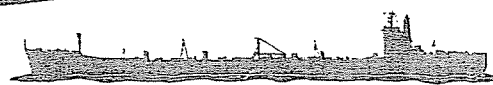


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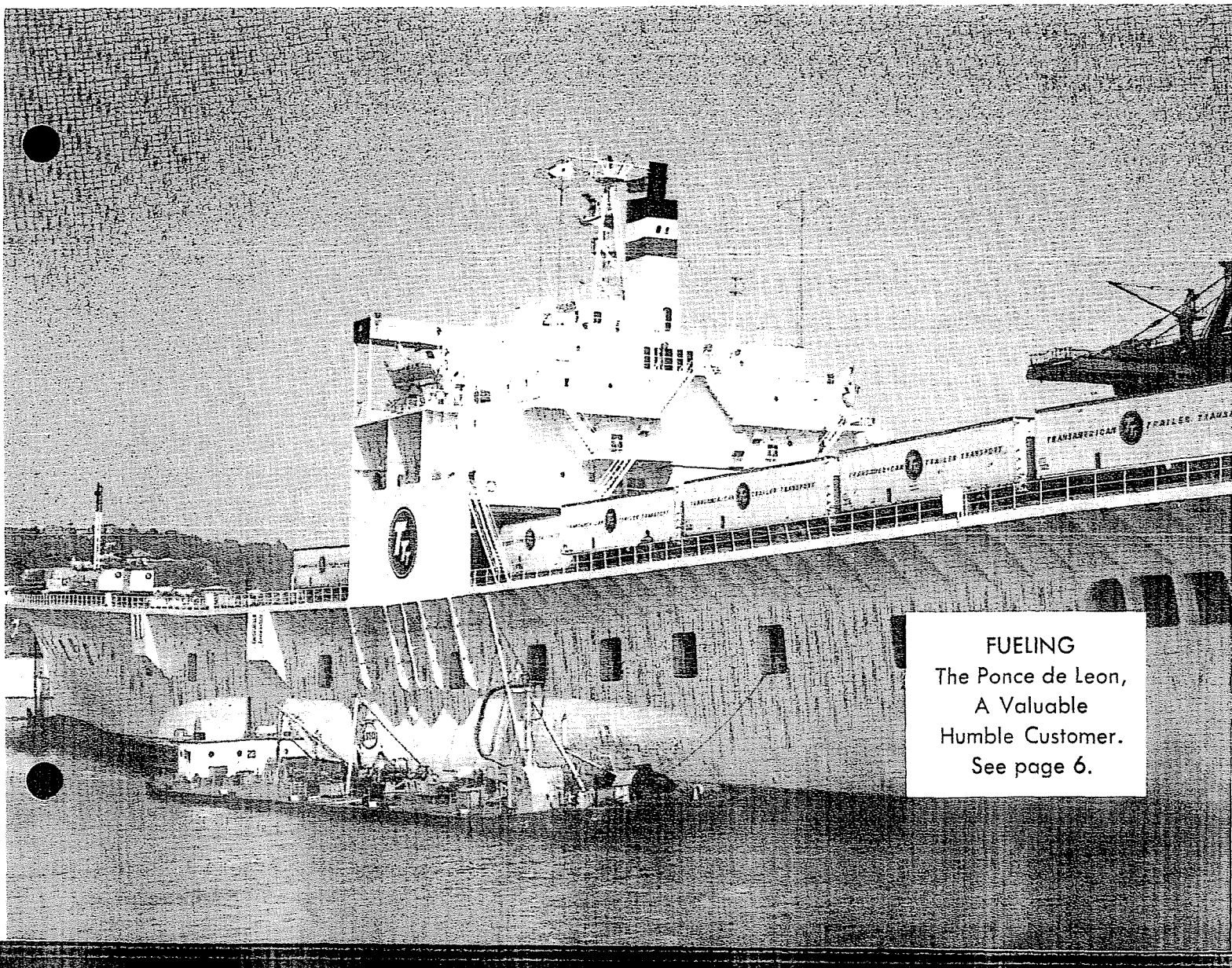
Manhattan Heading For East Coast

The SS *Manhattan* is expected to arrive back on the East Coast of the U. S. between June 13 and 15. Present plans, not final at Fleet News presstime, call for her to go to Sun Shipyard in Chester, Pennsylvania, where she will be drydocked for survey and bottom inspection as part of a program to prepare her for return to her owners.

