ESSO FLEET NEWS

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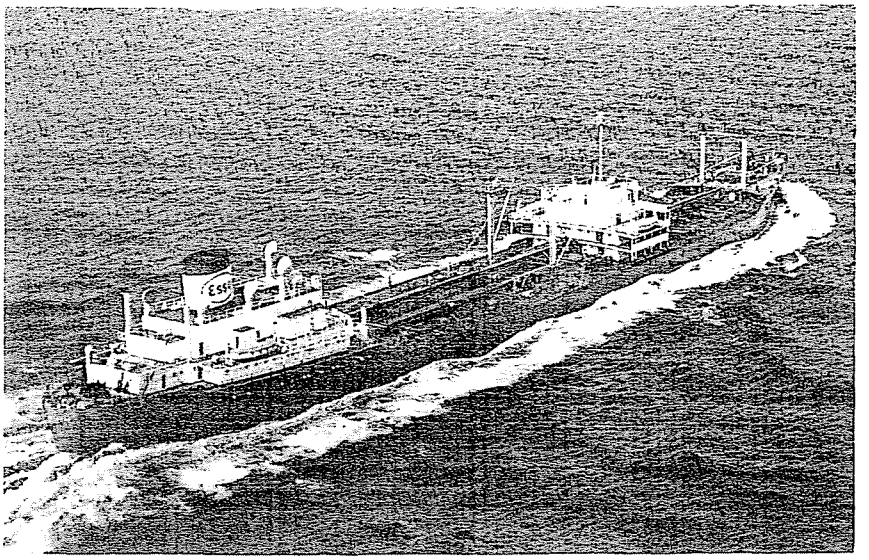
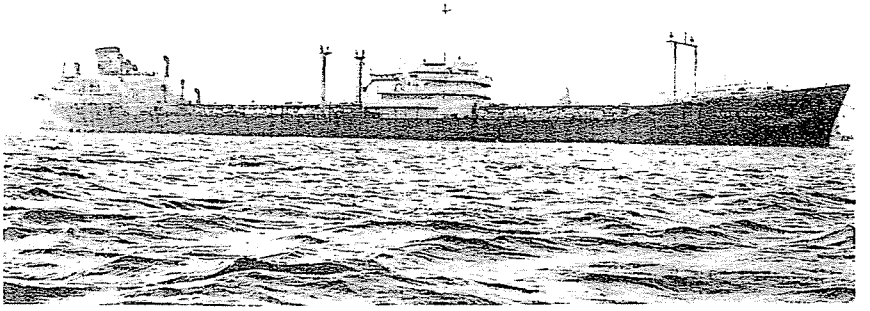


The 28,723 *Esso Dallas,* above, was built in 1950. She sailed as the *Esso Bermuda* until 1962 when she was renamed the *Esso Dallas.* The *Enco Gloucester,* below, formerly the *Esso Gloucester,* was built in 1953. Each ship is 628 feet long with a beam of 82½ feet and a designed speed of 14.2 knots.



Marine Disposing of 2 Ships: Enco Gloucester, Esso Dallas

The Marine Department will dispose of two ships within the next few months. The ships are the *Enco Gloucester,* which has been in West Coast trade since June, 1969, and the *Esso Dallas* on outward charter to another company since July, 1970.

Although the disposal of the two vessels reduces the fleet to 20 ships, the company still has the largest privately-owned fleet of tankers operating under the U.S. flag.

Why is the company planning to remove these two vessels from the

(See SHIPS, continued on page 2)

ESA Ratifies New Agreement; Major Changes Listed

The Esso Seamen's Association on May 25 voted 198 to 104 to ratify a new three-year Agreement.

The Agreement is effective from January 1, 1971, through August 31, 1973. The Agreement includes a wage (and pension) reopener effective on or after August 31, 1972.

