

ESSO FLEET NEWS

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HUMBLE TAKES FIRST PLACE IN SAFETY CONTEST

Surprise! J. Stumbleprone Mc-Fracture's pop-eyed, "well blow me down" expression pretty much typifies the general reaction hereabouts to the fleet's standing in the Safety Contest. First place! There it was in the June issue of the National Safety Council's Marine Section MONTHLY BULLETIN—Humble Oil & Refining Co. in the No. 1 spot among the 11 entrants in the Ocean and Coastwise Tanker Division.

Never before have we reached such heights for a 6-month period. To show the improvement

that has been made — last year at this time we were in 6th place in the contest and for the first 6 months of 1961, 8th place.

While all the foregoing is true and we *are* in first place, it's not undisputed first place. We share the honors with Sun Oil Co. Both fleets turned in an accident frequency rate of 1.55 injuries per million manhours worked.

So, for the rest of this year, at least, it behooves everyone to . . . well, we'll put it this way — written on the front page of the safety bulletin, over the initials "J. A." (standing for you-know-who is our General Manager) are these words: "Let's keep on top." That wraps it up, doesn't it?

TWO-YEAR SAFETY AWARD

Acting Asst. Port Captain Robert F. Stap (right center) presents a Jones F. Devlin Award to Captain William N. Sims, *Esso Miami*, on Aug. 28, in recognition of the ship's operation for 1,078 days without a lost-time accident to personnel. It was the third such award to the fleet this year. Previously, the *Esso Dallas* and *Esso Florence* received certificates for 4 years of accident-free operation.

In the photo, from left to right, are: Chief Cook Daniel E. Alves; Herman Teller, Baytown Branch Office; OS Robert E. Couturier; Robert A. Wolfe, Baytown Office; Chief Engr. Isaac D. Jones; Second Asst. William Motta; Captain Sims; Radio Officer John Dziekan; Third Mate Paul E. Genest; MM Billy F. Hudson; Chief Mate Luman A. Poole; Captain Stap;



UM Ismail Muluk; Asst. Port Engineer Harold W. Bradbury; OS John J. Brennan, and Chief Steward Lester E. Eckert.

JSTOA Votes to Accept Co. Wage Offer

The Jersey Standard Tanker Officers Association notified the Company on Aug. 23 that its membership had voted 115 to 40 to accept the wage offer made by the Company during recent negotiations. The Association members also voted 90 to 37 not to cancel their agreement, which is now extended to Oct. 31, 1964, with provision for automatic renewal if mutually desired.

Acceptance of the Company's proposals means that, effective Aug. 23, Deck and Engine officers in the fleet will receive the following increases:

Rank	Wage Increase per month
Master and Chief Engineer.....	\$55.
Chief Mate and First Asst.....	40.
Second Mate and Second Asst.....	35.
Third Mate and Third Asst.....	30.

In addition, the rate for overtime pay will be raised to \$3.50 per hour.

Esso Baltimore Lifts Record Cargo

The *Esso Baltimore* (Captain Harold Griffiths and Chief Engineer Nils Vindenæs) sailed from Ostrica, La. Aug. 21 with the largest cargo ever carried in a U. S. flag Company tanker—46,076 tons (339,041.26 bbls.) of Delta Crude. Although the big cargo brought the ship down to a draft of 38' 6" fresh water, she was able to negotiate the passes in the Mississippi Delta without incident, thanks to recent dredging work — and good ship handling.

Arriving at New York on Aug. 26, the *Baltimore* lightered 17,918 bbls. into a barge to lighten ship before proceeding to Bayway to discharge the balance.

Independent Union Wins Bayway Election

In an NLRB-supervised election, Aug. 22, at Humble's Bayway, N. J. refinery, maintenance and production employees voted to retain the Independent Petroleum Workers Union of Bayway as their bargaining agent. The election was ordered by the NLRB following a petition filed by the Oil, Chemical and Atomic Workers Union (AFL-CIO). Results of the 1027 ballots cast, out of 1,167 eligible to vote, were:

Independent Petroleum Workers.....	620
OCAW	370
No union	10
Void	1
Challenged	26

The vote in favor of the independent Bayway union follows a similar victory by an independent union at the Company's Baytown refinery in July. Both independents received better than 60% of the ballots. However, at Baytown, the Gulf

Coast Industrial Workers Union displaced the OCAW, which had been bargaining agent for 4 years.