The *Manhattan's* captain, Arthur Smith, paid tribute to the Canadian Ministry of Transport and to the officers and crew of the Canadian icebreaker *Louis B. St. Laurent* for the invaluable role they played in the *Manhattan's* second Arctic voyage.

"We could not have made the voyage and accomplished our

Continued on page 6



FUELING
The Ponce de Leon,
A Valuable
Humble Customer.
See page 6.

'Full Steam Ahead' For Fleet Opportunities

"Messman today. Oiler tomorrow." Words like these are being heard more and more throughout the fleet. Everyone's on the upgrade through a wide variety of training programs. But the program a man chooses should agree with his interest, ability, and experience. An ordinary seaman moves into a maintenance mechanic/pumpman spot. Another ordinary seaman gets himself an AB rating. A young messman decides he'd like to earn an oiler's job within six months.

Howard Van Right, a messman with mechanical ability and experience, had a yen for an oiler's life with oiler's pay.



Van Right

How did he get it? First, he was recommended by the master, chief engineer, and 1st assistant engineer of his vessel. After passing a mechanical comprehension test at the branch office, he served as an oiler trainee in the engine room for six months, and received certification from the chief engineer that he had satisfactorily performed his duties as oiler, fireman, and water-tender.

During his training program, Van Right's progress was guided and rated by the chief engineer and 1st assistant in a co-operative effort between the three men. Upon completion of his on-the-job training, Van Right met the stiff U.S. Coast Guard standards required for an oiler. Now, he can work toward becoming a 3rd engineer while acquiring the necessary seetime for the position.

Ordinary Seaman James Badgett was interested in becoming a maintenance me-



Clark



Czerwinski

chanic/second pumpman. He obtained recommendations for training from the master and chief engineer, then served in the engine department for six months and on deck with the chief mate and regular pumpman. He was endorsed as fireman/watertender, oiler, and pumpman, receiving high ratings from the chief engineer and chief mate.

Able Seaman James R. Clark was interested in becoming a radio officer. He believed that his prior radio experience and interest in electronics would help him do a good job. He held a second class radio-telegraph operator's license with radar endorsement from the Federal Communications Commission, and a radio officer's license issued by the U. S. Coast Guard. Now he needed six-months service aboard a vessel as required by the FCC.

Because of a training program developed through negotiations between the Esso Radio Officer's Association and the company, Clark was assigned last October to the *Esso Huntington* as assistant radio officer. An experienced radio officer supervised his progress while teaching him many important aspects of fleet communications.

In February of this year, he was transferred to the *Esso New Orleans* to familiarize himself with her radio station and on-board electronics equipment. Upon completion of his

training program in early April, he received the 6 months endorsement of the FCC. He is now assigned to the *Esso Newark* as her radio officer.

After several years as an ordinary seaman, Stanley Czerwinski believed he could earn an AB rating. He already had the required three years of sea duty. He passed a physical, and a tough examination.

Today, many of the old hands in the fleet are retiring. This means new positions are open at all levels.

Here's another good point to think about: As new ships are built (three tankers were added in the last two years), crews are needed to man the vessels. By drawing from active crews for manning, seniority can't help but zoom for anyone who is capably handling his new job slot.

Marjorie Plimpton Gets Nursing Diploma

Marjorie Plimpton, daughter of William Plimpton, radio officer aboard the *SS San Francisco*, graduated recently from the Clara Maass Memorial School of Nursing in Belleville, New Jersey. She completed the last two years of her training with financial aid from a Teagle Scholarship.

Employees, children of employees or annuitants, or widows or children of deceased employees or annuitants who are interested in obtaining a Teagle Nursing Scholarship have until June 30 to apply for it. Marine ocean tanker personnel may obtain information and application forms from Paul McEwan in the Houston Office. Inland Waterway employees should contact their appropriate branch office.



