ESSO FLEET NEWS

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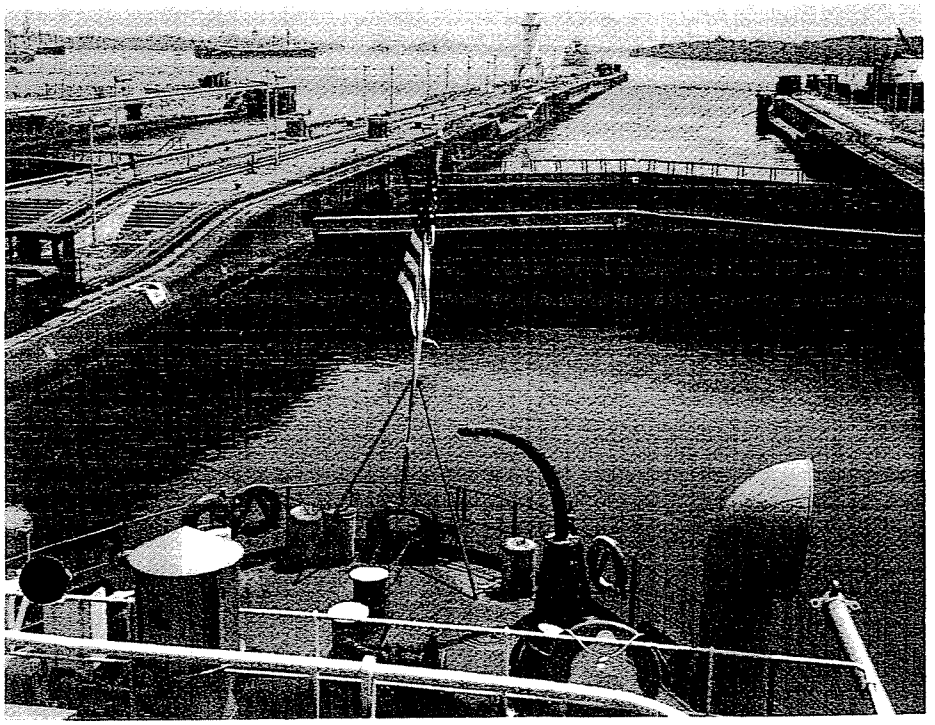


Eero Puranen, AB, *Esso Bermuda*

PHOTOS from the FLEET

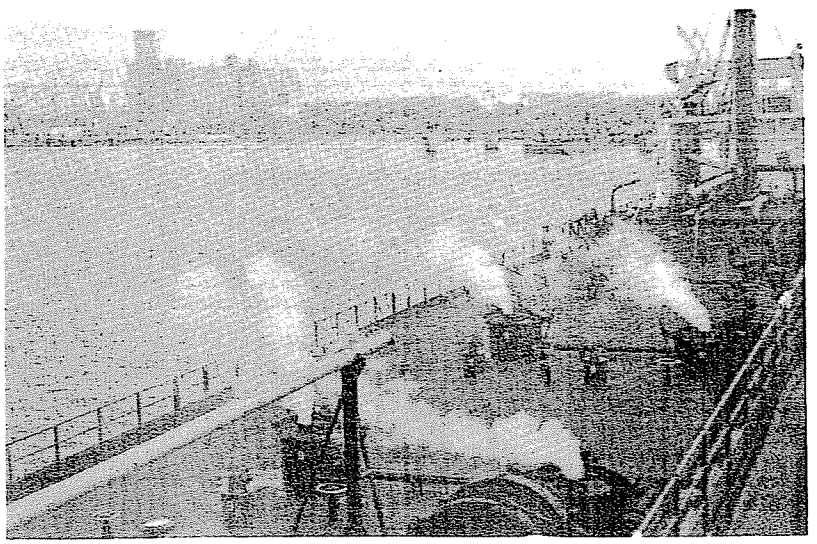
The Panama Canal's Gatun Locks and Gatun Lake, from the stern of the *Esso Bermuda*. The vessel left Corpus Christi Feb. 22, transited the Canal on the 27th and arrived in San Francisco on March 8, where she discharged at one terminal and loaded at two. She went through the Canal again on March 23 (when this photo was taken) and arrived in New York on the 29th. The trip went well, with fine weather all the way, Mr. Puranen said.

