

ESSO FLEET NEWS

PUBLISHED BY THE MARINE DEPARTMENT, HUMBLE OIL & REFINING COMPANY

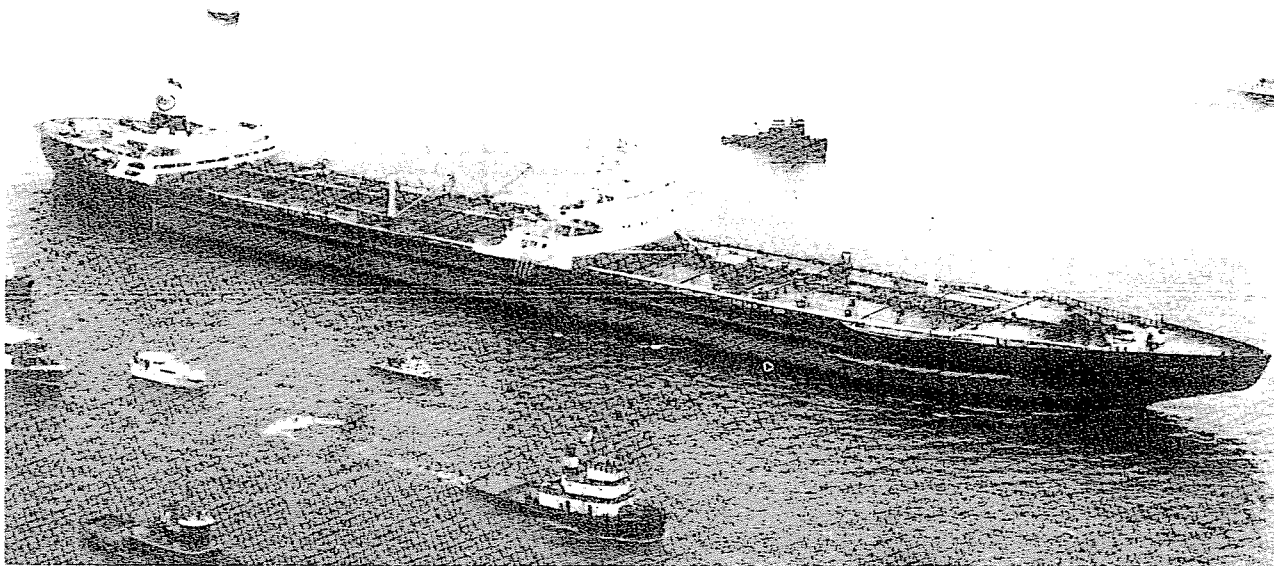


Vol. 11, No. 23

November 24, 1969

Manhattan Docks in N.Y.C.

NEW YORK WELCOMES 'QUEEN OF THE ARCTIC'



S. S. Manhattan Steams into New York Harbor

The S. S. *Manhattan* is home.

A flotilla of 24 tug boats and a sky full of helicopters welcomed the icebreaking tanker in New York on her return from an 80-day round trip voyage through the fabled Northwest Passage. She is the first commercial ship to cross that ice-clogged Arctic waterway.

It was the beginning of a homecoming day of ceremony, celebration, and the reunion of *Manhattan* crew members with wives, children, sweethearts and old friends.

The New York skyline hung

dimly like a wet shadow in the morning fog as the tug boats arrayed themselves in an oval formation around the ship for a procession to Pier 84 on Manhattan Island. The Coast Guard icebreaker *Staten Island* led the way.

The voyage, which started from Chester, Pennsylvania, August 24, ended November 12 with the *Manhattan's* arrival in New York. The ship fulfilled a dream that Christopher Columbus had of discovering an ocean trade route to the East.

Captain Roger Steward, mas-

ter, sailed the ship out of the western end of the Northwest Passage on the night of September 14, which proved that ships can transit the Arctic waterway. But the *Manhattan* was not unscathed by the voyage.

Ragged Mini-Skirt

Ice scraped the lower part of her hull clean to the metal. And paint extending from deck level down ended abruptly in a jagged line all around the hull — giving her the appearance of wearing a ragged mini-skirt.

(Continued on Page 3)

Captain Promoted to Kentucky Navy Admiral

Capt. Charles W. Edwards of the *Esso Pennsylvania* has been promoted to Admiral of the Kentucky Navy. The honorary rank was bestowed on him for distinguished service to a fellow tow boat master in distress.

He went to the rescue of *Whitney's Folly II* when she lost power in one engine on the Ohio River near Warsaw, Kentucky. The boat was in danger of being driven aground as high winds whipped up white-capped waves on the river.

In nominating the Esso skipper for the Kentucky Navy appointment, Capt. William H. Whiting of *Whitney's Folly II* wrote the Blue Grass State's Department of Natural Resources Commissioner J. O. Matlock:

"When this unfortunate situation arose, a 1200-foot tow boat was immediately to our stern. The captain of the *Esso Pennsylvania* slowed his tow and allowed us, with one engine, to come alongside where he personally supervised his crew in tying us up to his tow behind one of three barges abreast. He towed us all the way from Warsaw, Kentucky, to the Little Miami River above Cincinnati.

Steaks for Dinner

"Not only did he perform the above courtesy, but he gave my crew of four and myself lunch and then served us steaks for dinner in the evening.

ESSO FLEET NEWS is published every other Monday for active and retired employees of the Marine Department, Humble Oil & Refining Co.; T. J. Fuson, General Manager; Sydney Wire, Assistant General Manager.

Jim Pitts, Editor

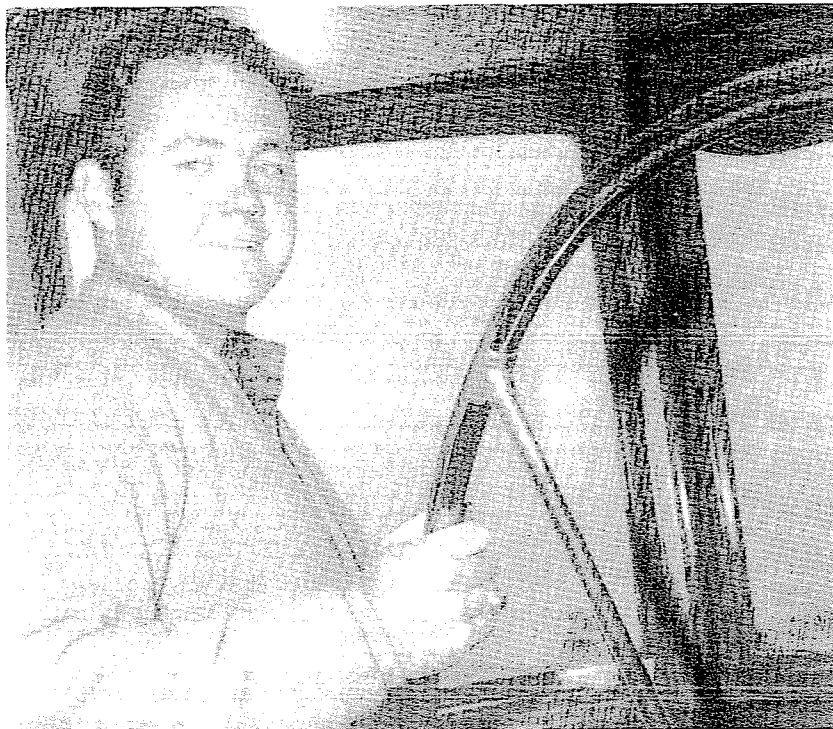
Contributions and suggestions are invited and should be addressed to The Editor, ESSO FLEET NEWS, Humble Oil & Refining Co., P. O. Box 1512, Houston, Texas 77001.



CAPTAIN CHARLES W. EDWARDS

"I recite the above only to show you that I'd not sponsor just anyone for Admiral of the Kentucky Navy, but I believe that Capt. C. W. Edwards of the *Esso Pennsylvania* merits this honor and distinction."

