice-breaking tanker *S.S. Manhattan* through the Northwest Passage in 1969.

The citation accompanying the award reads: "In recognition of the distinguished achievements of

Humble Oil & Refining Company whose ice-breaking tanker, *S.S. Manhattan*, in 1969 became the first commercial ship to traverse the Northwest Passage, thereby contributing significantly to marine history and technology and to scientific knowledge of the Arctic and also stimulating interest of governments and private enterprise in developing the Far North."

The Offshore Technology Conference is sponsored annually by various international engineering and scientific societies. It is a diversified technical meeting where scientific papers are presented. Also, the offshore industry's leading manufacturing and service companies set up exhibits where they display their latest developments and products.



Crawford

Randall

Ian G. Harrison Visits, Photographs Historic Ship During Trip To England

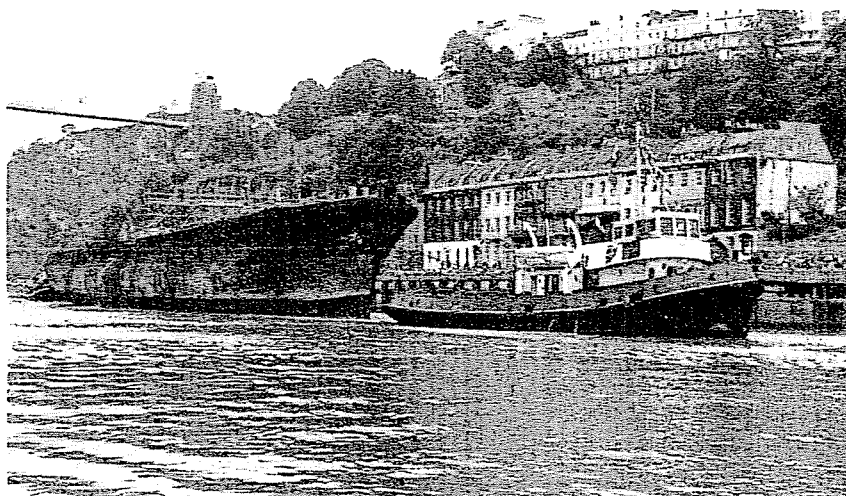
When Ian G. Harrison, AB in the *Esso Miami*, was visiting in England recently, he took the accompanying picture of the S.S. *Great Britain*, the first ocean-going ship to be built of iron and the largest vessel afloat at the time.

Mr. Harrison sent along some interesting history about the vessel. She was launched in Bristol, England, in 1843 and was put into transatlantic service carrying passengers and cargo between Liverpool and New York. She could accommodate up to 360 passengers and had a cargo capacity of 1,200 tons. Although it is not known how many passengers she carried on her first voyage to New York, where she arrived on August 10, 1845, records show that she discharged some 600 tons of cargo there. Civic and business leaders in New York City marked the vessel's arrival with a large banquet where they honored the master and paid tribute to the merchants of Bristol who were "the first to risk their wealth in transatlantic steam navigation."

After a number of transatlantic voyages, the S.S. *Great Britain*

was redesigned in 1852 and fitted with newly-developed engines. She then sailed regularly from Liverpool to Australia with a crew of 178 and had accommodations for up to 700 passengers. She also carried cargoes of gold and silver and was often referred to as a floating bank. She was later sold and her new owners made further structural alterations, stripped her of her machinery, and turned her into a full-rigged sailing vessel designed to carry coal to San Francisco and wheat back to Liverpool. In 1886, the vessel encountered a gale off Cape Horn and a fire broke out in one of her cargo holds, damaging her severely. She was sold as a wool and coal storage hulk and remained in that service from 1886 until 1933. Later, she was towed to sea and scuttled.

In 1968, a project committee was formed, under the sponsorship of the Bristol Junior Chamber of Commerce, and with the technical cooperation of the National Maritime Museum, the 1,400-ton hulk was raised and returned to Bristol where she is now being restored as a steamship for public display.



The recently raised hulk of the S.S. *Great Britain* under tow in Bristol Harbor. The vessel originally had a crew of 130, was 322 feet long, had a beam of 50' 6" and a height (main deck to keel) of 32' 6". She was powered by a 1,000-hp 4-cylinder coal-burning engine "the height of an average living room." Her speed, without sails, was 12½ knots and empty she weighed 1,930 tons.