Major changes in the new Agreement are:

- A lump sum payment to each employee on the active rolls on the ratification date (May 25, 1971).
- A second lump sum payment to be made to each employee on the active rolls on December 1, 1971.
- Increases in hourly overtime rates effective June 1, 1971.
- Increases in the monthly sums for work performed during regularly scheduled hours on Saturdays, Sundays, and holidays, all effective on June 1.
- Payment of penalty time rates for loading or discharging bulk cargo between 5 p.m. and 8 a.m. on week days, effective June 1.
- Payment of a flat rate of $5 for local transportation to each unlicensed employee at the port where he is relieved to go on paid leave and when he joins a vessel in his base port.
- Temporary employee who accumulates 12 months credited service becomes a regular employee.

Several changes were also made in the Working Rules Articles of the Agreement.

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*(**SHIPS,** continued from page 1)*

fleet? What happens to personnel assigned to these ships? What about the future of the fleet?

For answers to these and other pertinent questions, Fleet News interviewed Marine General Manager R. C. Curtis.

Q) Mr. Curtis, why is the company disposing of the *Enco Gloucester* and *Esso Dallas?*

A) Changes in the nation's supply pattern for crude and crude products has thrown us long on tonnage so that now we have too much vessel capacity and not enough cargo demand to fill this capacity.

Q) Couldn't these changes have been predicted in 1967 when we ordered three new 75,000-dwt tankers which obviously added to our excessage tonnage problem?

A) There were several reasons for ordering these new tankers. For one thing, Humble refineries and key marketing terminals are equipped to handle tankers of the 75,000-dwt class. Therefore, it's more economical to take advantage of these facilities by using large ships which can carry more products —reduce the number of costly roundtrips, for example. For another thing, in 1967 we thought that a pipeline bringing Prudhoe Bay crude to the ice-free port of Valdez, Alaska, would be operating within a few years and we would be ready with ships to transport this oil to West Coast refineries. Well, the pipeline is still several years away yet. Even though this business did not materialize, we were still able to outward charter some of our ships to various foreign movements, including four grain shipments in 1970. But the foreign situation has become more stable so that now we do not foresee continued profitable utilization of smaller tankers in this business in the near future. With no indication of an increase in tanker demand in the U.S. in the near future, and with the reduction of our foreign charter business, we now find that our fleet is too big.

Q) Will the *Gloucester* and *Dallas* be sold, traded, or what?

A) It depends upon the best return we can get for our investment in each vessel. However, considering the market today, and what is forecast in the future, we're reasonably sure that the ships will be sold through competitive bidding.

Q) How do you determine what ships to sell?

A) We look at a number of things, including the size and condition of each vessel, its cargo carrying capabilities for products and crude consistent with our forecasted requirements, and probable sales value. Those are a few of the factors we consider.

Q) When will the *Gloucester* and *Dallas* be removed from company service?

A) We expect to take them out of Humble service in July and August.

Q) The *Gloucester* is currently in West Coast service supplying crude and products to Benicia Refinery and other customers. Will another ship in the fleet be assigned to this service?

A) Yes. We plan to transfer the *Esso Newark* to the West Coast upon completion of her offshore trip to Bombay. Hopefully, we can get a backhaul from the Persian Gulf to the West Coast.

Q) What will happen to the regular employees assigned to these two vessels?

A) We always want to provide jobs for our regular employees. This is one of the first things we consider when making changes in the fleet. The regular employees in the *Gloucester* and the *Dallas* will be assigned to other vessels in the fleet. Although every effort will be made to assign them to their rated jobs, a few men in the Engine Department may be asked to accept lower ratings until vacancies in their regular ratings occur, probably as a result of natural attrition. The average employee in our seagoing fleet is about 50 years old. The main thing is that we want to provide job openings, especially at this time when jobs are scarce in the merchant fleet.

Q) Mr. Curtis, does the company plan to dispose of any more ships in the fleet?

