ESSO FLEET NEWS

PUBLISHED BY THE MARINE DIVISION, HUMBLE OIL & REFINING COMPANY

Vol. 6, No. 22 November 12, 1964

ESA and Company Negotiate Special Agreement

Negotiators for the Company and the Esso Seamen's Association reached an understanding Oct. 27, covering changes in the wages and working conditions that will apply to the *Esso Houston* and sisterships and vessels equipped with automatically fired boilers.

If the Editor may be permitted a personal opinion, we would say that the agreement is a commendable document and negotiators for both sides are to be congratulated. When you consider that the ESA is primarily concerned with job security and fair treatment for its members and the Company is primarily concerned with efficient operations and fair treatment for its employees, you can see that the common interest — fair treatment — is the foundation upon which an agreement should be based.

That this is the case here is nowhere more evident than in the handling of the question of whether the *Esso Houston* should carry 3 Messmen/Utilitymen, as the ESA contended, or 2 MM/UM, as the Company proposed. Rather than knocking each other out and making many suffer for the benefit of a few, the question was settled by agreeing to assign 3 MM/UM to the vessel for a trial period of not less than 60 days from delivery date. During the trial, experiments will be made in operating the Steward's Dept. with 3 MM/UM and with 2 of the 3 men. If after the 60 to 90-day trial, the Company continues to believe that only 2 MM/UM are required and the ESA believes that more than 2 men are needed to avoid excessive work loads, a second trial will be held. During this 30-day period, Company and ESA observers will ride the ship to study the work schedules. If this trial is not conclusive, further negotiations will then be held to settle the matter.

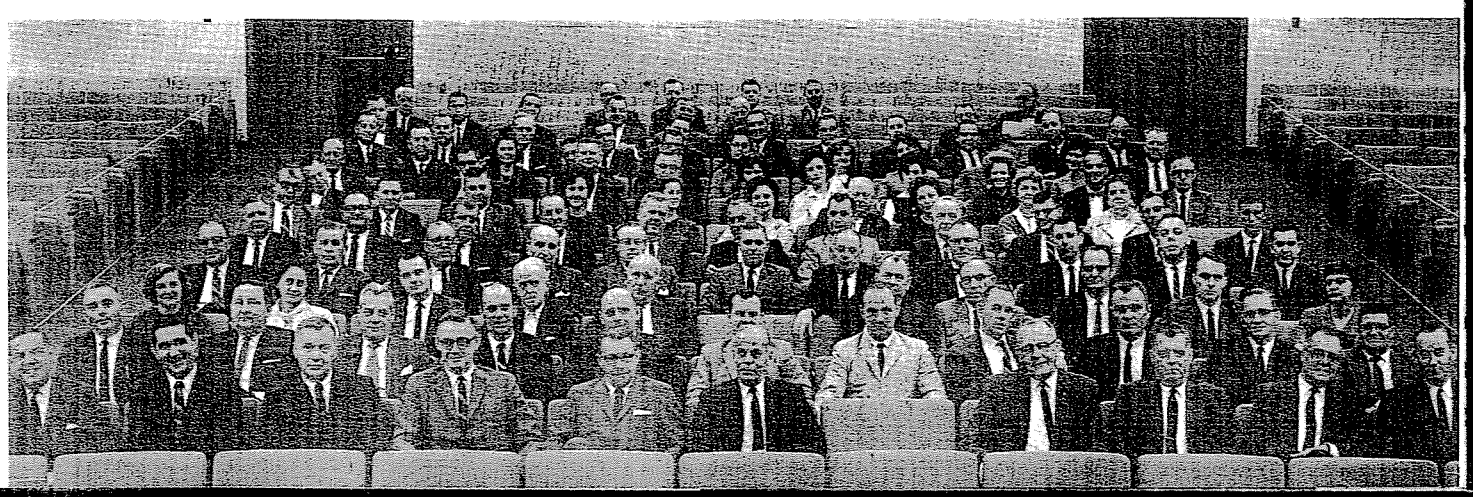
Also concerning the *Esso Houston's* Steward's

WHO'S MINDING THE STORE? Nearly all employees of the Marine Division in Houston and the Branch Office Managers are in this picture, which was taken Nov. 4 in the Humble Building Auditorium.