Wave-swept deck of the *Esso Raleigh* during a stormy north-bound voyage in early March. During the same storm, Captain Harold Griffiths, Master of the *Esso Baltimore*, reported seas estimated at 60' high and winds of force 9, 10 and 11 which held the radar antennae stationary and tore boat covers to shreds. The ship suffered no structural damage, however, and not a sea was taken on deck.

Ralph M. Bragdon, Jr., AB, *Esso Huntington*

This deck view of the *Esso Jamestown* might be an alarming sight if you didn't know that it was taken during a test of the ship's inert gas system at Norfolk. The smoke coming from the ullage holes is the scrubbed flue gas which normally forms a non-combustible blanket in cargo spaces.

Alonzo B. Beever, Pumpman, *Esso Jamestown*





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PHOTOS from the FLEET

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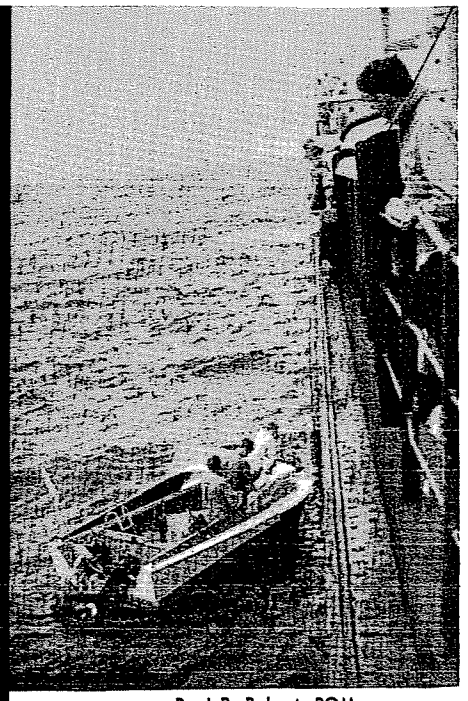
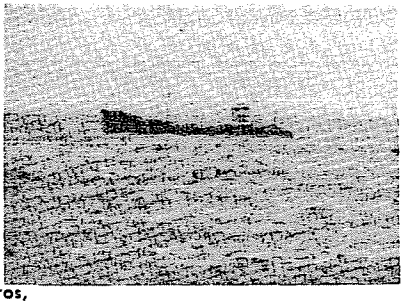
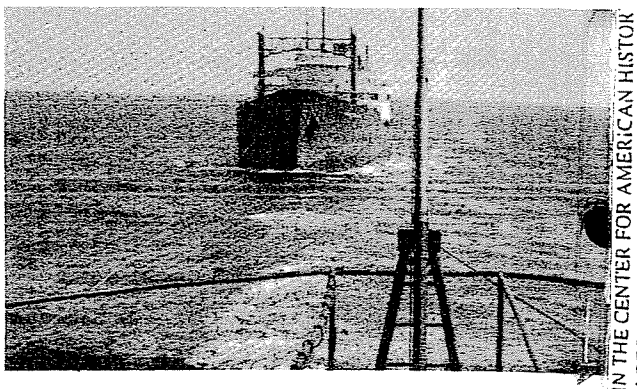


Paul R. Robert, POM,
Esso Gettysburg

Marvin Wickham; Walter Wickham; Richard Kneale; a dog, Tramp and pet raccoon, Kiki about to board the *Esso Gettysburg*, March 5, off North Miami Beach. The 18' boat had been adrift overnight after motors failed.



Frank E. Caroros,
Oiler, *Esso Bridgeport*



Willard W. Poyner, FWT, *Esso Scranton*

Esso Zurich in tow of the *Esso Scranton*, March 9, while engineers in the former ship blank off main circulator (and ruptured expansion joint) and put auxiliary circulator system in service.

