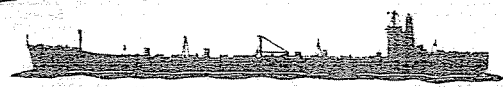


ESSO FLEET NEWS

PUBLISHED BY THE MARINE DEPARTMENT, HUMBLE OIL & REFINING COMPANY



Vol. 11, No. 14

July 10, 1969

Marine Dept. Christens 'Mini' Tanker Esso Connecticut



A Message From The General Manager

T. J. Fuson

Gentlemen:

I think it is important to discuss with you management's thinking on such issues as the recent and current attacks on the oil industry. So let me take a minute of your time to tell you how things look to us.

I am sure we are all generally familiar with the issues, and I will only touch on them briefly. Basically, of course, most of the criticism stems from a charge that we don't pay our fair share of the nation's taxes. On that score, we might put the whole issue in the right light by looking at one or two pretty outstanding facts.

For one, the oil industry paid some \$2 billion in federal, state and local taxes in 1965. \$2.5 billion in 1966. It's a lot of money no matter how you cut it. This doesn't include sales taxes and excise taxes on our products either. The direct taxes paid in 1965 amounted to 5.4 per cent of the industry's gross revenue. By comparison, all other business corporations paid taxes amounting to 4.6 per cent of gross revenue.

There is also mounting pressure to revamp our oil import program to the extent that we would become largely dependent on reserves in foreign countries which are not always politically dependable. The recent seizure of American oil properties in Peru illustrates the risk of depending on foreign petroleum resources.

The loudest criticism has been aimed at the 27½ per cent depletion allowance. This provision was enacted in 1926 by Congress. It is designed to help offset the high risks and expense of finding and producing oil—our Number One source of energy.

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The *Esso Connecticut*—a 30,000 barrel "mini" tanker—has joined Humble's growing inland waterways fleet. Mrs. L. J. Weigle christened the vessel last week at New Haven, Conn. She is the wife of Humble's corporate secretary.

The 276-foot-long *Connecticut* will operate within a 100-mile radius of the company's refinery at Bayway, N.J., and marketing terminals at Oceanside, N.Y., Hackensack, N.J., and New Haven.

Driven by two 850 horsepower diesel engines, the inland waterway tanker has a top speed of 11 knots when fully loaded. Interestingly, the *Connecticut* has no rudder. Her steering is controlled by outboard drive units which provide increased maneuverability. Both the outboard steering units and the engines are controlled from the pilot house. An automatic monitoring system informs the master of conditions in the engine room.

Three independent cargo systems permit the loading or discharging of three grades of product simultaneously. In keeping with Humble's clean water policy, the vessel is equipped with a sewage treatment plant.

The *Connecticut* is one of two tankers in Humble's inland water-

(Continued, Page 2)

Ex-Paratrooper Named Ship's Surgeon for Northwest Passage Voyage

More than 100 explorers aboard the *S.S. Manhattan* will look to Dr. William R. Clark, Jr., for medical care during the three month voyage in the Arctic environment. An ex-paratrooper, the 35-year-old physician has been named ship's surgeon for the experimental voyage through the Northwest Passage.

The epic journey—undertaken by Humble Oil & Refining Company—

will test the economic feasibility of opening a commercial sea lane through the ice-choked passage. Success of the test would open a route for the transportation of crude oil by seagoing tankers from the 49th state's Arctic shores to the U.S. East coast.

Humble has equipped the converted tanker-icebreaker with emergency medical facilities including a five-bed hospital, an expanded medicine chest and a doctor's office and quarters. Expanded medical facilities were installed in the ship in

view of the experimental nature of the voyage, the severe environment and the large number of scientists, observers and other non-crew members who will be aboard the *Manhattan*. The vessel—largest commercial ship flying the stars and stripes—is slated to sail in late July.