The State of Kentucky concurred, and Capt. Edwards received a certificate of appointment making him an Admiral of the Kentucky Navy, an admiral's cap, and a wallet identification card. And Admiral Edwards' wife received a bouquet of flowers from Capt. Whiting "as a token of our appreciation" for her husband's service to the *Whitney's Folly II*. The Edwards live in Memphis.



TOLD HIM WHERE TO GO. Captain Russell McVay, master of the *Esso Massachusetts*, discovered he had 10 would-be "navigators" aboard when he took that many news media photographers out to meet the *Manhattan* in New York Harbor. All 10 were directing him to steer in at least 20 different directions at once to gain favorable photographic positions as the *Manhattan* moved up the North River. Captain McVay good naturedly maneuvered his well kept tug wherever news photographers wanted to go, giving none of them an excuse for not getting the pictures they were trying to shoot. He smiled through it all and said, "Come back again anytime, Gentlemen," when the photographers got off his boat.

MANHATTAN

(Continued from Page 1)

Powerful, stubby little tug boats — their bows rising and falling as they bobbed in the water — gathered about the *Manhattan* like ladies-in-waiting. With their brightly colored flags and streamers flying in gusty winds, tugs gently nudged the new Queen of the Arctic — as one deck hand called her — toward her berth at the pier.

A fire boat spouting streams of water into the air added to



the courtly ceremony in the harbor.

"... Daddy's Boat"

Her bow protruding like a gracefully designed spike, the *Manhattan* moved slowly within range of television and press cameras. "Here comes Daddy's boat," shouted a little girl shivering on the dock.

The *Manhattan* tied up at the dock, a covered gangway was put up to the ship, and families, friends, news reporters and officials swarmed aboard.

Also on hand to welcome the *Manhattan* men were J. K. Jamieson, chairman of the board of Standard Oil Company (New Jersey); M. A. Wright, chairman of Humble's board of directors; T. J. Fuson, Marine Department general manager, and Sydney Wire, assistant general manager.

A press conference in a building on the pier drew some 250 news media representatives. Messrs. Jamieson, Wright,

Fuson, Stanley B. Haas, project manager of the Arctic Task Force, and Captain Roger Steward answered questions from the press.

After the press conference and a buffet luncheon, Humble expressed appreciation to the U.S. Coast Guard for its role in the historic Northwest Passage voyage.

Science & Seamanship

Mr. Wright said: "Earlier today, in talking with members of the press, my colleagues and I paid a very sincere tribute to all the men and ships who have been a part of the *Manhattan* project. Their efforts added up to a smooth meshing of science and seamanship, of engineering and ingenuity, of careful planning and competent execution.

"But there was another factor that also contributed to the success of the voyage: the cooperative spirit with which

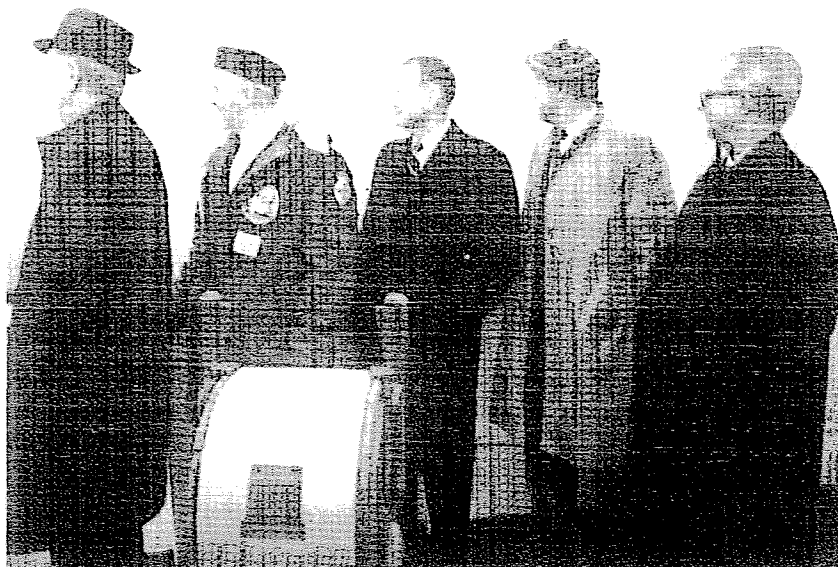
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WELCOME HOME. Mrs. Alton Burns, Jr., and son Michael, 3, are part of big cheering crowd awaiting the arrival of the *Manhattan* and crew. Her husband sailed as third assistant engineer in the ship. Below, the ice-breaking tanker sails up North River past Lower Manhattan.





AN ARMADA of harbor tugs moves up North River off Manhattan Island accompanying Humble's unique ice-breaker as observed from bridge of Manhattan by (from left) J. K. Jamieson, chairman of the board of Standard Oil Company, (New Jersey); Captain Donald Graham, Manhattan staff captain; M. A. Wright, Humble board chairman; Captain Roger Steward, master, and R. H. Venn, Humble director in charge of the Marine Department. It was a big day for Humble, the Manhattan and her hardy crew.



(Continued from Page 3)

the governments of both Canada and the United States supported this historic venture. In our own country, that spirit was exemplified by the valuable counsel and assistance we received from the U. S. Coast Guard."

Humble's Resolution

He read resolutions adopted by the Humble board of directors paying tribute to Captain Fred A. Goettel of the Coast Guard and to the commanding officers of the *Northwind* and the *Staten Island*, the two U. S. icebreakers which escorted the *Manhattan* on her voyage.

Inscribed ship builder's plates were presented to Admiral Mark Whalen representing Captain Donald J. McCann, master of the *Northwind*, and to Captain Eugene F. Walsh, master of the *Staten Island*.

Inscriptions on the plates, which will be mounted on the ships' bulkheads, read:

"The *S. S. Manhattan* and Crew Salute the (name of ship) in appreciation of support given on her maiden voyage through the Northwest Passage Aug - Oct 1969." Identical miniature replicas of the plates were also given to the Coast Guard for each crew member on the two icebreakers.

Similar plates were presented to the masters and crews of the Canadian icebreakers four days earlier when the *Manhattan* docked in Halifax, Nova Scotia. They were given to Captain Paul Fournier, master of the *John A. McDonald*; Captain W. Dufour, master of the *Louis S. St. Laurent*, and Captain Thomas C. Pullen, Canadian Coast Guard representative aboard the *Manhattan*.

Celebration

The *Manhattan's* officers and crew, their wives and friends celebrated their homecoming that night at a dinner in the Hotel Plaza. R. H. Venn, Humble board director in charge of the Marine Department, congratulated officers and crew and welcomed them home.

Mrs. Samuel Boyd, a name with which most crew members were familiar, turned up at the dinner to meet the men who had made her an honorary *Manhattan* crew member. A Chicago school teacher, she took a personal interest in the voyage and had exchanged correspondence with Humble officials and members of the crew.

Mr. Venn and Mr. Fuson expressed their appreciation for her interest in the Northwest Passage project when they in-



HOMECOMING. Moments after a gangway was extended from the pier to the S. S. *Manhattan*, biggest commercial ship flying the American flag, officers and crew were reunited with families and friends. Among the first off the ship was (right) Guilherme J. DaSilva, a wiper, who quickly found his wife, Joanna.

roduced her to the *Manhattan* men.

The big banquet ended at the Cinderella hour when the orchestra went home.

The Marine Arctic Task Force in Houston has already begun the job of unraveling a massive amount of data collected on the voyage. An analysis of the information, and perhaps another voyage in Arctic waters, will tell Humble whether or not it is economically feasible to move Alaskan crude oil in ships through the Northwest Passage to East Coast markets.



Cheers, Ceremony, Celebration . . .



