CAPTAIN M.BREECE

ESSO FLEET NEWS

PUBLISHED BY THE MARINE DEPARTMENT, ESSO STANDARD OIL COMPANY

Vol. I No. 4 April 1, 1959

Esso President Reports on "How We're Doing"

At a recent employee meeting in New York, William Naden, President of Esso Standard Oil Company, said that "We're having the greatest amount of sales we ever had and we look for 1959 to be a great year."

In reviewing recent years, Mr. Naden said that in 1956, our biggest profit year, we made $60 million. In 1957 profits dropped to less than half of that amount. Although final figures for 1958 are not yet available, it looks as if Esso suffered a slight loss. "You'll recall," he said, "that going into '58 we were in a depression and it was pretty hard sledding. But in the last few months your field organizations have gone out and done a whale of a job." Our Marketing, Manufacturing and Marine Departments have done "a marvelous job in cost reduction. That has enabled us to make products at prices that our marketing people could go out and compete with." And competition, he added, is perhaps the keenest it's ever been in the history of our Company.

Travel Allowances

The Seagoing Personnel Section of the Port of New York Office has had some difficulty recently in keeping abreast of numerous railroad fare increases. Members of the fleet are entitled to paid leave allowances equal to first class rail fare, which provides a parlor chair up to 200 mi. and a lower berth for the entire trip, if over 200 mi. Anyone who has not received the correct allowance should write to P. J. McEwan at 156 William St., New York 38, N.Y., for an adjustment. Give full details and check your claim with the Master.

Two Vessels Had No Lost-Time Accidents in 1958

The Esso Raleigh and Esso Zurich will soon be flying the National Safety Council's "Green Cross for Safety" flag as a result of sailing throughout 1958 with no lost-time accidents. The two ships are virtually tied for fleet-wide safety honors, the Esso Zurich having operated since October 2, 1957 without a lost-time accident and the Esso Raleigh only one day less. Both vessels also posted creditable non-lost-time accident marks during the year - four for the Esso Zurich and five for the Esso Raleigh.

However, these were the only bright spots in the safety picture last year. The 1958 accident frequency rate - based on the number of accidents per total manhours worked - was 3.92, compared with 2.51 for 1957. This is a 56% increase in accident frequency and clearly calls for a sharper eye for safety.

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Rank of Purser Will Be Discontinued April 30

Representatives of the Company and the Esso Staff Officers Association have signed an amendment to their agreement that will eliminate the rank of Purser in the fleet by April 30. The Pursers are being terminated because payroll work, except payoff, is now done ashore and many forms have been eliminated, revised and simplified. Also, requisitions, abstracts, memos, port logs and other reports will be prepared by ballpoint pen, eliminating a great deal of typing. Negotiations are underway with the officers' associations regarding the distribution of the remaining duties of the Pursers.

Under terms of the agreement, Pursers will receive a layoff allowance equal to one week's pay for each year of credited service from 2 to 5; 1½ weeks' pay for each additional year up to 10; two weeks' pay for every year between 11 and 15 and 2½ weeks' pay for every year of service over 15.

New Mail Handling System Expected to Speed Service

An improved mail handling system that is expected to speed mail to men in the fleet was started last month. The mail room at 156 William Street now has a complete file of W-4 addresses for seagoing personnel and an up-to-date list of assignments. Mail will be sent to each man's current location, whether aboard ship or at home.

Another feature of the system is that men returning from paid leave will not "miss" mail. If "AB John Jones" is on leave but is scheduled to return to work before a letter can reach him at home, the mail will be sent to his next ship. In the past, some men have asked to have part of their mail sent home and the rest held in the office until their return from paid leave. This will not be possible under the new system. However, if a man wants all of his mail sent to a location different from his ship or W-4 address, he may do so by notifying the mail room.

Steward's Department Improvements

The Port Steward's office reports that combination electric mixing and grinding machines and electric slicing machines are being put aboard the 27,300 dwt. vessels. The machines will be set up for use as soon as possible...Two different brands of detergent are being supplied to all vessels for washing clothes, dishes, etc., to replace the discontinued brown soap. The detergents will be tested for good cleansing action without skin irritation...New push button type automatic instant coffee dispensers are being installed in the Esso Gettysburg and Esso Washington.

Have You Missed "The Ships' Bulletin"?

We've had several inquiries recently about THE SHIPS' BULLETIN, most of them something like "The FLEET NEWS is certainly a good idea, but I hope it hasn't replaced the BULLETIN." This will assure you it hasn't. After an extensive "facelifting", the first issue of the "new" SHIPS' BULLETIN is almost ready for distribution to the fleet. The most noticeable change is a new cover design. Also, the magazine will be published quarterly. Now, the FLEET NEWS will keep you up-to-date on Company activities and the BULLETIN will continue its high quality features.