In the first row are: Joseph Andreae, General Manager; Sydney Wire, Asst. General Manager; Stanley B. Haas, Manager, Traffic Dept.; William F. Robinson, Acting Manager, Operations Dept.; Michael F. Spellacy, Manager, Inland Waterways Dept.; Edmund A. Flotten, Controller; J. Harold Jorgensen, Jacksonville Branch Manager; Port Captain Frank L. Hooper; Harold W. Bradbury, Asst. Port Engineer and Robert H. Boyce, Operations Supervisor at Norfolk.

The purpose of the gathering was to hear reports on "how we're doing". Mr. Andreae conducted the meeting and said we have an efficient and capable staff and no drastic changes are planned. "However," he added, "we are in a fast-moving world and must always adjust to changing conditions. We are now the best in the industry, both ocean and inland waterways, but competitive pressures are on us and will continue. How we perform compared with our competitors will determine our future."

Other speakers were: Mr. Wire, on labor relations; Mr. Haas, on the need for closer cooperation with other departments of the Company, and Mr. Robinson, on the objectives of the Procedures and Planning Committee.



EXX-MOR-006828

Dept., the rating of Chef is substituted for Chief Cook and Second Cook. The Chef's working rules are similar to those of present Chief Cooks, and the Second Cook duties are largely eliminated through the use of prepared foods, pastries and baked goods and "portion cut" meats. (No, this does *not* mean TV dinners.)

In respect to wages, the agreement provides an increase of $48 per month for the Oilers in the *Esso Houston* and automatically fired vessels to compensate for additional duties and an increase of $23.50 per month for the Chef over the Chief Cook pay scales. Messmen/Utilitymen in the *Esso Houston* will receive $15.50 more per month than the present scales.

The Oct. 27 agreement provides increased severance pay schedules for any Fireman/Watertenders or Second Cooks who may become surplus and choose to resign rather than accept demotion. The new severance pay is the same as the existing rates for employees with up to 10 years' service but provides 2 weeks' pay for each year of service between 11 and 15 (instead of 1½ weeks) and 2½ weeks' pay for each year of service over 15 (instead of 1½ weeks).

Andreae Honored by American Legion

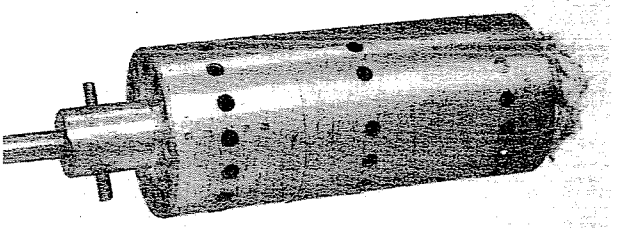


Joseph Andreae, General Manager of the Marine Division, was awarded the American Legion's Distinguished Service Medal by the Robert L. Hague Merchant Marine Industries Post at a guard-of-honor dinner dance in the Waldorf Astoria Hotel, New York, Nov. 7. The award is presented annually to an industry or government official for his contribution in the field of marine transportation.

In his acceptance remarks, Mr. Andreae spoke of the future of the American Merchant Marine. "Even though we are presently having a difficult time meeting our foreign competition, especially with our higher construction, repair and labor costs, I believe there are indications that a certain amount of optimism could be justified," he said.

"I believe there is an increasing awareness of the problems we face and what can and must be done to overcome them. With a strong directive from the White House, the various government departments and agencies appear to be working more closely together toward stated objectives with the Maritime Administration as a catalyst.

"On the management side, through the American Merchant Marine Institute and other groups, I sense increasing willingness on the part of the various divergent interests to work together and understand each other's problems. I think we are seeing more of this attitude on behalf of labor. This is most encouraging because in addition to closing the competitive gap, we need to be sure of uninterrupted operation of our ships and related facilities."



DRAFT-PROOF TORCH — It's really very simple — just a popular cigarette lighter idea adapted to an oil burner light-off torch. It was developed by Chief Engineer Aubrey G. Allen and the Asst. Engineers in the *Esso Boston*.