HUMBLE SALUTES U.S.C.G. M. A. Wright (above), Humble board chairman, presents resolution adopted by Humble board of directors conveying company's appreciation for Coast Guard's cooperation in Manhattan project to Admiral Mark Whalen. Below, Stanley B. Haas, Arctic Task Force project manager, gives ship



builder's plate expressing crew's gratitude for Staten Island's able assistance during voyage to Captain Eugene F. Walsh, commander of the Coast Guard icebreaker. Above right, Third Assistant Engineer Alton Burns, Jr., is reunited with his wife and son, Michael.



... Mark Manhattan Homecoming



AT THE BIG BASH held for officers and crew in New York's Hotel Plaza are (above from left) Captain Roger Steward, master of the *Manhattan*, and Mrs. Steward, and Sydney Wire, assistant general manager of the

Marine Department, and Mrs. Wire; (below left) Messman Jose P. Leitao, Messman and Mrs. Donald D. Dutsch, and Utilityman Hector M. Serrata. At right, Oiler and Mrs. Theodore R. Mowell.



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ALL SMILES. Above from left at the *Manhattan* banquet are Second Mate Albert M. Scara, T. J. Fuson, Marine Department general manager, and Chief Steward Leopold Oliveira. Below, for Third Assistant and Mrs. Michael J. Crosskill it's dinner together for the first time in months. At right, Messman and Mrs. Oliver P. Picou do a lively swing on the dance floor.



A Night for Laughing, Dancing, Dining



CANDLELIGHT DINNER. Baker Eduardo Oliveira and his wife (above) relax for an evening of leisure and good food. Below, at table are (from far right around table) Oiler and Mrs. James P. O'Donnell, Oiler and

Mrs. Theodore R. Mowell, Baker Julius E. Rohn, Mr. R. H. Venn, director in charge of Marine Department; Mrs. A. D. Mookhoek and her husband, technical coordinator on Arctic Task Force; and Mrs. R. H. Venn.



Yes, Gentlemen, There Really Is a Virginia Boyd

"Who is Virginia Boyd?"

"I think she's a school teacher or somebody who wants our autographs."

That's about all the officers and men of the *S. S. Manhattan* knew about her. She had written to several *Manhattan* men during the ship's Northwest Passage voyage, and she did ask for the crew's autographs. So most of them knew there really was a Virginia Boyd.

All of them found out who she is the evening of November 12 at a banquet held in celebration of the *Manhattan's* homecoming in New York. Virginia Boyd was there.

She came to see the 58 men who had made her an honorary *Manhattan* crew member.

It all started a few months back when Mrs. Boyd first learned of Humble's *Manhattan* project. A teacher whose favorite subject is history, she was aware of the historic meaning of the opening of the Northwest Passage to commercial shipping. A student of the Arctic, she also knew it took "men of courage" to sail in the Far North. She wrote Humble Oil to learn more.

Surprised

Somewhat surprised, Mrs. Boyd received letters from Humble executives explaining the planning that went into the project, the tremendous cost and the great gamble the company was taking.

Virginia Boyd is also an admirer of private enterprise. And to her, Humble's \$40 million gamble in the Arctic was a prime example of what it could do. She used it to show

her students what a company can accomplish on its own without government financing.

She also corresponded with the *S. S. Manhattan* to learn more about the voyage and the men who sailed the ship. As a result, she received a handsome scroll autographed by men aboard the ship naming her an honorary member of the *Manhattan* crew.

School Teacher

Mrs. Boyd, who teaches at the Ida Crown Jewish Academy of Chicago, convinced the school principal that the *Manhattan* project was history in the making and asked him if she could hold a special assembly of the students to focus attention on it. He agreed.

With the help of W. R. Brooks, Humble public relations manager in Chicago, Mrs. Boyd obtained a company film featuring talks by Humble executives who described plans and preparations leading up to the Northwest Passage voyage. The movie had never before been shown in a school.

"Men of Courage"

Mrs. Boyd introduced the movie by explaining the impact a sea route through the Arctic could have on world trade and on the development of Alaska. She also said, "Right now, while you students are seated in this assembly, the *S. S. Manhattan* is on her way back from a successful crossing of the Northwest Passage — a venture paid for by Humble with some financial assistance from two other oil companies. I cite this venture as an excellent example of private enterprise at work and salute the



VIRGINIA BOYD

men of courage who sailed on the ship and Humble Company representatives who had the vision and fortitude to make the trip possible."

Mrs. Boyd also drew public attention to her high regard for the Humble Company. A letter from her was published in *The Wall Street Journal* commending Humble for taking the time to hear and respond enthusiastically to an individual's request for information.

Meets Manhattan Men

The day the *Manhattan* docked in New York, Mrs. Boyd was there and went aboard as an honorary crew member. At the banquet that evening, the slim attractive school teacher with a long splash of sandy blonde hair falling over her thin shoulders was introduced to the *Manhattan* men by R. H. Venn, Humble director in charge of the Marine Department, and T. J. Fuson, Marine Department general manager.

They told who she was and what she had done to point up their voyage in the Arctic as an historic undertaking. There was a loud, long applause that left no doubt Virginia Boyd was the most popular crew member the *S. S. Manhattan* ever had.

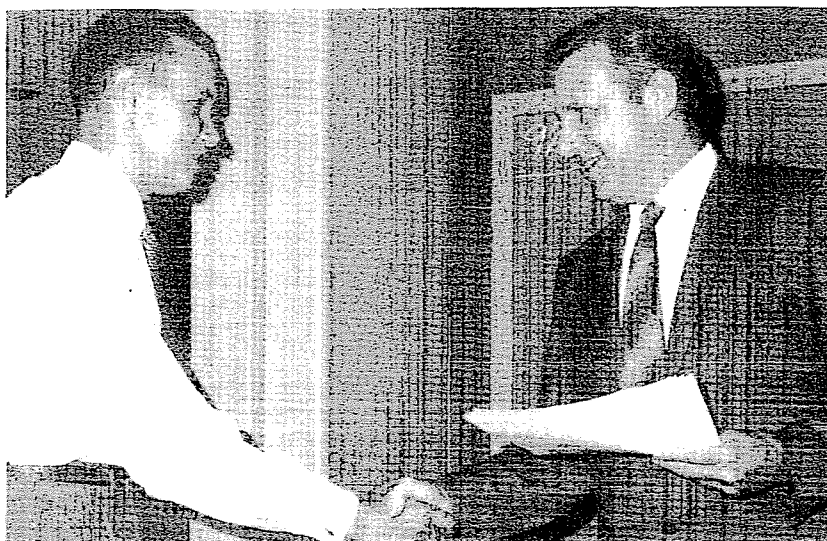
Humble Able Seaman School Graduates 12

All 12 students in the Humble able seaman's school were graduated at ceremonies November 7 aboard the Texas Maritime Academy training ship *Texas Clipper* in Galveston.

Captain Louis H. Staar, assistant port captain, congratulated the men and presented them with certificates of graduation. Leonard H. Earle, employee relations superintendent (seagoing personnel), encouraged the graduates to keep studying to qualify for an increasing number of third mate positions in the fleet.

The class posted an average grade of 91.1 on the Coast Guard Able Seaman Examination. The highest grade was 97, and 10 students scored above 91. Seventy is a passing mark.

Graduates of the school who meet minimum service time-on-deck requirements and obtain an able seaman's certificate from the Coast Guard are promoted by the Marine Department to able seaman.



CONGRATULATIONS. Captain Louis H. Staar (right), assistant port captain, congratulates Jose Silva as he presents him with a certificate of graduation at able seaman's school in Galveston, Texas.

