ESSO FLEET NEWS

PUBLISHED BY THE MARINE DEPARTMENT, ESSO STANDARD, DIVISION OF HUMBLE OIL & REFINING COMPANY

Vol. 2, No. 17 August 25, 1960



Company and Esso Seamen's Association representatives at first bargaining meeting. Left to right are: T. J. McTaggart, Port Engineer; Captain F. L. Hooper, Assistant Port Captain; D. A. Hodges, Port Steward; Captain A. Larson, Port Captain; L. H. Earle, Employee and Labor Relations Assistant and Secretary of the meetings; Captain M. Breece, Manager, Port of New York Office and Chairman of the Company negotiators; John J. Collins, Adviser to the ESA, and the following Association officers and members of the Board of Governors: George J. Redepenning, Chairman; Willem Kuyl, Treasurer; Harold R. Smith, Secretary; Wiley B. Shirley, Vice Chairman; George F. Leonard, Assistant Treasurer, and Antone P. Lobo, Assistant Secretary.

ESA and Company Begin Contract Negotiations

Contract talks between representatives of the Esso Seamen's Association and the Company got underway August 23 at the Port of New York Office.

The start of negotiations follows the August 5 certification by the National Labor Relations Board of the ESA as exclusive bargaining agent for Esso seamen and the more recent election of the ESA's Board of Governors.

Captain Breece, Chairman of the Company team, welcomed the Association members and expressed the hope that a speedy and mutually satisfactory agreement will be reached.

Two Cargo Records in One Voyage Set by *Esso Gettysburg*

The unusual feat of making a loading and a discharge record on the same voyage was accomplished by the *Esso Gettysburg* on a recent cargo movement from Baytown to Norfolk.

At Baytown on July 30, the supertanker took aboard five clean products (three grades of gasoline, heating oil and Diesel oil) totaling 258,626 bbls. between 0305 and 1250. The average loading rate over the 9 hrs. 45 min. was 26,996 bph. This was 7,174 bph. better than the previous high mark set

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by the *Esso Zurich* on May 30, handling six grades. The *Gettysburg* loaded through two 16", two 15" and one 12" shore lines and four 12" hoses.

Arriving at Norfolk on August 3, the vessel started discharging at 1910 and finished at 0705 the next day. She averaged 21,697 bph., pumping through one 12" and four 8" hoses and two 18", one 16" and one 14" shore lines at an average hose pressure of 125 lbs. at the rail. The previous record at Norfolk—19,141 bph. for four clean grades—was also made by the *Esso Gettysburg*.

Deck officers and pumpmen in the ship during both the cargo handling records were: CAPTAIN JOHANNES BOJE, Master; EDWARD CRAWFORD, Chief Mate; PATRICK J. O'DONNELL, Second Mate; WILLIAM A. WILBURN, Third Mate; CHARLES H. TYLER, Jr. Third Mate; LAWRENCE V. HOMAND, Pumpman, and KENNETH P. NALEY, Maintenance-Mechanic/Second Pumpman.

Shore personnel at the Baytown and Norfolk terminals are also to be commended for their excellent cooperation.

FLASH—The *Gettysburg's* Norfolk discharge record lasted only nine days—until she could get back again with another cargo. On August 13 she discharged 251,139 bbls., composed of five clean grades, at an average rate of 22,166 bph., topping the August 4 mark by 469 bph. The new record was made using four 8" hoses, 110 lbs. hose pressure and two 16", two 14" and one 12" shore lines.

(*You fellers on the* Gettysburg! *How about easing off for a trip so we can stop revising this item?*—Ed.)

OBITUARY



HENRY C. PLATTNER. Mr. Plattner died at his home in Jersey City on August 8. Prior to his retirement November 1, 1958, he served in Engine Department ratings in the fleet for more than 22 years, the last six as Oiler. He was a survivor of the *John Worthington* when she was torpedoed and heavily damaged off the coast of Brazil in May, 1943.



KERMIT A. WICHELNS. Formerly Senior Clerk in the Seagoing Personnel Section, Port of New York Office, Mr. Wichelns died in Brooklyn on August 6. He had been with the Company for 17 years—all in seagoing personnel work—at the time of his retirement on September 1, 1958. Surviving are his wife, two daughters and a son.



Machinist Lincoln W. Swift with some of his jewelry aboard the *Esso Baltimore*.

Machinist With A Delicate Touch

A lapidary, the dictionary says, is "an artisan who cuts, polishes and engraves precious stones"—and that's what Lincoln W. Swift is, in addition to being Machinist in the *Esso Baltimore*.

Buying rough 14-carat gold castings, uncut gems and semi-precious stones, he polishes the castings and cuts, grinds, polishes and mounts the stones to make really beautiful rings, earrings and pins. At his home in Duxbury, Mass., he has diamond cutting saws, grinders, faceting bench and buffers. Aboard ship he polishes the castings and mounts the stones.

A dedicated "rock hound", Mr. Swift goes in for sapphires, rubies, amethysts, rock crystals, chrysocollas, natural and synthetic morganite and various types of opal. He is a member of the Gem Cutters Guild of America and once went diamond hunting (he found two) in Arkansas, where the only diamond mines in North America are located.

