

ESSO FLEET NEWS

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Teamster Objections Overruled; ESA Certified by Labor Board

The Newark office of the NLRB completed its investigation of objections to the conduct of the recent election in the Fleet and issued a Supplemental Decision dated July 13. The following are the concluding statements:

"Having overruled the Petitioner's (Teamster Local 866) objections in their entirety and as the Intervenor (Esso Seamen's Association) has received a majority of the valid votes cast, I shall certify it as the bargaining representative of the employees in the unit heretofore found appropriate.

"CERTIFICATION OF REPRESENTATIVES

"It is hereby certified that Esso Seamen's Association has been selected by a majority of the employees of the above-named employer in the

unit herein involved as their representative for the purposes of collective bargaining and that pursuant to Section 9(c) of the Act, as amended, said organization is the exclusive representative of all employees in such unit for the purposes of collective bargaining with respect to rates of pay, wages, hours of employment and other conditions of employment.

"Dated at Newark, New Jersey, this 13th day of July 1967."

The report was signed by Bernard L. Balcier, Acting Regional Director, National Labor Relations Board, Twenty-Second Region, Newark, N. J.

Certification of the ESA means that bargaining will begin July 21 or shortly after.

Esso Miami's Round-the-World Voyage

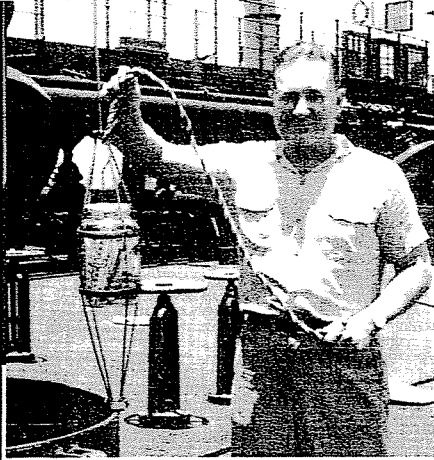
The *Esso Miami* did arrive at Mobile, Ala. on schedule, July 6, completing a 108-day round-the-world voyage that went like this:

March 20—Left Houston (with cargo of wheat)
March 24—Bunkered at Freeport, Bahamas
April 4—Bunkered at Ceuta, Spanish Morocco
April 10-11—Transited Suez Canal
April 20—Arrived Bombay, anchored to await berth
April 28—Docked at Bombay, discharged wheat
May 11—Left Bombay
May 15—Arrived Bahrain, loaded MSTC cargo
May 18—Left Bahrain
May 29—Bunkered at Singapore
June 2-3—Arrived Bataan, P.I., discharged part cargo
June 9-10—Arrived Guam, discharged balance
July 1-2—Transited Panama Canal
July 6—Arrived Mobile, everybody (almost) off for paid leave.

Some of the highlights of the trip were mentioned in a recent letter from Captain Thomas K. Lawton. "First, let me thank you for the FLEET NEWS," Captain Lawton began, flatteringly. "The

issues have been much enjoyed and appreciated. They make us feel that we are not forgotten on our 'Mission of Mercy'—bringing succor to our less fortunate brothers over the sea. We really look upon ourselves as nautical Peace Corpsmen, doing what we can to alleviate the sufferings of the poor people of India. And that is about the only kind I saw.

"Speaking of the Peace Corps—had you heard that 10 of them paid us a visit in Bombay? The way it happened was that I have a niece in the Peace Corps stationed in India and her father wrote her that I would be in Bombay at a certain time. She and about 40 of her shipmates were in Bombay at that time for their pre-discharge medical examinations. So she got in touch with our agents, who contacted me and a meeting was arranged. After having supper with the young lady, I invited them to come aboard the next day and look the vessel over. I was a little apprehensive about meeting my niece. I had never seen her and



OS Albert L. Erickson

Third Asst. Bobby M. Pouncey with the mail buoy that was dropped off the Hawaiian Islands. The jar contains letters, cigarettes and money and is fastened in a frame weighted at the bottom and with a metal flag at top. The buoy may still be drifting in the Pacific as none of the letters have been received so far.

thought she might be the missionary type. And they always make me feel a bit uncomfortable. (*Can't imagine why, Captain Tom, unless it's the sinful way you bid in pinochle.—Ed.*) But, she and her friends were as nice and sharp as one could wish. We all thoroughly enjoyed meeting them.

