

ESSO FLEET NEWS

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May 5, 1960

Ten Ships Voted in First 10 Days of Election

Balloting by Esso seamen to determine their choice of a bargaining agent in the NLRB-supervised secret election got off to a good start on April 25. Two ships were voted—the *Esso Lexington* and *Esso Jamestown*. Balloting took place on the *Lexington* between 1415 and 1515 as the ship lay at anchor off Stapleton. Later in the afternoon the *Jamestown* men cast their ballots while their vessel was at the Consolidated Edison dock, foot of Hudson Avenue, Brooklyn.

On April 28, crew members in the *Esso Bangor* voted at Bayonne and *Esso New York* men at Harkness Point, Philadelphia. The *Florence* and *Raleigh* were voted at Stapleton on April 30, as was the *Allentown* on May 1. Voting on the *Esso Newark* was held while the ship was enroute from Stapleton to Bayway on May 3 and seamen in the *Bethlehem* and *Paterson* balloted at New York and Paulsboro, respectively, on the following day.

Secret ballots taken from each ship are sealed in a special box and deposited in a vault at the Labor Board office. The ballots will not be opened and counted until all ships have been voted three times.

Deck Department Seamen Present Tribute to Captain Griffiths

On March 19 the *Esso Lexington* was northbound, steaming full ahead for Boston. Captain Harold Griffiths received a message from the Chief Mate. Some crew members wanted to see him in the saloon. Entering the room, the Captain was confronted by seven stern-faced seamen.

"You have a complaint?" the Captain asked.

"Yes, sir, and here it is," a spokesman said, handing the Captain a rolled-up piece of paper.

Unrolling the letter, Captain Griffiths read:

ESSO LEXINGTON

March 19, 1960

Captain Harold Griffiths:

Taking cognizance of the fact that you are to proceed on paid leave on the termination of this

voyage, we, the unlicensed members of the Deck Department, wish to convey to you our best wishes for continued good sailing. We acknowledge, coincidentally, that this might be your final voyage aboard our vessel, the *Esso Lexington*. Regardless of whether you return aboard this immediate vessel or assume a new command, we hereby wish to demonstrate the depth and extent of our warmth and genuine sense of appreciation toward you. Please accept this memento as a perhaps inexpensive yet sincere gesture of our gratitude and acknowledgment of your many courtesies and kindnesses.

(signed)

Bos'n Henry C. Payne
AB Anthony DeCroti
AB James Gray
AB Alexander M. McDonnell
AB Eugene E. Van Fleet

DM Rolf C. Hansen
DM Carl C. Vella
OS Leon H. Matusiak
OS Andrew T. Nemechek
OS Walton Stansbury



First Asst. Engineer Michael R. Zencoe

Presenting a token of esteem to Captain Harold Griffiths aboard the *Esso Lexington* are, left to right, OS Walton Stansbury, OS Andrew Nemechek, AB Alex. McDonnell, Captain Griffiths, DM Carl Vella, AB James Gray, AB Eugene Van Fleet and DM Rolf Hansen.

Touched by the unexpected sentiment in the letter, Captain Griffiths thanked the men warmly and opened their "memento"—a handsome fountain pen. We are sure he will treasure it for the rest of his days.

The Inside on the "Outsiders"

You will notice that on the NLRB ballot now being voted in the fleet, the ETMU-SIU is shown as follows:

Esso Tanker Men's Union, Affiliated with Seafarers International Union of North America, Maritime Trades Department, AFL-CIO

On the theory that one can't tell the players without a scorecard, we are presenting an excerpt from the Government publication entitled DIRECTORY OF NATIONAL AND INTERNATIONAL LABOR UNIONS IN THE UNITED STATES, 1959 (Bulletin No. 1267). This is a list of the unions which comprise the Maritime Trades Department.

