



# ESSO FLEET NEWS

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The FLEET NEWS Interviews Joseph Andreae, General Manager, Marine Dept., on

## JOB SECURITY



**Q. Mr. Andreae, a good many men in the Fleet are concerned about job security and our first thought on this subject**

**is the Firemen-Waterenders. What is the status of the boiler automation program now?**

A. Of the 20 ships we are operating, 5 (the *Esso Houston*, *New Orleans*, *Seattle*, *Baltimore* and *Boston*) have been equipped for automatic firing and certified by the Coast Guard for operation without FWTs. Another 7 vessels (*Esso Newark*, *Florence*, *Gettysburg*, *Lexington*, *Huntington*, *Bangor* and *Washington*) have, or are now getting automatic firing equipment. In the next few months we expect these 7 ships to be certified for operation without FWTs.

**Q. That accounts for 12 ships. What about the balance of the Fleet?**

A. We are planning to install automatic firing in the *Esso Chester* and *Esso Jamestown* next year. That will complete the program.

**Q. What effect has the automation program had on FWTs so far?**

A. First, we must say that the program cannot be considered a surprise to anyone. Some Firemen were notified over 18 months ago that unless they acquired an endorsement as Oiler, they might have to choose between demotion or severance pay. So there has been time for adjustments. Our Personnel Section has repeatedly urged Firemen to get Oilers' endorsements.

Up to Aug. 15 this year, 4 FWTs have chosen to take severance pay, which has ranged from \$4,400 to \$5,900 for 8 to 14 year's service. These terminations were voluntary. We haven't laid off anyone for lack of work. These men chose to sever rather than to accept demotion or re-rate to Oiler at the same or higher pay. As you know, Oilers in automated vessels earn over \$600 a year more pay, including the Company's 6% Thrift

Fund contribution, than other Oilers or FWTs.

In addition, one Fireman has elected early retirement and 3 more have been granted early retirement at their request between now and the end of the year. There is a peculiar situation here. While we will have surplus FWTs, we are tight, even short of Oilers and Asst. Engrs. We've recently had to hire new Third Assts. If all the Firemen who could sail as Oiler would, there'd be no problem. This is especially true now that the Coast Guard's new rules make it easier to get licenses. Recently, quite a number of men, both deck and engine, have been getting original licenses, raises in grade and the new temporary licenses.

**Q. When the boiler automation program is complete, then, we'll have 6 ships sailing with firemen and that will mean about 30 FWTs. Correct?**

A. That's right.

**Q. How about other ranks and ratings, Mr. Andreae, do you think we'll have surplus men?**

A. No, I don't. Terminations for all causes this year have averaged 7 per month. I think this attrition rate indicates the probability of new hirings and promotions.

**Q. Some men in the Fleet, Mr. Andreae, are probably wondering why we are going in for boiler automation at all. Weren't we already the best in the business? Why can't we let well enough alone and go on the way we were, at least with the existing vessels?**

A. There are 2 reasons for automating boilers. First, improved and more reliable equipment is now available and second, the proposition is economically attractive. What this second point really means is that operating with automatic firing makes us more competitive. And when we're more competitive we can go out and get business to keep our Fleet profitably employed. Even if we

are at the head of the parade, we cannot afford to stand still and rest on our laurels.

You may recall that when the *Esso New Orleans* entered service last year, we had a surplus of transportation capacity. Due to increased demand for tankers and because we *were* competitive, we were able to get good business for this surplus. The *Esso Miami* right now is carrying an MSTC cargo from the Persian Gulf to Japan, after transporting our first cargo of grain to India, and the *Esso New York* completed a round trip to Pearl Harbor last month. So far this year, our ships have made 23 voyages for Government and commercial accounts, that is, other than our regular coastwise Company business. And this is in addition to the *Esso Scranton*, which for some time has been principally employed in charter business. We never would have been able to get all this outside business at a profit if our vessels were not competitive.

What boiler automation really does, then, is to make us still more efficient and better able to beat competition.

**Q. What do you consider are the main assets which make our Fleet second to none under the U. S. Flag?**

A. The quality and size of our ships but even more important, I would say, is the efficiency, loyalty and stability of our seagoing employees.

