ESSO FLEET NEWS

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ESA and Company Negotiate New Agreement

Two-year contract provides 122 days' paid leave per year — cash for retroactive paid leave earned — increased tank cleaning rates — mooring and unmooring pay — improved seniority rules and paid leave transportation. Contract subject to ratification by union membership.

Esso seamen will earn one day of paid leave for each two days worked (on the basis of 80 days on, 40 off) under a labor agreement signed by the Esso Seamen's Association and the Company on September 16. The new agreement becomes effective September 1, 1960, subject to ratification by secret vote of the union members.

The ESA Board of Governors and Company negotiators have been meeting since August 23.

Hailed as a "new breakthrough in negotiations for unlicensed seamen", the contract spells out many improvements for Esso men. Among the highlights are the following:

PAID LEAVE will be at the rate of 107 days per year from July 1, 1959 to September 1, 1960 and 122 days per year on and after September 1, 1960. Seamen will receive cash payments instead of time off for the additional paid leave due them from July 1, 1959 to the date of ratification of the agreement. This may amount to about 20 to 25 days' pay. Actual 40 days' paid leave for 80 days worked will start with the ratification date of the agreement.

PAID LEAVE TRANSPORTATION. Boston, New York, Norfolk, Baton Rouge and Baytown have been named base ports and each man will be assigned to the port nearest his official W-4 address. The Company will pay transportation at 9c per railroad mile from the port at which he is relieved for paid leave to his base port.

DOCKING AND UNDOCKING PAY. Upon

Representatives of the Esso Seamen's Association and management at the signing of new labor agreement. Seated, l. to r. — ESA Treasurer Willem Kuyl, Vice Chairman Wiley B. Shirley and Chairman George J. Redepenning; Marine Department General Manager John D. Rogers and Assistant General Managers James E. Stoveken and Sydney Wire.

Standing, l. to r. — ESA Assistant Secretary Antone P. Lobo, Adviser John J. Collins and Secretary Harold R. Smith; L. J. Hodgkins, Manager, Operating Division; George F. Leonard, ESA Assistant Treasurer; J. E. Hughey, Assistant Manager, Employee Relations Department; Captain M. Breece, Manager, Port of New York Office; Leonard H. Earle, Employee and Labor Relations Assistant; D. A. Hodges, Port Steward; T. J. McTaggart, Port Engineer, and Captain A. Larson, Port Captain.



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ratification of the agreement Able Seamen will receive additional pay of $2.28 per hr. and Ordinary Seamen $1.78 per hr. if they are called to assist in docking, undocking or rigging accommodations ladders when they are off watch.

For the same work between 5 p.m. and 8 a.m. or during their scheduled dinner hour, Bos'ns will be paid $2.33 and Deck Maintenancemen $2.28 per hr. They will not receive this extra pay for such work performed on a Saturday, Sunday or holiday between 8 a.m. and 12 noon and 1 p.m. and 5 p.m.

RETROACTIVE DOCKING AND UNDOCKING PAY of $27 per month from July 1, 1959 until the agreement is ratified will be paid to all members of the Deck Department while they were assigned to an active vessel in the fleet.

TANK CLEANING PAY. Rates of additional pay for entering tanks for cleaning have been increased to the following: weekdays on watch — $2.31 per hr.; weekdays off watch, Saturday, Sunday or holidays, in port or at sea — $2.97 per hr. Tank cleaning rates will also apply to cleaning up cargo and bunker overflows.

SHIFTING VESSEL. When seamen off watch are called to help shift a vessel from one dock to another and the elapsed time between undocking and all fast at the second dock is three hours or less, they will be paid docking and undocking rates. Should the shift require more than three hours, the watch below may be dismissed and recalled and paid at the above rates.

HANDLING CARGO HOSE. Deck Department men will be paid $2.31 per hr. if required to connect or disconnect cargo hose.

SPECIAL PAY FOR PUMPMEN. In a discharge port the Pumpman on ships having only one Pumpman will receive $2.33 per hr. for work in excess of eight hours in a day.

PUMPMEN'S HOURS. During ballasting and tank cleaning on weekends, the Maintenance Mechanic/2nd Pumpman shall work alternate eight-hour periods with the Chief Pumpman.

EXTRA MEALS IN PORT. When Steward's Department men serve extra meals (excluding meals to ship's crew, pilots, watchmen, repair inspectors and asst. port captains, asst. port engineers and asst. port stewards), the following shall be paid: 35¢ to the Messman serving the meal and cleaning dishes, 25¢ divided equally between the two cooks. Meals served to others than above must be authorized by written order.

USE OF SPARE ROOMS. When spare rooms amidships are occupied in port by other than regular crew members, pilots or passengers, the midships Utilityman shall receive 50c per room for each such room cleaned by him.