Glowacki, Stong On Shore Assignments



Glowacki



Stong

Jerzy B. Glowacki and Charles T. Stong, both licensed officers in the oceangoing fleet, have accepted temporary shore assignments. Mr. Glowacki, whose assignment became effective on April 12, is serving as transportation allocator in the Baton Rouge Branch and Mr. Stong is assisting in cargo layout in Logistics and Planning in the Marine Department headquarters in Houston. His assignment became effective May 1.

Mr. Glowacki began his career with Humble after graduating from the State University of New York Maritime College with a 3rd assistant engineer's license in May, 1970. His first ship was the *Esso New Orleans*. He is married and makes his home in Shirley, New York.

Mr. Stong graduated from the Texas Maritime Academy in May, 1968, and joined the fleet as 3rd assistant engineer in the *Esso Washington* in September. In 1971, he sailed for a short period as 2nd assistant engineer in the *Esso Florence*. He raised his license to 2nd assistant engineer on May 10, 1972, shortly after coming ashore to the Houston office. Mr. Stong is married, has one child, and lives in Huntsville, Texas.

95¢ Dividend Declared

The Jersey Standard board of directors on April 26 declared a cash dividend of 95¢ a share on capital stock, payable June 10, 1972, to shareholders of record at the close of business May 10, 1972.

Lincoln W. Swift, 62, Dies Of Heart Attack

LINCOLN W. SWIFT, who retired from the fleet in 1963 as machinist, died of a heart attack on May 10 at Baytown, Texas. He was 62. Mr. Swift was a machinist in the fleet for all of his 15 years of company service. He took voluntary early retirement in 1963 to become proprietor of Swift's Gem Shop in Baytown. As a lapidary, he was considered a superb craftsman. He is survived by a sister.

EXXON, continued from page 1

EXXON identification signs will start going up in November at more than 25,000 service stations. The name change will be backed by an extensive advertising campaign. Also, enclosures with credit card statements will promote EXXON to all credit card holders. Humble credit cards will be honored at the EXXON sign as well as at stations displaying existing brand names during the changeover. New EXXON credit cards will be issued starting later this year.

"I think the name change is a tremendous step forward in establishing a strong, unified identity—one company, one name, one brand—a whole new start," said Emmett A. Humble, Marine Department general manager. "Changing the trademark in our oceangoing and inland waterways fleets and all related items and equipment will call for the cooperation of many Marine Department employees. I urge those who become involved in the trademark change to cooperate as fully as possible. We should all become acquainted with the reasons for the change so that we can make it clear to our customers and others that the company hasn't changed—just the name. We still have the same high caliber people turning out the same high quality products and services," he said.

For more details on EXXON, see the May issue of *Humble News* which was mailed last week.

R. H. Herman, Jr., Is Contact Director For Marine Dept.

R. H. Herman, Jr., one of three new directors named to the Humble Board recently, is director in charge of the Marine Department. He replaces R. H. Venn who retired on May 1.

Mr. Herman was previously executive vice president and a director of Esso International Inc., a Humble affiliate. A native of New Jersey, he received his bachelor of science degree in chemical engineering from Pennsylvania State University and began his career in 1951 as an engineer with Esso Research & Engineering Company. He transferred to Standard Oil Company (New Jersey) in 1957 and served in a number of engineering and management assignments for Jersey and affiliated companies. Following a loan assignment as Supply Department manager with Esso Petroleum Company, Ltd., England, Mr. Herman joined Esso International's Cargo Sales Department in 1964, rising to assistant general manager in 1966 and to vice president and general



R. H. Herman, Jr.

manager the following year. He served as corporate planning manager in Jersey's Planning Coordination Department in 1968 and as the department's deputy coordinator in 1969. He became executive vice president and a director of Esso International Inc. in January, 1970.

Other new directors are J. L. Loftis, Jr., formerly general manager of Humble's Minerals Department; and L. G. Rawl, formerly vice president of Humble's Marketing Department.



The design of the new EXXON primary trademark is a rectangle with red EXXON lettering against a white background over a blue accent bar.