"I understand that all journalists enjoy the man-bites-dog twist. Coming through the Suez Canal this last time, one of the Able Seamen won \$60 from one of the Egyptian peddlers. (*Wonder if that had anything to do with closing the Canal.—Ed.*) That is rather like me besting a Levantine Greek in a business deal.

"In a way, probably the most amusing happening of the voyage was the stop at Bataan. About 2 days prior to arrival I received messages from the Navy and our agents advising me, and I quote, 'Take positive steps to prevent piracy and smuggling. Use of firearms not authorized.' In view of the fact that firearms were in rather short supply on the vessel, I thought that admonition was a bit pointless. I only could hope that the pirates were under similar restrictions. But can you imagine—in 1967—being warned about pirates boarding one's vessel? I had visions of swashbuckling buccaneers, with at least 3 cutlasses apiece, swarming over the ship's side. I thought of reversing course but decided that would be a rather negative step.

Several Miami men grew beards, and with turbans they could easily be taken for "true believers." This is AB Stanley M. Vaughn and OS Albert L. Erickson, in case you didn't know. Oiler Johnnie W. Jernigan, arriving home similarly bewhiskered and turbaned, was unrecognized by his daughter at first.

OS Albert L. Erickson



"But the alarm wasn't unfounded. After we got in we found that there had been several instances of natives pirating ships, swarming aboard with everything from bolos to burp guns and stripping the ships of everything of value. Fortunately we didn't have anything like that to contend with. I am not at all sure how I would have reacted to such a situation. (*Probably with fortitude and fire hoses.—Ed.*) When we made fast, armed guards were provided and there was a patrol boat constantly circling the vessel. After we got away from the dock you can rest assured that I gave her a full ahead bell until we were well past Corregidor.

"We will be going between Oahu and Molokai (Hawaiian Islands) tomorrow (June 18) and we have a jug fixed up to throw over the side to any fishing boat we might see. This letter will be in it. We used to do that coming past Florida and perhaps it will work here also. (*It didn't work, folks, at least not yet.—Ed.*)

"So far, the crew has been very grunted.* A Master couldn't ask for better. But they are getting a bit restive, which is quite understandable. No shore leave in Singapore, none in Bataan, and the Bahrain stop was not much fun. Neither was Guam—entirely too much military for a poor merchant mariner to have a chance."

*Opposite of disgruntled.

TAFFRAIL TALK

Captain EMIL WIGH is recuperating at his home in Syosset, L. I., N. Y. after lung surgery at the U. S. Public Health Service Hospital in Staten Island.

Esso Seattle (Captain HARRY BANSSEN, Chief Engr. KEITH V. WINTENBURG) is making one of her infrequent visits to the U. S. Gulf this week. She is to load for Pearl Harbor at several ports but we won't name them because they keep changing. Captain T. A. JOHNSON will take her out and EDWARD V. BRANNIGAN will be the new Chief.

Esso Scranton (Captain ROBERT H. STOTTS, Chief Engr. ROBERT D. CAIN) arrived at Bombay July 8 via Cape of Good Hope but had to anchor

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Contributions and suggestions are invited and should be addressed to The Editor, ESSO FLEET NEWS, Humble Oil & Refining Co., P. O. Box 1512, Houston, Texas 77001.