The torch consists of a sleeve 5¼" long and 2¼" circumference, in which 3 sets of 15 3/16" holes were drilled in the side and one row of 13 holes in the end. The sleeve is fastened to the end of the torch rod by a tapered pin through a collar. Inside the sleeve, asbestos rope is wrapped around the torch rod to serve as a wick.

Mr. Allen experimented with several variations before he hit on this one. It can't be blown out.

Officers Chosen for Esso Houston

Captain Fred G. Smith has been named to command the *Esso Houston* when she enters service next month. Harold L. Sholes' request to sail as Chief Mate was granted but the other 2 mates have not yet been selected.

In the Engine Dept., Thomas J. Bov will be Chief; Clyde C. O'Neal, First Asst.; Dwaine F. Hettinger, Second Asst., and William Uftikowich, Third Asst.

Frederick Eimans will be Chief Steward.

The *Esso Houston* is expected to run sea trials about Dec. 7 and 8 and leave Newport News for Houston and Baytown about Dec. 11. Plans are being made to bring the ship up the Houston Ship Channel to the turning basin for an "open house".

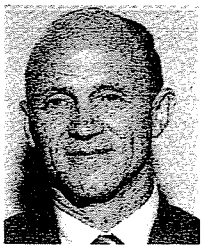
ESSO FLEET NEWS is published for the seagoing employees of the Marine Division, Humble Oil & Refining Co.: Joseph Andreae, General Manager; Sydney Wire, Assistant General Manager.

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.

EXX-MOR-006829

Harald Ronhave to Marketing Dept.



Third Mate Harald Ronhave has accepted a one-year assignment with Humble's Headquarters' Marketing Dept. as a Technical Sales and Service Representative for Rust-Ban coatings. He will be dealing with field inspectors, sales work and the start-up of jobs in this country and overseas.

Mr. Ronhave has had numerous loan assignments for coating work previously. One of the more recent was 8 months (Nov. 1963-July 1964) in Japan. He supervised the coating during construction of the *Esso Philippines*, a 66,700 dwt. diesel tanker built at Mitsui Shipbuilding & Engineering's Tamano Works, and trained Japanese employees of Esso Sekiyu.

While in Japan, Mr. Ronhave lived in Ashiya, a small town outside of Kobe. He had his family with him — his wife, Johanna, and children, Steve, 15; Suzanne, 11 and Joseph, 6. They lived in a house on a hillside, had a Japanese maid who was very nice and the older children went to an international school. The little fellow went to a Japanese kindergarten where he was the only "towhead".

"Japan is a very interesting and prosperous country," Mr. Ronhave said. "Kobe is a fine city, any kind of food is available but the cost of living is high except for cameras, electronic equipment and domestic help. Transportation is also inexpensive and very good, especially trains. A good restaurant in Kobe is the Texas Tavern."

Mr. Ronhave had some language difficulties except at management levels. "Many Japanese can speak English quite well," he said, "but one must speak slowly and be sure they understand. Instructions in writing often help."

Fowl Deed Foiled On the Washington's Bridge

Second Mate Ed Fellows, *Esso Washington*, who is more or less official bird watcher in the fleet (he reports his sightings to the Fish and Wildlife Service) saw one that stumped him on the *Washington's* trip south, Oct. 23-27. It was a dark, somewhat speckled bird, about the size of a robin, that came aboard just west of Tortugas. Though the bird wasn't in Ed's book, he (or more likely she) took no offense and made herself at home on the starboard bridge wing, accepting the hospitality of the ship with unruffled calm.

Came the next day and the very brink of disaster. Circling overhead was a hawk — a red tailed hawk, it turned out, a little smaller than a pigeon. Suddenly the hawk plummeted to the *Washington's* bridge and in a twinkling had the squawking bird in the clutch of its talons.

But the hawk was not to have his meal. Before he could begin he met his end — at the hands (or rather, the foot) of Third Mate Roy Berg. Roy stomped him.

Seemingly little the worse for the brush with a horrible death, the speckled stranger continued her voyage with the *Washington* to Baytown.