Mr. Swift also prospects for Indian relics. He has amassed a collection of over 600 arrow heads, spear heads, stone scrapers, etc., from his "diggins" in Massachusetts and New York. He can tell you about fossilized dinosaur bones, too, and the rounded stones regurgitated from the reptiles' craws.

Sailing as Machinist for 10 of his nearly 13 years in the Esso fleet, Mr. Swift was previously a machinist with Norton (abrasives) for 19 years. He plans to turn his jewelry making hobby into a paying business when he retires.

ESSO FLEET NEWS is published for the seagoing employees of Esso Standard, Division of Humble Oil & Refining Co., Marine Department: J. D. Rogers, General Manager; James E. Stoveken, Assistant General Manager; Sydney Wire, Assistant General Manager.

W. E. Gardner, Ed.; R. M. Sheridan, Editorial Ass't. Contributions and suggestions are invited and should be addressed to The Editor, ESSO FLEET NEWS, Room 936, 15 West 51st Street, New York 19, N. Y.

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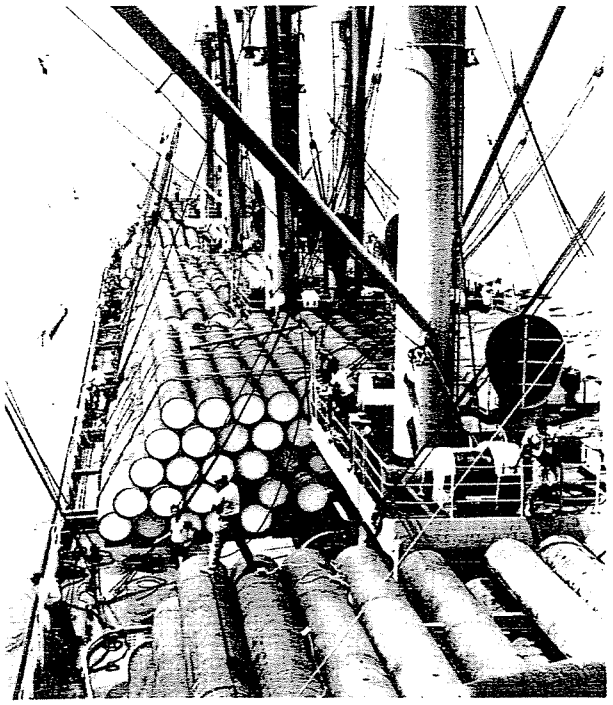

Pipe Floated Ashore in Libya

A cargo of 2,000 lengths of 30-in. pipe being unloaded June 30 about a mile off Marsa El Brega, on the Gulf of Sirte, Libya. Each two-ton, 40-ft. section is plugged with plastic discs and towed to shore by small boats. A specially devised car on a marine railway pulls the pipe up on the beach.

The pipe landing operation marks the beginning of a pipeline project which will reach south about 100 miles to the new crude oil producing fields at Zelten, discovered by Esso Standard (Libya) Inc. Esso Libya is also planning to build a loading terminal at Marsa El Brega.

The Other Side of the Coin

In contrast to the important Libyan oil discoveries, Esso Standard (Turkey) Inc. announced with regret August 17 that it is discontinuing exploration activities in Turkey. In six years of exploration work the company spent $20,000,000 and drilled 11 dry holes.

You and Your Will

This is the title of a pamphlet being distributed to men aboard ship with this issue of the FLEET NEWS.*

The privilege of making a will is a valuable right that perhaps can best be appreciated by considering it in reverse—if we didn't have the right and the government decided who would receive our worldly possessions when we passed on.

"Although we are sure that we would not want the government deciding who is to divide our property," the pamphlet states, "that is exactly what happens in most cases." The reason is that in this country most people die without having made a will at all or leave one that is ineffective.

Among the advantages of having a will are: you may dispose of your estate as you see fit, name a guardian for your children and an executor (the person to manage the estate), save on taxes and avoid legal entanglements and excessive expenses in settling an estate.

Other subjects discussed include: problems that may arise if you make a will in one state and later move to another, how to keep the will up to date, how *not* to change a will and who should draft the will.

By making a will, the pamphlet concludes, "we can plan the disposition of the fruits of our life's work and provide for the welfare and future of our loved ones. We should give our will careful consideration, and the sooner we do it, the better."

NOTE: While we're about it, we might suggest that you check† the beneficiary designation in your Group Insurance Policy. Do you remember whom you designated to receive the proceeds of your life insurance? The money paid to beneficiaries by an insurance company does not become part of an estate in the same way that Thrift Fund balances or property does. In many cases the naming of specific beneficiaries is to be preferred over the standard preference or special specific beneficiary schedules.

* The pamphlet is also available to seagoing personnel on leave and annuitants. Send a post card or letter requesting a copy to Esso FLEET NEWS.

† By writing to S. T. Edmonds or Mrs. N. B. Block, Esso Standard, Division of Humble Oil & Refining Co., 156 William St., New York 38, N. Y.