THE OFFICERS AND CREW of the *Esso Dallas* chalked up a perfect safety record in 1969 with no injuries or illnesses resulting in time lost from work during the entire year. In recognition of that enviable record, a Marine Department Certificate of Safety was recently presented by A. B. Randall (second from right, front row), fleet safety officer, to Captain Ed Fellows, left, ship's master, at ceremonies aboard the *Dallas* when she was loading cargo recently at Harbor Island, Texas. On hand for the presentation were, from the left: Luis A. Bericochea, George S. Mathis, Lamar J. Paige, Daniel J. Bradley, George H. Laughlin, Edmund Wylot (top), Herman D. Ambrose (middle), John Botelho (bottom), Frank J. McGinnis, Antonio J. Lomba, Captain Fellows, Edgar T. Cooper, Emmett Jackson Jr., Robert H. Cleveland, Randall, Patrick J. Hanlon, Dwayne A. Brown, and Thomas Sullivan.

SS Standard Was First American Tanker

The *SS Standard* was a tiny vessel in comparison to some of the fleet's newest tankers, like the *Esso Baton Rouge* with her some 75,000 tons, but she was the first American-built tanker of the Esso Fleet. When the 4,400 deadweight-ton vessel was built from steel in 1888, the age of wooden sailing ships was coming to a close and the young oil industry was beginning to transport its product across the seas in sturdy metal ships.

Only two years before the building of the *SS Standard*, the 3,020 deadweight-ton *Gluckauf* designed by Wilhelm Riedemann, was built in England for Standard Oil Company. However, John Roach of Chester, Pennsylvania, planned the even bigger *SS Standard* on the

same general principles as those used in building tankers today.

After seven seaworthy years of service to the company, the mother of all American tankers was severely damaged by fire in 1895, but her hull was salvaged and converted to a barge. As the hard-working *Esso 56*, she served for some 40 years more until she was scrapped in 1935.

History provides a memorable footnote for the first American-built tanker. Although John Roach's *SS Standard* was only the beginning of a proud succession of Standard's American tankers, her original structure served the company, both as tanker and barge, longer than any of the vessels that followed her—nearly 48 years.

Four Junior Officers Assigned Duties Ashore

Four junior officers from the seagoing fleet have been assigned to branch offices for short periods to fill temporary shoreside training positions. Later, other junior officers are scheduled for similar assignments in headquarters.

The four named for training positions include: R. J. Weigang, 3rd assistant engineer, to the Boston office; J. L. Whitehouse, 3rd assistant engineer, Baltimore office; A. S. Kirkland, 3rd mate, and E. D. Seddon, 3rd mate, both to the Baton Rouge office.

Charles J. Kane Dies At 68

Charles J. Kane, 68, died May 15 at the Jersey Shore Hospital in Neptune, New Jersey. Mr. Kane retired in April of 1963 following some 22 years of company service. Previously employed by Socony Vacuum Oil Company, he joined Esso in 1946 when the company acquired Socony's New York harbor equipment. During his company careers with Inland Waterways, he sailed first as fireman, then oiler, and in 1948 became an engineer, a position he held until his retirement.

Mr. Kane is survived by a brother and three sisters.

Tire Coupons Save You Money

Several weeks ago, Humble mailed an Atlas tire savings coupon to employees and other company credit card holders. The coupon provides savings up to \$14 on a set of Atlas H-P tires, \$12 for a set of Plycron 2 plus 2 tires, \$10 for Plycron tires, and \$8 for Grip-Safe. If you can't find your coupon, you may obtain one from your service station dealer. The coupon offer expires July 11.



Damaged area near the bow of Humble Barge No. 24 tied up in a New York repair yard.

