

ESSO FLEET NEWS

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Progress of the Belt-Tightening Program

It has been six months now since the announcement was made that economic conditions—including the construction of the Colonial pipeline between Houston and New York—would require operating economies in the Esso fleet if we were to remain competitive in the oil transportation business. What has happened during that time and how do we stand now?

First, a look at the Colonial pipeline, which is owned by nine competitors of Humble. Six contractors are working on the 36" Houston - Greensboro, N. C. section of the line and apparently the work is on schedule. An article in the February issue of FORTUNE magazine states that this part of the line "is expected to go into operation during the first half of this year". That's only three or four months away. "Contracts for the Greensboro-New York section probably will be let in the next few months," the magazine continued.

It is evident that our new competition is moving right along. But we are moving, too.

As announced six months ago, a plan is underway to cut manning costs (our biggest expense item) by reducing the crew complement by nine men on the six larger vessels and by seven men on the remaining vessels. This has been proceeding gradually over the past few months and as of Feb. 11, nine vessels were operating with 35-man crews.

James W. Crossland, right, recently Oiler in the Esso Greenville, looks over an application for a service station dealer or agent's job with W. A. Scott, Placement Coordinator. Mr. Crossland filed the application, passed an examination and, if he is among the top 12 in his group, will attend a training school for eight weeks. While training, he will receive an expense allowance of about \$105 per week and will work at a service station on Saturdays and Sundays. After completing the course, he will get a station, if one is available, or go on the waiting list.

Service station opportunities are reported to be especially good in southeastern states and in Texas. Just recently, Ralph Maupin, former Oiler in the Esso Boston and Henry Glenn, Machinist, have gotten sta-

What about the surplus personnel?

To date, 135 men have accepted the Special Voluntary Early Retirement offer and 12 others will retire during the first six months of this year because of disability or reaching the 65-year age mark.

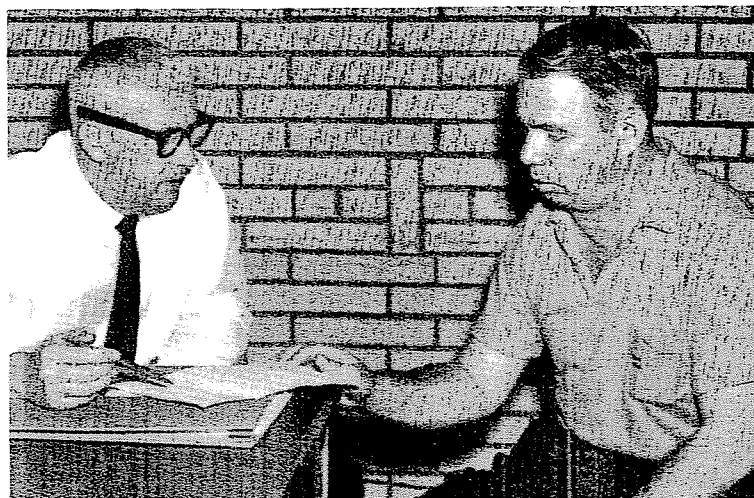
There have been no regular employees laid off by the Company up to this writing. Requests for early lay-off have been received from 73 men who obviously had other plans and perhaps opportunities to use the substantial severance pay cash.

It now appears that the number of mandatory lay-offs to be required will be considerably fewer than was originally expected. There are several reasons—a greater number of early retirement acceptances than anticipated, the previously mentioned requests for early lay-off, and a normal number of "quits".

JOB PLACEMENT SERVICE

Some of the men who have retired and some who have taken early lay-off have received help in finding new jobs. The assistance has been given by our Marine Agents and by W. A. Scott, of the Baytown Marine Office, who is also serving as a Placement Coordinator. His office is in the Refinery's Placement Center in Community House No. 2, near the Baytown Post Office. Also work-

tions in Asheville, N. C. and Raywood, Texas, respectively. Anyone interested in a service station should see his base port Agent, who will be glad to get him started right with the Marketing Department.



ing at the Employee Placement Center are M. L. Watts, H. J. Smith and C. N. McClelland who, though primarily concerned with the placement of surplus Refinery personnel, are also cooperating with Mr. Scott.