The hospital section of the ship is equipped with an x-ray machine, electrocardiograph and routine laboratory facilities. The new facilities available to Dr. Clark should make

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ESSO CONNECTICUT

(Cont'd from Page 1)

ways fleet. The 5,700 barrel Esso Fuel Oil is a prototype of the new "mini" tanker. The Connecticut replaces the Esso Hudson, a 45-year-old 17,000 barrel vessel, and a number of chartered barges.

The latest addition to the inland fleet was constructed by Ingalls Iron Works in Decatur, Ala. Following her delivery, she logged 3,200 miles on her maiden voyage from Decatur to New York harbor.

To the Humble deep sea crew that sailed the Connecticut to New York it was something like getting out of a Mack truck to drive a Volkswagen. "But she's just like the Esso Houston except for her outboard steering gear," said her first skipper, Capt. Marshall Price. The Connecticut was loaded with a cargo of 20,000 barrels of diesel fuel.

"We took her from Decatur up the Tennessee River, down the Ohio and into the Mississippi and out to the Gulf," he said. "She rolled a little in 14 foot swells but otherwise handled very well. I think she's a nice little ship."

Capt. Price also reported that the Russians showed an interest in the Connecticut as she passed off the coast of Virginia. "A Russian trawler came within a half mile of us and looked her over pretty good," he said. "I think they mistook the rams on the deck for rocket launchers." The rams are designed to support hoses during loading and discharging.

"We enjoyed the voyage very much and even did a little fishing along the way," said Capt. Price. "No, we didn't catch a thing."

Humble's New 276-foot-long Inland Waterways "Mini" Tanker.

ESSO FLEET NEWS is published every other Thursday for the sea-going 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.

MESSAGE FROM THE GENERAL MANAGER

(Cont'd from Page 1)

When a wildcatter drills a well in search of a new field, for instance, his chance of producing any oil or gas is only one in nine. The chance of opening a new field productive enough to be considered a commercial success is about one out of 48. The need for an incentive in the face of these odds is obvious.

The loss or reduction of the depletion rate would prompt many drilling operators to invest their funds in less risky ventures at a time when the industry needs more capital to seek out new reserves to meet increasing demands. And our national reserves have been declining in recent years.

In 1965, for example, we had in the United States 12 per cent of the free world's reserves. Today we have 10 per cent. We believe, however, that with the recent discovery of huge oil reserves in Alaska this picture is certain to improve. But it is very doubtful that we would have undertaken the risks of wildcatting in the high-cost Alaskan environment without the incentive provided by the 27½ per cent de-

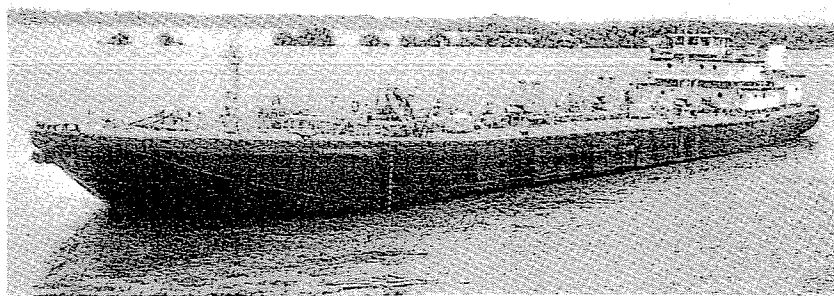
pletion allowance. You can stick out your neck only so far.

The facts would seem to speak for themselves. Unfortunately, they don't.

You've got to get up and shout or you won't be heard. You have to tell it like it is. No one voice—not even a large company's—can do it all. We all need to speak up. If each and every one of us takes an interest in these issues, we will at least be heard. And really that is all we ask—just to be heard. The facts stand on their own feet.

How do we get a fair hearing? Well, we can write our congressional representatives in the House and the Senate. As voters, we can be heard. I personally urge each of you to let your Congressman know of your interest.

I hope I have given you a fair idea of our concern over these issues and how important they are to our industry. In future editions of the FLEET NEWS, I will from time to time touch on other matters important to all of us.