New Appointment

STANLEY B. HAAS joined our Traffic Dept. Aug. 1 as Economics and Planning Coordinator, succeeding Francis L. Dixon, Jr., who transferred to the Company's Supply and Transportation Dept.



Mr. Haas comes to Houston from New York, where he was Assistant Head of Tonnage Analysis and Forecasting in Jersey's Transportation Coordination Dept. He has 14 years' service in the Company, beginning at the Bayway Refinery in 1949 after graduating from Iowa State University with a degree in Chemical Engineering. During World War II he was a radio operator in the 8th Air Force in Europe and the Air Transport Command in the China-Burma-India theatre.

In his new post, Mr. Haas will be concerned with ocean and inland waterway transportation developments and studies of proposed Company investments in marine equipment.

TAFFRAIL TALK

"It's a boy," the announcement said — Joseph R. Hendershott, Jr., a husky 8 lbs., 5¼ oz., born Aug. 11 to Mr. and Mrs. Hendershott, of Cadiz, Ohio. Joe, Sr. was AB in the *Esso New York* prior to his current paid leave.

Esso Gloucester men had the benefits of a foreign voyage when their vessel loaded at Port Isabel, Texas on Aug. 7-9. Some of the men made the 25-mile trip to Matamoros, Mexico and returned with objets d'art, carvings, baskets, leather items.

OBITUARY

MESSMAN NORMAN A. JACKSON, 55, died Aug. 29 in Baltimore, where he had been hospitalized with heart trouble for the past 3 months. He is survived by 3 sisters in New Mexico, his home state.

Mr. Jackson served in the fleet as Messman for 15½ years, starting Feb. 1, 1948 in the *Pine Ridge*. His last ship was the *Esso Tampa*.

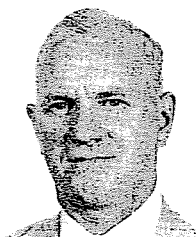
ESSO FLEET NEWS is published for the seagoing employees of the Marine Division, Humble Oil & Refining Co.: Joseph Andraee, General Manager; Sydney Wire, Assistant General Manager.

W. E. Gardner, 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 1, Texas

JULY 1 RETIREMENTS

CAPTAIN AKSEL SELVIK. In 40 years at sea (29 with Esso), Captain Selvik rates the *Paul H. Harwood's* passage from Murmansk to the Clyde in Feb. 1945 as his most unusual experience. The ship was his first command, was battered by a gale for 12 days and was under frequent enemy attack. Seven months previously he had been Chief Mate in the *Esso Harrisburg* when she was torpedoed and sunk off the coast of Venezuela.



Born in Norway, Captain Selvik sailed in Pan Am tankers and McCormick SS Co. freighters before starting in the Esso fleet, Dec. 28, 1933, as AB in the *E. J. Bullock*. He was promoted to Third Mate in the *S. B. Hunt* (Oct. 1935), to Chief Mate in the *Wm. G. Warden* (Nov. 1940) and to Master of the *Esso Greenville* (Nov. 1957). For the past 2 years he has had the *Esso Huntington*.

Residents of Ridgewood, N. J., Captain and Mrs. Selvik plan to do some traveling, possibly to Europe. Meanwhile, there is gardening and — housekeeping, in the shipboard sense.



THIRD MATE CHARLES I. FOOTE shipped out of San Francisco with the Dollar Line from 1925-28 and again from 1932-35, attending the U. of W. Va. during the interval to get a B.A. degree. He joined the Esso fleet as AB on March 20, 1942, after serving in the U. S. Army as a 1st Lieut. Although he lost his first ship, the *Esso Houston*, when she was torpedoed and sunk off

Barbados in May, 1942, he went out in 6 more vessels during the War. He advanced to Third Mate in the *Esso Charlotte* in Jan. 1951 and sailed in this rank and as Second Mate for the balance of his 18½ years of credited service.

Mr. Foote was born in Conn. and lives in Staten Island with his wife, Marian.

