ESSO FLEET NEWS

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1963 — A Year of Accomplishment

In a message to the men in the fleet, I mentioned a year ago that "we are faced primarily with the problem of remaining ahead of our competition at a time when competition is moving very rapidly."

Looking back, I think we can all take pride in the way we have been meeting this problem and adjusting to changes that have been necessary. Both our seagoing personnel and shore staff are to be complimented for their efforts to keep our fleet ahead of competition — each, through his own skills and devotion, contributing a job well done. It all adds up to a significant improvement in the efficiency of our tanker operations.

Through our early retirement program and generous severance pay schedule, plus normal attrition, our crew reduction plan was carried out without a single forced lay-off. In addition, 229 men were promoted to higher ranks and ratings as against only 26 demotions. Higher wages and overtime pay rates were negotiated with three of the four unions representing seagoing employees.

Other accomplishments of 1963 include contracting for a 66,700-dwt. tanker, to the design of which our shore staff and technical men have made many valuable contributions, and a fleet safety record which will probably be our best ever — when final results are in.

Looking ahead, I am confident that 1964 will be another year of progress. We intend to continue our search for better methods, better equipment and greater efficiency to further improve our position. And, it stands to reason that the most efficient operator offers the best security to its people.

Joseph Andreae

Company to Build Second 66,700-dwt. Ship

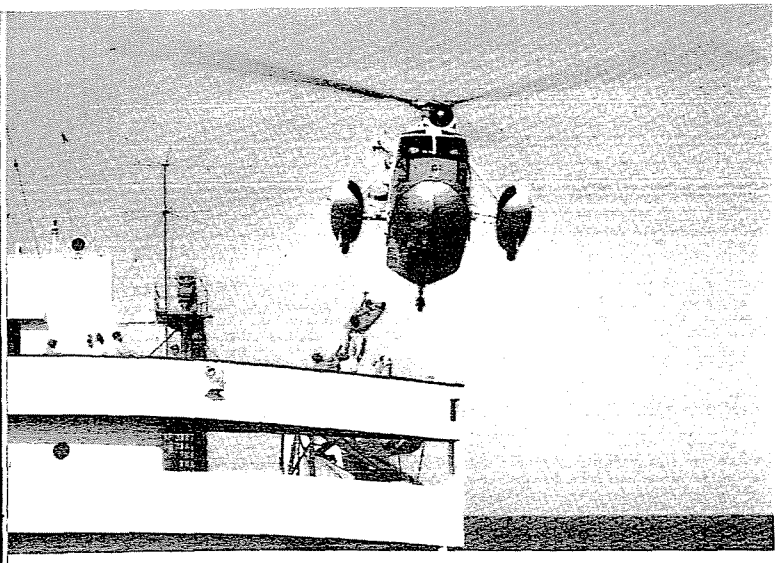
A second 66,700-dwt. supertanker is to be ordered from the Newport News Shipbuilding & Dry Dock Co., Joseph Andreae, General Manager of the Marine Division, announced on Jan. 9. Construction of the second vessel will run about 4 months behind the first, which is scheduled to be launched in October and delivered in December of this year.

"The Company's approval for the construction of this vessel is another evidence of confidence in the Marine Division's ability to give a good account of itself in today's tough and fast-moving competition," Mr. Andreae said.

Like her sistership, known as yet only as Hull No. 573, the new ship will be 800′ long, 116′ beam, 54′-6″ deep, with a cargo tank cubic capacity of 562,500 bbls. Double reduction geared steam turbines of 19,000 shp. will provide a speed of 16.5 knots.

Both vessels are designed to be low-cost bulk carriers of clean petroleum products, the largest regularly employed in the U. S. coastwise trade. They will be economy tankers in the sense that emphasis will be on simplicity and reliability, rather than automation, and low maintenance features will be built-in. Outstanding among the latter will be the coating of hull and cargo pipe surfaces during construction with Humble Rust-Ban 191, the corrosion preventing inorganic zinc compound.

EXX-MOR-006900



Chief Engineer Svafar Steffensen

With arms outstretched in a final gesture of assistance, crewmen of the *Esso Bangor* watch a U. S. Coast Guard helicopter reel in a litter bearing Third Mate Olav Haugevik. The transfer took place at 0830, Nov. 17, when the vessel was about 100 miles off Southwest Pass, enroute to Baytown. "It was a very neat job," Captain William Hamilton said, "and was made in 14 minutes with the ship at half-speed."