ESSO LIMA RESCUES BOAT

The Esso Lima recently cooperated with the Coast Guard in the rescue of a boat off Florida's Atlantic coast. Capt. Charles Parker, master, reported that 2nd Mate Robert Armstrong sighted the small boat in apparent distress about 4½ miles east of Deerfield Beach, Fla.

The Lima notified the Coast Guard and stood by until a rescue ship arrived. The boat had had engine trouble. The Esso Fleet ship was bound from Port Everglades, Fla. to Jacksonville, Fla., when the disabled craft was sighted June 4.

MANHATTAN SAILS JULY 31

The S.S. Manhattan is scheduled to set sail July 31.

Officers and crew members have already begun reporting for duty aboard the tanker-icebreaker for the voyage through the Northwest Passage to Alaska.

The tentative schedule calls for river trials sometime between July 22 and 25. All crew members with the exception of the steward's department will be aboard for the trials.

After 50 Years at Sea
The Commodore Retires



Captain Harold Griffiths Went to Sea at the Age of 14

"There's always been a Harold Griffiths—like the Gulf Stream, Dry Tortugas and the buoy off Currituck Beach.

"So it is to Captain Harold Griffiths' shipmates in the Esso Fleet," said Sydney Wire, assistant general manager of the Marine Dept.

"The affect of your personality on this good ship has been so strong that she will forever be known as Captain Griffiths' ship, and all who sail in her in days to come will hear of the 'grand old man' who made her what she is today—a

happy ship," said Chief Mate Bertram O. Christensen on behalf of the officers and men of the *Esso Baltimore*.

"May the wind be always at your back," telegraphed Captain Tom Lawton, a former shipmate of 20 years.

Final salutes from other men of the sea salted the nation's telegraph wires as messages of farewell to the retiring Commodore of the Esso Fleet came from ship and shore.

The man who has been with the Esso Fleet like the Gulf Stream and the winds that sweep the seas became a sailor at the age of 14. It was in 1918 that Harold Griffiths took leave of the Island of Barbados in the British West Indies. Captain Cook, Captain Bligh and other great seamen of whom he had read beckoned him to a life on the high seas. And so he set sail in the *A. McIntyre*, a British schooner hauling lumber on routes that touched North America, South America and South Africa. He was never to return to his island home.

"It was four on and four off in those days," recalls Captain Griffiths. "And there was a saying that you ate when you were asked and slept when you were dead." But neither ominous adages nor "servings" of lime juice and vinegar to ward off scurvy weakened the youthful sailor's strong ties with the sea.

Such trials of early seamanship were of little consequence to a lad who spent many an hour swaying in the winds 90 feet above deck in the ship's rigging. "High up in the sails you cared little about what you were going to eat, but only held on for life and pride and hoped to keep down the last meal," laughs Captain Griffiths 50 years later.

Able Seaman Harold Griffiths was 18 months in the *A. McIntyre* when he boarded the *San Ramon*, a 25-passenger steamer that ploughed the waters from Mexico to New Orleans. "She was primitive and old and the first steamer I had sailed in," he remembers.

Captain Griffiths will never forget that the *San Ramon* was also a banana boat. "By golly, how could I forget it," he smiles. "We ate banana pie plain, banana cream pie, fried bananas, boiled bananas, banana fritters and just plain bananas. And as you might expect

of sailors, we had a banana eating contest one day. The winner was an American who beat out a Norwegian by 24 to 19 bananas."

The horizons on the Gulf of Mexico were hardly wide enough to contain Harold Griffiths' ambitions to range over the seas. In 1920 he sailed in a freighter that took him to Norway, England, Scotland and Ireland. It was not an uneventful voyage.

"We used sand for ballast and returning to America our water supply became mixed with our ballast," says Captain Griffiths. "The sand shifted to one side and the ship was soon listing at 38 degrees. Everybody began shoveling sand and we soon had some unexpected help. A badly frightened stowaway came out of hiding and shoveled for his life. He turned out to be the cook's brother-in-law. We finally corrected the list but we were all scared for a while."