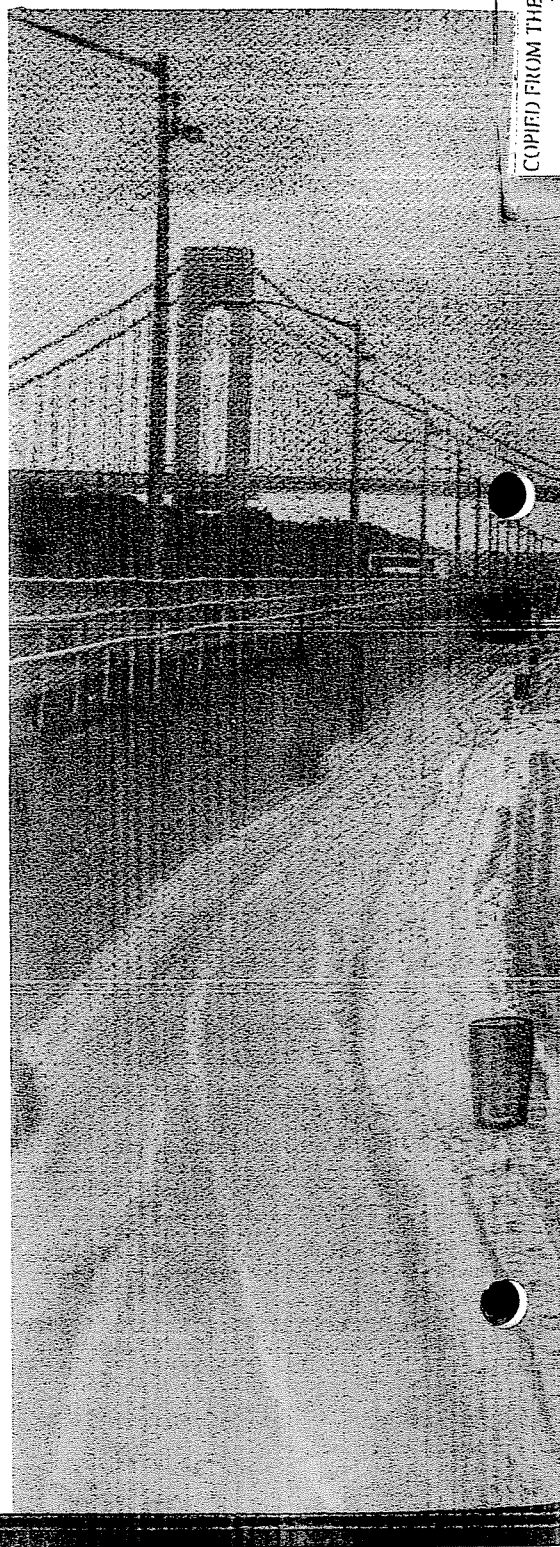


While removing shallow layers of sand containing oil, workers also stacked driftwood and other debris into piles for removal from South Beach. The Verrazano-Narrows Bridge is in the background.



Farther on down the beach, oily sand, old boards, cans, and other debris, some of it pulled from the water, was later raked up and hauled away.

On Thursday, May 21, a Humble barge was struck by a 20,000-ton Greek tanker in New York Harbor. The accident occurred about midnight in foggy weather. The barge, carrying No. 6 fuel oil, was holed in the No. 1 tank, losing about 3,000 barrels of cargo. She was quickly towed to shallow water



where the remaining oil was pumped into other barges.

A boom was placed around the area and a vacuum barge retrieved the floating oil. Some submerged oil escaped, however, and floated onto public beaches on Staten Island, some ten miles away. Humble quickly employed a company that

specializes in water cleanup operations and within a few hours some 60 men with rakes, shovels, trucks, and other pieces of cleanup equipment were busily removing sand affected by oil, most of it near the water's edge.