A) Based on our business requirements at present, the disposal of these two vessels will place us in balance. Naturally, an increase or decrease would dictate our future requirements.



SHIPMATES WERE on deck to wish Rolf Hallesen, AB in the *Esso Philadelphia,* good luck and to present him with a wallet containing money. Although he has no definite plans for spending his retirement years, he intends to put the gift to good use. Standing next to Hallesen is Captain Henry Wichman, master of the ship. When Hallesen retired May 1, he ended more than 48 years at sea, 23 of them with the Esso fleet. He joined the company as AB in the *Esso Bayway* and served in various vessels.

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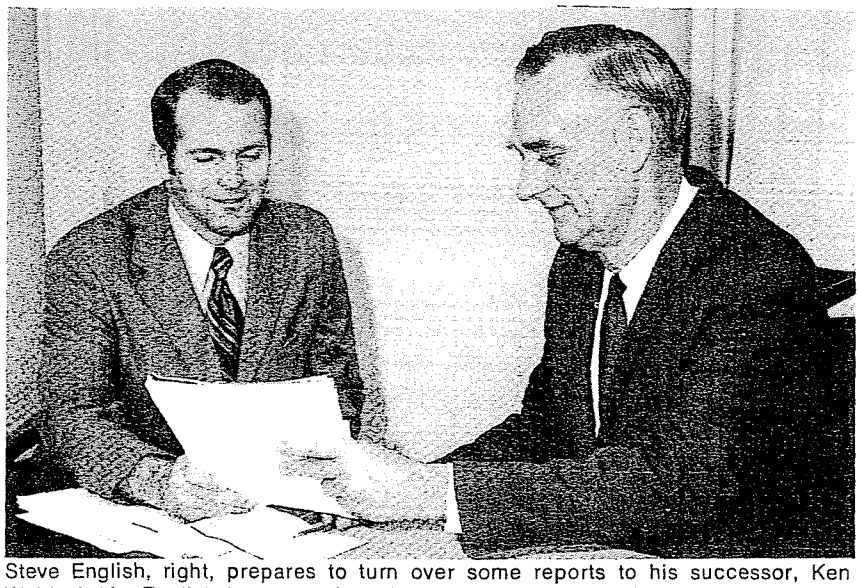

Steve English, right, prepares to turn over some reports to his successor, Ken Waldorf. Mr. English is completing his vacation before retiring as Marine repair superintendent on July 1.

Steve English Retires July 1

Steve M. English, Marine repair superintendent, retires July 1 with 41 years of company service.

He joined the Standard Shipping Company, a Jersey affiliate, in 1930 as Ordinary Seaman. He served on various ships, advancing to junior engineer in 1939, third assistant engineer in 1940, second assistant in 1941, and first assistant in 1942. He was serving in that capacity in the Esso Providence in the dangerous war year 1942 when all sinking records were broken. Although the Providence suffered a direct hit during an air raid while bunkering ships in the harbor at Augusta, Sicily, the crew was able to complete discharging her important cargo of special Navy fuel oil and to unload the 241 belly tanks she carried in her forward hold.

The Providence, with wreckage held in place by wire cables, steamed to Malta for repairs. While there, one of the ship's ammunition magazines mysteriously caught fire. As powder containers burned and 20-millimeter shells exploded, First Assistant Steve English instantly started the fire pump, putting 100 pounds of water pressure on the fireline and helped extinguish the flames before they could spread to the rest of the ship.

After the war, Mr. English returned to Standard Shipping Company and became chief engineer in 1946. In 1950, he transferred from the seagoing fleet to Bayway Refinery as Marine repair inspector. His next transfer was to the New York office in 1950. He later advanced to the position of supervising inspector and was named assistant manager (Repair Division) in 1958.

In 1961, when the Marine Department transferred to Houston, Mr. English transferred with it as Marine repair superintendent.