As of Feb. 18 new employment has been found for 25 men. Of these jobs, 14 were seagoing, three were with the Inland Waterways Dept. and eight ashore. The shoreside jobs were; two service station operators, two machinist with a construction contractor, one sheet metal helper with an air conditioning company, one rigger and one welder with mechanical maintenance companies and one man took a two-week training course and is now in business for himself. He installs Humble's Magic Grids on oil burners in the Boston area.

There has not yet been too much of a demand for jobs although in all areas except Boston, plenty of jobs are available, ashore and afloat. Leo Whyte, in the Port of New York Office, has placed a number of men as has Joe Burkart, in the Norfolk Office. Captain S. V. Gardner, in Baton Rouge, has found several available opportunities.

All Agents and several others concerned with seagoing personnel are taking a real interest in seeing that every possible assistance is given to men who need new jobs. However, they can't help unless they know who wants help. So, if you are subject to lay-off, you might be doing yourself a favor if you stop in on Mr. Scott or your base port Agent and see what he can do for you.

TAFFRAIL TALK

Captain M. Breece, Manager of the Port of New York Office, returned home Feb. 7 after hospitalization for an "ulcerectomy". He came through in fine shape and is expected back at the office on March 11.

Leonard H. Earle, Employee Relations Adviser, completed a six-week management course con-

ducted by Emory University at Sea Island, Ga. on Feb 15.

Chief Mate Robert F. Stap started work in the new Humble Bldg., Feb 4, on a project to revise and bring up to date the cargo piping diagrams for all ships in the fleet. The project will take several months.

Paul H. Harwood, who retired June 1, 1938 as Assistant General Manager of the Standard Oil Co. (N. J.) Marine Dept., died Feb. 6 at the age of 86. He had 22 years of credited service and 24 years as an annuitant.

Movie Film, Anyone?

Have you any good movie film showing Company vessels at sea, in port, docking and undocking, or rough weather views, shipboard operations and scenes taken on foreign voyages? If so, the Company will pay up to \$25 for the privilege of making a copy of it.

The idea is that the Marine Division would like to develop a small library of movie film on the above subjects. We're mainly interested in 16mm color film but if you have something good on another size, or even a good sequence of 35mm slides, we might be able to use it.

Please send your film to ESSO FLEET NEWS, Humble Oil & Refining Co., P. O. Box 1512, Houston 1, Texas. Please include also, if you can, some description of what the pictures are about and when they were taken.

While on the subject of pictures, let us remind one and all that the FLEET NEWS pays \$10 or more for photos we publish from men in the fleet. We like black & white prints (also color and transparencies but not movies) of shipboard scenes with some news value, paid leave "doings" and the like.

Unique Tribute Presented to J. D. Rogers

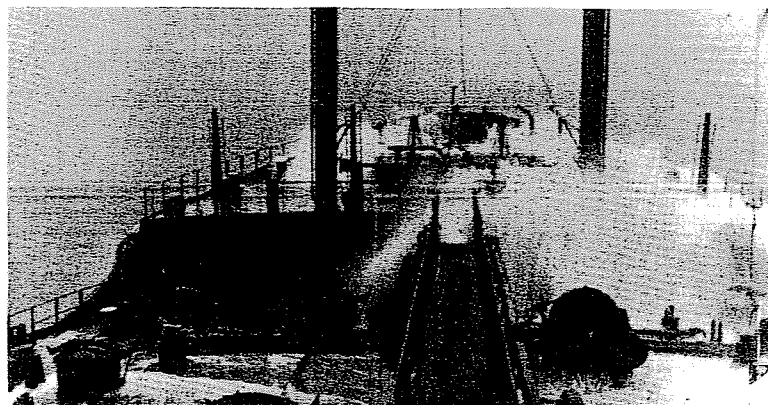
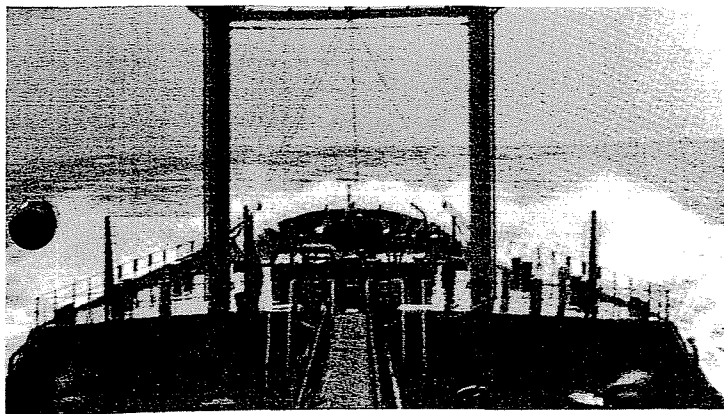
An inscribed silver tray, on which the signatures of active Masters and Chief Engineers in the fleet are engraved, is shown being presented to John D. Rogers,

recently retired General Manager of the Marine Division.