Not only did they remove this sand, but they raked up and

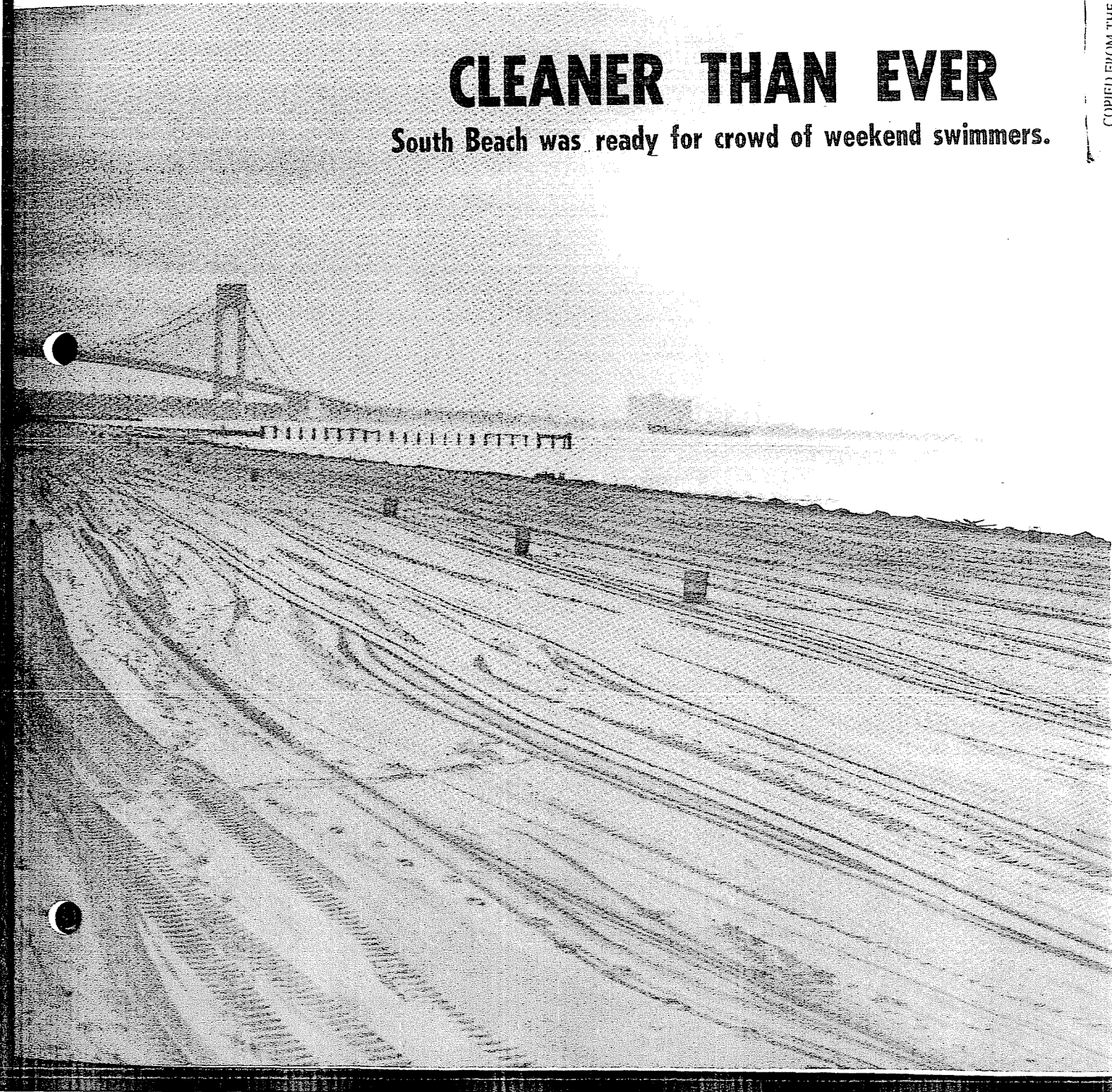
hauled off driftwood, cans, and other debris, leaving the beaches cleaner than ever.

The captain of the Port of New York, a U. S. Coast Guard officer, praised Humble for its prompt action.

Pictures at the left show the cleanup operations along the beaches.

CLEANER THAN EVER

South Beach was ready for crowd of weekend swimmers.



Continued from Page 1

Reports From SS Manhattan

test objectives without the assistance provided by the *St. Laurent*," Captain Smith said. His statement was made as the two ships parted at Halifax, home port for the *St. Laurent*. The *Manhattan* is continuing southward toward the U. S. coast.

Drama At Sea

A bit of sea drama began to unfold about noontime on Tuesday, May 26. The *St. Laurent*, the Canadian icebreaker accompanying the *Manhattan* on tests, and the *Manhattan* were both stopped in ice just outside Pond Inlet in Baffin Bay. The ships were about 50 feet apart. High winds, 25 knots to 30 knots, forced the two ships together resulting in very slight

damage to the *St. Laurent* when it came in contact with the ice belt. No one was hurt and the mechanical integrity of the ships was not affected.

