ESSO FLEET NEWS

PUBLISHED BY THE MARINE DEPARTMENT, ESSO STANDARD OIL COMPANY

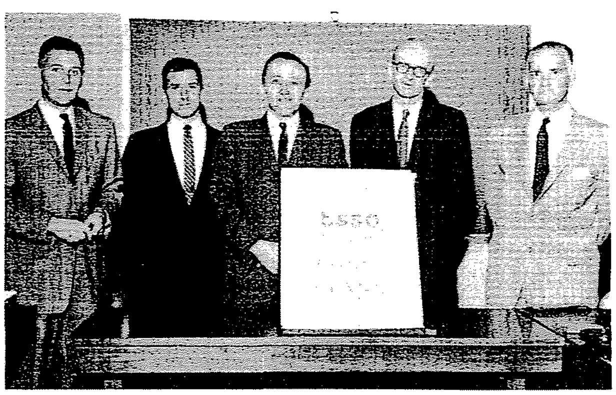
Vol. 1, No. 13 October 23, 1959

"Esso Bridgeport" to Rejoin Fleet

The *Esso Bridgeport* has been scheduled to re-enter service during the first week in November. The T2 vessel, which has been tied-up at Jacksonville for the past two years, was selected as the one most readily available for operation. About 14 days' repair time will be required.

The decision to break out the *Bridgeport* was made October 21 and was prompted by the Traffic Division's forecast that additional tonnage for dirty service will be needed during the winter months.

A crew for the vessel had not been selected when this issue of the FLEET NEWS went to press. Assignments will be made in a few days.



(L. to r.) Tom Welch, Jack Pappas, Bob Sweeney, Bill Hendry and Al Townley who, with Dick Mayne (not in photo), will explain employee benefits and answer questions during coastwise voyages.

Discussion of Employee Benefit Plans To Be Held Aboard Ships

As part of a Company-wide program to fully explain and discuss Esso's employee benefit plans, a group of specialists will soon be sailing in vessels of the fleet. Starting early in November, Tom Welch, Bill Hendry, Dick Mayne, Jack Pappas, Bob Sweeney and Al Townley will make voyages up and down the coast until all the men at sea have had a chance to sit in on the talks.

The presentation will cover retirement plans, savings, group insurance, survivor benefits, sickness and disability benefits. There will be plenty of time for questions and several sessions will be scheduled on each voyage so that all who wish may have an opportunity to participate.

Similar discussions held at Esso refineries and marketing divisions have been well received.

JSTOA Begins Contract Negotiations

Executive Committee members of the JSTOA and representatives of Management began negotiations for a new contract on October 8. The officers' union presented a list of 31 proposals concerning wages, working conditions, subsistence and related matters.

Negotiators for the Association are Captain Victor G. Lee, Second Mate Robert J. Boxwell, First Assistant Engineer Albert T. Fellows, Jr. Third Assistant Bertram L. Bisantz and John J. Collins, Adviser. Representing the Company are Captain M. Breece, Manager of the Port of New York Office; Port Captain A. Larson; Port Engineer T. J. McTaggart and Leonard H. Earle, Labor Relations Assistant.

Steward's Department Notes

Aiming for a greater variety of fresh frozen foods in the shipboard fare, test shipments of sliced frozen peaches and other frozen fruits and vegetables were recently put aboard several vessels. . . . Direct current ice cube making machines are being tested on the DC ships *Esso Raleigh* and *Esso Annapolis*. . . . Two-ounce bars of Palmolive, Camay and Cashmere Bouquet hand soaps are being substituted for larger bars of Ivory soap on a test basis.