Boilermakers, Iron Shipbuilders, Blacksmiths, Forgers and Helpers; International Brotherhood of.
Carpenters and Joiners of America; United Brotherhood of.
Cement, Lime and Gypsum Workers International Union; United.
Distillery, Rectifying and Wine Workers' International Union of America.
Electrical Workers; International Brotherhood of. Engineers; American Federation of Technical. Engineers; International Union of Operating.
Fire Fighters; International Association of.
Firemen and Oilers; International Brotherhood of.
Grain Millers; American Federation of.
Hod Carriers', Building and Common Laborers' Union of America; International.
Iron Workers; International Association of Bridge, Structural and Ornamental.
Laundry & Dry Cleaning International Union.
Leather Goods, Plastic and Novelty Workers' Union; International.
Longshoremen's Association; International.
Marine Engineers' Beneficial Association; National.
Maritime Union of America; National.
Masters, Mates and Pilots; International Organization of.
Office Employees International Union.
Plumbing and Pipe Fitting Industry of the United States and Canada; United Association of Journeymen and Apprentices of the.
Radio Association; American.
Seafarers' International Union of North America.
Sheet Metal Workers' International Association.
State, County and Municipal Employees; American Federation of.
Telegraphers' Union; The Commercial.
Upholsterers' International Union of North America.

The ETMU-SIU leadership has repeatedly pledged to Esso seamen that it would keep out "outsiders". Can you imagine a more "outside" group with which Esso seamen could be involved?

Fourth Special Citation for Sanitation Won by Esso Fleet

The Public Health Service of the Department of Health, Education and Welfare has notified the Company that, for the fourth consecutive year, each of its vessels has received a Public Health Service Certificate of Sanitation. The overall inspection

rating on these vessels was 98 during 1959. As a result of the high rating achieved by the entire fleet, a Special Citation will be awarded.

In advising the Company of the pending award, Malcolm C. Hope, Chief of the General Engineering Program, USPHS, Washington, added:

"At the same time, I want to express my appreciation for the cooperative attitude which your officers and employees have maintained over a period of years toward the personnel of our vessel sanitation program. This relationship has contributed much in our mutual efforts to control the incidence of communicable diseases."

Retractable Soot Blowers Proving Beneficial

Soot blowers that can be run into the superheater tube banks and retracted when not in use are being installed in the *Esso Gettysburg* during the current repair period. The retractable blowers operate at 250 lbs. steam pressure and are designed to remove soot and slag from the hottest part of the boiler, where permanent soot blowers are impractical. Each boiler will have two of the retractable blowers.

A similar installation, made in the *Esso Huntington* last year, proved effective in increasing boiler efficiency and considerably reducing the need for boiler washing. The equipment has also been put in the *Esso Jamestown* and *Esso Washington* and is scheduled in this year's repair items for the *Esso Lexington* and *Esso Florence*.

Hull and Deck Paints to be Tested Aboard Esso Gettysburg

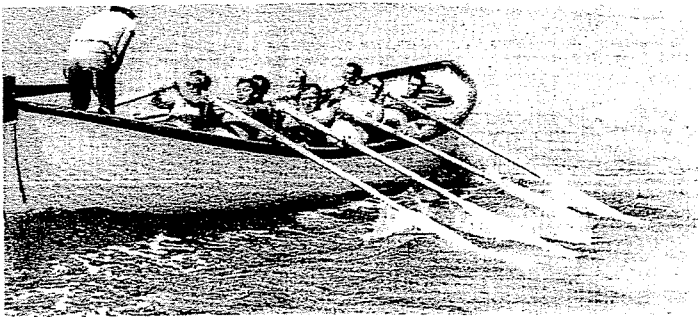
The Marine Department's "high gear" program of research and testing of protective hull coatings is being extended by numerous experimental applications on the *Esso Gettysburg*. The experiments are part of the larger Marine Testing and Improvement Program in which Jersey marine and scientific organizations are participating.

The *Gettysburg* arrived at the Newport News shipyard April 25 for about 30 days of repairs. In addition to the usual items, sand blasting and special painting will be done in four areas—the bow, forward main deck, hull and bottom shell—as follows:

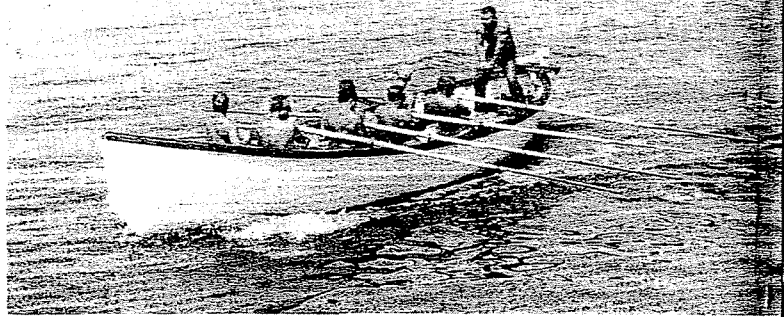
About 500 sq. ft. of the lower bulbous bow is

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Contributions and suggestions are invited and should be addressed to The Editor, ESSO FLEET NEWS, Room 1713, 15 West 51st Street, New York 19, N. Y.