Returning to the U.S., Captain Griffiths worked on towboats and sailed in other vessels until he joined what is now the Esso Fleet in March, 1922. He went aboard the *William G. Warden* as an able seaman. During his early years in the fleet, he made many intercoastal voyages. One of the longest was from New York to San Pedro, Calif. By today's standards, loading operations were primitive and make-shift.

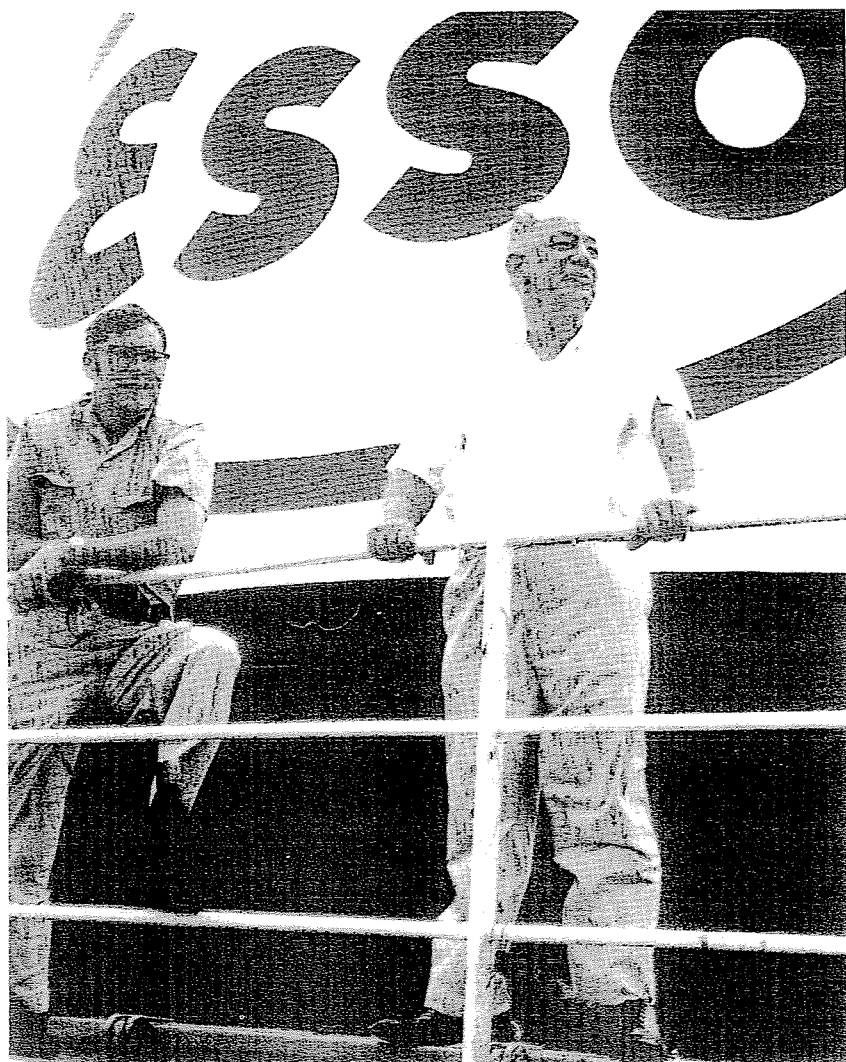
"We docked at San Pedro at a lumber yard and dragged cheap rubber hoses through the yard to the ship and pumped the oil aboard," he says.

By 1923 Harold Griffiths was bos'n in the *S. V. Harkness*. And while he sailed, he also studied for a third mate's license. By June, 1926, he was a third mate. Two years later he moved up to second mate. He sailed as first mate in August, 1930, and early in 1934 he was master of the *W. L. Steed*. His 35 years as a master is almost certainly a record.

During those years he spent almost all his time at sea. Evidently he was a busy man when he did come ashore. "I got my New York pilot's license, my master's license and marriage license during one leave in New York," he recalls.

In the early years of World War II, Captain Griffiths sailed what

Capt. Griffiths and Chief Mate Christensen aboard the *Baltimore* on one of the master's last voyages under the Esso oval. He sailed 35 of his 47 years in the fleet as master.



