



ESSO FLEET NEWS



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The Change To EXXON Questions From The Fleet

The planned merger of Humble into EXXON Corporation, effective January 1, 1973, has given rise to many questions from the fleet. Questions most frequently asked are listed below, with answers from management.

Q) What will become of Humble?

A) Humble will no longer be a separate company. Its business and properties will be organized into a Division of EXXON Corporation, and this division will be called EXXON Company, U.S.A.

Q) I've got some Jersey stock certificates in my lock box. Will I

(See EXXON, page 4)

Ship Requirements For Valdez-West Coast Service Outlined In Talk By Sydney Wire

During the 1980s, when oil production on Alaska's North Slope is expected to increase to 2,000,000 barrels per day, 42 tankers will be required to transport crude from the Valdez terminal in southern Alaska to various West Coast ports.

This was the outlook presented by Sydney Wire, Marine Department assistant general manager, in a speech delivered on July 18 to the 14th annual Marine Chemists' Association seminar in Seattle.

In describing the U.S. Flag tanker system that will be used to transport oil from Valdez when

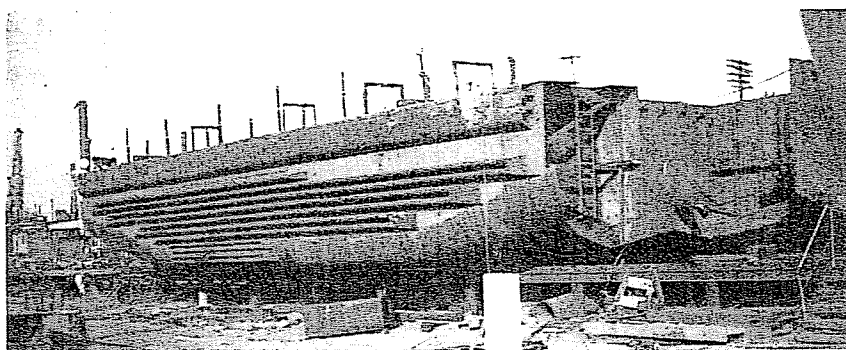
the trans-Alaska pipeline is built and put into service, Mr. Wire said: "Initial producing rates through the trans-Alaska pipeline are anticipated to be 600,000 barrels per day. At this rate, it is expected that 14 ships will be required in the system with the largest being 120,000-dwt and the smallest being 30,000-dwt.

"When the volume shipped out of Valdez grows to 1,200,000 barrels per day, a total of 27 ships would be required to handle this volume, with ten of them in the 120,000-dwt class. In the 1980s, when the expected 2,000,000 barrels per day mark is reached, eight of the 42 ships required to transport the crude will be 250,000-dwt tankers."

He told the group that all ships scheduled to load at Valdez will be fitted with the latest in navigation, communication, firefighting, and pollution control equipment. "Plans being developed by Alyeska will be in effect at terminals and will be continually reviewed and updated to incorporate the latest oil spill cleanup techniques and equipment as they become available," he said. (Alyeska is a pipeline service organization owned by seven companies, one of them Humble Pipe Line Company, which will build and operate the 800-mile trans-Alaska pipeline system.)

In reviewing the effects of the Valdez tankers on the traffic density of the West Coast discharge points, Mr. Wire said that there would be a slight reduction in the total number of tanker calls,

(See SHIPS, page 3)



She's Taking Shape

The mid-section of the company's new towboat for the Western Rivers Fleet is shown above under construction at a ship building company in St. Louis. Three separate cooling water grids (new to Humble towboats), visible on the side, will cool the main engine, reduction gear, and generator. Steel for the hull, shipped from the mill in 10-ton coils, right, is rolled out by machine into flat sheets for cutting into lengths desired, reducing welding. The steel is from 3/16" to 3/4" thick. The



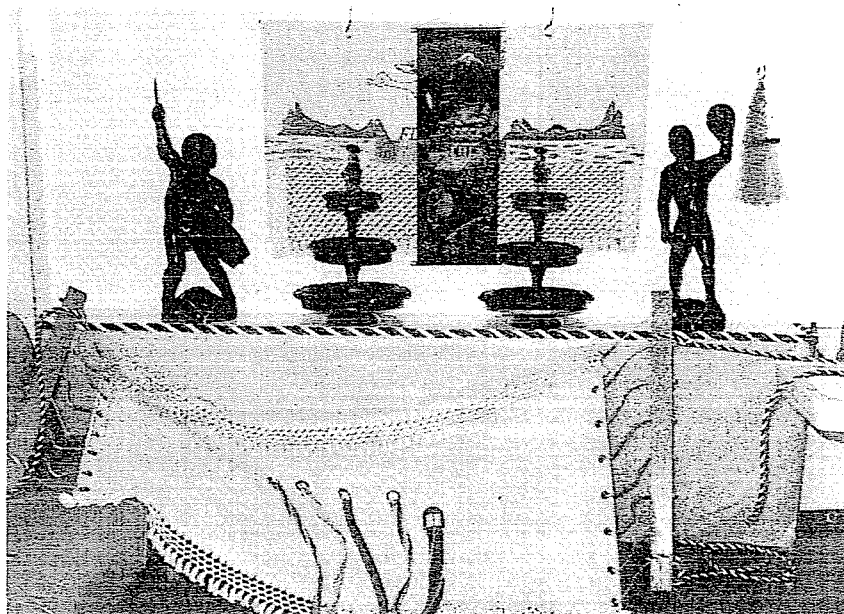
towboat, to be named EXXON Kentucky, replaces the Esso Arkansas that was destroyed by fire last August. Delivery is scheduled in November.

