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Plans Announced To Build New Towboat

A contract will be let soon for the construction of a new towboat to replace the fire-damaged *Esso Arkansas* which was sold recently to a towing company.

The new towboat, yet unnamed, will operate out of Baton Rouge Refinery to terminals along the Mississippi and connecting rivers as far north as Pittsburgh, Pennsylvania. Her integrated tow will have a capacity of about 350,000 barrels—or 34,000 short tons. The new vessel will be 150 feet long, 52 feet wide, and will have an operating draft of 8.5 feet. Although she will be the same length and draft as the *Esso Arkansas,* she will be 4 feet wider. Her new twin diesel engines will deliver a total of 6,600 horsepower, as compared to 4,800 for the *Esso Arkansas.* The engines will be controlled and monitored from the pilot house. She will be equipped with the latest in fire-fighting and navigational aids.

The new towboat, which will be fitted with heated and air conditioned quarters, is scheduled to go into service the latter part of 1972.

Equity Portfolio $10.15

The Thrift Fund Trustee has advised that the value of each unit in the Equity Portfolio as of the last business day in November 1971 is $10.15.

Last Business Day of	Unit Value
May, 1971	$10.00
June, 1971	10.06
July, 1971	9.76
August, 1971	10.35
September, 1971	10.32
October, 1971	9.96
November, 1971	10.15



Alfred (Pop) Fieldman, all decked out in red Santa suit, thrills youngsters each Christmas in his colorful hometown of Jonesboro, Maine.

Making Christmas Merry For All

". . . As I drew in my head, and was turning around,
Down the chimney St. Nicholas came with a bound.
He was dressed in fur from his head to his foot
And his clothes were all tarnished with ashes and soot . . ."

A Visit From St. Nicholas

Alfred (Pop) Fieldman doesn't come down a chimney on Christmas Day, but that's about the only thing he does differently from the Santa Claus described in the poem above. Actually, Pop takes an easier route when calling on youngsters in his neighborhood.

He bursts through the front door!

And being a big man with a natural growth of full beard, he stands there, all decked out in bright red uniform trimmed from head to foot in fur, shouting "Ho! Ho! Ho! And A Merry Christmas to All." It's enough to almost convince the most skeptical adult that there may be a Santa Claus after all.



The Jonesboro Santa puts finishing touches on a rope doll which he will give to some needy child.

(See **CHRISTMAS,** page 3)

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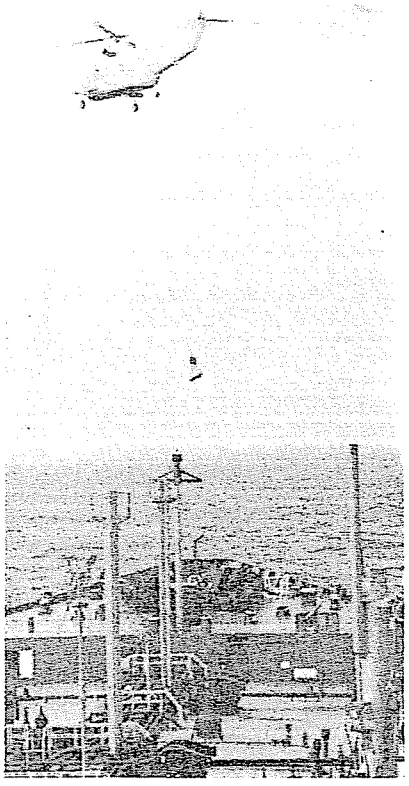

HELICOPTER MAIL DELIVERY. The accompanying picture was taken on the evening of November 10 by Rex G. Carpenter, radio officer in the *Esso New Orleans,* when a helicopter made a mail delivery and pickup from the deck of the ship as she passed about 12 miles off Green Point Light, Capetown, South Africa. "It was a close race with darkness," the radio officer wrote. "As evening approached, we were watching the sky for our 'bird.' She showed up first as a fast moving blip on our radar, 10 miles off and closing fast. The drop went smoothly, crew's mail was picked up for forwarding to the states, the pilot radioed us best wishes for a safe passage, and Captain T. Johnson set course for Paulsboro, New Jersey, and Christmas at home for all hands. Looks like the *Esso New Orleans* gets the honors for being the first Humble vessel to receive and send mail via helicopter off Capetown." In explaining the dark quality of the picture, Mr. Carpenter added a P.S. to his letter. "Ran the enclosed print off in my seagoing darkroom (toilet) using my last sheet of paper." *(Editor's note: No need to apologize. Considering your darkroom facilities and the fact that it was late evening when the picture was taken, the print still came out clear enough to reproduce here and get you a $10 payment which will be added to your next check. This is in keeping with a Fleet News policy of paying $10 for the first picture and $5 for each succeeding picture used in the same news story. Fleet News is always on the lookout for good news pictures from seagoing and inland waterways personnel).*