Although Mr. English does not have any immediate plans for his retirement years, he and his family will continue to live in Houston. "I have a lot of friends here, especially co-workers whom I've enjoyed working with during my career. I'll be seeing them. Otherwise, I'm just going to take each day as it comes, at least for a while," he said.

At retirement ceremonies in Houston on May 28, Marine employees presented him with a portable TV set.

Waldorf Succeeds English

Ken Waldorf, who has been serving as assistant to the repair superintendent since early last year, has been named to succeed Steve English. Mr. Waldorf, who was an economic analyst in Marine Logistics and Planning prior to becoming assistant repair superintendent, holds a BS degree from the U.S. Naval Academy. He served six years as a submarine officer in the Navy and then attended the University of California where he received a master's degree in Business Administration. He joined Humble April 1, 1969.

Check Withholding To Avoid Big Lump Sum Payment In April

Many taxpayers are likely to have too little withheld from their paychecks this year, the Internal Revenue Service warns. For one thing, the top withholding rates are limited to 24 per cent for single persons and 25 per cent for married persons, while actual tax rates run much higher. In addition, withholding is based on the new 13 per cent standard deduction. But there's also a $1,500 ceiling on that deduction, and withholding doesn't allow for that.

Taxpayers most likely to need extra withholding include:

- Employees who expect to earn more than $11,500 in 1971 and intend to claim the $1,500 standard deduction or itemize deductions totaling less than 13 per cent of their salaries.
- Single employees who expect to earn $15,000 or more.
- Married employees who expect to earn $25,000 or more and whose spouses are not working.
- All working couples.

Employees in any of these categories who wish to avoid paying a large tax bill next April may either reduce their present number of claims exemptions or sign up for additional withholdings. Either of these methods may be accomplished simply by using Form W-4 available from masters and branch offices.

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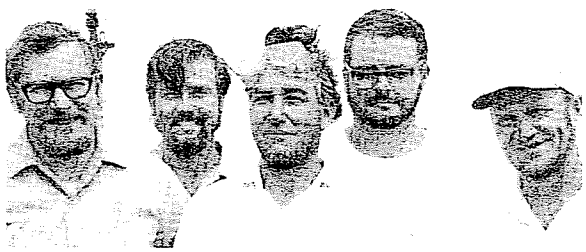
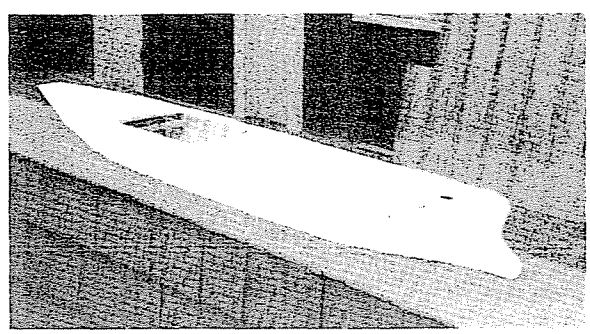


BEARDED WONDERS OF THE DEEP—Beards are in style aboard the *Esso Lima* for both the officers and men. Sporting beards are from left: Captain Bertram O. Christensen, master, David Esdale, 3rd mate, Andres Martinez, AB, Paul Wood, AB, and Harold Ronhave, chief mate. Captain Christensen reports that the trip to the United Kingdom was pleasant, despite fog and rough weather both ways. He said that the people of Hamble, England where the crew stayed for four days, were impressed with the men of the *Esso Lima*. "The people of the village told me the crew's deportment was the most exemplary they had seen in any American ship visiting there," he said. The *Esso Lima* is now back to stateside duty and is currently en route to St. Croix, Virgin Island to take on jet fuel for Rota, Spain.