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ALTHOUGH HE WAS a long way from home, Bruce van der Linde, 3rd mate in the *Esso Seattle*, managed to spend some time with home folks when his ship was in Ras Tanura, Saudi Arabia, recently. He wrote: "I obtained a shore pass to visit the White family. He works for ARAMCO and happens to own property near mine in Charlottesville, Virginia. I spoke with their daughter in early February, before leaving the states, and I mentioned the possibility of sailing in the *Esso Seattle* and named some of the ports we would call on. The result has been a marvelous coincidence whereby the entire family, three girls, a son and their parents were in Saudi Arabia when we arrived at Ras Tanura. The hospitality and good food, including many Arabian dishes, all helped my morale immensely. The beginning of the Southwest Monsoon in the East has made the last month of sailing quite wet, always accompanied by heavy swells. We seem to be free of these squalls now that we are clear of the Arabian Sea and the coasts of India and Ceylon. I am well into my fifth month aboard ship, and still feel remarkably myself. Activity is the best medicine, and I keep active

—everything from working the abacus to taking physical exercises every day." Bruce wrote that

some of his shipmates were busy at other projects and sent in the following picture as an example.



THIS IS THE WAY Able Seaman Francis A. Antonio has decorated his room in the *Esso Seattle*. At the top is a soft canvas on which he painted a mountain and ocean scene. He patiently unraveled the bottom half of the canvas and reweave it in such a way so as to make a patterned curtain. The two statues are from Bataan and the lazy susans are from the Philippines. The hammock was also made with a fringe. At the bottom of the picture are five belts with handmade brass buckles.

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CAPTAIN WILLIAM MELLO, who is retired and living in Jacksonville, Florida, sent in this old photo showing the *Petrolia*, a launch that ran between shore and the tied-up fleet at Solomons, Maryland, in 1931 during the depression. "I was chief mate in the *Beaconhill* when she tied up there," Captain Mello recalls. "I stayed on the vessel with six seamen and about a ton of red lead. Our job was to do a lot of scaling and painting. Anyone who was connected with the tied-up fleet at that time knows we all did a lot of work there. No one complained and there was no overtime pay. I also sailed as chief mate in the *Beaconoil*, another vessel in the tied-up fleet, when she went out," he said. Captain Mello was branch manager at Jacksonville when he retired in 1963.

PERSONNEL IN the *Esso San Francisco* and Baytown Refinery employees were responsible for an outstanding turnaround at Baytown on July 7 when they loaded eight grades of cargo totaling 541,000 barrels in 14 hours and 50 minutes. This record, said Captain R. J. Boxwell, was accomplished through the cooperation of all hands.

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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.

RETIREMENTS

Cabral Retires With 35 Years Of Company Service

JOSEPH J. CABRAL, 3rd assistant engineer, retired on July 1 with 35 years of company service. He is shown, below, right, being honored by shipmates in the *Esso Bangor*.

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as compared to the number of calls that would be required by importing foreign oil in foreign flag ships.

Mr. Wire said that the tankers will be required to pump oily bilge water into their slop tanks for later discharge into shoreside facilities, and masters will be required to certify, as a condition for loading, that they have not discharged oil-contaminated water at sea during their voyage.

He concluded his talk by outlining more than two dozen requirements for ships calling at the Valdez terminal—all designed to materially enhance safe navigation and tanker loading and discharging operations, and to substantially reduce the danger of pollution from oil spills.

Here's Status Of Trans-Alaska Pipeline

The fate of the issuance of a pipeline construction permit for an 800-mile trans-Alaska pipeline that would bring crude from the North Slope to the all-weather port of Valdez in southern Alaska now rests in the District Court at Washington, D.C.

Construction of the pipeline has been blocked by court injunction since April, 1970, when U.S. District Court Judge George L. Hart, Jr., found that the federal government had not issued environmental impact statements in compliance with the National Environmental Policy Act. On June 7, 1972, attorneys in the case told Judge Hart that they have agreed on a schedule that would allow the judge to decide whether he should lift the 1970 court injunction and issue a permit for construction of the pipeline. A hearing is expected about August 15.

