ESSO FLEET NEWS

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A-OK for Arctic Voyage to Alaska

Manhattan Makes Smooth Run in Sea Trial

PHILADELPHIA—Departure of the world's first ice-breaking tanker loomed nearer following completion of an extensive list of pre-sailing equipment tests off the Atlantic coast over the weekend, August 2-3.

The tanker, the *S.S. Manhattan*, has been extensively modified for a planned penetration of the Northwest Passage. It will be the first commercial vessel to attempt the "top of the world route" from the U.S. east coast to Alaska and return.

(Continued, Page 2)

Three Safety Awards Go to Esso Jamestown For Rescue of Airmen, Other Achievements

A triple header award presentation at Baytown recently focused on the *Esso Jamestown's* achievements in safety when T. J. Fuson, Marine Dept. general manager, congratulated the ship's crew and handed over a plaque and two certificates to Capt. George Beck.

The *Jamestown* not only received an engraved plaque officially underscoring her top safety record for 1968 in the Esso Fleet but also a:

- Framed Safety Achievement Citation of Merit Certificate awarded jointly by the Marine Section of the National Safety Council and the American Institute of Merchant Shipping, and
- A Marine Dept. Certificate of Safety marking the third consecutive year that the ship has sailed without a single lost time injury reportable to the National Safety Council (NSC) or a seaman placed on sick leave as a result of an injury in a ship.

(Continued, Page 3)



A Message From The General Manager

T. J. Fuson

Gentlemen:

The S. S. Manhattan *sets sail early next week on a voyage to probe the economics of a sea route through the Northwest Passage for transportation of Alaskan oil to U.S. markets in the East and in the West. Success of the voyage promises new opportunity and trade in one of this planet's last frontiers.*

It is a monumental experiment that began a year ago this month when we advised Mr. R. H. Venn, Marine's director-in-charge, that we were setting up a full-time, three-man Marine Arctic Task Force devoted to:

1) Establishing the feasibility of tanker movement of crude oil from the North Slope, Alaska, to both the East and West Coasts, U.S., including the use of loading terminals under Arctic conditions, and

2) Representing the company in joint Humble-Atlantic Richfield marine studies relevant to the movement of the North Slope Crude. *(Meantime, BP Oil Corp. has joined us in the project.)*

It was a far-reaching, in-depth study. In time, our math and model test studies indicated it could be done. We had a green light. Thus, a big test ship was required to prove our projections. And the biggest ship under the American flag, the S.S. Manhattan, *was chartered by*

(Continued, Page 2)

Fleet News Extends Coverage to Inland

Esso Fleet News—traditionally published for seagoing personnel — will extend its coverage to all Marine Dept. activities beginning with the August 21 issue, T. J. Fuson, general manager, has announced.

Fleet News, issued every other Thursday, will seek news items, feature topics and human interest stories on both the inland and deep sea fleets. "Our objective is to make it a department-wide newspaper to keep all personnel informed of marine activities," Mr. Fuson explained.

The publication will expand its news beat to include branch offices where inland waterways operations are centered to keep abreast of new developments. Inland fleet employees are also encouraged to submit photographs and write-ups

(Continued, Page 5)

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Message from the General Manager (Cont'd from Page 1)

Humble as a test vessel for the project.