ACTOR, continued from page 1

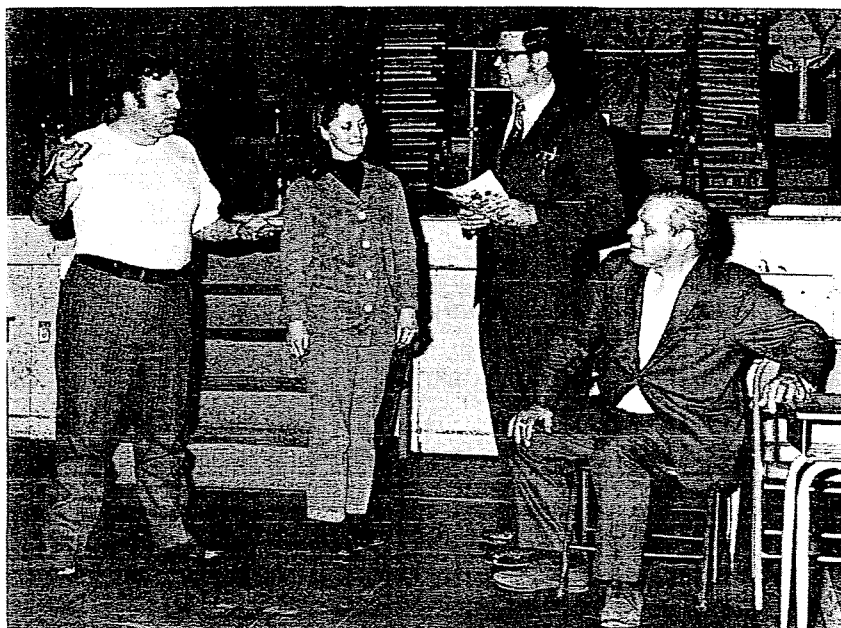
ing out directions to actors rehearsing on stage. Or he may even be on stage as one of the "heavies" in a play such as "Born Yesterday" in which he served both as production manager and actor. He played the part of a senator of questionable ethics. For his powerful acting, he received a standing ovation after each of the play's two performances.

Upon retiring as 2nd assistant engineer in 1969, Bert returned to one of the greatest loves of his life—the little theatre—after an absence of some 30 years. He became interested in acting during his high school days and for a number of years he acted and served as stage manager, director, and in other facets of the little theatre until he began his seagoing career—"a much more lucrative profession than acting," he said.

"After retiring from the company, I worked with several little theatre groups in this area. Then in 1971 I helped organize the Belltown Players (so named because East Hampton years ago had a bell factory and was often referred to as Belltown). The group numbers more than 40 members and we stage about four plays a year. We aim to develop potential talent in all of the theatrical arts and to give our audiences their money's worth in entertainment," Bert explained. "We devote all proceeds to worthy community projects, including money for matching grants for visiting artists who come to our schools periodically to teach interested students about acting and other arts," he explained.

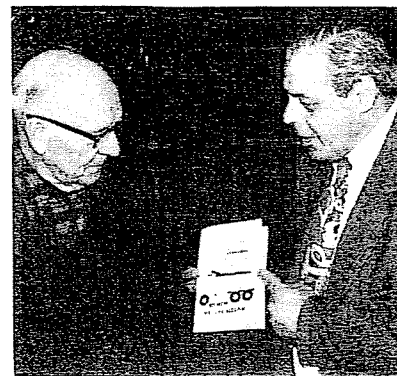
"We usually always play to full houses. We center on successful Broadway productions, such as "Barefoot In The Park," which we gave several months ago, and "Born Yesterday," which we presented on May 5 and 6. We also gave two productions of a play for children earlier this year."

As production manager, Bert



Bert Bisantz, seated, rehearses a scene in "Born Yesterday" in which he plays the part of a senator of questionable character. There were 15 in the cast.

Bert discusses the cover of "Born Yesterday" with a local printer. The artwork showing a truck hauling away the nation's capitol building, was drawn by June Bisantz.



is responsible for the entire operation of all facets of a play. Under him is the director, technical director, set designer, costume designer, properties manager, construction crew, lighting and sound directors, and many other "crews" required for a performance. The actors and others making up the Belltown Players are local people, such as lawyers, school teachers, students, housewives, a chemical engineer, a retired draftsman, and a public relations director. Bert's daughter, June, often designs the programs and paints scenes needed for a play.

In between stage productions, Bert carries on a number of civic duties. Currently, he is secretary of the East Hampton Lion's Club and president of the Ecology Club.