A Master Storyteller

Captain Griffiths' famous and emphatic sense of humor is caught here as he tells a story about a nine year old girl who boarded the

Esso Baltimore once when the ship was open to the public. "The mate had just said to me, 'All we need now is for some one to climb up the smokestack.' So . . .



I looked up . . .
and glory be



There she was!



No taller than this



Her head this high
over the top.



My God! I couldn't
believe my eyes.



Nearly had a heart
attack, I did.

came to be known as the unsinkable *J. A. Mowinckel*. On a voyage in the summer of 1942, he was ordered by the Coast Guard to take cover behind a submarine net at Cape Hatteras off the U. S. Atlantic coast. The ship lay at anchor there for 11 days—during which time the crew got some lifeboat training that was soon to pay off in a big way.

"During those 11 days we had a great time rowing around the little islands and running lifeboat races," the captain smiles. "At noon we would go ashore to have a picnic and we'd chase wild horses through the countryside. It was good fun and at the same time we learned to handle lifeboats like experts."

Later in the summer on July 15, 1942, the *J. A. Mowinckel* under Captain Griffiths' command was sailing in a convoy southbound

along the U. S. Atlantic coast when she took a torpedo in her stern. As the ship began to list, he beached the vessel to keep her from sinking in deep water. Inadvertently, the *J. A. Mowinckel* entered a U. S. minefield and suffered a second explosion. The crew abandoned ship taking their wounded and dead with them.

"We weren't the first ship hit but we made it ashore long before the others because of our lifeboat training on the previous voyage," he says. Next day Captain Griffiths and some of his crew returned to the ship and found her stores of food in good condition. "We took it ashore and fed up to 300 men, many of them Navy personnel, salvage crews and survivors of ships attacked in the convoy."

Work began almost at once to

salvage the *J. A. Mowinckel* and on July 21 she was afloat again. But luck was not with her. Early the next morning she struck another mine and incurred additional damage. Furthermore, during the salvage operation—in which Captain Griffiths took part—a tug also hit a mine and sank almost immediately. Despite her unfortunate encounters with a German torpedo and two U. S. mines, the *J. A. Mowinckel* was towed to Hampton Roads, Va., and finally to New York where permanent repairs were completed.

During the remainder of the war, Captain Griffiths sailed in the *F. Q. Barstow*, the *Glenpool*, the *Esso Dover* and the *Esso Annapolis*. "I was in the *Esso Annapolis* bound to South America when I heard the news that the war had ended," he remembers.

During his 47 years with the Esso Fleet, Captain Griffiths commanded the *Esso Jamestown*, the *Esso Lexington* and the *Esso Baltimore* on their maiden voyages. He was master of the *Baltimore* from her launching until his retirement. And because Humble's senior mariner sailed her, the *Esso Baltimore* has been, in the minds of Esso sailors, the fleet's Flag Ship.

"I have more clothes aboard this ship than I do at home," he said on one of his last voyages in the *Baltimore*. "I have sailed in this ship longer than any other in my career. What do I like about her? She's comfortable, handles well and . . . oh, she's like a home to me."

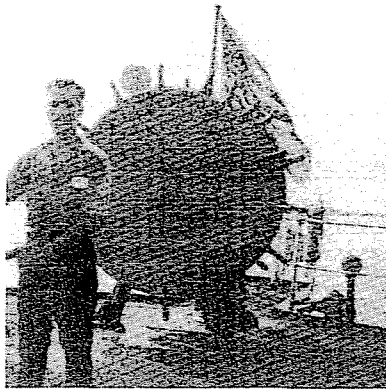
Asked what he liked most about life at sea, Captain Griffiths replied, "Every voyage is an adventure. For all the ships I've sailed and all the voyages I have made, no two have ever been the same. Above all, of course, it is the men that I have sailed with who have made the years so rewarding."