SENIORITY POLICY on the basis of seniority in a department has been written in the agreement. Demotions will be based on service in the department. Layoffs, when necessary due to lack of work, will be based on continuous service in the Company.

LAYOFF ALLOWANCE — one week's pay for each year of service for men with two to five years' service; 1½ weeks' pay for each year of service for men with more than five years' service.

POSTED SAILING TIME. When cargo handling delays a vessel's departure more than two hours after the posted sailing time and such sailing time has not been changed at least two hours previously, $4.56 will be paid to each crew member not on duty who reports aboard ship at the posted time. "Cargo handling" includes the loading of normal ballast after discharge of cargo. "Departure time" is the time men are called fore and aft to undock. The above does not apply when vessel is delayed by weather or tide conditions.

REST PERIODS. When Deck and Engine seamen (other than watch standers) work more than two hours between midnight and 8 a.m., they will receive a rest period of one hour for each hour worked. Such rest period shall be between 8 a.m. and 5 p.m. the same day. No rest periods are provided for docking and undocking work, putting out or taking in gangway, breaking out or storing mooring lines or connecting or disconnecting hoses.

MEAL HOURS. All personnel should come to the messrooms at least 15 minutes before the end of mealtimes. No meals will be served outside of the set hours, except in emergencies.

WASHING MACHINES. Two will be provided for seamen on each vessel.

Payroll Procedure Streamlined

Starting with all voyages after October 17 payroll vouchers will be prepared at the end of every other voyage. No change will be made in the present procedure for cash advances or in the draw check procedure at the end of each voyage. A circular letter concerning this change is being sent to all seagoing personnel. Fewer payroll vouchers will aid in the keeping of your personal earnings records.

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

W. E. Gardner, Ed.; R. M. Sheridan, Editorial Ass't.

Contributions and suggestions are invited and should be addressed to The Editor, ESSO FLEET NEWS, Room 936, 15 West 51st Street, New York 19, N. Y.

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FALLS AND BURNS

Ever since the human race started walking on two legs and making use of fire, people have been falling down and getting burned. Though we have the capacity to think and anticipate, these powers are not used sufficiently to overcome the ages-old hazards. Perhaps they never will, completely, but certainly more "head work" will help.

In each of the following recent accidents, a little thought, caution or allowance for the unexpected could have avoided a painful injury:

An engineer stood on handrails to open a steam valve to a soot blower. The wrench he was using slipped and he fell between the rails, fracturing two ribs.

Handrails are not intended to provide a safe footing.

(J. Stumbleprone McFracture, our imaginary "fall guy", suggests — "Take your shoes off when you stand on the handrails. That way you get a good toehold.")

While descending ladder from galley to storeroom, a Messman slipped and fell off the bottom step, spraining his right knee.

Another man, swabbing steps, started down with his hands still wet. Foot slipped, hand slipped, back injured.

An Able Seaman became *dis*abled when he slipped descending a ladder to crew quarters, grabbed the rail, dislocated right shoulder.

There are no places to watch your step more closely than on ladders. Also, proper time to hold handrail is before *you slip.*

Flash-backs when lighting off boilers caused first degree burns on the entire right arm of one Fireman and second degree burns to the hand of another.

Light off boilers as if you expected *a flash-back. Wearing gloves will help to protect you, too, but most important, use proper light off procedures.*

A Second Pumpman took the bonnet off a steam valve in the pumproom not realizing there was pressure in it. Result — burned left hand.

Before removing bonnet from valve, man should have made sure there was no pressure on the line and that the line was properly drained and drain left open.

Discharge Records Continue

The *Esso Gettysburg* made it three in a row on August 23 when her crew set a new discharge record at Paulsboro. On August 3 and 13 she made successive records at Norfolk. Five grades were handled on all three discharges. At Paulsboro she pumped ashore 264,230 bbls. in 11¾ hrs. through three 12", one 14" and one 16" shore lines and four 8" hoses.



Esso Pelham, twin screw, geared Diesel, push-pull towboat, which recently entered Inland Waterways' service in New York. Vessel is 85' 7" overall, 26' 3" beam, 9' 4" deep and propelled by two 640 bhp. F-M opposed piston Diesels. Engines at full power turn two 6' 6" stainless steel propellers at 233 rpm. through reduction gears having a 5:1 ratio. Towboat was especially designed to work with a new barge, *Esso Tow No. 1*, which is adaptable for push, alongside or hawser towing.

William A. Greene, now Third Mate in the *Esso Bridgeport*, helped prepare the *Esso Pelham* for sea at Slidell, La., where she was built. He was also aboard as navigating officer on the passage from Gulfport to Port Everglades, August 29 to September 1, with the barge in tow.

Her average discharge rate of 22,487 bph. was nearly 1,000 bph. better than her previous record at that port — 21,496 bph. on June 27, 1959.