The Port Steward's staff has just about completed preparations for storing vessels with all the essentials and many "fringe benefits" for the traditional holiday feasts. Thanksgiving will feature turkey and trimmings, glazed ham with orange raisin sauce, English plum pudding, pumpkin and hot mince pies. For Christmas the principal entree will be stuffed Rock Cornish game hen, preceded by fresh lobster cocktail, French onion soup and baked red snapper. Broiled rainbow trout, roast prime rib of beef au jus, cherry pie and "home made" strawberry ice cream are calculated to at least take the edge off the seagoing appetites on New Year's Day. A colorful menu and an individual tin of mixed salted nuts and packages of raisins and candy will be at each place setting.

ESSO FLEET NEWS is published for the seagoing employees of Esso Standard Oil Company, Marine Department: J. D. Rogers, General Manager; James E. Stoveken, Assistant General Manager; Sydney Wire, Assistant General Manager.

W. E. Gardner, Editor; R. K. Bruce, R. M. Sheridan, Editorial Assistants.

Contributions and suggestions are invited and should be addressed to The Editor, ESSO FLEET NEWS, Room 934, 15 West 51st Street, New York 19, N. Y.

New Humble Company Objectives

When the planned merger of Esso Standard Oil Company, Carter Oil Company, Humble Oil & Refining Company (Texas), Oklahoma Oil Company and Pate Oil Company into Humble Oil & Refining Company (Delaware) is completed, it will create an organization that will, in the words of Jersey President M. J. Rathbone, "put our domestic business in a much better position to meet the increasing competition that faces us and afford employees substantial opportunities through expanding operations."

This statement was contained in a letter sent to all parent Company employees shortly after the September 2 merger announcement. In the letter Mr. Rathbone reviewed the major points of the consolidation which, he explained, "will probably take until well into 1960 to complete". "Esso, Carter, Humble (Texas), Oklahoma and Pate will continue to do business as at present until the merger has been completed, after which they will operate about as they do now, but as divisions of the new Humble Company."

Special shareholders' meetings have been scheduled by Humble and Jersey on November 25 and December 1, respectively, to vote on the proposed merger.

Mr. Rathbone's statements were emphasized by William Naden, President of Esso Standard and designated an Executive Vice President of the new Humble Company, in a letter to New York headquarters' employees. "The primary purpose of this organization change is not retrenchment, but expansion and growth," Mr. Naden said. "The move will lead to nationwide marketing and other unified operations."

Mr. Naden told New York employees that the new Humble Directors have been meeting in New York, Houston and Tulsa and that the main question the Board is wrestling with right now is the kind of organization structure which would be best for the new Company.

He pointed out that there are several possibilities. "The principal ones that are being studied," he said, "are a functional organization or a regional one."

"The functional organization," he explained, "would be similar to what we now have. This means that we would operate in the entire country on the basis of unified marketing, manufacturing, marine, etc. The other organizational structure would be made up of regional groups that would embrace all functions within one region."

Statistics on the New Company

Humble Oil & Refining Company (Delaware) will be a "king-sized" organization. Based on 1958 operations of the companies involved, total assets are about $3 billion and combined sales to the public are more than $2½ billion. The companies have marketing outlets in 34 states, production in 20 and refining operations in seven.

As shown on the chart below, Humble (Delaware) will have almost as many producing wells (20,000) as dealer service stations (22,000) and will be capable of producing over 450,000 bbls. of crude a day and refining nearly a million b/d in eight refineries.

	Net Crude Oil Production B/D	Net Number of Oil & Gas Wells Capable of Producing	Refining Capacity B/D	Dealer Service Stations	Total Assets, Including Plant & Equipment	Employees	Total Operating Revenue
Esso	None	None	638,000	17,400	$1,188,000,000	21,000	$1,790,000,000
Humble	368,000	16,000	282,000	2,970	$1,569,000,000	17,400	$1,204,000,000
Carter	86,000	4,000	34,000	1,070	$ 193,000,000	2,800	$ 174,000,000
Oklahoma Pate	None	None	None	600	Not Presently Available	1,800	Not Presently Available
Total	454,000	20,000	954,000	22,040	$2,950,000,000 Plus	43,000	