**Q. A perennial question, Mr. Andreae — are we going to sell any ships?**

A. We don't have any plans to sell ships at this time. World political and economic conditions could affect our plans down the road. The *Esso Scranton* is presently undergoing special survey work and this will prolong her life for 5 years.

**Q. Are we planning to build any additional ships?**

A. We certainly have this prospect continually before us and under active consideration. Completion of some studies now underway plus, hopefully, the solution of some political and economic problems will permit us to decide whether to build ships for coastwise or foreign trade, or both.

**Q. Looking "down the road", can you see anything for us on the West Coast?**

A. Yes, the Company is proceeding with plans to build a West Coast refinery and it will be located in the San Francisco area and that means transportation by water—both for intake of crude and output of refined products. There will be marine operations out there when the refinery starts up in 1969 and we expect to establish a branch office in the area.

**Q. A moment ago you mentioned the possibility of building ships for foreign trade. Do you mean U. S. Flag ships?**

A. Yes.

## **NLRB Election Developments**

As reported in the Aug. 11 FLEET NEWS, the Company has disagreed with the Director of the 22nd Region, NLRB, in his determination that the second election to choose between the ESA and the Teamsters be conducted by mail balloting. Company protests on the ballot by mail have been filed with the Regional Director. These were followed with a petition to the General Counsel of the NLRB and motions filed with the Labor Board in Washington.

At this time it is uncertain when the election will get underway or even if it will start prior to decisions on the above proceedings.

One of the main reasons the Company objects to a mail ballot is that it is not likely to result in as large a vote as manual balloting on board vessels. Under the proposed mail vote and particularly with the lengthy period many men will have to wait for their ballots, a certain number will be misplaced or lost. There is also the possibility that some men will inadvertently fail to vote.

The Company believes that the bargaining agent should be chosen by the largest possible secret vote and that manual balloting similar to the first election is the best method to achieve it.

## **Company Orders 4 New Tugs**

Two tugboats for New York Harbor docking and towing service and 2 for bunkering work in the Houston Ship Channel were recently ordered by the Company. The new New York tugs will replace the *Esso Vermont* and displace the *Esso New Jersey*, which will probably be moved to Norfolk. The Houston tugs will replace contract equipment.

Jacksonville Shipyards will build the New York tugs in 10-12 months and the Houston tugs are to be delivered next May by Intercoastal Shipyard, Inc., Morgan City, La.

Measuring 105' x 29' x 13'9", the New York vessels will have a special propulsion feature — 2

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sets of 2-speed reduction gears. The larger gears, with ratios of 7.2 to 1, will "beef-up" each tug's maximum thrust for docking to 75,000 lbs. when the twin 12-cylinder diesels are operating at their maximum 2,100 total hp. That 75,000-lb. thrust compares with about 45,000 lbs. for the *Esso Massachusetts*, which has a 1,500-hp. diesel-electric plant. The new tugs will thus develop 166% more thrust on 140% more hp.

The effective thrust will be enhanced by twin Kort nozzles which will encase the propellers. Exceptional maneuverability should also result from the 6 rudders — 2 forward and 1 aft of each propeller. Another maneuverability aid will be air-actuated clutches between the engines and gears. The clutches have a slip feature that permits wide variations in propeller speed.

For towing and light load operations, the smaller reduction gear (6.44 to 1 ratio) will permit more speed with less horsepower.

The propulsion system is a development of the Marine Dept. Technical Staff and Clancy Horton, Consulting Naval Architect.

The Houston harbor tugs will be 50' x 20' x 7½' and propelled by twin screws, each turned by a 220-hp diesel. There will be pilot house engine controls and accommodations for 4 men.

## OBITUARY

FELIX GLADYSK, retired (May 1, 1953) Pumpman, died July 1. His home was in Baltimore, Maryland.

Nearly all of Mr. Gladysk's 14 years in the Fleet were as Pumpman. He served aboard 5 vessels during World War II, sailing on Caribbean, transatlantic and Pacific voyages.



## Reports from the Esso Miami

In our last mention of the *Esso Miami* and her historic (for us) venture in the grain trade (EFN July 14) we reported her loading at Houston and sailing for India on June 29. Since then letters have been received from Bill Tyra and Glenn Miller, Able Seamen in the ship.