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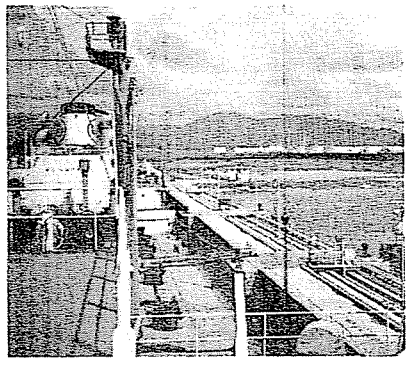
"I TOLD THE GANG that they were lucky to be running to Guayama with all this atmosphere, these beaches, fishing, and so forth—for FREE," wrote Captain Ed Crawford on November 12 in describing the *Esso New York's* recent trip to the Phillips Terminal at Guayama, Puerto Rico. The picture, taken from the *Esso New York,* shows part of the dock, the Phillips Refinery, and the mountains. "This is a nice terminal—big concrete and steel deck, good sturdy hose rack and boom, and no hookup problems. All the pilots, guards, terminal officials, and others are very accommodating. It's only 2.3 miles from seabuoy to alongside the dock. However, there's a very narrow opening called the Keyhole because on the chart it looks exactly like the end of a key. The surrounding area is beautiful with the mountains and beaches. The water is crystal clear and plenty of fish around. The gang has been going outside the breakwater to the beach to swim. Beaches are not too deep, but they're nice and all are surrounded by palm trees. A real place to enjoy life, but now it's back to work . . ." he concluded.



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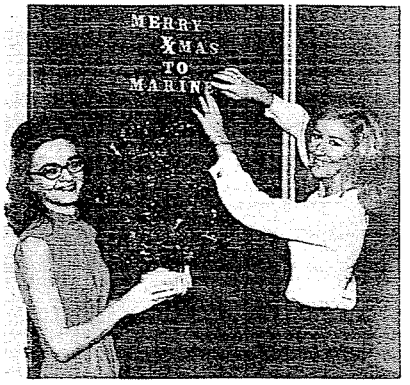

TWO EMPLOYEES in the Marine Controllers office, Marie Hall on the left, and Janice Mason, put on their "thinking caps" recently and came up with an imaginative Christmas greeting, which serves as a novel reminder of the company's forthcoming name change to EXXON late in 1972. The greeting, in color, hangs on the door to their office on the 34th floor of the Humble Building.

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"I THINK THAT WE must hold a new record for the number of weekends an Esso ship has been in port," Captain Keith E. Frutiger, master in the *Esso San Francisco,* said recently at Baytown. "For the first time in my sailing career, at least, we've been in port on seven consecutive weekends," he explained. "On the weekend of October 16, we were in Boston; on October 23 we were at Baton Rouge; October 30 at Everett; November 6 at Baytown; November 13 at Paulsboro; November 20 at Baytown again; and on November 27 we discharged at Norfolk."

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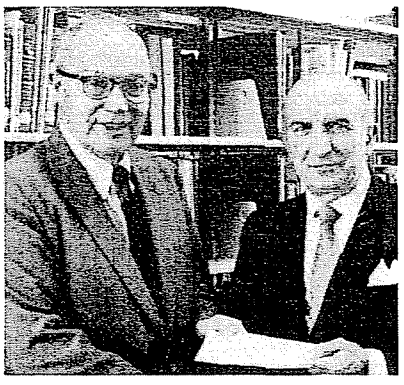
Captain Moffitt On Loan Assignment

Captain James G. Moffitt, advisor to the general manager, has accepted a six-month temporary loan assignment with Esso Sociedad Anonima Petrolera Argentina in Buenos Aires. In his new assignment, which commences in January, 1972, Captain Moffitt will serve as consultant to and acting marine manager at the Esso S.A.P.A. Marine Department. It is anticipated that Captain Moffitt will serve as consultant to the marine manager during the first half of the loan period and as acting marine manager during the remaining part of his assignment.



AL GIALLORENZI, right, manager of the New York Branch, is shown here delivering a $5,000 check to Rear Admiral William A. Brockett, president of the Webb Institute of Naval Architecture. The check was given by the Esso Education Foundation as part of its 1971-72 program to provide new grants amounting to $1,076,000 to 201 colleges, universities, and higher education associations. Use of the funds is left to the discretion of the recipients. In 1969, when Mr. Giallorenzi delivered a $5,000 check to the Webb Institute, the money helped pay for a new library and lecture hall.

The Esso Education Foundation, established in 1955 to aid higher education, is supported by Jersey Standard and a number of its domestic affiliates, including Humble.



Aubrey Allen shows some of the trees that he grows on his Christmas tree farm in Brooklyn, Connecticut.