TAFFRAIL TALK

Chief Engineer Alexander Pratt (ret. Jan. 1958) and Mrs. Pratt returned to their home in Miami, Oct. 31, after a European tour and 2 months in Ireland and Scotland. "Was glad to get home," the Chief wrote, "anxious to see Cleo's damage to our house. It was still there but it will take some time, at the 2-speed pace I go — slow and stop — to get the place in shape again."

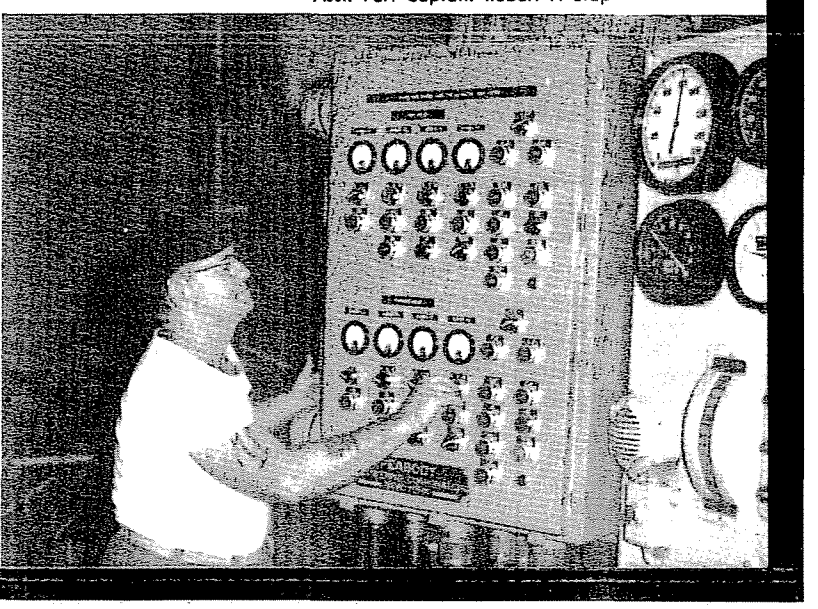
* * *

Gus Piltz, who retired Oct. 1, 1963 as Materials Control Supervisor, is back in ship stores work again. He joined the Marine Department of Texas Marine and Industrial Supply Co., Houston, on Nov. 2. Texas Marine has been a supplier of stores to Company vessels for many years.

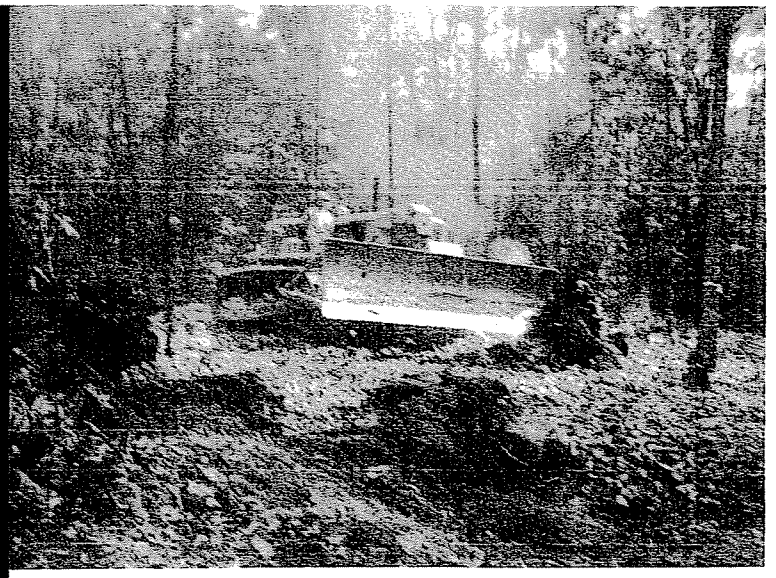
Oiler Marshall J. Dedon turns a switch on the new boiler firing control panel in the engineroom of the *Esso Newark*. With the new controls, located alongside the main engineroom operating station, engineers can cut burners in and out and determine (from the 8 white dials) the condition of each burner. These controls are in addition to those in the fireroom which operate automatically to adjust fuel and air to steam demand.