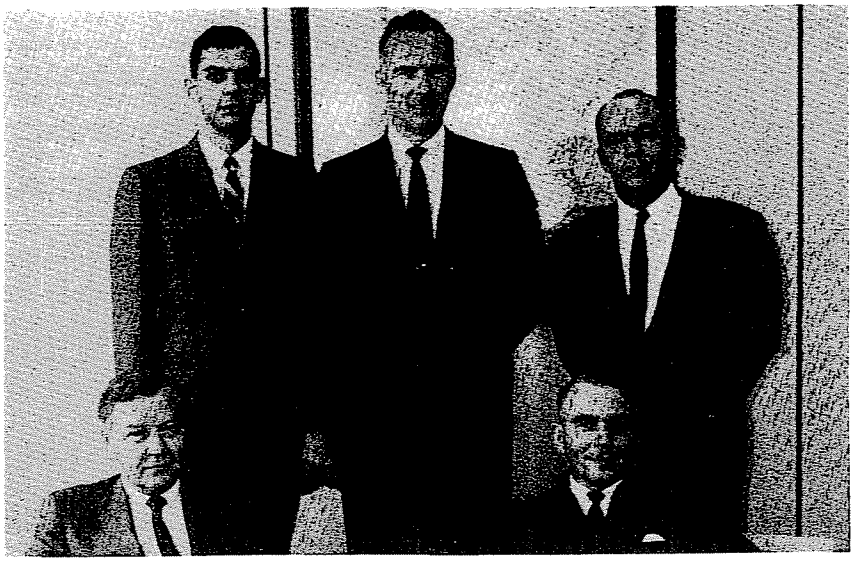
At the time, it was truly a continuation of a dream that has fascinated seafarers and explorers for 500 years. Yet on this eve of the Manhattan's *sailing, it is a dream very likely to come true within the next few weeks.*

Because of our studies and other preparations, the odds of success are on our side. From a technical standpoint, there is little question that it can be done. The "multi-multi" million dollar question is can it be done economically? Can a ship be designed to transit the passage within a timeframe that will be economically competitive with other modes of transport, namely a big transcontinental pipeline? The answers to this and other questions are just over the horizon.

It is a special source of pride to me that the Marine Dept. has the technical and operational capability to send an expedition through the Northwest Passage. The planning for the project has been directed entirely by the Marine Arctic Task Force—calling on the expertise of many, both inside and outside the Humble company. Further, the Manhattan *is manned entirely by officers and men from our own fleet. It underscores the obvious—that the Marine Dept. has the professional ability and the imagination to match the challenge of this historic undertaking. We can all take personal pride in belonging to an organization with this brand of "can do" capability and a corporate management willing to back the undertaking.*

The project that began a year ago with three men has involved, at one time, as many as 3,000—including planners, scientists, technicians, ship and shipyard personnel. The demands have been great. Nonetheless, we continue to sail the Esso Fleet without disruption of service. And you and your shoreside colleagues are to be congratulated.

The drama of it all is only beginning. I know I speak for all of you in congratulating the planners, researchers and technicians involved—and in wishing the officers and men of the Manhattan *and the rest of the test team, "Good sailing."*



ARCTIC TASK Force members directing the planning behind Humble's Arctic transport test, which gets underway next week with the sailing of the S.S. *Manhattan*, are (from left) seated, Stanley B. Haas, project manager; A. D. Mookhoek, technical coordinator; standing, Richard L. Vukin, study coordinator; Walter B. Devine, ship coordinator, and Capt. Robt. F. Stap, operations coordinator.

ESSO FLEET NEWS is published every other Thursday 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.

Manhattan Trials

(Cont'd from Page 1)

"We were particularly pleased with the smooth performance of the ship following such extensive modification of the vessel during a prolonged out of service period," reported Project Manager Stanley B. Haas.

Tests Successful

Haas and Captain Roger Steward, master of the vessel, also reported that the ship had successfully completed all pre-departure tests required by the U. S. Coast Guard during the trials.

"It was the purpose of this test to locate and identify any problems that might exist during operation of the vessel in the Arctic. Some problems were found but, fortunately, they were of a minor nature which will not contribute to delay of the vessel," Haas reported. "During the next several days we shall be concentrating on those work items necessary to make all equipment function properly before sailing," he said.

24-Hour Delay

The Humble vessel is scheduled to leave Chester, Pa., August 11. Project officials said that the exact time of departure will hinge on the amount of time required to complete the remaining steel work in the hull and to work with some suppliers to bring their equipment up to performance specifications. The departure may be delayed 24 or more hours.

The vessel, which will displace 150,000 tons after modification, will be operating in the Arctic for more than three months gathering research data.

17 TEMPORARY SEAMEN TAKE REGULAR STATUS

Seagoing Personnel Section has named 17 fleet employees who have recently accepted regular employee status. As regular employees they are eligible to participate in Humble's benefit programs.