They presented him with a gift of money, a retirement "funny card," and a large cake baked by Chief Cook Raymond McGrath and decorated by AB John Stevenson. Joe, who lives in Central Falls, Rhode Island, began his career at sea in 1937 as a coal passer in the Mystic SS Company's *Winding Gulf*. He joined Esso six months later as wiper in the *L. J. Drake*, continuing as fireman in this ship and the *John Worthington*, *W. L. Steed*, and *Esso Trenton (1)*. Next he was oiler in the *J. A. Moffett, Jr.*, and the *E. M. Clark*. He was fireman-watertender in the *Esso Boston (1)* when

the United States entered WW II. After sailing as oiler in the *A. C. Bedford* in both the Atlantic and Pacific, he advanced to 3rd assistant engineer in the *W. S. Farish* and served in various engineering capacities in other company ships until his retirement from his last ship, the *Esso Bangor*. "I am not abandoning the sea entirely," Joe said. He plans to fish a lot, camp out in his camper, and continue writing articles and poems for his own pleasure and for publication. From the left are Daniel G. Fernandes, steward; Captain Roy J. Merritt, master in the *Esso Bangor*; Charles A. Laratta, chief engineer; Ernest M. Gonzales, 2nd pumpman; Mr. Cabral; Olav Haugevik, chief mate; and Robert Razo, messman.



Pagdilao Plans To Visit Philippines



EMETERIO F. PAGDILAO retired July 1 as 2nd cook in the *Esso Bangor*. He was employed in April, 1952, as messman in the *Esso*

Aruba and sailed in various company vessels. He was in the *Esso Bangor* when he was promoted to 2nd cook in August, 1965. "Now that I'm retired, I am going to rest for a while and make a few improvements to my house," wrote Mr. Pagdilao who lives in Waukegan, Illinois. "My wife and I are planning to take a trip to the Philippines to visit relatives in the near future," he said.

(See **RETIREMENTS**, page 4)

Surprise Retirement Party Held For Captain Scott



CAPTAIN ELNINE W. SCOTT was pleasantly surprised on June 8 when Branch Office representatives at Benicia, California, and several shipmates from his last ship, the *Esso Newark*, met to honor him at a retirement luncheon and to congratulate him upon his 32 years of company service. His retirement became effective on May 1. In the photo, standing from the left, are Captain Bjorn I. Gunnlaugsson, OS Clarence Domingo, Steward Frank Fernandes, Chief Engineer Oscar H. Dorbacker, Chief Mate Louis H. Staar, Branch Manager Lawrence Roth, and Radio Officer Clifford L. Benedict. Seated, from the left, are: Secretary Pat Domingo, Mrs. Roth, Mrs. Scott, and Captain Scott. Captain Scott joined the company in 1938 as AB in the *R. G. Stewart*. His first assignment as 3rd mate was in the *Hanseat* in September, 1939. He advanced through the deck ratings and in March, 1968, he served for the first time as master in the *Esso Scranton*. Captain and Mrs. Scott live in Santa Rosa, California.

Sedgwick Retires After 21½ Year Career



FRANCIS V. SEDGWICK, who retired on July 1, began his career in the fleet in 1950 when he was employed as a messman in the *Pine Ridge*. A year later, he became wiper in the *Powder River* and advanced to oiler in the *Esso Zurich* in May, 1952. He became FWT in the *Esso Hartford* in July, 1952, the rating he held at retirement. His last ship was the *Esso Gettysburg*. Mr. Sedgwick lives in Charleston Heights, South Carolina.

EXXON, continued from page 1

have to go get them and send them in to get new ones with the EXXON name?

A) No. It will be necessary to change the name on the stock certificates only when they are transferred. The company's transfer agents will automatically issue shares bearing the EXXON name on these occasions.

Q) How are we going to know how to look up our stock in the newspaper and on the "big board" at the New York Stock Exchange?

A) The newspaper listing will be carried as EXXON. Jersey is currently looking for a distinctive symbol that will be readily recognized and remembered to replace the current "J" now used by the New York Stock Exchange, by brokers, and stock-market tickers.

Q) When we change the ESSO signs on our ships to EXXON, will we keep the oval that's around the name now, or does that change too?

A) It changes, too—to a rectangular sign to provide identity with signs used in other company functions. Tests showed that the rectangular design presents a more pleasing appearance and greater visibility.

Q) Do we have to send in our Humble Credit Cards?

A) No, please don't. Humble will begin to issue new cards in November; however this massive job will not be completed until early in 1973. Until then, all stations will honor present cards.

Q) Will the Jersey Fleet and the Humble Fleet be merged into one big fleet?

A) There are no plans to merge the Humble Fleet into the Jersey Fleet.

Q) This ship that I'm on now carries a lot of jet fuel for the government. Who'll be doing the bidding on government contracts for our products in the future—Humble or Jersey?

A) Humble people will prepare and submit bids just as at present; however, contracts will be made in the name of EXXON Company, U.S.A., a Division of EXXON Corporation.

Q) Who's going to bargain with the unions?

A) Bargaining authority and responsibility will be unchanged.

Q) I heard that we're not going to use EXXON in overseas operations. Is this true?

A) It's partly true. EXXON will be used abroad in a number of markets for certain products or services. However, there is no present plan to adopt EXXON as Jersey's primary trademark in foreign countries. This means that the well-established ESSO trademark will still be seen in some overseas locations.

Last Lost-Time Injury In The Fleet—July 7