Making the presentation in New York, Feb. 6, are Chief Engineer Edward V. Branigan (left), acting for Albert T. Fellows, First Asst. in the Esso Boston, and Captain Victor G. Lee (second from left). Captain Lee, Mr. Fellows and John J. Collins (right), JSTOA Adviser, made up a committee to arrange for the testimonial.

The inscription on the tray reads as follows: "JOHN D. ROGERS. A man who over these many years gave unsparingly of his energies and his wisdom to provide the Esso fleet with the finest — in good ships, safe ships, and the very best of conditions — as we who sailed these ships as Masters and Chief Engineers can truly testify. Thank you and good health."





Photos by AB Tom Kinney, Esso Lima

Our seagoing men have seen sights like these all too frequently during the past two months or so. Mr. Kinney took these pictures Jan. 3 while the *Lima* was running through heavy ground swells off the Florida coast on a voyage to Philadelphia. Note the positions

of the bow in relation to the horizon in the two views.

Again on Feb. 11, the *Lima* encountered such heavy weather that she could not bunker at Freeport and had to put in at Port Everglades. First time this has happened.

An Arkansas Success Story

There are some colorful rivers up in northeastern Arkansas—at least the names are colorful. There's the White River, which joins the Mississippi, the Little Red River, the Strawberry and the Black River. A Government project is pending to build a power dam and reservoir on the Black, similar to the Bull Shoals Dam and lake on the White River. Part of the land that would be flooded belongs to James T. Wyatt, now a crewman in the *Esso Jamestown*. This prospect does not in the least displease Mr. Wyatt.



J. T. (Arkie) Wyatt

As Jim sees it, he'll have to sell some of his 210 acres—the part that will be under water—but he'll gain a mile or so of lake-shore frontage. And in a couple years there should be some good bass fishing. He might have to sell some more land for a road but then he'll gain some road-front property. And in the meantime, he has a good part of the land in the Government's soil bank, which pays a tidy bit of "interest".

Arkie got started buying land with a 17-acre purchase in 1954, two years after he began sailing with Esso as Deck Maintenceman. The next year he acquired an adjoining 110 acres and the following year, 83 acres more. Meanwhile, he had switched to the Engine Dept.

Born near Pocahtontas, Ark., about five miles

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W. E. Gardner, Editor.

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from his present home, Arkie has packed a lot of experience into his 47 years. He was driving a truck when he was 14, has done some farming, worked in a packing house in Wichita, been a Goose Creek Oil Field roughneck and put in 20 months with the Navy in World War II. He made one trip with Tidewater before coming with Esso.

Mr. Wyatt is inclined to credit a large part of his property-owning status to his present employment, which is no doubt true. However, he also mentioned that Agnes, his wife, is "a great one for stretching a dollar" and we'd calculate that no small share of their accomplishments is due to her. The accomplishments, incidentally, include raising three daughters and a son, all of whom have married and made Mr. and Mrs. Wyatt grandparents seven times over.

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There are few wild beasts more to be dreaded than a talking man having nothing to say.

— Johnathan Swift

RECENT RETIREMENTS

CAPTAIN WALTER F. ANDREWS. "Father Neptune sure blew his top on the Captain's last trip," the *Esso Boston's* BUGLE commented Dec. 6, "sent his gales to give the Old Salt something to remember. One thing is sure, we who sailed under him will not forget him. He was a 100% man and shipmaster."



Retiring Feb. 1 to his home in Jacksonville, Captain Andrews said, "I plan to keep very busy doing things I like and, of course, a few odd chores for the Mrs. and daughter." He also contemplates some auto trips, fresh water boating and pleasant evenings with interesting people.

Captain Andrews has been gainfully employed for 46 years, starting with a job in the Lyric Theatre in Mena, Ark. He went off to sea in 1920 as an ap-

prentice seaman in the U. S. Navy, was an AB in freighters a few years and joined Pan-Am's *Mexoil* as Third Mate in Nov. 1926. He sailed as Second and Chief Mate through the '30s, getting his first command, the *E. T. Bedford*, on Dec. 2, 1940.