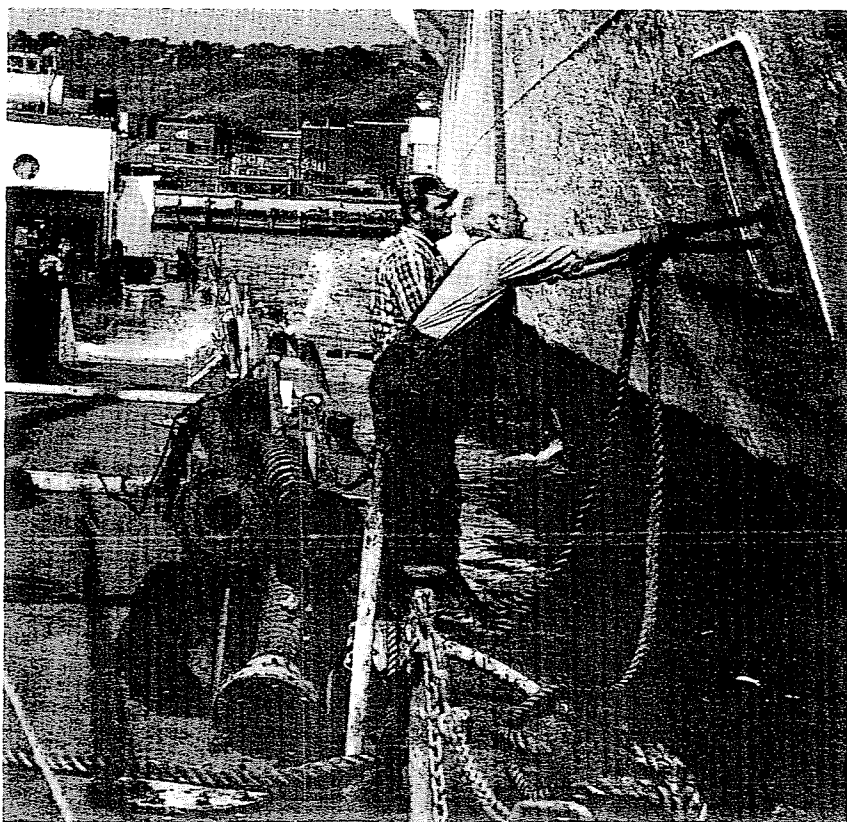
Further bulletins from the *Manhattan* describe events that followed:

Operations Report No. 56 & 57: Noon position 72-54N, 75-14W. Temperature 18 degrees wind NW at 15-20 knots. Stationary low over north Baffin Bay has kept wind unchanged and about steady out of NW with minor shifts of only 15 degrees. Under such circumstances, *St. Laurent* would have difficulty in moving away from our port side with present 95 degree heading of ships without damage to her upper hull sections. Terminated water transfer at 2200 after pumping total of about 600 tons of distilled water to *St. Laurent*. Are still in position of continuing to

wait for some change in weather conditions before attempting to move apart.

Operations Report No. 58 & 59: Position same. Temperature 28 degrees wind nil. *St. Laurent* and *Manhattan* attempted moving again but floe on port side of *St. Laurent* will not permit her to move without coming in tighter against our port side ice belt area. After several days of waiting for mother nature to help us, feel she should be given an assist if we cannot move tomorrow.

Operations Report No. 60: Position same. Temperature 30 degrees wind nil. Following unsuccessful attempt of *St. Laurent* to back down this AM, 50 volunteers from *Manhattan* spent afternoon drilling holes under supervision of Capt. Smith in the floe edge holding *St. Laurent* against *Manhattan*. Group under Chief Bennett



Tying up to refuel the *Ponce* is Barge Captain Aksel Adolfsen, right, Gene Afentakis, deckhand.

Continued from Page 1

Ponce de Leon Is Valuable Customer

She looks like a small aircraft carrier. But she doesn't carry airplanes.

She's the 700-foot *Ponce de Leon*, a member of a fairly new breed of ships called trailer ships or container carriers. The *Ponce* is Transamerican Trailer Transport's new 26-knot, 24,000 gross ton vessel that can carry 260 trailers and 300 automobiles. She operates on weekly service between New York and San Juan, Puerto Rico.

The *Ponce* and a number of other container carriers are valuable Humble customers for fuels and lubricants. They are serviced by the company's Inland Waterways group from the Bayonne Plant. The *Ponce*, at the time she was being serviced at the left, took aboard some 5,400 barrels of

laid steam line along *St. Laurent* port side and made two cuts through floe. During night, floe edge floated loose along steam line cut. Tomorrow AM both ships will start washing (churning props) to move away pieces of floe prior to making another back down attempt. *Manhattan* has been free to back down limited extent since becoming stopped, but to do so would extend damage of *St. Laurent* without removal of part of floe on her port side holding her tight against our ice belt.

Operations Report No. 61: Noon position 72-53N, 75-05W. Weather same. Steam line laid along port side of *St. Laurent* which loosened edge of floe against ship side allowed *St. Laurent* to back down without further damage and both ships now proceeding on easterly heading across Baffin Bay.

bonded Bunker C fuel for her trip to Puerto Rico and back.