Taffrail Talk

The *Esso Bermuda,* Captain Charles F. Stober, docked at Albany October 11 with 123,543 bbls. of Esso gasoline (three grades) and Essoheat medium —the largest cargo discharged at that port by a Company vessel. The supertanker had a fresh water draft of 22′10″ forward and 23′10″ aft. . . . CAPTAIN ERNEST PALAZZINI, JR. took the *Esso Lima* out of Jacksonville this week, following extensive repairs to the vessel at Gibbs' shipyard. Included were air conditioning of living quarters and zinc coating 30 cargo tanks. . . . CAPTAIN JOHANN P. NAGEL, formerly in charge of the Jacksonville tied-up fleet, has relieved Captain Karl Lohmann as Master of the *Esso New Orleans.* . . . ALL THE licensed and unlicensed men formerly in the tied-up fleet have been or will be given seagoing assignments. . . . OFFICERS' CONFERENCES will resume on November 10. The two-day sessions will continue the program of informative talks and free discussion on shipboard and shoreside operations.

NLRB Probe Continues

The National Labor Relations Board, Second Region, is proceeding with its investigation of the unfair labor practice charges filed against the Company by the ETMU-SIU on September 18.

The Company, in a letter to the Board dated September 24, denied emphatically the charges made by the Union.

Under NLRB rules, unfair labor practice charges must be dealt with before the agency will undertake certification proceedings. Hope for a speedy election in the current dispute, involving bargaining rights for seamen in our tanker fleet, faded with the filing of charges by the ETMU-SIU.

Office Girls Visit "Esso Jamestown"

It was "ladies day" aboard the *Esso Jamestown* at Bayway on September 29 as seven interested employees from the Marine Department's uptown offices were taken on a stem-to-stern tour of the ship. The tour was the first of several designed to give shoreside employees a first-hand look at some of the things they read, write and talk about in their daily work.

The ladies were met by Captain Roland E. Parkhurst, Master of the *Esso Jamestown,* and Assistant Port Captain Victor G. Lee, who served as their guides. They visited the wheelhouse and chartroom, where Captain Parkhurst explained the ship's navigational equipment, and were shown through the midships house. After coffee and cake in the Officers' Mess, prepared and served under the supervision of Steward Frederick Eimans, they were joined by Chief Engineer Myles C. Keller for a look at the engineroom.

Members of the first group, shown on the engineroom grating as Chief Keller (left) explains the *Esso Jamestown's* geared turbine propulsion system are (l. to r.): Captain Lee, Mrs. Elsie P. Grundelman, Statistical Typist; Miss Rita M. Sheridan, Editorial Assistant; Mrs. Anne M. McErlean, Secretary to the Manager, Operating Division; Mrs. Ann K. Burns, Secretary to the Finance and Accounting Division Manager; Miss Mary E. Kelly, Records Clerk; Miss Virginia D. Reiss, Secretary to the Assistant General Manager of the Marine Department; John B. Drake, Technical Clerk on the Port Staff (who accompanied the group from New York), and Mrs. Lucille M. Clark, Secretary to the Inland Waterways Division Manager.

"Esso Chattanooga" Sails Minus Two Turbine Stages

THE veteran specialty ship *Esso Chattanooga,* Captain Alphonsus Gregaitis, was about halfway between the mouth of the Mississippi and the Florida Keys, bound for New York and Albany, when the Engineer on watch, Third Assistant Carleton A. Rankin, heard a loud snap followed by severe vibration of the main engine. The time was 1711 CST on September 18. Mr. Rankin immediately closed the throttle and called the Chief, Donald Dunbar.

Heavy vibration at 45-50 rpm. convinced Mr. Dunbar that something was radically wrong in the l.p. turbine. He shut down the main propulsion plant, cut in the auxiliary condenser and, after allowing the turbines to cool down for two hours, began an inspection. The l.p. after spindle, h.p. coupling and turbine wheels visible after removing the inspection plates on the l.p. exhaust casing showed no apparent damage. The engines were closed up, vacuum raised, throttle opened slowly and the ship got underway again at 0100 EST, September 19.