Boat No. 1—Cox. Gaylord J. Gay, AB; Stroke Oar Ernest M. Gonzales, AB; No. 2 Edwin J. Klock, Jr., AB; No. 3 Andrew Bozicevic, Jr. Third Mate; No. 4 Joe B. Finley, Wiper; No. 5 Kenneth W. Hill, FWT; No. 6 Vincent J. McCaffrey, DM; No. 7 Robert F. Brandon, DM, and No. 8 Robert J. Ferraro, AB.



Boat No. 2—Cox. Clyde C. Fluitt, Jr., AB; Stroke Oar Hans A. Andreasen, OS; No. 2 Columbus L. Swonger, Jr., OS; No. 3 Leendert Don, AB; No. 4 Victor R. Johnson, OS; No. 5 Michael Sharick III, AB; No. 6 Leon H. Matusiak, OS; No. 7 Alexis M. Michelson, DM, and No. 8 Jimmy Ralph Dash, AB.

Training for the International Lifeboat Race

Two lifeboat crews from the Esso fleet are undergoing intensive training in preparation for the International Lifeboat Races on May 22. Under the coaching of Port Captain A. Larson, the men are developing the muscular stamina and timing (and calluses) for a determined effort to wrest the championship trophies from the Norwegians.

Working out on the James River at Newport News, the oarsmen are on a rigorous schedule. The day begins at 0500. First stint with the oars is a 1½-hour session starting at 0530, then a two-hour drill in the forenoon and a third before supper. They say the bunks are hard, but no one has complained of sleeplessness.

being sprayed with a new type "chopped" fiberglass-epoxy coating.

On the forward main deck, eight different protective coatings will be applied to areas of 200 to 500 sq. ft. each.

Eight five-ft. bands, running around the hull from rail to rail, and two eight-ft. bands between the port and starboard load lines will have applications of experimental hull coatings. (Similar test strips were made on the *Esso Jamestown* last November.)

On the bottom shell, a Humble epoxy-mastic system will be applied to approximately 30,000 sq. ft.

The compositions and coating systems being applied on the *Esso Gettysburg* are those which proved most promising in laboratory tests conducted by Esso Research and Engineering Co. In those tests five-in. discs were painted with various brands and types of protective coatings and spun at 1,700 rpm. in a salt water solution for about 500 hours.

Navy in World War I. Returning to Esso in 1930, he had over 17 years' service when he retired.



CHIEF ENGINEER CARL JAKOBSEN. Carl Jakobsen, of Lake Helen, Fla., died on April 13, the day after his 85th birthday. He is survived by his wife. Born in Norway, Mr. Jakobsen retired from the fleet in March, 1944 with more than 18 years of service—over 15 as Chief in

the *C. A. Canfield*. Notable in his seagoing experience was the rescue of the crew of the submarine S5, which had gone down nose first off Cape Henlopen in August, 1920. Mr. Jakobsen and fellow engineers of the U. S. Shipping Board *Alanthus* cut a hole through the hull of the sub to free the crew who had been trapped for two days.

PUMPMAN VALERIANO CASTANO. When he retired on April 1, 1955, Mr. Castano returned to his native Spain. He died on March 9 and was buried in the family mausoleum in Asturias. Surviving are his wife and daughter in Spain and one son, who lives on Long Island.

Mr. Castano started his seagoing career as a coal passer and fireman in the Spanish merchant marine and came to Esso in December, 1922. He was a Pumpman for all of his 20-plus years with the Company.