Before he left the *Baltimore* for the last time, the officers and crew of his ship gave him a going away dinner, a clock-barometer desk set, a 30 by 40 inch color photograph of the *Esso Baltimore*, three novels of the sea, two magazine subscriptions and sang, "For He's a Jolly Good Fellow."

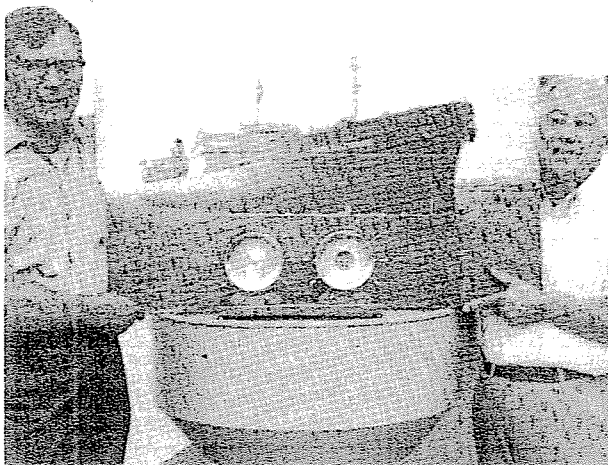
Captain Griffiths was guest of

honor at a farewell luncheon in Houston given by the Marine Dept. and attended by Morgan Davis, retired chairman of Humble's board of directors and husband of the lady who christened the *Esso Baltimore*; T. J. Fuson, Marine Dept. general manager; Sydney Wire, assistant general manager, and a flock of friends who have known the Commodore for many years.

Captain Griffiths is living with his wife, Loretta, and a daughter, Eileen, a registered nurse, in Deerfield Beach on the Florida coast. It's not far—as the sea gulls fly—from the Gulf Stream, Dry Tortugas, the buoy off Currituck Beach or the Esso Fleet.



Photographs from Mrs. Harold Griffiths' family album show her husband as a teen-age seaman (above left) and at age 24. Below, Chief Mate Bertram O. Christensen and Capt. Griffiths with color picture of *Esso Baltimore* and clock-barometer desk set given by ship's officers and crew at retirement dinner on commodore's final voyage. T. J. Fuson, general manager of the Marine Dept., presents to Humble's senior sailor a brochure on retirement benefits, an album of photos and an Esso Fleet flag.



SHIP'S SURGEON

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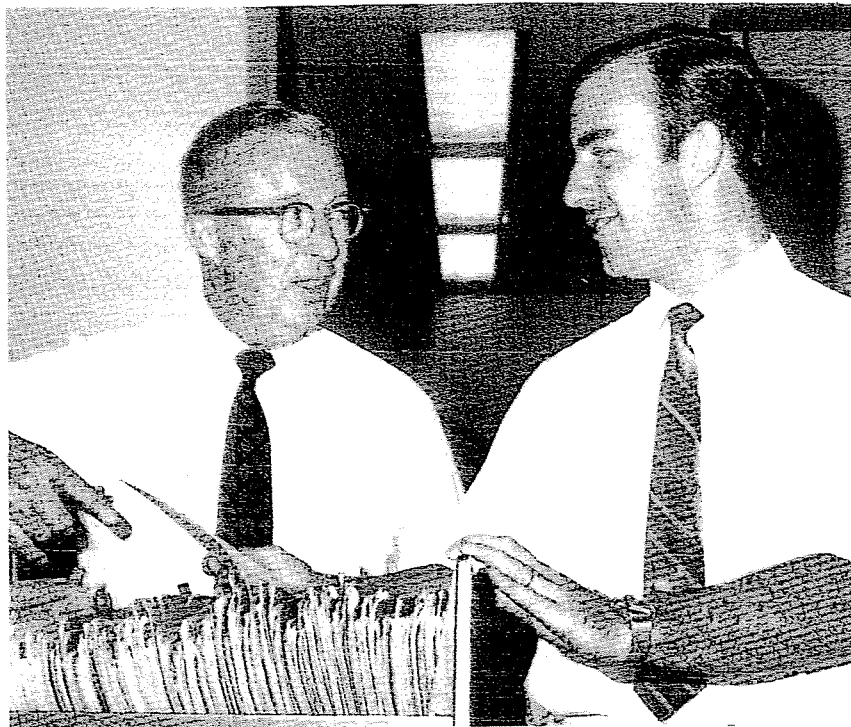
it possible for him to provide medical care for the entire crew and other personnel throughout the long period of isolation.

