



ESSO FLEET



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Esso Officer in Race To Son's Hospital Bed

On Sunday afternoon, February 14, the *Esso Washington* was in the vicinity of Tortugas on a voyage from Baton Rouge to Everett. Jr. Third Mate James G. Key, Jr. received a radiotelephone call from his wife in Baltimore. She said that Jimmy, their six-year old son, had been taken to Mercy Hospital and was in critical condition.

About 1700 Sunday Mr. Key got a call through to Port Captain A. Larson in New Jersey. He asked if permission could be given and arrangements made for him to leave the ship to go to his son. Captain Larson started a chain of communications and was shortly able to call Mr. Key back and say that every effort would be made to land him at Miami. Subsequently, Captain William Mello, Agent at Jacksonville, arranged with the Miami pilots to have a boat meet the *Esso Washington* at the Miami Sea Buoy and bring Mr. Key ashore.

The tanker hove to off the buoy about 0650, February 15. Mr. Key transferred to the pilot boat 20 minutes later, was driven to Miami airport and boarded an 11 o'clock plane for Washington. Arriving there at 1416, Mr. Key was met by a representative of the Company and taken through the city to the Baltimore-Washington expressway with a police escort. He reached the hospital at 1530—eight hours and 20 minutes after he had left his ship.

Meanwhile, little Jimmy, who had become ill on Saturday, was rushed to the hospital Sunday and found to be stricken with meningitis. His condition grew worse and when he went into a coma Mrs. Key, a former nurse, called her husband on the radiotelephone. With the aid of "miracle" drugs Jimmy regained consciousness shortly before his father arrived.

"Hi, Daddy. I came to the hospital," he murmured as Mr. Key came to his bedside. Mr. Key will probably never hear more poignant words than those.

By the afternoon of February 16 Jimmy was reported to be showing wonderful improvement, with great hope that he will pull through.

Mr. Key, who has over 11 years' service in the Esso fleet, was deeply grateful for the consideration

and assistance he had received from Company personnel. "They couldn't have treated me better if I was President of the United States," he said.

Esso Havana on Transatlantic Voyage

There was a considerable stir aboard the *Esso Havana* when crew members received the news of their next voyage as the vessel docked at Sewells Point, February 11. The orders read, in part: "Proceed Amuay. Load full cargo No. 2 heating oil. Discharge Germany. Discharge port later."

Asked how this development had come about, L. D. Rowland, Traffic Division Manager, gave this explanation:

"On February 11 we received an inquiry regarding a prompt lifting of 30,000 tons of heating oil, which had been sold by an affiliate to a North European customer. The *Esso Havana*, only available clean vessel that could deliver the cargo in the required time, was assigned to make the voyage."

Under command of Captain Robert E. Evans and with Chief Engineer Gregor O. W. Collins in charge of her engine room, the *Havana* left Sewells Point February 12, arrived at Amuay on the 17th and was due at a North European port about March 1.

Rogers Rejects "Reckless" Charges By ETMU-SIUNA

In a letter to the Company, dated February 2, Charles E. Gallagher, President of the ETMU-SIUNA, stated that several Esso seamen had been told that unless they joined the Esso Seamen's Association they would be fired from their jobs. Mr. Gallagher's letter, addressed to J. D. Rogers, General Manager of the Marine Department, reads as follows:

Dear Mr. Rogers:

We have received several written communications from Esso tankermen on the *Esso Washington* and other ships making positive statements as to threats to their livelihood made by Mr. John Collins. Collins, on several occasions, in front of witnesses, has told the tankermen that unless they joined his so-called "Esso Seamen's Association", they would be fired from their jobs.

(Continued on next page)

Naturally, the men in the fleet are concerned about these statements, in light of the fact that Collins is the representative of Esso supervisors in the Jersey Standard Tanker Officers Association; and in light of the fact that the NLRB regional office held that the so-called "Esso Seamen's Association" is supervisor-tainted. Clearly then, Collins could be in a position to have his threats carried out by company supervisors acting under the authority vested in them by the company.

In light of these serious threats to the security and livelihood of Esso tankermen, it is incumbent upon the company to instruct Collins to "cease and desist" immediately from such threats, and to instruct all company supervisors to halt further interference in the tankermen's freedom of choice as to the organizations they may, or may not, wish to join.

Anything less than such positive action on your part can only be regarded by us as evidence of company support of Collins' statements.

We await your immediate reply.