Bert served on the JSTOA Executive Committee for eight of the 21 years that he was in the Humble Fleet. "Of course I miss my shipmates, but I really don't miss my seagoing career a whole lot because my new shoreside career is taking up all my time," he said.

New Hall To Depict Life Of Seaman

A new Hall of American Maritime Enterprise that will show visitors the importance to America of the sea, the lakes, and the rivers from earliest colonial days to the present is being constructed in the Smithsonian Institution in Washington, D.C. Various themes such as the development of trade routes, navigation, and the life of the seaman will be depicted. Other proposed settings will show a typical waterfront scene at an ocean port, the foc'sle of a late 19th century sailing vessel, and the bridge of a modern automated steamer.

The new hall should be open in time for the nation's celebration of its bicentennial in 1976.

SERVICE AWARDS

20 YEARS



Richard A. Vila
A/Oiler
February 4, 1972



James K. Wahl
3rd. Asst. Eng.
February 16, 1972



Loy R. Florentino
Messman
March 23, 1972



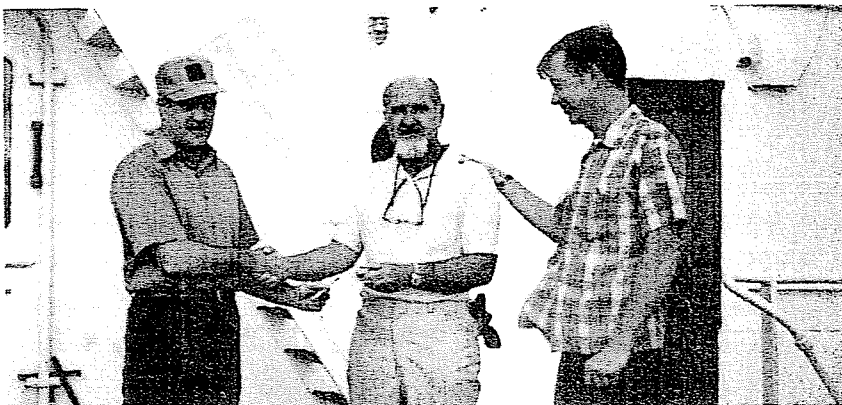
Emeterio Pagdilao
2nd cook
April 1, 1972



Elbert D. Sprott
3rd Mate
April 11, 1972



Joao L. Gonsalves
2nd Cook
April 23, 1972



HERBERT D. SEXTON, 3rd mate in the *Esso Huntington*, completed 20 years service on April 10. He is shown here receiving his service emblem and congratulations from Captain Robert J. Boxwell, left, and 2nd Mate Robert P. Maher, right. The presentation ceremony, held after fire and boat drill, was attended by many of Mr. Sexton's shipmates.

Wickwire, Munoz, Yaroschak Retire



WILLIAM J. WICKWIRE retired April 1 with 30 years of company service. He began his career in the inland waterways fleet in Boston as deck-hand on the tug *Socony Number 4*. In 1942, he became a temporary mate in this same tug and in 1944, he sailed as captain in the *SS Beacon*. He served alternately as mate/relieving master, becoming permanent captain in March, 1970, in *Esso Barge 18* where he served until his retirement. The picture, taken at Captain Wickwire's retirement party in Boston, shows, from the left, Jack W. Bennett, Boston Branch manager; Captain and Mrs. Wickwire; Captain John Nardone; and Captain Edmund R. Wagg, retired. Captain Wickwire lives in North Conway, New Hampshire.

— O —

TOMAS MUNOZ, who began his seagoing career in November, 1934, as messman in the *John Worthington*, retired May 1. Mr. Munoz became a wiper in the *R. G. Stewart* in 1935 and fireman

in May, 1936. He sailed as oiler in the *Wm. Rockefeller* later that year and served in this capacity in various company vessels, including the *Esso Huntington* where he was A/Oiler at the time of his retirement.

— O —

STEPHEN YAROSCHAK retired May 1 as OS in the *Esso Jamestown*. Mr. Yaroschak, who lives in Bayonne, New Jersey, joined the fleet as OS in the *Peter Hurl* in August, 1939. He left the fleet in May, 1941, and returned in December, 1947, as OS in the *Esso Shreveport*.

ESSO FLEET NEWS is published every other Monday for active and retired employees of the Marine Department, Humble Oil & Refining Co.; Emmett A. Humble, 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.