Regarding the sailing from Houston, Mr. Miller wrote: "I'll hazard the guess that everyone aboard was never before so anxious to put to sea, even though it meant leaving the country for an indefinite period. Washing down with salt and later fresh water to free the ship of spilled grain was a 2-day project and one that was eagerly tackled. We were only too glad of the chance to 'clean house,' for it meant an end to swarms of flies and the odor of grain that had been left to bake in the blazing sun."

"During the Atlantic crossing," Bill Tyra said, "we had good weather most of the way. A few grains of wheat on deck sprouted and grass began to grow. One of the men put up a sign 'Keep Off The Grass'."

"The seas got choppy as we neared the Azores and on the day we passed through them, a heavy cloud covering and haze prohibited much sight seeing or picture taking. We did get a peek at one of the islands, Sao Jorge, which was only partially visible."

"From the Azores to the Straits

of Gibraltar we had restricted visibility due to haze and fog. About 150 miles off the coast of Spain a friendly pigeon came aboard. He must have been lost in the fog and when he spotted the ship, decided to set down and rest awhile. He hung around the ship most all day and every so often would fly away, circle around and come back. It seems he couldn't get any bearings. He looked really pooped when he landed on the poop deck and, talking to him in pidgin-English, I coaxed him into allowing me to catch him. On one of his legs was a red elastic band and on the other, an identification tag with this inscription — NU65 4048 1. I gave him to Clyde Sargent (AB) who is a bird and animal fancier, to take care of until he was in top flite shape again.

### PORT SAID TO BOMBAY

"The *Esso Miami* arrived at Port Said, Egypt, the night of July 17. She anchored until the Pilot came aboard and took her past the center of the city to the Esso Eastern Terminal. Here she was to replenish her fresh water and bunkers and take aboard the Suez boats and searchlight for the Canal passage.

"We dropped anchor and were preparing to make fast to mooring buoys alongside the terminal but before we could run a line, the local business men were clamoring aboard with their wares and the

bickering, bidding and bargaining began. Before long, nicknacks and niceties were being bartered or bought throughout the ship. In the mess hall and recreation room a brisk business in picture post cards and stamps was carried on during breakfast.

"Right after breakfast a decision was made that, in order to make the morning convoy, we should discontinue loading and proceed on through the Canal to Suez, where we would anchor and take the remainder of the necessary fuel and water from lighters. So we pulled up, pulled out and pulled away. With our anchor dangling and lines dragging, we joined the parade of ships through the Canal.

"A group of Egyptian merchants accompanied us on the Canal passage and sporadic wheeling and dealing continued far into the night. Nobody complained of being gyped by the Egyptians. They enabled us to buy presents otherwise unobtainable, as there was no shore liberty in Port Said.

"We had to stop and wait for a convoy from the opposite direction to by-pass us at a point in the Canal where the new cut bisects the old. At this place ships appear to be sailing across the desert as they pass by.

"As a service to the crew and so each man could keep up with our progress, the Third Mate (Jack Stillman) has been keeping our daily position posted on a chart showing the route followed from the beginning of our trip.



Esso Miami in Suez Canal, awaiting

ships passing in opposite direction.

"After departure from Suez, we entered and 'steamed' through the Red Sea —it being scorching hot in the daytime and extremely warm at night. Along with the mild sand storms we encountered, this part of our voyage was most unpleasant.

"The sprigs of grass that had sprouted from a few grains of wheat lodged near the mooring wire windlass had turned brown from the heat and as we entered the Gulf of Aden, were washed away by seas. Fortunately, the rough seas there and in the Arabian Sea were from the stern and pushed us on toward our destination.