He will hold regular "sick call" hours on a daily basis, explain precautions to help prevent frost bite and conduct a physical fitness program. (Exercise equipment, games and other athletic pastimes are also expected to help keep up morale during the long journey.) He will also examine men returning to the ship from ice testing expeditions to insure against frost bite.

Additional medical resources will be available to Dr. Clark aboard either the U.S. or Canadian ice-breakers which will accompany the *Manhattan* on the historic voyage. In the event of catastrophic illness or injury requiring extensive treatment, patients could be evacuated by either of two helicopters stationed aboard the ship for ice reconnaissance purposes to local air strips for relay to regular hospital facilities.

Preparations for the voyage were made at Humble's Houston headquarters by Dr. C. Hunter Montgomery, assistant medical director. "There are no corner drug stores in the desolate Arctic, so we are storing a large quantity as well as a large variety of drugs in the *Manhattan*," he said. "We also enlarged the ship's medical capabilities by adding x-ray facilities, fracture materials, an electrocardiograph and oxygen. We are not anticipating a need for all the capability we are providing, but it's good medicine to be prepared for as many problems as you can imagine."

Dr. Montgomery has prepared himself by obtaining a staff officer's surgeon certificate. "I'm not sailing



SHORESIDE SAILOR 3rd Asst. Engineer James Keane (right) of Long Island reviews records with Paul J. McEwan, head of Seagoing Personnel. Jim, a 1968 graduate of the State University of New York Maritime College at Ft. Schuyler, is on a temporary training assignment at Humble headquarters in Houston. Mr. Keane will return to sea duty in the near future.

with Dr. Clark but I may visit the *Manhattan* during her voyage, and also I will be available as a backup man," explained the Humble staff physician.

It was also Dr. Montgomery's job to select the physician for the expedition. Dr. Clark was selected for the assignment from more than two dozen highly qualified applicants. "We were looking for a physician with extensive surgical as well as medical experience, and Dr. Clark met these and other requirements," Dr. Montgomery said.

Dr. Clark has been a resident in surgery at Albany Medical Center Hospital, Albany, New York, since 1965. Previously, in 1960, he took a straight medical internship at University Hospital and Hillman Clinic in Birmingham, Alabama. From 1963 to 1965, he served as a flight surgeon, U.S. Army, during which time he served in Korea.

After playing a key role in the 500-year-old dream to open the Northwest Passage to commercial shipping, Dr. Clark plans to begin his practice in Baraga, Michigan, his native state.

TAFFRAIL TALK

BLOOD DONORS

Three seamen in the *Esso Gettysburg* recently donated replacement blood for Capt. Robert E. Evans, who retired six years ago. Third Assistant Engineer Henry L. Manning, Ordinary Seaman Gary J. May and Utility Man John Gardner, Jr. responded to Capt. Evans' request for blood donations when the *Gettysburg* was in Baltimore. The retired master recently underwent major surgery at a Baltimore hospital.

SAFETY SUGGESTION

Before he retired 10 days ago, Capt. Harold Griffiths of the *Esso Baltimore* suggested "... if more interest might not be stimulated in safety if the Fleet News carried some sort of bulletin or notation as to the number of days since a lost time accident as most refineries and plants do." T. J. Fuson, Marine Dept. general manager, agreed with Capt. Griffiths' idea. And beginning with this issue, a notice will be published on the last page indicating the date of the last reportable accident in the fleet.

(Continued Next Page)

TAFFRAIL TALK (Continued)



Keeping up with the next 30 years will be easy for Chief Engineer Theodore Woodard (left) now that he owns a new gold watch presented to him on the occasion of his 30th year of service in the Esso Fleet. T. J. Fuson, general manager of the Marine Dept., presented the timepiece with congratulations from Humble.