The new "regulars" are Alfred J. Anderson, Michael F. Dinkel, William J. Dunn, Jr., Phil T. Garrity, Robert L. Mahoney, Ronald E. Gibson, John Valles, Nathan Holt, Marion D. Waltner, Jr., Edward J. Mooney, Joseph Wechter, Warren J. Allison, Ernest T. Bridwell, James F. Clark, Robert Coelho, John R. DeVre and Alexander H. Gluck.

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EXX-MOR-007682

Safety Awards

(Cont'd from Page 1)

With Pride

"It was with a great deal of pride that I accepted the Citation of Merit Certificate from the American Institute of Merchant Shipping and the National Safety Council on a recent visit to New York," Mr. Fuson told the crew. The award is conferred on American-flag ships which perform outstanding feats of safety involving the vessel as a whole rather than individual achievements.

The *Esso Jamestown* received the award for the rescue on July 9, 1968, of two survivors of a plane crash off the Grand Bahama Island in the Atlantic Ocean. Capt. Milton Franklin was ship's master at the time. The rescue boat which fished the two flyers out of the water was commanded by Chief Mate Arnold A. McBride and manned by 2nd Mate Frank E. Stoddard, Pumpman Adolphe G. Koppel, MM/2nd Pumpman Hercilio F. DaSilva, Able Seaman John W. Wehman, Able Seaman Reidar Bohnhorst and Able Seaman George W. Young.

15-Minute Rescue

The safety awards judging committee of the American Institute of Merchant Shipping "agreed that to take 15 minutes for crewmen of the *Esso Jamestown* to launch a lifeboat, pick up two survivors of a ditched airplane and get their boat secured on deck again were excellent examples of fine seamanship, training and courage that reflect credit on all American-flag shipping," said the institute's president, James J. Reynolds, in a letter to Humble.

"This incident," Mr. Fuson observed, "is another example of the diligence and alertness of the masters, officers and crewmen of the Humble fleet in the performance of their duties and their prompt professional response to emergencies which has significantly contributed to the alleviation of tragedies at sea."

The engraved plaque commemorating the *Jamestown's* 1968 record of no lost time injuries reportable to the National Safety Council is a first in the fleet under the Marine Dept.'s incentive safety program. In fact, the ship has not recorded such an accident since January 29, 1965.

Significantly, three other Humble tankers were in close running for the award. None had a lost time injury reportable to the NSC in 1968. The tie-breaker used to determine the winner of the plaque was the date of the last lost time reportable injury in each ship.

The *Esso Gettysburg* was second, recording her last lost time injury on June 20, 1965. Third was the *Esso Houston* which reported an injury on May 15, 1966. The *Esso Chester* ran fourth with an injury reported June 10, 1966.

Enviable Records

"All of these ships — the *Jamestown*, the *Gettysburg*, the *Houston* and the *Chester* — are to be commended for their enviable safety records," said A. B. Randall, fleet safety officer. "Their records show that we can sail and work in our ships without accidents when the rules of safety are observed with common sense."

Other officials on hand for the presentation ceremonies aboard the *Jamestown* included Capt. James G. Moffitt, operations manager; Wilfred Nobles, marine controller; David Johnson, Humble safety coordinator, and A. B. Randall, fleet safety officer.



"CONGRATULATIONS," says T. J. Fuson (r), Marine Dept. general manager, as he presents a Ship Safety Certificate award to Capt. George Beck, master of the *Esso Jamestown*, in recognition of the ship's rescue of two airmen whose plane crashed at sea in July, 1968.

SAFETY AWARDS. T. J. Fuson (left), Marine Dept. general manager, presented a trio of safety awards to the *Esso Jamestown* at recent ceremonies in Baytown, Texas, attended by (from his left) David Johnson, Humble safety coordinator; Capt. George Beck, who accepted the awards for the ship; Wilfred Nobles, marine controller; Capt. James G. Moffitt, operations manager; A. B. Randall, fleet safety officer, and Chief Mate Andrew E. Coffill.