GRADUATES. Gathered on the deck after graduation ceremonies at the Humble able seaman's school aboard the *Texas Clipper* are (from left) Captain Louis H. Staar, assistant port captain; Leonard H. Earle, employee relations superintendent (seagoing), and graduates Jose Silva, Carlos A. Spencer, Ronald T. Tarpey, Andres Martinez, Ronald E. Gibson, Estaban N. Ocana, James D. Waller, Stanley T. Czerwinski, Joseph Gunsiorowski, Pedro D. Vale, Leonard J. Younce Jr., Robert J. Alcox, and Third Mate Michael Sharik III, course instructor.





HE'S NOT HORSEING AROUND. Dean Vaag, son of Able Seaman Arthur W. Vaag of the *Esso Bangor*, recently borrowed a horse by the name of Jack to deliver the *Baytown Sun* on his paper route when his trusty bike broke down. Said the 13-year-old lad, "People just looked." The Vaags live in Baytown, Texas.

TAFFRAIL TALK

The Most Widely Traveled Ship

Captain Edward Crawford just smiled and tossed the *Fleet News* against a bulkhead aboard the *Esso Seattle* as she was steaming along in the calm Pacific. "Get a load of that story on Page 5 that says the *Esso Scranton* is the fleet's most widely traveled ship," he said to a shipmate. The article, telling of the *Scranton*'s sailing to Pakistan, made the mistaken assumption that the fleet's oldest ship was also its "most widely traveled." In port last month, Captain Crawford caught the *Fleet News* staff aboard the *Esso Seattle* and convinced us otherwise. The *Esso Seattle*, now on a European voyage, is the fleet's most widely traveled ship. And Captain Crawford is probably the tallest fellow in the fleet, too — especially aboard his own ship.

DEATHS

Chester R. Anderson died November 1 as the result of a heart ailment, a friend of his reported to Humble. He retired in 1962 as fireman-watertender after 28 years in the *Esso Fleet*.



Mr. Anderson served five years in the Navy (1917-22) and sailed with Merchants & Miners four years before joining Esso's W. L. Steed as wiper in 1934. He soon became fireman-watertender and for the next 28 years sailed mostly in that rating. His last voyage was in the *Esso Chester*.

He is survived by two brothers, Robert of Midland, Michigan; Arthur of Renovo, Pennsylvania, where Chester grew up, worked before entering the Navy; two sisters, Mary of Baltimore, Maryland; Agnes of Philadelphia, and several nieces and nephews.

The friend who reported Mr. Anderson's death said: "He built a beautiful home at Cross Fork, Pennsylvania, but due to failing health could not enjoy it as he had hoped. He lived with his sister, Agnes, in Philadelphia."

✱ ✱

Chief Cook Antonio Lomba, who retired in February, is missing at sea. He was a cook aboard the tug *Majorie McAllister* which sank November 2 with all hands off Cape Lookout, North Carolina.

Mr. Lomba, 61, had 22 years' service in Esso ships when he retired. He first sailed with Humble in the *Esso Parkersburg* in 1946 and last served in the *Esso Miami* before his retirement. He is survived by his wife, Maria, and two daughters, Candida, 18, and Dolores, 15, all of Jersey City, New Jersey.

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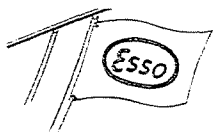
Karl E. Magnusson, 79, died October 19. He was a first assistant engineer when he retired because of a disability in 1950 with 17 years' service.

Mr. Magnusson's first assignment was in the *Frederick R. Kellogg* as third assistant in 1926. He last sailed in the *Esso Bethlehem* as first assistant before he retired.

A widower, Mr. Magnusson had been living with his daughter, Asta B. McGoldrick, and four grandchildren in West Peabody, Massachusetts.

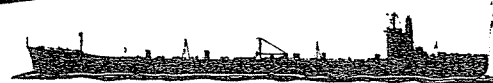
Last lost time injury in the *Esso Fleet* reportable to the National Safety Council occurred

OCTOBER 30



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GROOMING the *Esso Seattle*'s up-take with a fresh coat of paint prior to her European sailing are Ordinary Seaman Ingwald A. Karlsen (left) and Able Seaman Joseph Marino.

Good Liberty Ports Ahead for Seattle

The *Esso Seattle* — of which the fleet rarely catches sight — was in port last month less than 10 miles from the Humble Building. Captain Edward Crawford and crew tied her up October 22 at Brady Island in the Houston ship channel after a long foreign voyage.

It had been more than two months since the *Seattle* departed Texas on a voyage that took her to Pearl Harbor, Aruba, Rota, Spain, and Thameshaven, England, near London. And while the 33,520 dead-weight ton ship was in Houston, the crew got out the paint brushes under sunny skies and groomed the old gal for a second entree at European ports.

The *Seattle*'s schedule looks like a page out of a travel guide with dockings in Antwerp, Belgium, Donges, France, and Rota, Spain. She should reach Rota in late November.

Seamen, Humble Reach Agreement On New Pay Boost, Bigger Benefits

The Esso Seaman's Association and Humble concluded bargaining negotiations last week when they reached agreement on a new amendment to the current contract. New features added to the contract, retroactive to September 1, will not be effective until ratified by ESA members.

The agreement, reached after several weeks of talks between ESA representatives and Humble Marine Department officials, provides substantial changes in compensation and in overtime pay rates. The biggest increase in the wage boost package comes in a provision to pay on a monthly basis a fixed sum equal to the value of overtime pay in compensation for Sunday and holiday work.

Another major contract improvement is the addition of a "60-month certain" provision to the Special Sea Service Annuity Program for unlicensed personnel. It means that when a retired employee dies during the first five years of retirement his eligible qualifying beneficiary continues to receive the sea service annuity until the end of the 60-month period.

Other Features

Other features included in the amendment provide increased room and subsistence allowance and "penalty-pay" if a licensed officer performs unlicensed work.

The latter provision means that an officer cannot perform duties customarily required only of unlicensed personnel except to handle or prevent an

emergency. Unlicensed personnel — available, qualified and willing to do such work performed by an officer — will be compensated under the new amendment.

Provisions of the current agreement remain in effect until the new amendment is ratified.

Able Seaman School Opens in Galveston

A dozen Esso Fleet ordinary seamen are attending the second able seaman training program offered this year by the Marine Department at Galveston, Texas. The program, which graduated 33 seamen in the spring, prepares students for the Coast Guard Life Boat and Able Seaman Examination.

The program was developed last March at the request of the Esso Seamen's Association.

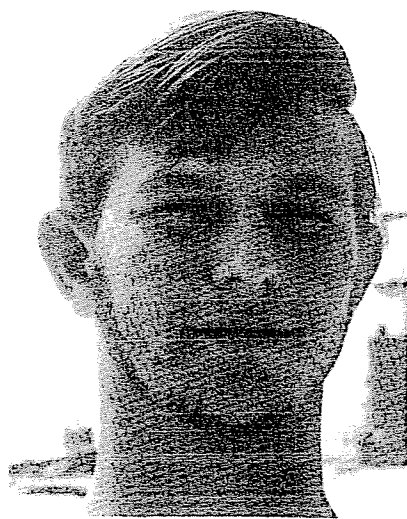
The first of two classes slated for the fall session of the AB School started October 27. It ended November 7, and the second two-week class begins November 10.

Classes are conducted aboard the training ship *Texas Clipper* which was made available by the Texas Maritime Academy. Third Mate Michael Sharik III, who conducted the first course in the spring, came ashore from the *Esso Huntington* to instruct students attending the school now.

All Phases

Classroom instruction, actual practice in lifeboat handling, the use of fire fighting equip-

(Continued on Page 9)



Gerald Aymond

Esso Tankerman Is Youngest on Rivers

Gerald "Pee Wee" Aymond became the youngest tankerman on the western river system in late August when he passed a 3½-hour Coast Guard examination. The 18-year-old deckhand on the *Esso Tennessee* was told by a Coast Guard examiner in New Orleans that "you're the youngest man we've ever issued a tanker's license in our memory."

Eighteen is the minimum age at which the test can be taken.