Captain Andrews had the *E. G. Seubert* and *Esso Providence* during World War II, the latter vessel for 2½ years. He was Master of the *Esso Burlington* for nearly seven years, the *Gettysburg* for three and the *Boston* for his last two. His credited service totals just short of 34 years.

RADIO OFFICER DEWEY E. D. BARR's career in radio goes back to 1926 when he was "Sparks" in the Clyde Line's *City of Rome*. He was an automotive machinist during the '30s but returned to radio development with the U. S. Army Signal Corps laboratories in Eatontown, N. J. in 1942. His 18½ years in the fleet began in Feb. 1943, when he joined the *Wallace E. Pratt*. He sailed throughout the War in four more vessels and was most recently Radio Officer in the *Esso Miami*.

Mr. Barr is married, lives in Freehold, N. J. and is interested in photography and amateur radio. He also plans to do some custom photographic color processing. His retirement date was Jan. 1.



BOS'N SANFORD L. HARRIS says he's going to take it easy for a while after his retirement, Feb. 1, but that might mean getting up before dawn to go hunting or fishing. He loves both sports and his home in Old Trap, N. C. adjoins a woods and is close by the Pasquotank River and Albemarle Sound. Sandy and his wife also love dogs and have been raising and training beagles for six or seven years.

Mr. Harris has been going to sea for most of his life except for two years in World War II when he was a machinist at the Norfolk Navy Yard. He spent 10 years on coastwise barges of the Southern Transportation Co. and 15½ years in the *Esso* fleet, almost all as Bos'n.

Mr. and Mrs. Harris have five children and 11 grandchildren.

CHIEF STEWARD PHILLIP A. SCOTT. Mining, logging and shipping are the three industries in which Mr. Scott has earned a livelihood for the past 46 years. Born in California, he worked for gold and silver mining companies in Calif. and Nev. from 1917-22, then spent 12 years as a log pond foreman for two lumber concerns.



Shipping out as a messman with Lykes Bros. in 1935 started Mr. Scott on his seagoing career. He was Messman, Cook and Steward in the *Esso* fleet between 1937 and 1942 and returned in 1945 after sailing during the War with National Bulk Carriers and American South African Line. From May, 1947 until his retirement, Feb. 1, he was Chief

Steward, serving in the *Esso Bethlehem* and *Esso Dallas* for the last five years.

Mr. and Mrs. Scott live in Baytown and have twin boys, Terry and Phillip.

CHIEF STEWARD MANUEL P. SENNA has had a 49-year career in steward's dept. positions and his only regret about his retirement Feb. 1 is that only 16 of those years have been with *Esso*. His career began in 1914 with a year's service in the Coast Guard soon after he came to this country from Cape Verde Islands. Next came three years in merchant ships, a year in the Army as steward in a mine planter and seven more years in dry cargo vessels.



For 12 years — 1926-38 — Mr. Senna was port steward for McAllister Navigation Co. (excursion steamers), then went to sea again aboard Gulf tankers and, from 1942-46, as chief steward aboard troopships. Joining *Esso* on Jan. 3, 1947, he served as Chief Steward for all but his first month in the fleet.

"So, now," Mr. Senna wrote from his home in New Bedford, "I am looking ahead to a long, healthy life with my lovely wife, Caroline, our two children and, so far, three grandchildren."



ABLE SEAMAN SONNY JEANAL first joined the Company as AB in the *Geo. G. Henry* in April, 1941. He sailed in that vessel for 13 months, then shipped out as Bos'n with the Porto Rico Line, American Export and several others. Returning to the fleet in March 1948, his service was continuous until his retirement, Feb. 1.

Born in the Philippine Islands, Mr. Jeanal is married and lives in Brooklyn, N. Y.

The light area between the two keel blocks is a paint "holiday" on the bottom of the *Esso New York*. It's a spot that was covered by a keel block the last time the ship was drydocked and was not painted. The pitting you see there is a result of an electro-chemical action which eats away the unprotected steel in that spot and others like it. Since coatings have become better and drydocking intervals longer, wastage tends to concentrate in the holiday areas.

To correct this situation, the *Esso New York* was refloated during her last drydocking, moved a few feet and then raised again so that every inch of the bottom surface could be coated. This will become standard practice for future bottom painting work.

Project Engineer Walter H. Radut