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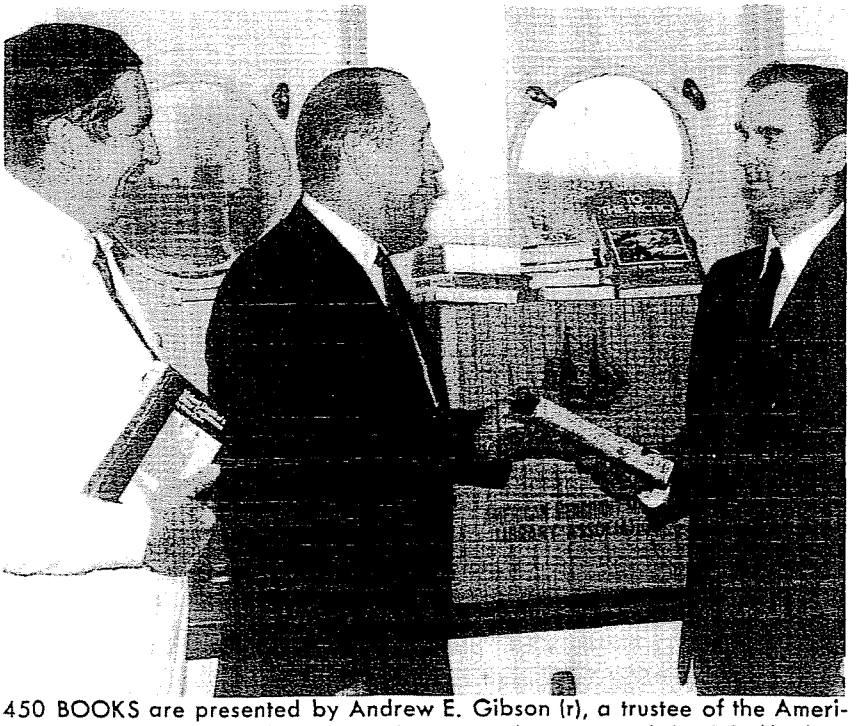
'Library of the Sea' Stocks S. S. Manhattan

The 54-man crew of the *S.S. Manhattan* was presented about 450 books specially selected for them by the American Merchant Marine Library Association — known as the "public library of the high seas."

Besides a number of works on Arctic exploration, the books include hard cover and paper back works of fiction and non-fiction. Earlier this year, the association had co-operated with Humble in collecting research volumes on the Arctic.

Federal Maritime Administrator Andrew E. Gibson, a trustee of the association, made the presentation at Sun Shipbuilding and Dry Dock Company, Chester, Pa., where the 115,000 deadweight ton vessel is being prepared for her arduous three-month maiden voyage.

Since its establishment in 1921, the association has distributed more than 16 million books to ships of the Merchant Marine, Coast Guard and to other ship-born segments of the government.



450 BOOKS are presented by Andrew E. Gibson (r), a trustee of the American Merchant Marine Library Association, to the master of the *S.S. Manhattan*, Capt. Roger Steward (c), and Sydney Wire, assistant general manager of the Marine Dept., whose Irish instincts directed him to select as "must reading" the book in his hand, *Violent Death of a Bitter Englishman.*

Humble Shops Nationwide for Arctic Voyage Supplies

A "shopping list" adequate for the needs of four Humble tankers has been filled by the Marine Dept. to supply the *S.S. Manhattan* with stores and provisions on her test voyage to Alaska via the desolate Northwest Passage.

More than 8,000 different items weighing over 300,000 pounds are being put aboard the icebreaking tanker. The absence of convenient supply points in the passage requires that the *Manhattan* be self-sufficient during her three-month voyage.

Some of the mind-boggling items found on the ship's voluminous list of stores are 38 crates of helicopter parts, helicopter weighing scales, sleds, ice knives, movies, projectors, movie screens and a 20-quart ice cream freezer.

Humble Shopped

Humble shopped in cities throughout the U.S. to provide the ship with a regular store of provisions as well as special equipment required by ice parties to conduct scientific tests away from the vessel. Helicopters will transport five ice parties to and from the *Manhattan* and U.S. and Canadian icebreaker escorts.

In addition to scientific equipment, some of the gear ordered for use by ice parties includes rifles and side arms (for protection against polar bears), gasoline powered chain saws, repair kits, first aid kits, Thermo pup tents, sleeping bags, and dehydrated food complete with menus. Most of the ice party gear for immediate use will be packed on light weight sleds equipped with harnesses to fit a man's body.