MAURICE WISHNOFF, steward in the *Esso New Orleans,* checks a pan of rolls to make sure that they are browned just right for serving as Chef John Baptista takes them out of the oven. Wishnoff, with over 20 years service in the fleet, is one Marine's best-known and long-time stewards. "The changes I've seen in the galleys of ships range from coal burners to oil to the electric stoves and ovens we now use," he recalled, and added: "Although our cooking equipment has been modernized over the years, we still have to keep a watchful eye over how food is ordered, stored, and prepared. And it still takes the skill and know-how of a good cook to plan, prepare, and serve nutritious, tasty meals three times a day to 30 or more men, whether it's mixing dough, cooking steaks, or baking or frying potatoes."

IF YOU EVER get down Florida way, you have a standing invitation to visit Stanley R. Anthony, AB, who retires August 1 and is now on paid leave. He writes: "Just a note while I'm waiting for my wife to return from a shopping trip with the family car. We're going to hitch up the 15-footer and buzz the mile and a half to the Gulf as the Reds are running. Sure, I use Esso in the Evinrude 35. I'm writing to invite all my friends down for some Fun in the Sun, providing they bring a little rain." Stanley lives at 106 N.E. Glendale Avenue in Port Charlotte, Florida. Better write him before you go, however, as he is mighty well known and has lots of friends. Reservations may be needed. You might need to bring food in case the fishing fizzles.



"I WOULD LIKE TO thank you for the blueprints you sent me of the *San Francisco* class tankers. I am enclosing a picture of the model I am building from the plans as she was about two months ago." So wrote Gregory Brooks, captain of the tug *Esso Bay State*. His letter to George Boer, draftsman in the Marine Technical Section, also contained the information that Captain Brooks is just finishing the deck piping and the installation of radio control equipment in his model. "By radio control I will be able to steer the vessel; vary the speed, both forward and reverse; and stop the engine. I plan on having the model ballasted to her light sailing condition, but through a deck hatch I will be able to add more lead to bring her down to her marks. I'll send more photos when she finally hits the water." We'll be looking forward to seeing some fine action shots, George.

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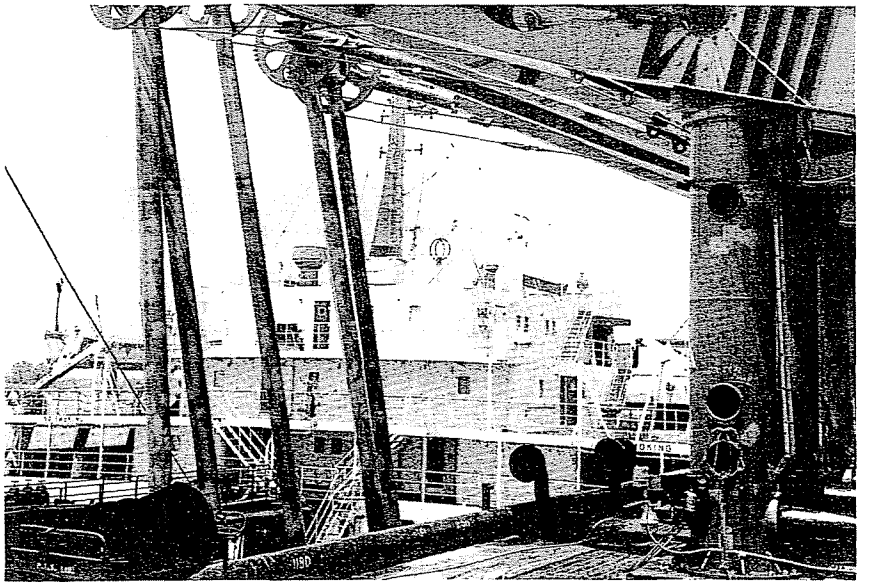
RECENT DEATHS

SETH G. DAVIS, third assistant engineer at the time of his retirement in 1962, died at Portland, Maine, on May 2. After sailing with other shipping companies, Mr. Davis joined the *Frederick Ewing* as second pumpman in 1929. His first licensed berth was third assistant in the *Benjamin Brewster* in 1934. During World War II, Mr. Davis was first assistant in the *Elisha Walker* for 16 months, sailing in the Pacific, Indian Ocean, and Persian Gulf. He also experienced 33 days of VI and VII rocket attacks in Antwerp. He last served in the *Esso Bridgeport.*