Very truly yours,
(Signed) Charles E. Gallagher
President

The following is Mr. Rogers' reply:

Mr. Charles E. Gallagher
E.T.M.U.-Seafarers International Union of
North America-AFL/CIO
53 Park Place
New York 7, New York

Dear Mr. Gallagher:

We refer to your letter of February 2 containing your latest charges; namely that coercion is being attempted by the Esso Seamen's Association in order to force Esso seamen to join the new independent union.

We have received no substantive reports or complaints that would give credence to your claim. Nevertheless, it is reassuring to us to learn that you stand opposed, as we do, to threats and intimidation as a means of compelling men to join a union not of their own choosing.

As to your charges, we have little choice but to assume that these are merely typical of your many earlier baseless accusations leveled at the Company. For example, on various occasions you have made the false assertion that 300 to 400 Esso seamen are going to be laid off (refuted by the Company in our letter to employees dated August 4, 1959); that the Company signed a "Sweetheart Agreement" with E.T.M.A. (disproved in court); that the Company committed various unfair labor practices (dismissed by the Regional Director of the NLRB); that crew members of the ESSO WASHINGTON were potential carriers of the Asiatic Flu (disproved by competent medical authority).

In view of your impressive record of reckless charges, we believe you will agree that we can hardly be expected to take your letter of February 2 seriously.

Yours very truly,
(Signed) J. D. Rogers

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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.

ETMU-SIU Moves for "One Union" Choice in Balloting

If the SIU-affiliated ETMU has its way, Esso seamen will have only a single union choice in the forthcoming NLRB election.

In a brief filed on February 11 with the Government labor agency, the one-time bargaining agent for Esso seamen has proposed that the independent Esso Seamen's Association not be allowed to appear on the ballot.

We will not comment in any detail on the validity of this maneuver to deny Esso seamen freedom of choice. We think the NLRB will see it for what it is—frivolous and without merit.

Are Your Checks Going to Correct Address?

Some men in the fleet are under the impression that when they notify the office of a change of address on the "W-4" form the office will automatically change their Thrift Plan address. This is not the case. Thrift Plan and draw check order addresses are maintained separately because many men have these checks sent to a different address than the one on their W-4 form.

To change an address to which Thrift Plan checks are sent, it is necessary to notify the Port of New York Office on a special form. This is entitled "Change of Name, Date of Birth and/or Member Mail Address" and will soon be available aboard ship, along with convenient envelopes. New draw check orders, if applicable, should be submitted at the same time.

OBITUARY

STEWARD LESTER C. NELSON. Funeral services were held November 16 at Parlin, N. J., for Steward Lester C. Nelson, who died November 12, in New Brunswick, N. J. He is survived by his wife and three children. Mr. Nelson had been a Steward in the fleet since January 1, 1943, except for five years—1948-1953—when he was Port Steward for Lago Oil & Transport Co. at Aruba, N. W. I.

CAPTAIN HUGO R. ZEUNER. Death came to Captain Zeuner in his home town of Irvington, N. J., on January 26. He is survived by his wife. He started his seagoing career at the age of 15 in a four-masted

Danish ship and sailed for over 22 years as a Deck Officer in Company ships before his retirement on December 1, 1953.

ANNUITANT ALBERT P. FOOTE. Funeral services were held in Malden, Mass., for annuitant Albert P. Foote, who died on January 28. Mr. Foote was born in Newfoundland and went to sea for over 50 years after his "schooling" on the Grand Banks in his early teens. He had sailed in the fleet for over 27 years.

New Mariner's Documents For Old

Specially Validated Merchant Mariner's Documents that are in bad or mutilated condition due to age, normal use or faulty lamination will not be accepted by the U. S. Coast Guard Shipping Commissioners after January 1, 1961. You may apply for a new document on an exchange basis, without cost, by presenting the old card and necessary photographs at any Coast Guard Marine Inspection Office.



Stricken Third Asst. Engineer Transferred Ashore From Esso Jamestown

Able Seaman Gumaro Elizondo, of the *Esso Jamestown*, sent us the accompanying photos, showing the transfer of Third Assistant Engineer Arthur P. Morrison, Jr. from the ship to a Coast Guard boat off the Miami Sea Buoy on February 4.

Mr. Morrison was suffering from pneumonia. He developed a high fever that morning and Captain Edward M. Berry, after talking with the U. S. Public Health Service in Miami, arranged with the Coast Guard to take the sick man ashore. The *Jamestown* was enroute from Boston to Baton Rouge.

Making a good recovery, Mr. Morrison remained at Jackson Memorial Hospital, Miami, for two days, was an outpatient until February 15 and then was able to travel to his home in Stoneham, Mass.