Grocery List

The list of groceries to feed more than 100 personnel aboard the *Manhattan* reads like a stock order from a big city supermarket: 51,000 pounds of meat, 50,000 pounds of fruits and vegetables, 6,000 pounds of coffee, and 70,000 pounds of dry stores (canned and packaged goods). In addition, there are dispensing machines for hot chocolate, coffee and iced tea.

The list of stores and provisions was drawn up by members of the ship's deck, engine and steward departments.

"In placing orders with suppliers for provisions, we had to consider the environment in which the ship would be running," said Frank Winzer, Marine Dept. material control supervisor. "For instance, ordinary flashlight batteries wouldn't do. They had to be Alkaline batteries."

Biggest Problem

He said that the biggest problem is making sure that stores and provisions are delivered to the ship. "We check deliveries at the shipyard in Chester, Pennsylvania, and again aboard the *Manhattan*," Frank explained. "Normally, if a ship sails without a full store of supplies, she can restock at the next port. But the *Manhattan* won't have an easy source of supply after she sets sail."

Frank also said that in his 25 years in the business, he had never before ordered an ice knife, a sled, a helicopter scales or any other exotic equipment required by the ice parties. Clearly, the *Manhattan* is well supplied for her "outing in the Arctic."

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Esso Miami Crew Watches Apollo 11 Launch from 'Ringside Seat'

By UM Clifford R. (Bob) McClellan
Esso Miami

From the deck of the *Esso Miami*, Humble sailors witnessed the beginning of one of man's most celebrated achievements: the Apollo 11 Moon flight.

It was on the morning of July 16 and blast-off time was less than five minutes away as we huddled around television sets. Just yesterday morning boiler work had slowed us down and left us wondering whether the ship would be in television range of the Apollo 11 launching. Fortunately, as the count down approached its final 60 seconds, the *Esso Miami* was about 50 miles directly east of Cape Kennedy. We had a ringside seat.

Almost everyone in the ship jockeyed for a good position near a television set — except for a few who slept complacently as the world held its breath in anticipation of the fulfillment of man's dream to go to the Moon.

As Apollo 11 lifted away from the planet on our television screen, we rushed out on the deck to get a real live look at it soaring into the heavens. We all sighted her at about the same time and shouted, "There she goes!" She was beautiful coming out of a heavy cloud into the clear blue sky, a big red ball of fire that only a picture can describe. Apollo 11 was visible for only 10 or 15 seconds before disappearing into a heavy overcast.

It was history in the making, and the officers and crew of the *Esso Miami* saw it live from the Atlantic. And, as Walter Cronkite says, "That's the way it is." Bob McClelland reporting aboard the *Esso Miami*.

News Coverage

(Cont'd from Page 1)

to the Marine Dept. newspaper. A long standing policy providing for payment for photographs and full-length articles submitted by seagoing personnel is extended to inland waterways employees.

Payments

Fleet News pays $10 for individual photographs submitted and published. A single series of photos is paid for at the rate of $10 for the first picture and $5 for each additional one. Photos should be black and white and of sharp contrast. Color pictures are acceptable, however. They will be returned on request.

Submission of material by employees in the deep sea fleet has always been a good source of human interest and off-beat news as well as operational activities such as, for example. rescues at sea. Mr. Fuson expressed hope that inland waterways personnel will also show an interest in reporting their activities.

Written material need not be in final form but should be typed or in legible script with special attention given to the correct spelling of names. Inland waterways employees are asked to submit material through branch managers, who will forward it to *Fleet News*. Seagoing personnel will continue to submit photos and articles directly to this newspaper.