Gerald credits his rapid advancement since joining the Esso inland waterways fleet in March to Mate Percy Ruiz and Mate Edgar F. Guillot. "They showed me the ropes and encouraged me to take the test," says the young tankerman from Blaucheville, Louisiana. Says Mate Ruiz: "Pee Wee is bubbling with energy and catches on quick."

Studied

Mr. Aymond said he learned everything he could about loading, discharging and transferring petroleum cargo as well as the entire piping system on Esso barges and studied the *Tankerman's Manual* when he was in the hospital during the summer.

Esso Bangor Delivers New Cargo To Texas in Test Tube Condition

A first-time shipment of a sensitive, water-white petrochemical with a sweet pungent odor arrived in test tube condition in the *Esso Bangor* after an 1800-mile trip from Bayway, New Jersey, to Baytown, Texas.

The Marine Department was as pleased with the special handling techniques used to move the product, called acetone, as Enjay Chemical Company was with the low-cost "backhaul" movement of the petrochemical.

Extraordinary economy was possible because the *Bangor* would have returned to Baytown without cargo after delivering products to the East coast. "By backhauling acetone in a tank that would have been empty, Humble was in a position to give us a highly economic transportation rate from Bayway to Baytown," said Ed Ivy, manager of marine coordination for Enjay.

Critical

Moving acetone in a ship does require some forethought, however. Because of its critical characteristics (color, purity, distillation range, and water content), acetone can neither be loaded into a freshly washed cargo tank nor into one that previously contained a product that would contaminate it.

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The dilemma was solved by hauling hexane in the tank designated for moving the acetone. "We can put acetone in a tank which has recently been emptied of hexane because hexane evaporates so rapidly," explained Luddy Bade, head of the ship allocation and dispatch section.

Plans called for the *Bangor* to deliver a cargo of hexane to New York, pump it ashore, and take on 4,884 barrels of acetone at Bayway without cleaning the tank. The *Bangor* lifted the product October 11 and delivered it five days later "on spec" at Baytown. It was pumped into a barge and delivered to a storage tank on the Houston ship channel. The *Bangor's* master during the operation was Captain Henry Wichman and the chief mate was Olav Haugevik.

Lot of Work

"A lot of work and coordination by Humble's Marine Department and Baytown personnel went into this project, and we are real happy with the outcome of it all," said Mr. Ivy.

He credited Wilbur Cottle, manager of the Baytown Marine Branch Office, and Herman Teller, operations supervisor, with arranging the movement of the product by barge to the storage facility near Houston. J. C. Weisinger, Baytown dock master, arranged for pipe connections necessary to transfer the acetone from ship to barge.

It was the first time that a Humble tanker had hauled acetone. The product is a hydrocarbon solvent used in the manufacture of lacquers for the automotive and furniture industries, plastics, textiles, rubber cements and other adhesives.

Seattle Crew Had Faith in S.S. Manhattan

Some inkling of what seafaring men think of the S.S. *Manhattan's* historic voyage through the Northwest Passage was turned up in an opinion survey taken aboard the *Esso Seattle*.

Twelve officers and men, representing better than a third of the 33-man crew, were polled to learn their views regarding the importance they attached to the *Manhattan's* voyage, its significance to seagoing men, how they would feel about sailing in the Arctic, and what chances of success they thought the icebreaking tanker had when she set sail.

Assuming that ships will sail on a regular basis in the Arctic at some future time as a result of the *Manhattan's* test voyage, officers and crew of the *Seattle* had this to say about it all:

Captain Edward Crawford: "There was no doubt in my mind that the *Manhattan* would get through the Northwest Passage. I was quite sure the Houston shore staff would not have gone into this project with reckless abandon. The voyage was planned to be successful. It was definitely a very important voyage. It opens up an entirely different field so far as seamen are concerned. Basically, we're all seamen whether we're masters or messmen and all of us are interested in the American merchant fleet. And the *Manhattan's* voyage is a real shot in the arm to the American merchant marine industry. It also brings great prestige to the U.S. merchant fleet. I look forward to sailing in the Arctic."



Chief Mate Cornelis "Dutch" Vanderpoel: "I thought the *Manhattan* had a 50-50 chance when she set sail. It was an important voyage and significant that a company like Humble will spend money to explore something new. It is sure to attract more men to the merchant marine and bring greater opportunities for all seamen as well as provide a better and more economic operation for the company. I'm proud to be a member of the company that did it, too. But I've sailed too

long in warm waters to go to the Arctic and I'd just as soon leave that for the younger generation. Sure, I'd go if they asked me to."



Second Mate James L. Burke: "Knowing full well that Humble wouldn't spend all that money otherwise, I gave the old gal a 100 per cent chance of sailing through the Northwest Passage. The voyage represents progress and that's important. The Northwest route could become more important than either the Suez or the Panama canals because it will help increase trade between Europe and Japan. No thanks, but sailing in the Arctic isn't for me. I'm a fair weather sailor."

Chief Steward Charles T. Hudspeth: "Yes, I thought the *Manhattan* could make it through the passage. I had no doubt about it at all. It's important because a new frontier has been opened. And so far as seamen are concerned, it opens up new jobs. I'd have no objections to sailing in the Arctic. I think it would be interesting."



Able Seaman Dennis Marble: "I thought she would have had more trouble than she did with the ice, but I was sure she'd make it through the passage. It's definitely an important voyage that should serve its purpose, and that is getting the doggone oil out of Alaska by the cheapest way possible. In due time, it will mean more jobs for sailors as they build more ships to sail in the Arctic. And I would sail in a ship up there just as readily as I would in any other ship. I'm paid to do a job, and that's why I'm on the *Seattle*."

Chief Cook Paul Sibley: "I didn't have any doubt whatever that the *Manhattan* could do it, but I was surprised that she made it so quickly. Let's put it this way, \$40 million will cover a lot of ice. I know Captain Steward (master of the *Manhattan*) personally and he and his crew

(Continued on Page 8)

Arctic Reunion

A most unlikely thing happened as **Third Assistant Engineer Donald McCracken** was sailing through the Arctic in the *S.S. Manhattan*. In all the vast wilderness of the Far North, he ran into his 19-year-old son, Bill.

The meeting occurred when the *Manhattan* anchored overnight at Thule, Greenland, before entering the Northwest Passage on her history-making voyage. Also anchored there was the Coast Guard icebreaker, *Southwind*. Mr. McCracken's son is a fireman apprentice in the *Southwind*.

When the master of the Coast Guard ship learned that his fireman's father was in the *Manhattan*, he ordered a helicopter to take the youth to the big tanker. Father and son were briefly reunited aboard

the *Manhattan* before the two ships parted. Mr. McCracken, who has been in the Esso Fleet four years, is a former Coast Guardsman.

Arctic Mail Goes Through

Second Mate Albert M. Scara of the *S.S. Manhattan* wrote October 14 from icy Viscount Melville Sound: "Greetings from the Canadian Arctic. Our usual team effort made the Northwest Passage success a reality. Special thanks to (Marine Department) mail room folks for a great job with our mail. Hope to see you all when we get back." Frank LaBarbera, the fleet's land-based mail man, and crew forwarded be-

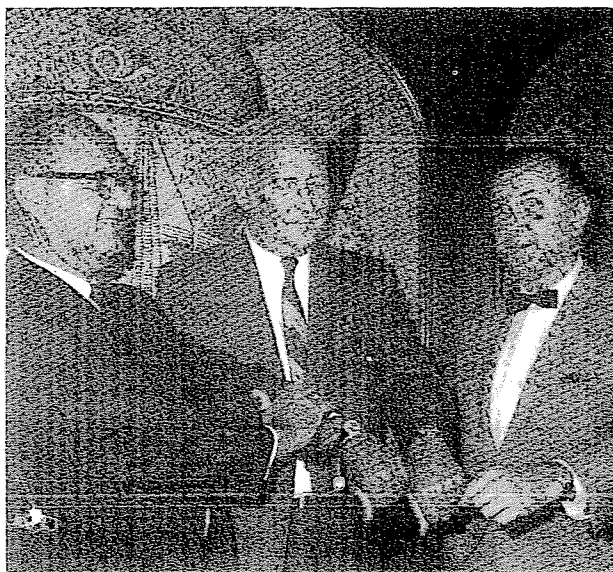
tween 600 and 1,000 pounds of mail to the *Manhattan*. It all went by speedy jet plane and was routed at various times through Halifax, Nova Scotia, Thule, Greenland, and Resolute Bay, Northwest Territories.