TAFFRAIL TALK

The *Esso Boston*, sistership of the 48,800 dwt. *Esso Baltimore*, is scheduled to be launched September 28 by the Newport News Shipbuilding and Dry Dock Co. The Sponsor will be Mrs. George M. Parker, wife of the President of Esso Export Corporation.

* * *

A 15-watt, single channel (156.65 megacycles) VHF radiotelephone has been installed on the bridge of the *Esso Lima* for testing. The unit is intended principally for short range, bridge-to-bridge communication between ships. The equipment is similar to police and taxi type two-way phones.

* * *

From a column in THE NEW YORK HERALD-TRIBUNE *entitled "One Hundred Years Ago in the New York Tribune"*—THE NEW YORK KEROSENE OIL CO. announces that, having made great improvements in the manufacture of KEROSENE, they are now enabled to offer it to the trade at ONE DOLLAR PER GALLON, WHOLESALE. Advt.

Rita Maras, daughter of Alv A. Maras, Jr. Third Mate in the *Esso New Orleans,* has been granted a Teagle Scholarship to attend Cornell University, College of Arts and Sciences.

* * *

TORRANCE INMAN and DONALD E. GRAHAM are returning to the fleet as deck officers on September 1 and 6, respectively. Both men have been on shore assignments in New York.

* * *

L. D. ROWLAND, Manager of the Traffic Division, has transferred to the Jersey Company, effective August 18, to accept an assignment in London to act as liaison between affiliates in Europe and Esso Tankers, Inc.

W. F. ROBINSON has succeeded Mr. Rowland as Manager of the Traffic Division, Marine Department.

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Phonograph record collectors who love the sea may be interested in "Blow Ye Winds", an album of sea chanties (or shanties) by the 32-voice U. S. Coast Guard Academy Cadet Singers. The album has recently been released on the MGM label.

Chanties on the record include Nancy Lee; Away to Rio; Blow Ye Winds; Home, Boys, Home; Haul Away, Joe; Boston Come All Ye; Sailing, Sailing; The Erie Canal; Tarpaulin Jacket; Tommy's Gone to Hi-Lo; Shenandoah; Earlye in the Morning, and A-Rovin'.

More on Stern Anchors

In the FLEET NEWS for June 30, an article on the advantages of stern anchors detailed various circumstances where these appurtenances have been helpful in saving time and providing greater safety for the 37,800 dwt. vessels. Since the article appeared, Captain Walter F. Andrews, Master of the *Esso Gettysburg,* has recounted several of his experiences which further illustrate the value of stern anchors.

"On November 10, 1958," Captain Andrews wrote, "this vessel anchored by the bow in Houston Ship Channel shortly after leaving the Baytown docks. The fog later cleared and we got underway again, even though there was dense fog ahead and the tide would soon be strong ebb. We knew the stern anchor could be used at any time. At 0948 the same day we did anchor by the stern and later by the bow, too, so that the vessel remained in mid-channel when the tide turned. The stern anchor in this case enabled us to proceed and re-anchor in a better position than the original anchorage.

"Outbound in the upper Mississippi River on April 19, 1959, the *Gettysburg* encountered dense fog and dropped the stern anchor. Here, we were able to select a favorable anchorage after rounding a point, instead of stopping further up-river as a precautionary measure. In many river passages you can round a foggy bend and find clear weather. You can proceed with confidence when you know the vessel will not have to be turned. The stern anchor has probably saved many days in this manner."

Captain Andrews told of another occasion when the stern anchor wasn't actually used but the vessel probably would not have proceeded if she had not had it. "On December 26, 1959, in the lower Mississippi," the Captain said, "we had just exchanged pilots at Pilottown and patchy fog was reported ahead in Southwest Pass. Numerous ships were anchored. This type of fog hangs on for days in the river passes and may not obstruct your passage at all or, again, it sets in thick without notice. Pilots, in most cases, are willing to go if the Master permits. Radar is a great aid in fog but you always think 'What if the pass is blocked by another vessel?' It's the stern anchor that gives you that extra margin of safety and confidence, for you know you can anchor with ease—no turning required."

A more recent instance where the stern anchor was a prime consideration in the Master's decision on whether or not to leave Bayway occurred last June 23, the night that Ambrose Relief Lightship was sunk.

"We learned by radiotelephone," wrote Captain Andrews, "that there was thick fog at Ambrose. With a big ship like this and the closeness of things in the 'Back Door', one must do some tall thinking before he will leave a safe berth. Conditions looked good as far as Great Beds Anchorage (Perth Amboy).

"Leaving Bayway at 2010, we kept the tug and Docking Master all the way to the anchorage, where there was only one ship—a rare condition. Visibility was about four miles but the pilot boat still reported 'thick fog at Ambrose'. The tide was ebbing and we decided to proceed, for we could safely anchor by the stern at any time in Raritan Bay East Reach.

"Visibility was good all the way to Sandy Hook. Patchy fog was encountered in Sandy Hook Channel and Gedney Channel but then cleared to about two miles' visibility. After the pilot left we ran at half speed for a few minutes, then at regular speed as visibility increased to four and five miles.

"In close quarters your stern anchor is your best bet when you have to stop," Captain Andrews concluded.