Mr. Haugevik was flown to the U. S. Public Health Service Hospital at New Orleans, where he had a kidney operation. He was released on Dec. 4 and is still recuperating at his home on Long Island.

Health Examination Notices Being "Computerized"

A new procedure for keeping track of periodic physical examinations and notifying seagoing men when an examination is due will start this month.

The new system is geared to the Company's electronic data processing machines. Necessary information, such as age and date of last examination, on each employee will be key punched and taped. When the tape is run through the machine, it will pick up everyone who is due or overdue for an examination. For a man due for a physical, the machine will write "letter No. 1", calling attention to this fact and giving instructions on what to do about it. If the examination was not made and recorded the next time the tape is run (every 3 months) "letter No. 2.", a more urgent request will automatically be written. The letters will be sent directly to employees.

The physicals, or health inventories, will be scheduled every 4 years for men up to age 36, every 3 years for those between 36 and 45, every 2 years for 45-to 55-year olds and every year for men over 55.

Examination appointments, except in emergencies, will be arranged for by the Marine Branch Offices at Baytown, Baton Rouge, Bayonne, Boston, Baltimore and Norfolk. The most convenient time will probably be when returning from paid leave.

When the doctor completes his examination, the results, including laboratory reports, will be sent to Dr. C. Hunter Montgomery, Marine Medical Director, in Houston. He, in turn, will report to the employee.

Jersey Standard Plans $1.3 Billion Capital Expenditure Program in 1964

"Capital spending of more than $1.3 billion planned for 1964 by Standard Oil Company (N.J.), the highest in the Company's 81-year history, is a clear expression of continuing optimism in the outlook for business and the petroleum industry," M. J. Rathbone, Chairman of the Board, said Dec. 19 in a year-end review and outlook. Continuing, he said:

"More than a half-billion dollars of Jersey's programmed capital expenditures will be spent outside the U.S. and Canada and will provide much needed private investment in Latin America and the Caribbean area; in Europe and North Africa, and in the Far East.

"Over half of Jersey's record capital expenditures for 1964 is to be spent in the United States and will include the $329 million for purchase of Tidewater Oil Company's refinery in California and marketing facilities in California, Washington, Oregon, Idaho, Arizona, Nevada and Hawaii.

"While next year's spending program is substantial, it should be remembered that over the past ten years Jersey Standard's worldwide outlays for capital additions and in the search for oil and gas have averaged somewhat over $1 billion a year.

"Continued investment of capital funds at this rate will result, of course, in increased earnings. As a result of this large and long continued investment program, it is expected now that Jersey's earnings will reach the billion dollar level in 1963.

"Improvement over last year's earnings of $841 million can be attributed not only to significant volume gains but also to continued emphasis on efficiency in all phases of operations in the United States and in more than 100 other countries of the free world.

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.

"While the prospect for continued growth in Jersey earnings is very good the Company anticipates a more modest rate of gain in 1964. This can be attributed to the somewhat higher than normal increase in crude production Jersey experienced this year."

Stock Pool Price $71.07 for 4th Quarter

Shares of Standard Oil Co. (N.J.) stock bought on continuing purchase orders by employees during the Oct.-Dec. quarter for their Thrift Fund accounts averaged $71.07 per share. About 10,300 employees took part in the stock purchase pool, allocating a total of $6,697,210.38. A total of 94,234 shares was credited to accounts as of Jan. 1. Amounts allocated by employees above the sum needed for the credit of full shares to their accounts are carried over into the pool for the next quarter.

OBITUARY



EUGENE E. SAPP, 40, recently Second Asst. Engineer in the *Esso Gettysburg*, died at Galveston Public Health Service Hospital on Jan. 1 as a result of injuries received in an auto accident on Dec. 8. Surviving are 3 children, Shirley, 17, Theresa, 12 and Eugene, Jr., 10, 3 sisters and a brother.

Mr. Sapp had over 20 years' service in the fleet. He started as Utilityman in the *Esso Augusta* on Dec. 24, 1941 and continued throughout World War II in unlicensed Steward's, Deck and Engine Dept. ratings. For the past 17 years he sailed as Third and Second Asst. Engineer.