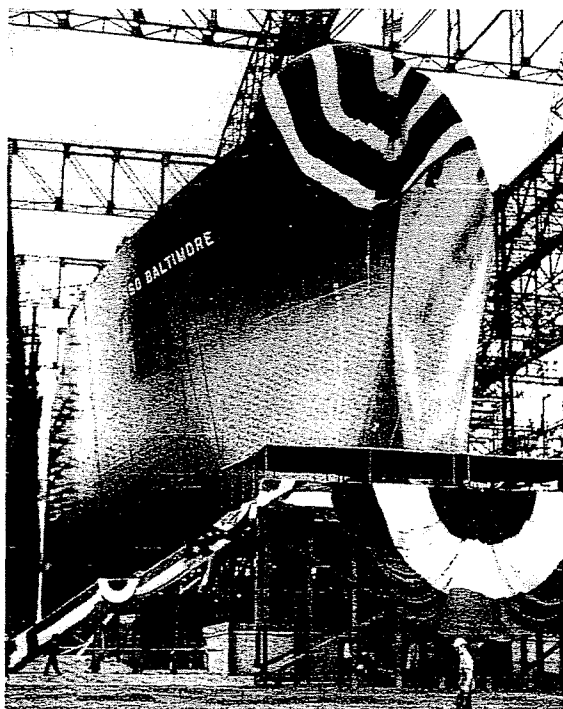


OBITUARY



CAPTAIN ROBERT J. BLAIR. An Esso annuitant since May, 1948, Captain Blair died on April 4, 1960 in Patchogue, L. I. The Captain was 76 years of age and is survived by his wife and daughter. Joining the Company as Chief Mate in the *Muskogee* on February 25, 1915, he took

out his first ship, the *Brindilla*, before reporting for active duty as a lieutenant commander in the U. S.



1. With billowing bunting, the gleaming supertanker awaits the christening ceremonies.

ESSO BALTIMORE LAUNCHED APRIL 28

47,400 dwt. supertanker leaves builder's ways at Newport News. Delivery expected on July 1.

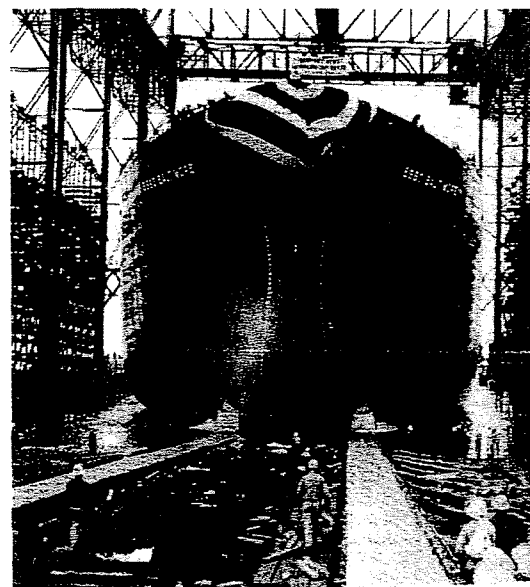


2. On the launching stand (l. to r.): J. D. Rogers, General Manager, Marine Department, Esso Standard; the Sponsor, Mrs. Morgan J. Davis, wife of the President of Humble Oil & Refining Co.; Miss Elizabeth Brown, Maid of Honor; James H. Davis, the Sponsor's son; Mrs. W. E. Blewett, Jr., wife of the President of the Newport News shipyard; Mr. Davis; Mrs. O. V. Tracy, wife of the President of the Esso Standard Division, Humble Oil & Refining Co.; Mr. Tracy and Mr. Blewett.



3. The Esso Baltimore is thoroughly christened by Mrs. Davis' hearty crash of the champagne bottle against the bow.

5. Among guests attending a luncheon at the James River Country Club following the launching are (l. to r.): Albert T. Fellows, Vice Chairman of the Executive Committee, JSTOA; Mrs. Fellows; Lester M. Payne, Chairman of the Esso Steward's Organization; Mrs. Payne; Sydney Wire, Assistant General Manager, Marine Department; Mrs. Wire; Mrs. Lee; Captain Victor G. Lee, Secretary of the Executive Committee, JSTOA; J. D. Rogers; Charles E. Schwarb, Chairman of the Esso Radio Officers Association; Mrs. Schwarb; James E. Stoveken, Assistant General Manager, Marine Department, and Mrs. Stoveken.



4. About to be waterborne for the first time.