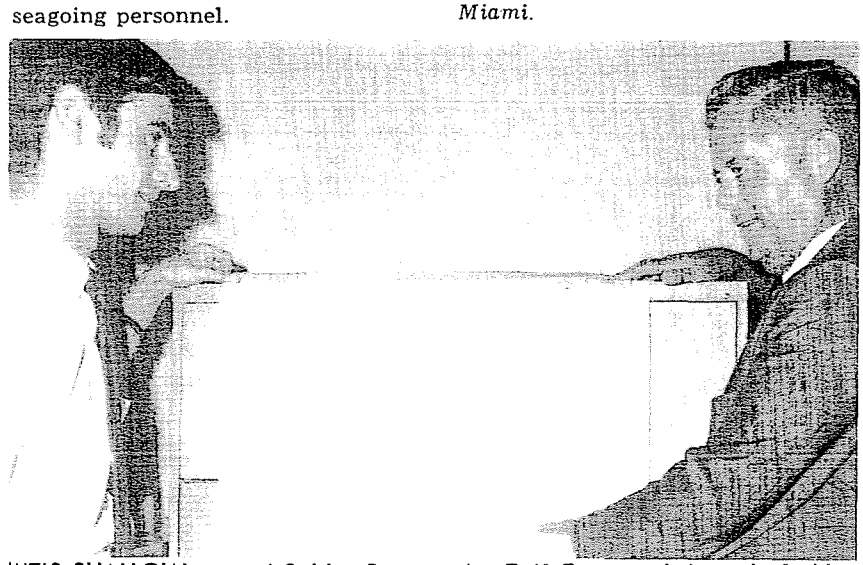
The News will be distributed by mail to the homes of inland waterways personnel as well as to employees at Marine Dept. branch offices. It will also be sent to inland waterways annuitants. The publication will continue, of course, to be distributed to active and retired seagoing personnel.

Benefit Plan Report Date Moved to Dec.

Annual Benefit Plan statements usually issued to employees in June will be computed as of the last day of the year and distributed at about the same time Thrift Fund statements are mailed in early February, Leonard H. Earle, superintendent of Employee Relations (Seagoing), has announced.

Mr. Earle explained that the action was taken at the request of employees who pointed out it would be helpful in understanding total benefit plan protection if both the Thrift Fund statement and the annual Benefit Plan statement were received at about the same time and had the same date of computation. Both will be issued annually as of December 31. Consequently, employees will not receive their Benefit Plan statements as of June 30.

"We are hopeful that this will make it easier to transfer Thrift Fund information to the annual Benefit Plan statement and should result in better understanding of total protection under the Humble Benefit Plan," Mr. Earle said.



"IT'S SHALLOW around Sabine Pass on the Gulf Coast and deep draft ships have to proceed at slow speeds even at sea," says Capt. Frank L. Hooper, Marine Dept. port captain, as he points out shallow spots on chart to 3rd Mate Albert R. Galik. And Al recalled that he was in a ship that ran aground near the Pass during a summer voyage when he was a cadet. He is temporarily working ashore in the port captain's office following a year in Humble tankers. Mr. Galik graduated in 1968 from the Merchant Marine Academy at Kings Point, New York.

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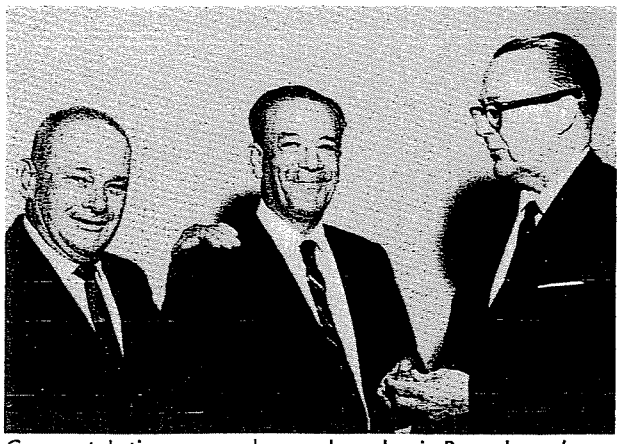
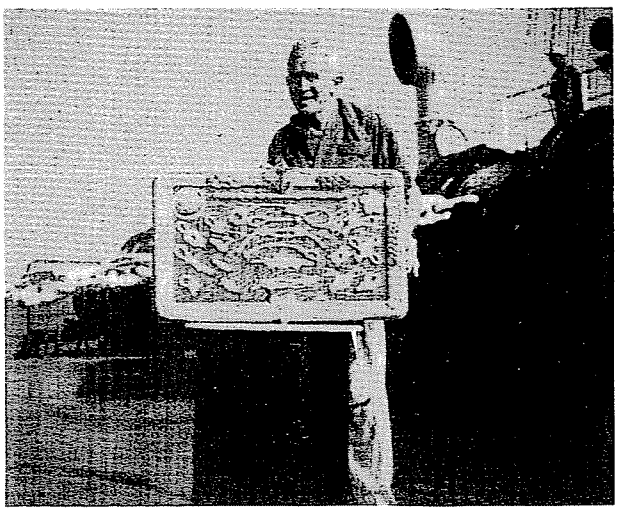
TAFFRAIL TALK