Mr. Elizondo identifies the *Esso Jamestown* crew members in the photo above as follows: (l. to r.) Bos'n John G. Soderlund, First Assistant Engineer William T. Peace, Chief Mate Roland E. Parkhurst, Deck Maintencemen Gilbert L. Gilmore and Henri D. Brin, Machinist Arthur H. Eidinger, Deck Maintenceman Alexander Armadi and Wiper Alexander Simpson.

In the views at right Mr. Morrison is shown being lowered away, and safe aboard the Coast Guard boat heading for shore.



Labor Developments Reviewed

Since July of last year Esso seamen have been working without a collective bargaining agreement.

It is true that wages, seniority pay, paid leave and benefits as they existed in the past have continued unchanged. However, our unlicensed men have not been receiving the benefit of many improvements that the Company offered during contract talks last spring and summer.

Everyone in the fleet should know exactly what the Company offered. A word for word copy of the proposed agreement was mailed to each man.

Unfortunately, the leaders of the ETMU-SIU never gave our seamen a chance to vote on the Company's offer. The reason for the failure by the SIU-affiliate to take such a vote has never been explained. Instead, a vote was pushed through to affiliate Esso seamen with an outside organization.

Despite a storm of reaction from Esso crews, protests against the tissue-thin ballot envelopes and the label of "sell-out" placed on the action of ETMU-SIU leaders, the vote to affiliate was hastily forced on the fleet and was announced to have been carried by a wide majority of those voting. Reports in the New York press cast grave doubts on the integrity of the voting procedure.

A new union, the Esso Seamen's Association, on August 6 claimed to represent a majority of Esso unlicensed seamen and asked to meet with the Company to negotiate a contract.

TAFFRAIL TALK

ASA J. LAGROW, JR., Radio Officer in the *Esso New York*, has returned to the fleet after an Educational Leave during which he completed the requirements for a Bachelor of Business Administration degree at Tulane University. He joined the Company on June 21, 1945.

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Stewards LESTER M. PAYNE and LESTER E. Eckert, representatives of the new Esso Stewards Organization, and JOHN J. COLLINS, Adviser, met with the Company on February 19 to begin negotiations on wages and working conditions.

* * *

An Esso crew will be one of the contestants in the 1960 International Lifeboat Race to be held in the Narrows of New York Harbor on Sunday, May 22. Anyone in the fleet interested in trying out for a place in the boat should get in touch with Port Captain A. Larson at the Port of New York Office.

* * *

The cooperative paid leave schedule, an experiment which has been in effect for a year on the *Esso*

Upon receiving this notice the Company ceased bargaining with the SIU-affiliate because doubt existed as to which group, if any, represented a majority of the unlicensed personnel.

It was expected that a prompt vote would be taken last September to settle the disputed claims. Regrettably, things did not work out that way. The ETMU-SIU on September 18 filed unfair labor practice charges against the Company.

The SIU group claimed that the Company had formed, dominated and assisted the ESA, had refused to bargain in good faith with the ETMU-SIU and interfered with, restrained and coerced its employees in the exercise of their guaranteed rights. The Company emphatically denied these charges.

Under NLRB rules, investigation of unfair labor practice charges and disposal of the charges must be completed before the Board will conduct an election.

Action on petitions for a Labor Board vote in the Esso fleet was therefore put off while the Government agency investigated the charges filed by ETMU-SIU. The charges proved to be baseless. On December 30 they were dismissed by the NLRB Regional Director at New York for lack of evidence.

Now we are awaiting a decision by the NLRB to conduct an election among our unlicensed seamen. It is our earnest hope that the election will be ordered and completed promptly so that we may soon see an end to the present unsettled condition in the fleet.

Gettysburg, Esso Havana, Esso Jamestown, Esso Newark, Esso Suez and Esso Washington, will be discontinued the end of February. Effective March 1, the Port Staff will administer the Rotating Relief Plan for officers assigned to these vessels, the same as for the rest of the fleet.

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The U. S. District Court in Tulsa, Oklahoma, acquitted 29 major oil companies (including Esso Standard and the Jersey Company) of conspiring to fix prices during the Suez crisis in 1956. In the February 11 decision, Judge Royce H. Savage declared: "I think I should say simply that after giving consideration to the evidence I have an absolute conviction, personally, that the defendants are not guilty."

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THE SHIPS' BULLETIN has been discontinued. After publishing both the BULLETIN and the FLEET NEWS for the past year, it was decided that the latter paper better served our seagoing communications needs. However, men in the fleet will not lack for Company literature. As a result of the Esso-Humble-Carter merger it is expected that they will soon receive THE HUMBLE WAY.