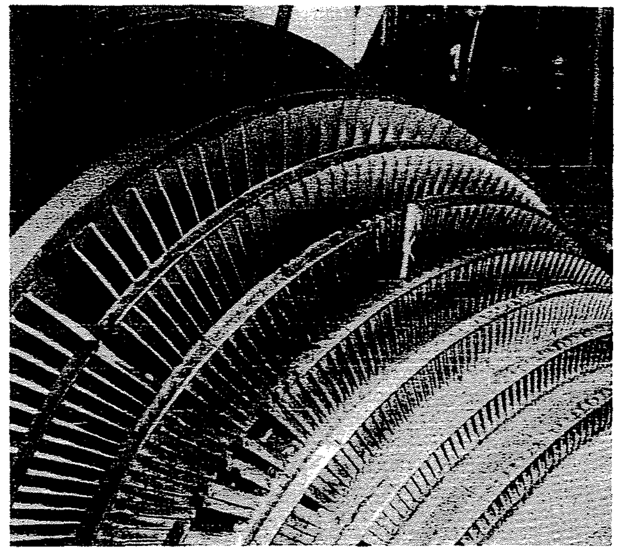
Forty rpm. proved to be the best she could do without excessive vibration and, at a speed of 7 knots (9½ in the Gulf Stream), the ship made Ambrose Lightship at 1542 on September 25.

The *Esso Chattanooga* carried a typical cargo—six grades of alcohol, two grades of Diesel oil, kerosene and Esso gasoline. She anchored off Perth Amboy at 2115, September 25, to discharge the kerosene into a barge and docked at Carteret, N. J., at 0327 on the 26th to pump the balance of her cargo ashore and into barges. She tied up at O'Brien Bros. shipyard on Staten Island at 1755 on September 27.

When the l.p. turbine was opened it was found that pieces of shrouding from the fourth stage had carried away and torn out several blades and a piece of shrouding in the fifth stage.

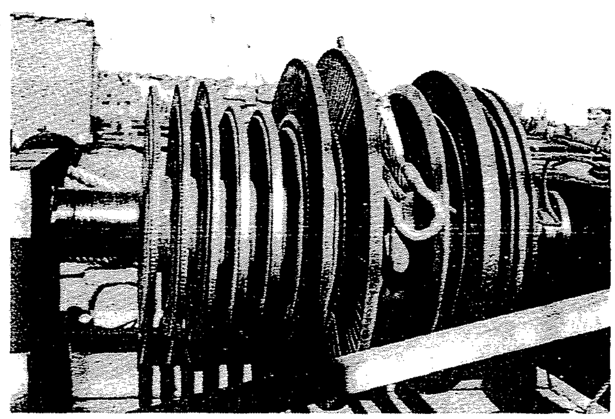
John E. Hoagland, Repair Division Manager; Steve English, Assistant Manager, and T. J. McTaggart, Port Engineer, inspected the damage at the shipyard and decided, with Coast Guard approval, that the quickest way to get the ship back in service was to have the fourth and fifth stage blading machined off. The rotor was removed by a derrick barge, trucked to the General Electric Company repair shop in Jersey City and returned to the shipyard minus the two stages on September 30. Rough water delayed re-installing the rotor until October 2. After a satisfactory dock trial, the tanker sailed for Baton Rouge on October 3.

On the *Esso Chattanooga's* return to New York October 14, Chief Engineer Raymond W. Wilson reported that the abbreviated l.p. turbine reduced the normal power by four revolutions but that otherwise the trip had been uneventful.



Electrician Albert J. Verwilt

Esso Chattanooga's low pressure turbine rotor, showing missing blades and shrouding in fourth and fifth stages.



The rotor after being returned from G.E. shop, where fourth and fifth stage blades were cut off and the rotor rebalanced.

Lowering the rotor through the engineroom skylight.