New Hand

A new employee, **Myron P. Arceneaux**, reported to work at the Baton Rouge Marine Branch Office October 1 as a repair inspector for inland waterways. He replaces Edward E. Neighbors, who transferred to inland waters fleet personnel.

Our Apologies

A list of the officers and crew of the *S. S. Manhattan* in the



30 YEARS AGO (from left) Frank Winzer, materials control supervisor; Lowry Hughes, coordinator of inland waterways performance analysis, and Stewart Edmond, manning clerk, went to work for Humble. On the occasion of their joint anniversaries, the trio was honored at a luncheon by long-time friends. Sydney Wire, Marine Dept. assistant general manager, presented each of the 30-year vets with new wrist watches which they proudly show one another.

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News and Views



AN ESSO FLEET FAMILY. Captain Edward Crawford's family flew from their home in Cherry Hill, New Jersey, to visit him in Houston when the *Esso Seattle* recently tied up at Brady Island prior to a voyage to Europe. With him aboard the ship are (from left) his wife, Mrs. (Doris) Crawford, Alarice, 7, the Skipper himself, and Denise, 16. The Crawfords spent five days together in the *Astro City*.

ESSO FLEET NEWS

... From Humble Crews

September 18 issue of *Fleet News* was printed as "an accurate and current list of the Manhattan's cool crew." However, it was not quite what it claimed to be as Mrs. Lawrence D. Roth of Crawford, Nebraska candidly observes:

"Your accurate, current and complete list of the *Manhattan's* cool crew did not include my husband's name who is aboard the *Manhattan* as one of the third assistant engineers." *Fleet News* apologizes for omission of **Third Assistant Engineer Lawrence D. Roth's** name from the crew list.

Mate Goes Ashore

Third Mate Timothy R. Leitzell has transferred from the

Esso Fleet to the New York Marine Branch Office as a transportation allocator. Tim, a 1968 graduate of the New York State Maritime College, had been on temporary shoreside assignment in the ship allocation and dispatch section in Houston. Mr. Leitzell also plans to study admiralty law with the aim of becoming an attorney.

Going to Sea

John E. Gamache is going to sea again after a seven month tour ashore as a repair inspector. He will be assigned to a tanker at the end of a leave of absence.

Mr. Gamache joined the Humble fleet in June, 1965, following his graduation from the Maine Maritime Academy. He

sailed as third assistant until this past February when he came ashore to take an assignment as repair inspector. He has moved from Baytown, Texas, to Libson Falls, Maine.

New Licenses

Two Humble seamen took the step from fo'c'sle to officer quarters last month after acquiring their licenses. They are 3rd Mate George R. DeCaires and 3rd Assistant Engineer Euby L. Glover.

A former able seaman, Mr. DeCaires of Galveston, Texas, sailed on his brand new third mate's license in the *Esso Houston* on September 3. He has been with the fleet since mid-1968 and previously from 1956 to 1959.

Mr. Glover made his first voyage as third assistant on September 22 in the *Esso Baltimore*. He joined the fleet in 1965 as fireman - watertender.



Oiler Sigmund F. Kosensky snapped this picture of Chief Pumpman William Gardner (left) and Chief Engineer Ray L. Pearson examining souvenirs of their journey to Bombay, India in the *Esso Newark*. The tanker departed on a three month foreign voyage in late April.



ISTANBUL water vendor appears to be making a sales pitch to Able Seaman John E. Rhem as Able Seaman Ian G. Harrison took this picture. They visited the ancient city along with other sailors of the *Esso Scranton* when the ship was docked at Derince, Turkey, this summer.

Manhattan Homeward Bound

The *S.S. Manhattan* is homeward bound, retracing the route that led in an earlier voyage a few weeks back to a position of historic prominence for the ship and her hardy crew.

The ship completed ice tests in Viscount Melville Sound October 28 and set sail for Halifax, Nova Scotia, and New York. She left Chester, Pennsylvania, on August 24 and arrived at Point Barrow, Alaska, on September 21 after completing her history-making transit of the Northwest Passage.

Although the *Manhattan* has shown that commercial vessels can make their way through the frozen passage, there are still months of study ahead before any determination can be made regarding economic feasibility. Her voyage was an operational success, but it is still unknown whether it will be an economic success.

Much Data

Although the *Manhattan* did not conduct mid-winter operations in the Northwest Passage, much data approximating winter conditions was obtained during the voyage. Such data will tell Humble whether or not it is economically feasible to operate tankers in the Arctic to move Alaskan crude oil to the U.S. East coast.

Potential pipeline transportation costs must be determined and Alaskan terminal facilities plans considered even after ice-breaking tanker design and marine operating costs have been estimated.

The *Manhattan's* voyage itself, however, was an unqualified success: the ship sailed through the Northwest Passage and gathered the research data she set out to get.

Humble's maverick tanker-icebreaker is destined for a

An Open Letter

From the Esso Seattle to the S. S. Manhattan

While the *S.S. Manhattan* was battling ice and other unknown dangers in the Northwest Passage, we aboard the *S.S. Esso Seattle* were on our regular Far East run in the lonely Pacific. Although many miles away, our moral support, our hopes and our prayers were with the *Manhattan* all the way.

To us this was a magnificent and brilliant piece of seamanship unmatched in maritime history since man first ventured in ships into the unknown. Captain Roger Steward and the entire complement aboard the *Manhattan* were exceptionally impressive in the face of overwhelming and perhaps frightening odds. They are to be congratulated to the man.

We are sure the hopes of all our men in all the ships were with the *Manhattan*. On top of this, the *Manhattan* was backed up by a superb shore staff in Houston, and, so far as we are concerned, the best in the industry.

In the final analysis, on behalf of myself, the officers and crew of the *S.S. Esso Seattle*, we are proud and honored to be associated with this organization. Thank you.

Captain Edward Crawford, Master
S.S. Esso Seattle

less glamorous but immediately more profitable role of earning her keep in the grain trade. She is under a one-voyage charter to lift 65,000 tons of wheat from Gulf ports in the New Orleans area to Chittagong, East Pakistan.

The 115,000 deadweight tonner will spend a few days undergoing repairs in a shipyard prior to taking on the wheat cargo near the end of November. She is slated to set sail for Chittagong in early December.