RADIO OFFICER JOSEPH A. CURRY could tell you some interesting stories about the Orient. He was radio operator in the Dollar Line's *President Hayes*, enroute from Hong Kong to Shanghai in 1928 when Chinese pirates attempted to take over the ship. From May 1942 to Oct. 1945 he was in the Air Force and was awarded the Distinguished Flying Cross with Cluster and the Air Medal with 2 Clusters while serving as a flying operator in Burma and China.



Mr. Curry was a radio operator with several steamship companies between 1926 and '29, worked ashore until the War and went to sea again as Radio Officer in the *Esso Pittsburgh* in Jan. 1947. During his 16½ years in the fleet he spent over 3 years in the *Esso Florence* and a like period in the *Gettysburg*. He plans

to take it easy at his home in Staten Island and "find out how it feels to stay in one place for awhile."

CHIEF ENGINEER DONALD DUNBAR and his wife, Iris, should now be on a tour of the U. S. in a pick-up truck with an over-cab camper, according to their plans in June. They were to visit Florida in Aug., then to Seattle by easy stages and back home to Alstead, N. H.



Mr. Dunbar has been going to sea since 1924 except for 4 years (1935-39) in shore plants. He shipped out in unlicensed ratings in 8 or 10 Munson ships, was Third Asst. with Bull and Grace lines and worked in several excursion boats. He sailed throughout World War II, making 3 trips to Murmansk and surviving 2 torpedoings — the *Lebore*, north of Balboa and the *Olga*, off Cuba. His 16¼ years with the Company began as Third Asst. in the *Wallace E. Pratt* on April 1, 1947. Most of his service from Sept. 1948 to his retirement was as First Asst. and Chief Engineer, with the *Esso Roanoke*, *Chattanooga* and *Miami* accounting for over half that time.



CHIEF ENGINEER GURNIE R. LEE. "Supervising my farms (tobacco, corn, cotton) will keep me more than busy," Mr. Lee said, referring to his retirement plans. He added that "my proximity to excellent colleges for the children and to both seashore and mountain resorts plus an ideal year-round climate, pretty well assure me that this is it." "This" means

his home in Fremont, N. C., about 40 miles SE of Raleigh.

After starting to sea with Moore McCormack Lines in 1928, Mr. Lee began his 29½-year Company career as Fireman in the *Beacon* on Dec. 30, 1933. He made Third Asst. in June 1934 (*William Green*) and served as First Asst. and Chief Engineer in 7 vessels during the first 2½ years of World War II. He also served in these ranks between 2 periods as Repair Inspector — July 1944 to Aug. 1945 and April 1956 to Jan. 1962. For the past year he was Chief in the *Esso Newark*.

Mr. and Mrs. Lee have 3 children — Robert 20, Ann 16 and Carol 15.

SECOND ASSISTANT ENGINEER ERICH BLUME had 32 years, 5 months of continuous service in the fleet, beginning in the *H. H. Rogers* on Aug. 13, 1929. He was OS and AB for a year and Wiper, Fireman and Oiler from Oct. 1930 to Feb. 1938, when he advanced to Third Asst. in the *Esso Bayonne*. He sailed as Third and Second Asst. in the *Esso Nashville* from Aug. 1940 until the ship was torpedoed off North Carolina on March 21, 1942 and again as Second Asst. for 3 years after she was returned to service in March 1943. Continuing as



July 1 Retirements (Continued)

Second Asst., he was in the *Esso Hartford* for more than 11 years and had 2 each in the *Esso New Haven* and *Esso Chester*.

Mr. Blume and his wife, Maria, live in Hillsdale, N. J.

THIRD ASSISTANT ENGINEER KNUD E. SCHMEHL and his wife, Justine, live in Temple City, Calif., a suburb of Los Angeles. Shipping out of West Coast ports before he joined Esso, Mr. Schmehl was Third and Second Asst. in General Petroleum Corp. tankers from 1939-42 and First Asst. and Chief Engr. in Pacific-Atlantic SS Co. freighters from 1942-47.

From his first assignment in the fleet (Third Asst. in the *Esso Camden*, March 15, 1948) until his retirement, Mr. Schmehl sailed as Third, Second and First Asst. Engr. and had one berth as Chief—the *Esso Bayonne* in Aug. 1951. Last year he was on the 102-day round-the-world voyage of the *Esso Jacksonville*. He had 15 years, 2 months' credited service.