CHRISTMAS, continued from page 1

Pop, a retired first assistant engineer who lives in Jonesboro, Maine, has for years been playing Santa Claus to children in his neighborhood and those in the local Marine Seacoast Mission. He is also the town's official Santa Claus. He's a craftsman at making toy dolls, animals, and other play things from rope. He starts working at his craft months before Christmas season arrives so that he will have a supply to give to excited, wild-eyed youngsters along his Santa Claus route.

Although Pop doesn't make his rounds in a sleigh drawn by reindeer, he does hitch up a horse to a sled for trips over the snow-packed area he serves. He remembers well the time when a sudden heavy snowfall stalled him overnight in a neighbor's house. (He didn't say how he explained his transformation from Santa Claus to his natural self to the youngsters.)

Another retired employee who makes people happy around Christmas time, although he doesn't wear a Santa suit, is Aubrey G. Allen, former chief engineer in the fleet.

Mr. Allen has a "Christmas tree farm" at Brooklyn, Connecticut. He started planting spruce, fir, and pine trees about 10 years ago on several acres of his property as part of a soil conservation program. Since then, the planting and maintaining of trees has developed into a hobby—sometimes profitable, but always soul satisfying, especially at Christmas.

"I sell the trees at so much per foot to individual customers, some of whom tag their trees years in advance," says Mr. Allen. He maintains the trees until they grow to the size customers want. When a customer comes after his tree, Mr. Allen cuts it for him and gives it a final inspection to see if any additional trimming is necessary before it is taken home for decorating.

Mr. Allen plants a small seedling next to the stump of every tree he cuts so that he'll have a continuing supply. When trees become about four years old, he starts to trim and shape them. As they grow, he keeps grass trimmed and bush cleared from between the rows, sprays the trees for bugs and disease, eliminates the culls, and applies fertilizer when needed. The best Christmas trees are about 7 or 8 years old. "I average about 1,000 trees to the acre," he says.

In addition to sales to individual customers, Mr. Allen also sells to wholesalers. "But I get the most enjoyment from my labor when an excited family comes out to get their tree, marvels at its beauty as I cut it, and remarks that: 'We'll be seeing you again next year,' as they leave with their very own special tree."

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Retirements

Capt. Wend Honored At Port Everglades

Captain Julius E. Wend, who retired on November 1, was honored for his 32 years of service by representatives and others in the Port Everglades Branch Office. The picture, right, was taken on November 19 when a retirement pin was presented to Captain Wend, after which he was honored at a luncheon. From the left are: Harvey C. Nielsen, transportation allocator at Port Everglades; J. M. Sachs, Port Everglades Branch manager; Mrs. Wend; Captain Wend; Dan Newman, operations supervisor at Port Everglades; Mrs. B. I. Gunnlaugsson, and Mr. Gunnlaugsson who is chief mate and relieving master in the fleet. Earlier, officers and crew in the *Esso Newark,* Captain Wend's last ship before retiring, presented him with a fishing rod and reel.



Captain Compliments Donald T. Robinson

Donald T. Robinson, OS in the *Esso Baltimore,* receives congratulations and best wishes from Captain Walter E. Brelsford and his shipmates, below. Mr. Robinson was participating in his last lifeboat drill before going on paid leave prior to retiring on January 1 when officers and crew met on deck to present him with a cash gift. He has 20 years of company service. "I know of nobody, licensed or unlicensed, who has been held in higher regard by his shipmates than Mr. Robinson," Captain Brelsford said. Mr. Robinson joined the fleet in 1951 as OS in the *Wallace E. Pratt.*



Shipmates Wish Sherman D. Allen Good Luck



Sherman D. Allen, AB, was the center of attraction recently when personnel in the *Esso Jamestown* met on deck to present him with a gift of money and to wish him farewell and good luck in his retirement after 20 years in the fleet. Mr. Allen left the ship in November to go on paid leave before his retirement becomes effective on January 1. Part of the group, shown in the picture above, sent in by Captain Karl Lohmann, are, from the left: Stephen G. Curran, oiler; John E. Valles, Jr., MM/2p; Joao V. Pereira, baker; Frank J. McGinnis, second assistant; Edmund Wylot, third mate; Estaban N. Ocana, OS; Aston G. Excell, OM; Mr. Allen; Charles J. Pires, AB; Andrew J. Dunne, AE; John G. Mustian, Jr., OS; Eugene Edwards, oiler; Edward A. Konn, AB; Colon Cowart, AB; John F. Shayner, UM; John D. Grofik, AB; Joao Lopes, CM; and Pedro D. Vale, AB. Mr. Allen began his seagoing career with the company in 1956 as deck maintenanceman in the *Esso Rochester.* He sailed as AB in the *Esso Utica* in February, 1950, the rate he held at retirement.

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