Forward part of the 14,000 dwt. tanker *Gem*, which broke in two 100 miles SE of Cape Hatteras on March 8. Crew of the vessel was rescued by a passenger ship and a U. S. destroyer and salvage tugs towed both halves into Jacksonville.

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Petroleum Prospects in 1962

The following are two extracts from an address by C. E. Reistle, Jr., President of Humble, before a meeting of the National Industrial Conference Board, San Francisco, March 22.

"It may interest you to know that with a price of 31 cents a gallon for regular grade, the cost of gasoline is only about 5 cents a pound. Consider what you pay for other goods — from simple commodities such as bread and salt on up through the wide range of mass produced articles — and you will quickly realize how inexpensive gasoline is among manufactured products . . .

"Competitive forces in the petroleum industry will continue to keep prices at levels that are attractive to consumers, but the downward trend of recent years may be at an end. Profit margins have dropped enough to discourage some investments and to induce some operators to sell out. The rest of us — by strenuous efforts to reduce costs in recent years — have been able to offset some of the effects of higher prices for labor, services, and materials. Nevertheless, our industry's rate of return on investment has declined to levels that are no better than the average for manufacturing, despite our greater risks in exploration. In a year when business conditions are good and petroleum demand is relatively strong, we should experience some improvement in profits . . ."

TAFFRAIL TALK

The *Esso Zurich* is to make a trip to the West Coast for the MSTS. She will load a full cargo of jet fuel May 3-5 at an as yet undetermined Gulf or Caribbean port and discharge in California, Oregon, or perhaps Hawaii or Alaska.

* * *

The *Esso Huntington*, and particularly Chief Mate Milton Franklin and Second Mate Albert Scara, were complimented by Julian Mote, Head of the MEK plant at Bayway, on the preparations and procedures for handling this critical solvent aboard the specialty ship. Mr. Mote led a group who inspected the *Huntington* on April 11 while MEK (Methyl Ethyl Ketone) was being loaded. He telephoned Marine Division headquarters the same day to report his highly satisfactory findings.

* * *

Chief Mate Bobby Stap gave a lecture on the sextant and celestial navigation to about 300 Baytown Junior High students on April 12. Mr. Stap was introduced to the audience by Drew Scott, a student at the school and son of W. A. Scott, of the Baytown Marine Office. Drew reported that

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

W. E. Gardner, Editor.

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Mr. Stap did "an extraordinarily good job of explaining the complicated instrument and answering questions from students and teachers."

* * *

Stanley Lindsey, son of Mr. & Mrs. Clifford E. Lindsey, of Jefferson, N. C., was presented with the highest Boy Scout honor — the Eagle Scout Award — on April 1. Mr. Lindsey has been First Asst. Engineer in the *Esso Florence*.

CIO in Bid to Organize Esso Fleet

Esso seamen are once again being approached by an outside union to sign cards designating an international union as their bargaining agent. This time it is the Oil, Chemical & Atomic Workers Union, AFL-CIO.

This Company's belief in an independent and unaffiliated union is well known. We want to reaffirm our conviction that an independent union can best represent the interests of our employees.

We disagree with the OCAW's assertion that "For a long time there has been general dissatisfaction with the independent unions in the maritime industry." We think the record shows that independent unions have, in fact, pioneered many of the improvements sought by the international unions.

In any case, your choice of union is up to you. The Company will not discriminate against any employee because of membership or non-membership in a union. At the same time, the Company will not countenance any threats, coercion or intimidation as a means of persuading employees to join a union or sign a pledge card.