THIRD ASSISTANT ENGINEER ROLAND A. WALTON, now Extra Chief Engineer with Eastern SS Co. in Miami, served nearly all his 15 years in the fleet as Third, Second and First Asst. Engr. He had 2 special assignments in 1959 and '60 as Advisory First Asst. and Advisory Chief Engr. in the newly built *Esso Maracaibo* and *Esso Caripito*. Prior to his Company service, he was with Sprague SS Co. as an Asst. and Chief Engr. from March 1943 to Nov. 1946.

Massachusetts-born, Mr. Walton's home is in Sudbury, a small town 10 miles west of Boston. He and his wife, Priscilla, have a 20 year old daughter, Beverly.

ABLE SEAMAN NORMAN T. KARLSEN. With a "so long to everyone and thank you all for the help and consideration given to me," Mr. Karlsen retired to his home in East Keansburg, N. J., where he will have a garden and probably get a part-time job.

Born in Norway, Mr. Karlsen was 15 when he started to sea with the Norwegian America Line. He came to this country in 1921, worked in a cement plant for 11 years, then spent 14 years with Texaco, advancing from OS to Bos'n. He joined the *Esso Wilmington* on Dec. 3, 1946 and served continuously as AB in the fleet for 16½ years. "I was in many Company ships," he said, "all of them good."



OILER WALTER G. CROPSY served continuously as Oiler from the day he joined the *Esso Bethlehem* (Dec. 16, 1947) until his retirement, except for 3 assignments as Storekeeper. With 6 months' prior service as Wiper and FWT, his total credited time was 15 years, 10 months. Most recently he sailed in the *Esso Jamestown* and *Esso Bangor*.

A native New Yorker, Mr. Cropsey lives in Brooklyn with his wife, Norine.

FIREMAN-WATERTENDER CARL B. THORPE has a solid record of assignments as FWT from Aug. 1948, when he joined the *Esso Springfield*, to his last ship before

retiring, the *Esso Tampa*. Between 1928 and 1947 he had a year and a half of intermittent service as Fireman and Oiler.

Mr. Thorpe was born in Georgia, is married (wife, Helen), and has lived in Bayside, L. I., N. Y. for many years.

FIREMAN-WATERTENDER FURMAN R. HUTSON had the distinction of sailing on the maiden voyages of 3 vessels—the *Esso Huntington* in Oct. 1953, the *Esso Gettysburg* in March 1957 and the *Esso Baltimore* in July 1960. He was FWT throughout his 18½ years in the fleet, serving intermittently from Nov. 1936 to Feb. 1946 and continuously thereafter.



A South Carolinian, Mr. Hutson lives in Columbia, S. C. with his wife, Alice. He enjoys woodworking and has a complete set of power tools.



CHIEF COOK HENRY J. CAMILLO retired after 44 years of preparing and serving food at sea and ashore. He started as messman in a C. H. Sprague collier in 1919, worked ashore in Newport, R. I. (1921-25), in Pan Am's *George G. Henry* (1926-28) and at the U. S. Naval Torpedo Station cafeteria for 18 years—1928-46. His 15½-year Company career began as Chief Cook in the *Esso Utica* in Aug. 1947 and continued in that rating up to his retirement, except for a few months as Messman.

Mr. Camillo has lived in Newport a long time and his plans to "take life easy" include fishing, gardening and a trip to California with his wife, Julia.

MESSMAN CHARLES W. PETERS retired with over 16 years' service in the Company, which included only 5 days of sick leave. His assignments were all as Messman, starting with the *Esso Bayonne* in May 1947 and ending with the *Esso Lima*. He was one of the original crew members of the *Esso Baltimore* in July 1960.



Born in Floyd County, Va., Mr. Peters sailed with the Shepard and Matson lines and the McCormick Steamship Co. during World War II. Previously, he worked in a service station and as a salesman in Beckley, W. Va.



MESSMAN FORTUNATO P. CERA came to the Esso fleet in April 1948 after sailing with Isthmian Steamship Co. He started as Second Cook in the *Queenston Heights* and served in this rating and as Messman and Utilityman throughout his 15 years with the Company. He was born in the Philippine Islands and makes his home in Philadelphia.