"Finally we arrived and anchored off the Bombay Floating Light, where heavy swells caused undue undulation until we moved into the harbor to protective anchorage. After a long haul of 27 days, 10 hours running time, each of us was patiently or impatiently waiting to

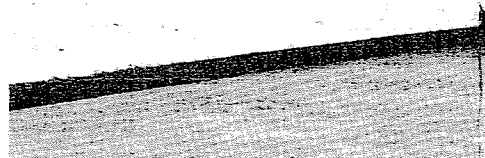
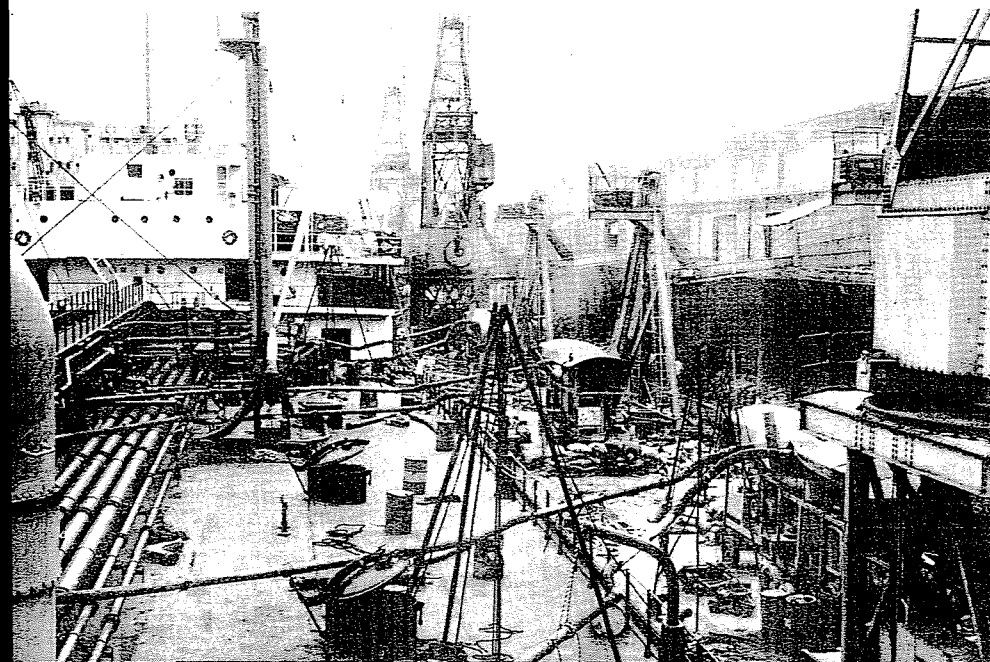
get ashore and walk on solid ground. However, the terra firma may not be too firm as this is the monsoon season and there have been daily rains.

"Several Bombay business men came aboard while we were waiting for a berth at Alexandra Docks. A couple of cobblers, who have ancient and well-worn tools and use their feet as clamps or a vice to hold shoes or other tools, are heeling and saving the soles of some of the men's shoes. Also, a few foot doctors and ear swabbers were going about their business of removing corns, callosities, giving manicures and cleaning ears when they could find an obliging patient or victim. They are just a few of the people with strange (to us) professions in India. And a number of men are having hand-tailored suits, shirts and pants made, as custom-made clothing is relatively cheap here.

ESSO MIAMI discharging wheat at Alexandra Docks, Bombay, Aug. 9. Photo shows 6 discharge hose through which grain is sucked from tanks by machines operating on the vacuum cleaner principle. Discharging began at 1845, Aug. 3 and all tanks were unloaded, swept and

clean at 2055, Aug. 12. On most days about 3,000 tons were unloaded.

The Miami sailed from Bombay, Aug. 13, arrived at Ras Tanura, Saudi Arabia, the 16th and sailed the 20th with an MSTC cargo for Sasebo, Japan, due Sept. 5.



A tanker appears to be sailing across the desert.

"Although we do not know what lies ahead, in Bombay or beyond," Mr. Tyra concluded, "it has been a very pleasant voyage so far. One thing that we can all be grateful for is that we did not go to Kandla, as there is reported to be nothing there, and very little of that. Here are some excerpts from a Kandla Port Trust circular containing information about port facilities:

"'Shore leave: before everybody rushes ashore on the first liberty boat, it might be mentioned that there are no clubs or bars but there is a local cinema which exhibits English language films on Sundays only. There is only one hotel in the area, the Gandhidham Hotel — which is not in Gandhidham but is in Adipur. There is no seaman's recreation club in Kandla. . .'"

Indian cobblers at work. Man in foreground is polishing shoes, second man is stitching on a new sole, using his feet as a vise.