The tanker will almost certainly pick up a cargo of crude oil enroute back to the United States. Beyond that one voyage her future is uncertain but there is a strong possibility that the *Manhattan* will return to Arctic water in March or

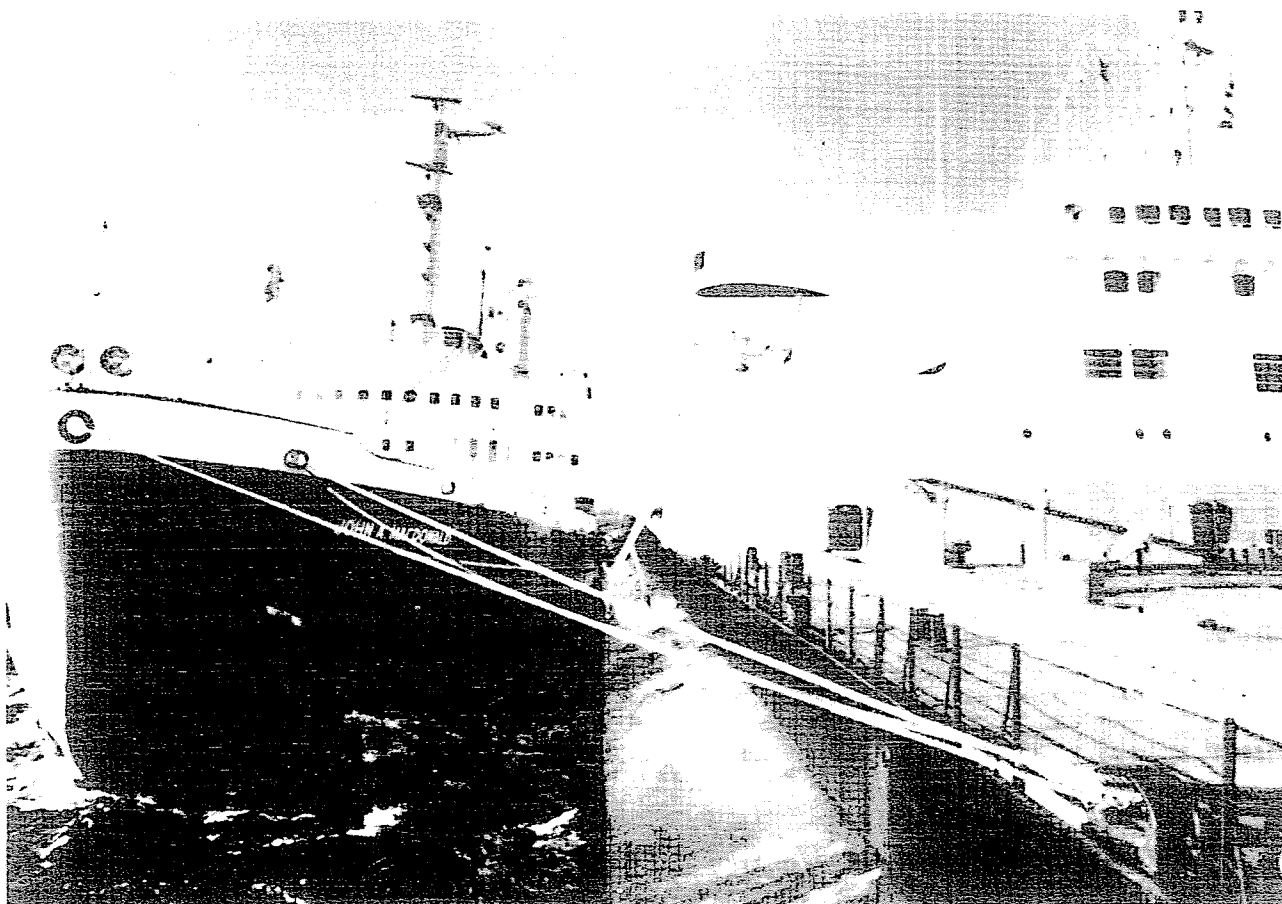
April on another test voyage.

Welcome Home

But before the *Manhattan* slips out of the limelight and into the workaday world of the grain trade, the 1,005-foot long vessel will be welcomed back from the Arctic with ceremonies in Halifax, Nova Scotia November 8 and in New York four days later.

The ship and her two Canadian Coast Guard escorts, the icebreakers *John A. MacDonal*d and *Louis S. St. Laurent*, will be received by a welcoming committee of Canadian Department of Transport officials, local dignitaries, and Humble officials. The day's agenda features press conferences, receptions, dinners, and the presentation to the *John A. MacDon-*

(Continued Next Page)



REFUELING A FRIEND. The Canadian icebreaker *John A. MacDonald*, which has helped the *Manhattan* out of more than one scrape with ice in the Arctic, snuggles up against the Humble tanker to take on bunkers. The *Manhattan* carried 30,000 barrels of diesel fuel for her icebreaker escorts. At right, a huge crevice is forced open by pressure of advancing *Manhattan*.



(Continued from Page 6)

ald and *St. Laurent* of plaques expressing the *Manhattan's* appreciation to the Canadian icebreakers for their able assistance in the tanker's unprecedented voyage.

In New York

Four days later, on November 12, the *Manhattan* will be greeted in New York by Humble and Jersey officials, including J. K. Jamieson, chairman of the board of Standard Oil Company (New Jersey), and M. A. Wright, chairman of Humble's board of directors. The ship will be berthed at Pier 84 on the North River.

T. J. Fuson, general manager of the Marine Department; Stanley B. Haas, Arctic Task Force project manager, and

Captain Roger Steward, master of the *Manhattan*, will join Mr. Jameison and Mr. Wright to hold a press conference in a building on the pier. After a luncheon, the ship will be open to the press. Federal, state, municipal and harbor officials have also been invited aboard.

Mr. Haas and Captain Steward will present each icebreaker master with plaques given in appreciation of the U. S. Coast Guard's role in the historic voyage.

The ship's officers and crew and their wives will attend a celebration dinner at a New York hotel in the evening. R. H. Venn, director in charge of Humble's Marine Department, will welcome the *Manhattan* men at the dinner.

Views on Manhattan Voyage

(Continued from Page 3)

certainly deserve a lot of credit. The voyage itself was important not only to Humble but to the entire shipping industry. After all, it was a first. I don't think it will create many new jobs for seagoing men. But if it's successful, the passage will be used by all kinds of ships, not only tankers. My favorite runs are to India, Greece and Spain, and I'm definitely not interested in sailing in all that Arctic ice."



✧ ✧
Oiler John D. Dudley: "I thought the *Manhattan* would make it because Humble has a lot of general foresight anyway. And with all the money and publicity behind it, I just didn't believe the project would fail. Generally, it means means more ships, more jobs and more money for seagoing

people. I'd go on a voyage in the Arctic right now. I've never been to Alaska and that's reason enough to go."

✧ ✧
Able Seaman Ian Harrison:

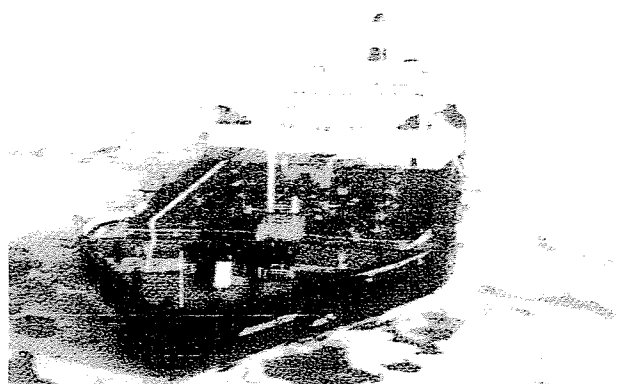
"I felt that the *Manhattan* would have a successful voyage, but there was an element of risk involved. Without the assistance of the icebreakers that went with her, she would have had a much more difficult journey. It was important to learn that a ship can sail through the Northwest Passage because of the potential mineral wealth, besides oil, in the Far North. To sailors it means getting used to a new climate and a new sailing experience. I would like to take a voyage or two in the Arctic for the experience, but I prefer sailing in other waters."



✧ ✧
Able Seaman Joseph Marino: "I gave the *Manhattan* a 50-50 chance of success. After sailing in World War II, Korea and Vietnam, I have a great respect for American ingenuity. Of course, it was a very important voyage because all that oil in Alaska will be going in American bottoms. And the



important thing today is to keep the U.S. maritime industry alive. The tanker fleet may be a means to an end so far as American seamen are



SUCCESS of the S.S. *Manhattan*'s voyage in Arctic was a sure bet according to an opinion survey taken aboard the *Esso Seattle*. The crew's views are in article starting on Page 3.

concerned. I'd give my right arm to sail on one of the early voyages in the Arctic, preferably the very next one."