GEORGE A. PROCTOR, 66, retired Chief Engineer, died of a heart attack in Galveston on Dec. 27. He lived in Bacliff, Texas, with his wife, Lillian.

Mr. Proctor had 26½ years of credited service, all as an engineer officer. His first assignment was as Second Asst. in the *William Green* on June 27, 1924. He advanced to Chief Engineer in the *W. L. Steed* in May, 1937 and sailed in this rank until his retirement on Nov. 1, 1952. During World War II he was Chief in the *S. B. Hunt* for a year, the *Esso Baytown* for 15 months and the *Esso Springfield* for 9 months.



ALFONSO E. TURON, 60, former Second Cook, died Dec. 3 in Spain, where he had been visiting since his retirement on May 1. He is survived by a sister, Mrs. Leonor Lago, of Hoboken, N. J.

Mr. Turon served in the fleet for 28½ years, starting as Messboy in the *Wm. G. Warden* in May, 1932. He sailed throughout World War II, putting in nearly a year in the *Esso Montpelier* and 15 months in the *W. S. Farish.* His last ships before retiring were the *Esso Newark* and *Esso Miami.*



W. F. Robinson



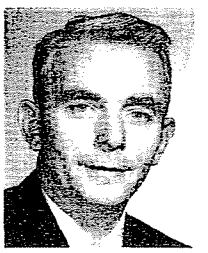
S. B. Haas



J. B. Thompson



C. H. Ritter



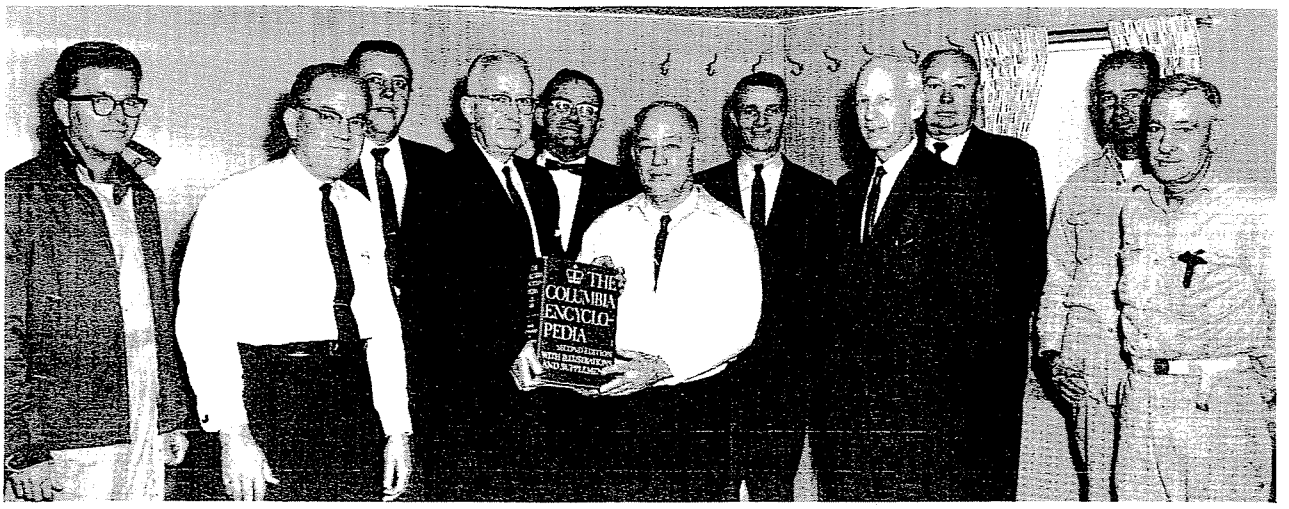
A. D. Mookhoek

Headquarters Appointments

A number of training assignments for personnel in the Marine Division's Houston office became effective on Jan. 1. Heading the list is William F. Robinson, Manager of the Traffic Dept., who transferred to the Operations Dept. as Assistant Manager. Stanley B. Haas was made Traffic Dept. Manager and Justin B. Thompson, Accounting Manager in the Controller's Dept., moved to Traffic, succeeding Mr. Haas as Economics and Planning Coordinator.