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

RECENT RETIREMENTS

Able Seaman Peter J. Jablonski made his last voyage in the *Esso Huntington* prior to his July 1 retirement. He had nearly 22 years' service. Mr. Jablonski worked for Federal Shipyards in Kearney, N.J., from 1931 to 1945. He went to sea then as ship's carpenter in the *Aiken Victory* for the Delta Line until he joined the Esso Fleet in 1947. He first sailed in the *Esso Augusta*. By 1953 he was bos'n in the *Esso Wilmington*.



Mr. Jablonski lives in Iselin, N.J., with his wife, Margaret. He has two grandchildren, Jeffrey, 11, and Kevin, 9. And his plans are to "keep up with the two boys' activities" and catch up on his fishing.

Pumpman Michael Bujno sailed in Esso ships for almost 27 years before his retirement ten days ago. He joined the company when he boarded the *Esso Aruba* in 1942. Mr. Bujno was wiper in the *Esso Providence* when she took a 250-pound bomb in her No. 9 port main tank and was also damaged by a near miss that occurred during four attacks launched in a 2½-hour period against the port city of Augusta, Sicily, on Aug. 24, 1943. Later he sailed as fireman-watertender, storekeeper and pumpman. His last ship was the *Esso Lexington*.

Prior to joining the Esso Fleet, Mr. Bujno was employed by the Rheem Manufacturing Co. at Newark,

N.J. A native of Pennsylvania, he is now living in Jackson, Mich. He has a daughter, Linda, 15. Mr. Bujno plans to spend a lot of time fishing and gardening.

Radio Officer Harry L. Fendt began his 23 year career with Humble as an electrician early in 1946. He retired July 1. Mr. Fendt first sailed in the *Esso Aruba*. An avid amateur radio operator, he became radio officer in the *Esso Annapolis* in 1959. In 1956 he played a key role in getting a life-saving drug flown from the U.S. to the Belgian Congo (now Republic of the Congo) when he picked up an appeal via his home radio station for the medicine.



Prior to joining Humble, Mr. Fendt was employed as an electrician by Bethlehem Steel Shipyard on Staten Island. He has a son, Ronald, 38. "Due to the fact that I am being retired with a permanent disability, I have no plans except to carry on with my amateur radio hobby," Mr. Fendt says. He lives in Great Kills, Staten Island.



Able Seaman Ivy E. Etharidge is doing some fishing and "playing with my two grandchildren" since his retirement July 1. He is living in New Orleans where he worked for the Delta Shipyard as a ship fitter from 1942 to 1943. Later he "sailed in various ships" for several years prior to joining Humble in the *Esso Suez*. He last sailed in the *Esso Huntington*.

He had more than 17 years' service with the Esso Fleet when he retired. Mr. Etharidge has two children, Robert, 23, and Mrs. Ileen Kelley, 22. "I'm going to take life easy now," he says.

DEATHS

Jose M. Lopes died of a heart attack June 5 in New Bedford, Mass., at the age of 61. He retired as second cook because of a disability in Sept., 1965, after almost 17 years' service. His first ship in the fleet was the *Esso Parkersburg*, in which he sailed as utilityman on March 7, 1948. During his career in the Esso Fleet he had a few assignments as messman and two years as chief cook but, for the most part, sailed as second cook.

Mr. Lopes is survived by his wife, Rosa, of New Bedford. His stepson, Marcelino J. Gomes, also of New Bedford, is an oiler in the fleet.



Thomas E. Buchanan died at his home in Hillside, N.J., June 10. He had not sailed since leaving the *Esso Bangor* last July because of disability. Mr. Buchanan, 53, was a long-time boatswain in the Esso Fleet. He began his 25 year career with the company as an able seaman in the *John D. Archbold* in Oct., 1943. His first assignment as bos'n was in the *Esso Hartford* in 1946.

Mr. Buchanan is survived by his widow, Rita, and three children, James, 12; Thomas, 18, and Richard, 21, residing in Hillside.