WORDS OF THE WISE

One man with courage makes a majority.
—*Andrew Jackson*

— * —

An inexhaustible good nature is one of the most precious gifts of heaven, spreading itself like oil over the troubled sea of thought, and keeping the

Safety Awards Made to Two More Vessels

The *Esso Chester* and *Esso Newark* were the second and third vessels (the *Esso Raleigh* was the first) to receive the Marine Division's Certificate of Safety for operating throughout 1961 without a lost-time personal injury accident. The awards were made by Captain M. Breece, Manager of the Operating Dept. on March 9 and 13, respectively.



ESSO CHESTER. (l. to r.) Leo L. McDonald, DM; Captain Breece; W. A. Scott, Baytown Marine Office; Roy E. Menzer, Chief Engr; Roy T. Pearson, First Asst; H. W. Bradbury, Asst. Port Engr; Captain Clarence S. Lee, Master; T. J. McTaggart, Port Engr; John D. Rogers, General Manager, Marine Division; James S. Brown, DM; Wilbur W. Cottle, Baytown Marine Office, and John L. Benner, AB.

ESSO NEWARK. (l. to r.) Jose M. Moura, Bos'n; D. A. Hodges, Port Steward; Anthony P. Senna, Chief Steward; Anthony Lazarczyk, DM; Captain T. A. Johnson, Master; Nils Vindenes, First Asst; W. A. Scott, Baytown Marine Office; Philip W. Babcock, Chief Mate; Captain Breece; Norman Avenell, Asst. to Manager, Operating Dept; Captain H. E. Heffelfinger, Asst. Port Captain; Robert I. Giddens, Chief Engr; T. J. McTaggart, Port Engr; J. M. Sachs, Safety Engr; Isaac F. Hamilton, Third Mate; H. W. Bradbury, Asst. Port Engr., and Marvin L. Blake, AB.



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Steve M. English, Asst. Manager of the Repair Dept. (*standing, right*) is presented with a Polaroid camera by Sydney Wire, Asst. General Manager of the Marine Division, as a token of esteem and appreciation by co-workers. The presentation was made during a luncheon at the Houston Club, April 2, to honor Steve on his 30th anniversary with the Company.

Seated are John D. Rogers and Joseph Andreae, General Manager and Asst. General Manager of the Division, respectively.

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mind smooth and equable in the roughest weather.
—*Washington Irving*

— * —

Wealth is not only what you *have* but it is also what you *are*.—*Sterling W. Sill*

RECENT RETIREMENTS

Bos'n Alex Kirs. Although Mr. Kirs claims his hobby is working with plants and enjoying nature's wonders at his summer home in Connecticut, the retirement gifts he received from his shipmates in the *Esso Boston* might tempt him to spend some time at his old trade — carpentry. In a successful little ceremony on March 9, Alex was presented with a power saw, electric drill kit and a matched set of wood chisels.

Retiring April 1, Alex had close to 23 years of credited service in the fleet. His first ship was the *Princeton*, which he joined as AB on July 12, 1923, following a few trips in Isthmian and Moore-McCormack freighters. During and after the War he was Bos'n in the *Esso Charleston* and AB and Bos'n in the *Esso New Orleans* for 2½ years each and in between worked at the Naval Shipyard at Bayonne. He sailed continuously as Bos'n for the past 11½ years, most recently in the *Esso Baltimore*, *Washington* and *Boston*.



Chief Mate Allan J. Kessler

Bos'n Alex Kirs (foreground) during the ceremonies in his honor aboard the *Esso Boston* on his last trip.

Alex and his wife, Emilia, have an apartment in upper New York City in addition to their summer home. Future plans are undecided as yet but there may be a little traveling and perhaps a look at Florida or some other warmer climate.

The MIS-Adventures of

J. STUMBLEPRONE MC FRACTURE

Mac's left little finger has suddenly grown to amazing proportions. He was carrying linen aft to the midship quarters. As he went through a weather doorway, the door slammed on the lagging "pinkie", which became a sore sight.

At other times, Mac has slammed a door on his right thumb after cleaning a room and had the same thumb "barked" by an easy-moving dog on the jamb of a chill box.

Though he is learning, we think, Mac still has a weakness for getting his fingers in jams with jambs.



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