Congratulations were heaped on Louis Barcelona (center) when T. J. Fuson (right), Marine Dept. general manager, presented him with a 40 year service pin at the Baton Rouge Branch Office, where he is a transportation allocator. On hand for the ceremony was Capt. Sam Gardner, branch office manager. Mr. Barcelona went to work for the company as a waterboy.

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

JULY 28



The measure of a seaman was once taken by the knot he tied—and today AB Harry Oelgart of the *Esso Boston* measures up to the best of them. He has made a hobby of the dying art of tying and splicing ropes that was once so vital to a seaworthy ship. Although less important to modern vessels, the knot a seaman puts in a rope is still a watermark of his seamanship. Capt. William N. Sims, master of the *Boston*, was sufficiently impressed by Mr. Oelgart's talent to take this photograph of one of his knot boards. "The entire frame around the board is made of interwoven knots," says Capt. Sims.

RECENT RETIREMENTS

Chief Engineer Robert Giddens and wife Elinor are taking a 26-state swing around the U.S. during which they have attended a daughter's wedding in the East and visited another daughter and her family in San Diego, California. He retired July 1 after 37 years in Esso Fleet ships. "We're taking in all the sights along the way—including Disneyland, which is a fascinating place," he reported from the Pacific Coast. He also visited shoreside friends in the Marine Dept. when he came through Houston.

Mr. Giddens first sailed in the fleet as unlicensed seaman aboard the *Elisha Walker* in October, 1931. Later he sailed in the fleet's first T-2 tanker, the *Esso Gettysburg* (I). His first assignment as chief was in the *Esso New Haven* in 1948. "I spent a total of 21 years in the *Esso New Haven, Esso Newark* and the *Esso Dallas*," Mr. Giddens recalled. His last two years were in the *Esso Baltimore*. "And I certainly am grateful to the officers and men in the *Baltimore* for remembering my retirement," he said. They gave him a wallet containing $100.

"I'm looking forward to these years in retirement, but I enjoyed all my service with Esso and wish my shipmates good luck," he said in farewell. Mr. Giddens and his wife expect to return their Norfolk, Va., home in early September.



John J. Voigt began his career as a sailor in 1936 in the *Joe S. Morrow* as a coal passer on the Great Lakes for the Riess Brothers Coal Co. He had advanced to oiler by 1939 and joined the Esso Fleet in that rating aboard the *Esso Charleston* in November, 1943. Mr. Voigt retired August 1 with 24 years' service. He first sailed as pumpman in the *Esso New Orleans* (I). He was chief pumpman in the *Esso Gloucester* when he retired.

"I wish to say here that it has been a wonderful experience working for a great company such as Esso," Mr. Voigt wrote. "I miss the ship and my fellow shipmates. Good sailing and God bless you all." His plans are to "go boating and fishing and discover the outlying lakes and streams." Mr. Voigt is living in his native Wisconsin at Sheboygan.

DEATHS



Arthur H. Eidinger, 61, died July 11 at the Veterans Administration Hospital in Fort Hamilton, New York. He retired from the Esso Fleet in January, 1968. Mr. Eidinger was born in Germany and was one of 16 children. He became an American citizen in 1940. While in the army during World War II, he served as a deep sea diver and attained the rank of technical sergeant.

After the war, Mr. Eidinger went to school, studied plumbing and refrigeration, and worked as a plumber prior to joining the Esso Fleet in 1952. He retired as MM/2nd pumpman.

Mr. Eidinger is survived by his widow, Beatrice, who lives in Brooklyn, and Joan, a married daughter.

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