The container carriers are growing in number each year as more shipping companies put them into service as a fast, convenient, and economical method of shipping bulk products and items such as food, chemicals, and cars (including tons of automobile parts). The containers transported by these ships range from dry bulk and refrigerated vans that are lifted off trucks and railroad cars to boxes 8 feet wide, 8 feet high, and from 10 to 40 feet long.

Container ships not only deliver to U. S. East and West Coast ports, but to overseas ports as well.

Already a major supplier of fuels and lubricants to these vessels. Humble plans to obtain more of this growing business new container carriers are put into service.



Sea swell damaged lifeboat beyond repair.

Whump! We Wondered What Hit Us

"We were sailing along at about 18 knots, drinking coffee in the wheelhouse, when we heard a loud WHUMP! Then water poured in. We'd been hit by a tremendous swell.

"This swell," explained Edwin J. Fellows, who was serving as chief mate aboard the *Esso Lexington* when the tanker was struck, "filled the wing of the bridge and covered the wheelhouse where George Beck, the *Lexington's* master, and I were drinking coffee. I assure you that it's a mighty uneasy feeling to see a sheet of water rushing over you when you're on a tanker instead of a submarine," he said. Robert Alcox, A. B., who

was in the afterhouse when the swell struck, said the whole midshiphouse disappeared completely under water.

The swell was about 55 or 60 feet high from trough to crest, Fellows reports. Although the ship was damaged only slightly, a lifeboat was damaged beyond repair when it was jammed upward against the davits. It took the crew about three hours to mop up the water.

The *Lexington* was plowing her way through a heavy rough sea, about 90 miles south of Cape Hatteras, when the swell built up on the starboard side and flooded the bridge and wheelhouse.



Today, young seamen are carefully schooled in the proper use of lifeboats.

'Be Ye Wary Else Be Ye Sad'

Back more than a hundred years ago, the kings of the sea were whaling men with their sturdy wooden ships, long whale boats, and sharp harpoons. They were a bold breed.

During long voyages, they wrote funny rhymes as reminders of the dangerous life at sea. Two of these rhymes are about seamen who tell St. Peter how they died. One goes, "I crushed me head, and now I'm dead, so I know I shoulda stayed in bed." The other is, "I caught a harpoon by the light o the moon, and I ain't gonna see another June." The sailor who crushed his head didn't watch out for one of the long boats when the crew was loading to

go after whales. The other salt, a harpooner, was practicing on the moonlit deck of the ship with another harpooner when the end came.

The captains of these rough, seaworthy men were not unlike modern skippers. They tried to keep a crew healthy enough to get most of the men home after the three-year voyage. Posters

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

GENE LEGLER, Editor

Contributions and suggestions are invited and should be addressed to the Editor, ESSO FLEET NEWS, Humble Oil & Refining Co., P. O. Box 2180, Room 4193, Houston, Texas 77001.

with helpful advice were often circulated. Some read like this:

"Be ye wary else be ye sad—ye must have the proper tools and protection in ye're task."

"Ye must always think about the doin of ye're task at hand."

"Ye must keep a wary eye for dangers that may come ye're way."

The language was different a hundred years ago, but the safety ideas are the same today. Some of the mishaps throughout the Esso fleet could be prevented with a little attention to this advice. It seems that the skipper of the whaler was also trying to tell his men that it's the little things that often cause injuries.

Here are some of the "little things" that caused injuries to Esso tanker seamen in the company's fleet in one month recently: badly bumped heads and bruised bones from three "slipping in the shower" cases and one "slipping on deck" accident, a cut hand caused by flying metal because power drill equipment was loose and a wrenched back caused by improper lifting of a heavy object. These are minor injuries when compared with broken bones, lost eyesight, or the loss of arms or legs. But what about next time? And what about those near misses?

Bumped heads and bruised bones from slipping will be reduced if one watches where he's going and wears safety shoes. Painful cuts and other injuries can be avoided by using the proper tools and by practicing safe working habits. Back injuries can be reduced by correct lifting procedures. And like the message on the old whaling poster, "Ye must keep a wary eye for dangers."

If one practices these things, then all of his voyages may be like those wished for the whaling men by their mainland friends in a toast before sailing: "Of high spirits and good cheer, a sound body and a long life."