The *Esso Baltimore* achieved her first exceptional discharge — Bayway, on August 29 — when she unloaded 311,275 bbls. of Mixed Sweet Crude in 8.40 hrs. The discharge rate of 37,056 bph. surpassed the *Esso Washington's* 34,860 bph. record of April 2, 1959. The *Baltimore* pumped out through four 10" hoses and one 30" and four 10" shore lines.

Fuel Cell Development

Esso Research & Engineering Company, which has been working on the development of the fuel cell for some time, has formed a special Fuel Cell Section to carry on the project.

According to the Esso Research & Engineering NEWS, "The hydrocarbon fuel cell is a device that can oxidize hydrocarbons with oxygen or air directly into electricity. The implications of a successful hydrocarbon fuel cell are great. There would be no need to burn fuel to make steam to turn turbines to generate electric power.

"The replacement for this steam cycle would be a battery-like device into which air and hydro-

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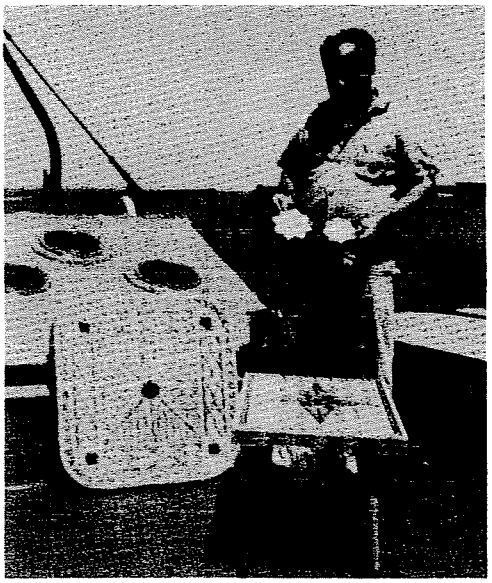
carbons are fed and oxidized to generate a flow of electrons. Oil and air go in; electricity, carbon dioxide and water come out."

R. L. Weeks, of Esso Research, recently stated that the use of the hydrocarbon fuel cell as a source of all energy in the home is "technically possible" today but not yet "economic or practical."



Crew Messman Antone Joaquim with two of his match-inlaid tables and sample center designs. (Photo by Able Seaman Tom Kinney)

Matchless Table Tops

Although Antone Joaquim's inlaid table tops are covered with match sticks, they are, none the less, matchless. Each one is individually designed and inlaid with thousands of match sticks.

He first makes a center design, usually an eight-pointed star, to fit the size of the table top. From then on the design is laid out to fill the balance of the table. The table top is glued and matches cut to fit the design and glued on.

In addition to infinite patience and a capacity for precision work, about $12 worth of materials is required, consisting of ½-in. plywood, glue, screws, shellac, varnish, red and black ink, sandpaper and, of course, matches.

So far, Antone has found places for three of his tables in his home and sold one for $45. "They are very sturdy," he says, "and will withstand a lot of normal abuse without the matches coming off. They are useful, attractive and good 'conversation pieces'."

Antone and his wife live in Providence, R. I., and have a son, Tom, 17 and daughter, Eleanor, 9. He has been sailing in Steward's Department ratings in the Esso fleet since August, 1951. At present he is Crew Messman in the *Esso Huntington.*

TAFFRAIL TALK

Seagoing Personnel Section and Annuities & Benefits & Claims Section at 156 William Street moved from the 9th to the 8th Floor, Rooms 814 and 818, respectively, on September 16.

* * *

Hurricane Donna di'na do any damage to our fleet, as far as we have been able to discover. But just about every vessel that wasn't in a repair yard was delayed — the total amounting to about 650 hours of ships' time lost.

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Safe driving slogan — "Don't drive as if you own the road. Drive as if you own the car."

* * *

Local taxis at the Bayonne Refinery will be permitted to take ships' personnel directly to and from the docks, effective October 1. For your convenience in calling cabs, telephones will be installed on the docks.

Ode to the Esso Baltimore

By Eddy Fitzgerald

She's known as the Queen of the Esso Fleet,
Now friends don't get me wrong,
I mean the Esso Baltimore,
Seven hundred and forty feet long.

Words can not describe her,
This stately regal lady:
For comfort, class and luxury
Yes, she is Esso's baby.

Her decor is a masterpiece,
With no two rooms the same,
Done in pleasing pastel colors
Of most any hue you'd name.

Has reclining chairs and carpets
And gayly colored drapes,
Fluorescent lighting, private showers,
And ample room and space.

Her galley, messrooms, lounges
Are really chic and smart,
And the chefs are doing wonders
In the culinary art.

Efficiency and neatness
Can everywhere be seen,
Nothing but the very best's
Befitting for a Queen.

Good luck to Lady Baltimore
As she ploughs the briny sea.
And all who dwell within her
May their sailing pleasant be.

May she weather all the storms
Wherever she may roam,
And with the help of God above
Bring them safely home.

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