Clyde H. Ritter, formerly Head of Traffic's Inland Waterways Economics Section, replaced Mr. Thompson and Abraham D. Mookhoek, Staff Economic Analyst, took over Mr. Ritter's work.

Additional transfers, to be effective Jan. 15, include Robert E. Gordon to preparation and analysis of historical costs; Harry J. Devine to Head of the Financial Section; Robert C. Schauer, Head of the Freight and Statistical Section, all of the Controller's Dept., and W. Winston Gardner to the Traffic Department's Ocean Tanker Economics Section, for training.



Should men in the *Esso Baltimore* suddenly appear more scholarly, knowledgeable and familiar with the arts than men in other vessels in the fleet, the reason may be the COLUMBIA ENCYCLOPEDIA, shown above. The tome is being presented to Captain Harold Griffiths, (right center). Master of the *Baltimore*, by Captain Hewlett R. Bishop, Atlantic Coast Director, Maritime Administration, and a member of the Board of Trustees of the American Merchant Marine Library Association.

The presentation was made to the *Baltimore* at Bayway on Dec. 9 in recognition of the vessel's donation of more than $100 to the Library Association in 1962. (They did it again in 1963.)

Others in the photo, from left to right, are: Third Mate Ishmael B. Sadler and Chief Steward Lester M. Payne, of the *Esso Baltimore;* William P. Bollman III, Executive Secretary, AMMLA; Captain Harold Martin, S. D. Rabadan, Captain M. Breece (Manager) and F. F. Newton, of the New York Branch Office; Able Seaman J. H. Hays and Chief Engineer Roy E. Menzer.

ESA and Company to Resume Talks

Representatives of the Esso Seamen's Association and the Company are planning to meet this week to have another try at reaching agreement on the terms of a proposed amendment to the current labor contract.

Negotiations started last August and continued, on and off, until October, when the amendment was submitted to ESA members for a vote. The ballots were counted Dec. 10 with the result that 103 voted to reject and 48 to accept the amendment.

Automated Cargo Ship Being Built

Keel of a 20-knot, 13,694-ton freighter, which will have centralized, automated engineroom controls and operate with a 30% smaller crew, is to be laid Jan. 16 by Avondale Shipyards, Inc. of New Orleans. The vessel, first of 8 ordered from the yard by Lykes Bros. Steamship Co., will have a crew of 32, compared to a normal complement of 46.

According to the NEW YORK TIMES, Jan. 3, Solon B. Turman, Chairman of Lykes, said that the unlicensed and engineers' unions concerned had agreed to the reduction. Mr. Turman was quoted as saying that the agreement had made the vessels "economically feasible" and thus was "a significant step toward a resurgence of the nation's merchant marine and the maintenance of job security for our officers and seamen."

The centralized engineroom control systems, developed by Westinghouse, will permit the speed and direction (ahead or astern) of the vessel to be controlled from the bridge without assistance from engineroom personnel.

The TIMES article also mentioned 4 other steamship lines that are adopting or planning to adopt similar automation systems on about 20 new vessels.

SERVICE EMBLEM AWARDS

★ 20 YEARS ★



Grant R.H. Sederberg
Second Asst. Engineer
March 26, 1963



Lester E. Eckert
Chief Steward
May 22, 1963



William M. Gardner
MM/2nd Pumpman
June 19, 1963

☆ 10 YEARS ☆

George N. Barody
April 16, 1962
James F. Barrett, Jr.
April 30, 1962
James R. Clark
April 19, 1962
Arthur B. Colcord
June 3, 1962
Julian B. Eubank
April 30, 1962
Oliver W. Holmes, Jr.
April 14, 1962
Arthur R. Kay
May 7, 1962
William P. Marvin
May 8, 1962
Michele Messina
May 13, 1962
Esteban N. Ocana
June 1, 1962
Michael J. Olejnick
June 23, 1962
Theodore Olive
June 29, 1962
Joseph Romero
May 8, 1962
Joseph M. Ruiz
May 23, 1962
Wiley B. Shirley
July 1, 1962
Joseph H. Stromeyer
April 25, 1962
Joel R. Teixeira
June 8, 1962
Charles H. Tyler
June 16, 1962

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