SAM BENEDICT, bargeman in the Inland Waterways fleet, Baton Rouge Branch, died May 11. He was employed in 1927 as second class deckhand in what was then the Lighterage Department of the Standard Oil Company of Louisiana. In 1930, he advanced to first class deckhand and in 1937 became pumpman and worked at the Carrollton Avenue Terminal in New Orleans. He became a bargeman in 1941 and continued in that rating until retirement in 1958.

SVERRE JOHNSEN, who retired from the fleet in 1966, died of a heart attack on May 20 at New Port Richey, Florida. Mr. Johnsen joined the fleet in 1930 as machinist in the *E. J. Sadler.* He was sailing as third assistant by the end of the year, became first assistant in 1935, and sailed as chief in the *Allan Jackson* in 1937. For five years, commencing in 1941, he was on the relieving staff in New York and from 1948 to 1950 he was a repair inspector. His last berth was in the *Esso Gettysburg* as chief engineer.

Last Lost-Time Injury
In Esso Fleet
May 19



The *Esso Baltimore* is shown here loading products through the five new marine loading arms at Baton Rouge docks. The new equipment not only permits faster loading of tankers and barges, but it also enables the job to be done with less risk of spillage.

New Loading Arms To Shorten Turnaround Of Ships, Barges Loading At Baton Rouge

Five new 12-inch (diameter) marine loading arms are helping to shorten turnaround times for vessels loading or discharging products at Baton Rouge Refinery docks. This is the second set of arms now in service there.

The first set, installed about three years ago, has showed an average saving of 3½ to 4 hours of turnaround time, depending on the type of product being handled. This is significant considering that delays in port whether caused by slow loading rates, breakdowns in equipment, or inefficiency of personnel, costs from $200 to more than $1,000 an hour, depending on the size of the ship and market conditions.

The new equipment features several improvements over the first set of arms which are hydraulically controlled from a tower located nearby. The new set can be operated from any point in the dock area—even from aboard ship. Should a problem develop in the radio-controlled equipment, the arms can be operated directly from a hydraulic console.

The new arms also feature quick connect/disconnect couplers which not only provide a savings in time in these operations, but also make it possible for a quick disconnect in the event of an emergency.

Changes were also made in the piping manifold that ties into the loading arms so that now "clean" and "dirty" products do not flow through the same manifold header lines. This reduces manifold cleaning time that otherwise would be necessary when switching from loading one type of product to another.

Masters, Pilots, Mates Accept Amendment

The Organization of Masters, Pilots and Mates of Baton Rouge, Louisiana, on Sunday, May 30, voted 34 to 7 to accept the Baton Rouge Branch proposed three-year Amendment to their existing Agreement. The Amendment had to do with wages and working practices.

IIWU Agrees To Amendment

The Independent Industrial Workers Union has agreed to a three-year Amendment to their existing Agreement. The Amendment concerns the company's share of contributions to hospitalization, and wage increases over the contract period of 7 per cent, 6 per cent, and 5 per cent.