Much of the wiring, tubing and other installation work for the new controls was done by the ship's Engineers, under the direction of Chief Engr. Gregor O. W. Collins and relieving Chief Karl M. Waagonas.

Asst. Port Captain Robert F. Stap



EXX-MOR-006830



Radio Officer Earle J. Schlarb

This IS the start of something big — big at least in the lives of Earle Schlarb, Radio Officer in the *Esso New York*, and his wife, Sally. It's the start of their new home — cutting trees, burning brush and bulldozing stumps.

Earle and Sally bought 1 ½ acres in New Market, Va. (not far from Luray Caverns) 6 or 7 years ago, intending to build a summer place. But the more they looked into it, the more they thought about making a year-round home. The result was, after looking at more than 1,000 plans, a design of their own. It will be a $20-25,000 brick ranch style house with a basement; oak paneled den; 2 fireplaces, one in living room and one in the basement; knotty pine kitchen and dining room; electric heating and all-electric kitchen.

The Schlarbs have lived in Bay Ridge, Brooklyn since 1942 but about next Feb. 1 they should be in their Shenandoah Valley home with a million things to do before they try the fishing in the brook than runs across the back of their property.

Want to Sail in the Esso Seattle?

It is now 6 months since the crew of the *Esso Seattle* signed the ship's articles and the Seagoing Personnel Section, always planning a h ead, has started to think about replacements. Though there have been no requests to be relieved as yet, the men are eligible for relief after 8 months' service. Anyone cottoning to the idea of sailing in Far Eastern waters and seeing a bit of Japan, the Philippines, et al, might let the Seagoing Personnel Section or the Port Staff know he is available.

WORDS OF THE WISE

One reason why men and women *lose* their heads so often is that they *use* them so little.
George Matthew Adams

* * *

Remember what Simonides said — that he never repented that he had held his tongue, but often that he had spoken. — *Plutarch*

Gaither and Metcalf Get Engr. Licenses

It's a pleasure to report 2 more men who have made the grade of Third Asst. Engineer. Phil B. Gaither, who completed his first assignment as an Engineer Officer Oct. 9 (*Esso Boston*), passed the Coast Guard examination at Galveston on July 8, after attending Captain Van's Nautical School in Port Arthur. Phil has 11 years' of Company service as FWT, Oiler, Machinist and MM/2P.

John H. Metcalf is presently Third Asst. Engineer in the *Esso Washington*, his first officer berth since attending the Baltimore Navigation & Marine Engineering School and obtaining his license on Sept. 8. John has put in 12 years with the fleet, more than half as Oiler and Machinist.

RECENT RETIREMENTS

FIREMAN-WATERTENDER DOMENICK S. CARICH retired Nov. 1 with over 16 years of Company service. He began as Wiper in the *Esso Utica* on June 9, 1948, advanced to Storekeeper 2 years later and to FWT in March 1952. He had continuous service as FWT for the past 13 years.

Born in Yugoslavia, Mr. Carich lives in New York City with his wife, Marie. They have a daughter, Mrs. Marie K. Horvath and a 12-year old granddaughter, Linda.



ASST. PORT STEWARD NEMUEL J. CAMP's retirement Nov. 1 brings to a close a notable 33-year Company career. Mr. Camp served afloat and ashore, survived 2 torpedoings in World War II and gave every job he held the fullest measure of conscientious devotion.

Johnny started in the fleet as Messman in the *A. C. Bedford* on Oct. 15, 1930. He became Second and Chief Cook, spent 5 years in the *Paul H. Harwood* and was in the *Esso Bolivar* when she was torpedoed and shelled on March 8, 1942. Two months later he shipped out as Steward in the *J. A. Mowinckel* and this ship too, became a torpedo victim — on July 8, 1942.

After 2 more wartime assignments as Steward, Johnny was made Steward on the Relieving Staff and, in Nov. 1945, Group Steward. He served in this position until his appointment as Asst. Port Steward in April 1959.

Mr. Camp lives in Fanwood, N. J. with his wife, Anna and daughter, Michele, a high school student.

EXX-MOR-006831