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Comments and Questions on New Payroll System

Comments we've heard from the fleet about the new payroll system are mostly favorable. One of its advantages is that families of men with draw checks are receiving their money two to seven days earlier than before. The plan is also eliminating the need for unclaimed wage payments and collection notices.

Some men, however, still have questions about the system. In order to answer these quickly, the Company has established the following procedure: First, take your questions to the Captain. If he doesn't have the answer, see the Company Agent at your next port or contact the Seagoing Personnel or Ships' Payroll Sections, 156 William St., New York 38.

Two of the questions asked most frequently have concerned payments for tank cleaning and "missing" days - extra days of paid leave that occur when a ship arrives in port after the ending date of the payroll for that voyage. Payment for tank cleaning is included in the second pay voucher received after the voyage on which the tank cleaning was done. If a man goes on paid leave, any tank cleaning payments due will be paid on the first voucher after he returns to work. Wages for days not included in the last payoff before paid leave will automatically be included in the next pay voucher.

"Esso Suez" to Test Two Synthetic Mooring Lines

Two new types of mooring line have been purchased for testing aboard the Esso Suez. They will be put aboard the ship during her annual shipyard overhaul, now underway. One line is 8-in. Dacron and the other $8\frac{1}{2}$-in. polypropelene. They will be used as bow lines, replacing 10-in. manila. It is claimed that both types are more durable, lighter and stronger than manila. Test show that the $8\frac{1}{2}$-in. polypropelene has a minimum breaking strength of 103,000 lbs., compared with 77,000 for a 10-in.manila line. Esso is now producing test quantities of polypropelene - a petroleum derivative - at a pilot plant in Baton Rouge. A plant for the large scale production will be completed in Baytown late this year. It will be marketed under the trade name "Escon".

New Equipment Will Speed Thrift Plan Transactions

The Employee Thrift Plan Accounting Office is converting some of its operations to an electronic data processing system. The conversion, which will be completed about July 1, will ultimately reduce the time needed to process withdrawals, loans and other Thrift Plan transactions. While the new system is being installed, however, Thrift Plan members are asked to allow additional time for processing transactions.

Personalities

Sixty years of service in the enginerooms of Company ships was recognized March 5 when Chief Engineers PATRICK J. BREEN and THOMAS F. SMITH received their 30-Year Service Emblems from L. J. Hodgkins, Manager of the Operating Division. The presentations were made at the closing dinner of the second Officers' Conference...Two seagoing retirements are scheduled next month. First Assistant Engineer JAMES M. PRATT retires April 9 and Chief Cook GERARDO PENIN on April 23.

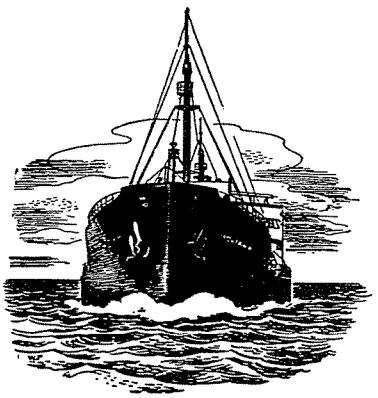
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Stapleton Launch Schedule For the convenience of personnel meeting or returning to ships in New York Harbor, the Stapleton launch schedule is as follows: Between 8 a.m. and 6 p.m., two launches are in operation. After 6 p.m., a launch leaves the Stapleton landing 15 minutes after every hour. Fog or rough weather may cause delays in the launch service. Personnel going aboard ships during bad weather should allow enough time to compensate for these delays.

Are You Planning to Move? Fill Out a New W-4 Form If you have moved recently, or are planning to, be sure that the Company knows it. Fill out a new W-4 form and send it to the Seagoing Personnel Section, 156 William Street, New York 38, N.Y. Blank forms are available aboard ship. The W-4 address is used to forward personal mail, paid leave letters and other Company correspondence.

"Esso Manhattan" Sold Sale of the Esso Manhattan to the Gulf Transit Co., of Florida, was completed on March 16 and the vessel left the Jacksonville tied-up fleet on the 17th. It is understood that the Gibbs Corp., Jacksonville, will convert the vessel to carry bulk cargoes - coal, phosphate and sulphur, particularly - in Gulf coast trades.

Obituary Funeral services were held March 8 in New Orleans, La., for Leander Jones, Utilityman in the Esso Chattanooga. Mr. Jones, 58, died March 5 in Jackson Memorial Hospital, Miami. He is survived by his wife and son. A member of the fleet since March 19, 1952, Mr. Jones began his Company career as Crew Messman aboard the Esso Charlotte.



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