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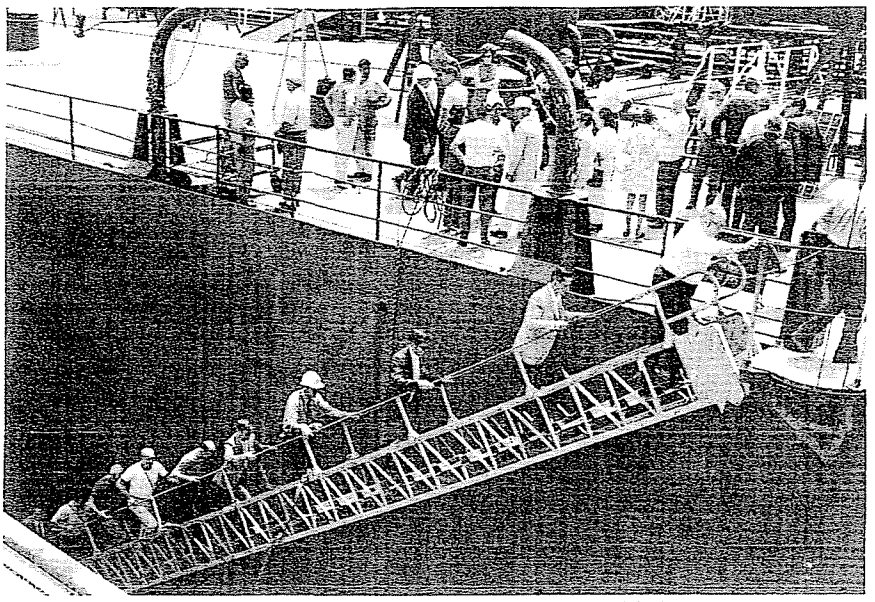

Government representatives board *Esso New Orleans* for guided tour.

Government Representatives Visit Ship

A total of more than 50 men and women holding petroleum assignments in various government units learned more about tankers and their operations during a Defense Fuels Indoctrination Course in Houston from May 24 through May 28.

The course, sponsored by the American Petroleum Institute, was conducted by Humble and five other oil companies. Each company was responsible for a portion of the program which consisted of talks on various aspects of the petroleum industry, from exploration and production of crude oil to the supply, transportation, and marketing of petroleum products.

Humble's portion of the course included Marine planning and operating procedures. Brom Mookhoek and Al Hansen, both in the Marine Logistics and Planning Section, gave talks describing features of tanker construction, U. S. tanker capacity, the tanker charter market, Inland Waterways operations, and so forth.

During one of the several field trips taken during the meeting, the government representatives toured Humble's Baytown Refinery and visited the *Esso New Orleans* in port there. The group was conducted on the tour of the vessel by W. W. Cottle of the Baytown Branch Office, and Captain Taisto Johnson, master of the *New Orleans.*

John Nardone Commended

When a fire broke out recently in the galley of *Esso Barge No. 18,* the quick action of John Nardone, bargeman, saved the vessel from serious damage. Nardone quickly sounded the alarm and proceeded to fight the fire singlehandedly before help arrived.

In a letter to Nardone commending him for his efforts, Sydney Wire, Marine assistant general manager, said: "This letter is to let you know that the Management appreciates your good work. It will be made a part of your permanent record of service—a hearty Well Done."

ESSO FLEET NEWS is published every other Monday for active and retired employees of the Marine Department, Humble Oil & Refining Co.; Russell C. Curtis, General Manager; Sydney Wire, Assistant General Manager.

GENE LEGLER, *Editor*

Contributions and suggestions are invited and should be addressed to the Editor, ESSO FLEET NEWS, Humble Oil & Refining Co., P. O. Box 2180, Room 4193, Houston, Texas 77001.



PERSONNEL IN the *Esso Philadelphia* were presented the Marine Department Certificate of Safety along with the National Safety Council flag recently, recognizing them for completing the 1970 calendar year without a lost-time accident. Kneeling from the left are: A. B. Randall, marine safety officer; Captain Henry Wichman; William J. Williams, radio officer; and Stephen Jones, messman. Standing from the left are: Rolf Hallesen, AB; Gene Reckling, AB; Will Clementsen, AB; Russell S. Sawyer, third mate; Joseph Calvo, OS; Thomas A. Naylon, OS; Michael J. Torres, OS; Edward H. Lang, AB; Richard N. Presson, oiler; Walter A. Johnson, second mate; Juan C. Razo, AB; and William M. Hyatt, second assistant.

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