✧ ✧
Ordinary Seaman Keller E. Gilyard: "I would have laid two to one odds on the *Manhattan*'s success. The shorter route to Alaska is what's important. It will open up new jobs that will come with the building of new ships to sail in the Northwest Passage. To me it would be an interesting experience to sail through the passage."

✧ ✧
Ordinary Seaman William Bolstad:

"I felt like the *Manhattan* had an 80 per cent chance of making the voyage alright. Otherwise Esso wouldn't have invested all that money. The voyage was important because if it works out it will be the most economical way of moving oil from Alaska. But I don't see any particular benefits in it for seamen. And I wouldn't care to sail up there at all because of the cold weather."



✧ ✧
Utilityman Alfred Goncalves:

"When the *Manhattan* set sail, I would have given three to one odds on a successful voyage. It was a very important undertaking, and I think the crew did a tremendous job. I think seamen can look forward to some interesting voyages in the Arctic. I hope to sail through the Northwest Passage myself."



Able Seaman School

(Continued from Page 1)

ment, and drill in rescue procedures cover all phases of the Coast Guard requirements to qualify as able seaman. Practical, straightforward teaching methods are used.

Graduates will be able to demonstrate their abilities to tie and splice lines and handle lifeboats to meet the written, practical and oral AB test given by the Coast Guard. Students who obtain an able seaman's certificate will be promoted by Humble to fill an increasing number of AB vacancies in the fleet.

"A growing number of retirements, the delivery of one new ship this year and two more in 1970 have created an immediate need for qualified able seamen," said Paul J. McEwan, head of seagoing personnel. Promotion to able seaman means about a \$185 per month pay jump and increased overtime rates.

Expenses Paid

Students are quartered at a hotel near the *Texas Clipper*. Humble pays their expenses and provides books, paper, pens and other study materials. Seamen enrolled in the course remain on the payroll with full wages.

In addition to passing the Coast Guard test, three years' service on deck is required to obtain an unlimited AB certificate, or one year for a limited certificate. A limited certificate is automatically upgraded to unlimited when sea service requirements are met.

Requests to enroll in the course should be routed through officer supervisors. Applicants must be at least 19 years old and able to pass a color sense examination.

Instructor Mike Sharik, a Navy veteran, learned the ropes of seamanship in the fo'c'sle. He joined the Esso Fleet 17 years ago and most of



TWO YEARS without a lost-time injury reportable to the National Safety Council netted the officers and crew of the *Esso Newark* double awards in recognition of their outstanding safety records. The Jones F. Devlin award, held by Chief Mate William J. Straley (top), marks the ship's no-lost time record for 1967-68. And it was the second consecutive year the *Newark* has received a Humble Marine Certificate of Safety, held by Port Captain Frank L. Hooper (center left) and Capt. Sebastian J. Masuzzo. On hand for the presentation ceremonies at dockside in Baytown, Texas, are (from left) Messman William H. Stubblefield, Messman Frank V. White III, Utilityman James W. Gibson, Able Seaman Paul Wood, 3rd Mate Roland R. Parent, Jr., Ordinary Seaman Jimmy D. Sauls, Ordinary Seaman Jerry L. Sauls, Utilityman William H. Bricka, Oiler Ralph Maupin, Chief Cook Stephen W. Johnson, Chief Steward John G. Pina, 2nd Cook Francisco Sanchez, 1st Assistant Engineer William M. Hyatt, W. A. Scott of the Baytown Branch Office, Able Seaman Juan Lerma, Able Seaman John W. Geedman and Pumpman Joseph H. Stromeier. Capt. Julius Wend was master of the *Esso Newark* during much of the two-year period for which the safety awards were presented.

\$3,000 in Prizes Still Unclaimed

Merchandise valued at some \$3,000 has gone unclaimed by officers and seamen of the fleet who qualified for awards for sailing in Humble tankers maintaining an 80-day accident free record.

Some 1,100 seagoing employees were notified by mail

his years at sea were as able seaman until he acquired his third mate's license in 1966.

Mr. Sharik also assisted for four years in the training of Esso lifeboat racing crews and was coxswain of the Esso crew that won the World Championship International Lifeboat Race two years consecutively.

in May that they were winners of such merchandise as electric drills, electric blenders, portable radios and other prizes shown in a catalog accompanying the notification. But about 175 employees have not mailed in special selection cards claiming their gifts.

A. B. Randall, fleet safety officer, stated that he will reissue cards to personnel who have lost theirs and request new ones. "It's free, no strings attached," he said of the merchandise. Mr. Randall indicated, however, that he will be forced to establish a deadline for accepting claims in the near future.

RECENT RETIREMENTS

"I want to say so long to the swell bunch of crew members and officers who were my shipmates in the Esso Fleet," said **Utilityman Edmund Canlon** when he retired. Ed, living in his native New Jersey in Bayonne, completed 21 years in Humble tankers at the end of his last voyage in the *Esso Lexington*. His first assignment was as messman in the *Esso Dover* in 1947. He left the fleet in 1948 and returned the same year.



Prior to sailing under the Esso oval, Mr. Canlon served with the Air Force in World War II. In the 1930s he sailed as ordinary seaman in the *Tidewater*, owned by Tidewater Oil Company. Then Ed went to work for the Western Electric Company in New York until 1940 when he became an employee of Elco Boat Works at Bayonne.

Mr. Canlon is spending his leisure time "collecting records, fishing down the Jersey shore, and taking it easy" until he gets another job. In farewell, Ed said, "It has been a pleasure working for a great company like Humble. And good luck, good health, and good sailing to the officers and men of the fleet."



"GOOD-BYE & GOOD LUCK" were the farewells of officers and men of the *Esso Florence* to Second Mate Axel Ekman on the final voyage of his 18½-year career with Humble. Among those on hand at a going-away gathering aboard ship are (from left) Mr. Ekman, Able Seaman Wilmer Perry Jr., Able Seaman Warren G. Cox, Chief Mate Edmund Sabowski and Messman Fulton B. Sanders. Shipmates also presented the retiring mate with a going-away purse stuffed with \$82.

Messman **Abraham Moll** retired after 21 years in Esso ships. He first sailed in the *Esso Aruba* as galleyman, an extra hand in the galley to serve passengers going from New York to Aruba at a refinery operated by the Lago Oil & Transport Company, a part of the Standard Oil Company (New Jersey) organization. As many as 12 passengers sailed in the ship on each voyage. Mr. Moll lives in Corona, New York, with his wife, Ramona, and a daughter, Estrella, 17.

TAFFRAIL TALK

Esso Lima Mascot

A big sea bird ran afoul of a wire during a landing attempt on the *Esso Lima* and "crashed" on the deck. Ordinary Seaman Sidney Schmidt went to the rescue and found the bird had suffered a broken wing and a fractured leg. He and fellow shipmates took their feathered friend under wing, fixed him a bunk in a box, and served the patient rice, cornmeal and water. "He was soon able to walk up and down the passageway," reports Mr. Schmidt. He described the bird as black with white spots and "sporting a long bill." When Seaman Schmidt left the ship, the *Lima's* new mascot "was doing just fine."

**Last lost time injury in the Esso Fleet reportable to the National Safety Council occurred
OCTOBER 12**

DEATHS



Hipolito Diaz, 70, died September 23 in West New Brighton, Staten Island, New York. He retired as fireman-watertender in March, 1964, with almost 30 years' service in the Esso Fleet. He joined Esso's **George G. Henry** in 1934 as wiper. Mr. Diaz sailed as wiper, fireman and storekeeper until 1941. From then on he was fireman-watertender, rising to the Number One spot on that seniority list.

Mr. Diaz sailed all through World War II, serving 26 months in the *George W. Barnes* and 10 months in the *Paul H. Harwood*, including a winter voyage to Motolovsk. Born in Spain, he had lived on Staten Island for many years prior to his retirement. There are no known survivors.