Presentation of safety awards to *Esso Miami* on her arrival at Mobile, July 6. L. to r. are: Radio Officer James R. Reesor*; Third Mate Oscar A. Jensen†; Chief Steward Arthur H. G. Penha*; Chief Mate

* Made round-the-world voyage

† Joined ship July 6

** Joined ship July 6 and took her out, July 20 on his first assignment as Master.

Charles H. Parker**; AB Edward L. Philphot†; Chief Mate Edmund F. Mahoney*; Captain Thomas K. Lawton* (holding Jones F. Devlin Award for operating throughout 1965 and 1966 without a reportable lost-time accident); Steve English, Repair Superintendent, who presented the awards; Second Mate

Daniel E. Marshall*; Oiler James W. Crossland*; Second Asst. Edward P. Dolloff*; Port Steward D. A. Hodges; AB Sam French*, holding Marine Department's Certificate of Safety for no lost-time, no sick leave accidents in 1966; Louis Barcelona, Baton Rouge Office, and Oiler Joao B. Silva*.

because of a strike of port workers. She docked on the 15th and sailed on the 19th for Calcutta to discharge the balance of her cargo.

Too Much of a Good Thing?

There were a series of explosions aboard the tanker *Alva Cape* during salvage operations in New York Harbor following her collision with the *Texaco Massachusetts* in Kill Van Kull on June 16, 1966. A Coast Guard investigation has determined that the cause of the first explosion was the ignition of an explosive mixture of naph-

tha vapors in No. 2 center tank. The probable source of the ignition was static electricity generated by CO₂ being discharged into the tank through an ullage hole.

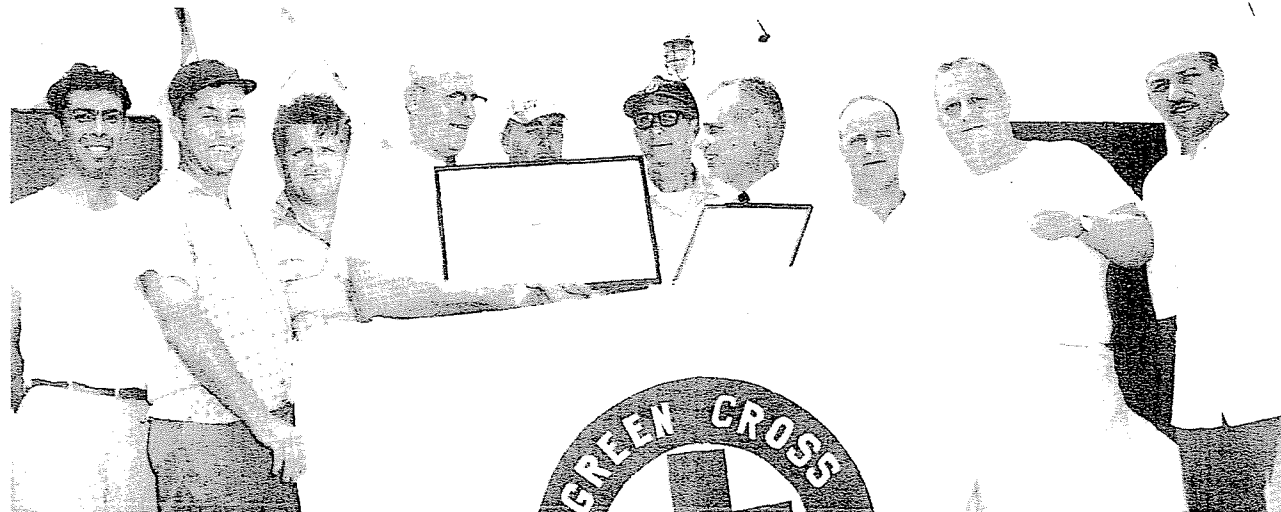
It seems a cruel twist of fate that the very measure being taken to prevent a fire or explosion should have brought about this catastrophe. It is not so strange, though, to men who have attended the Company's firefighting training classes at Baytown and Baton Rouge. Many of them have seen static electricity sparks generated by a too fast discharge of carbon dioxide.

Top banana in the Fleet—safety—is the *Esso Gloucester*, which is running short of choice bulkhead space for hanging safety awards. The latest additions to the ship's collection are a Jones F. Devlin Award for 5 years' operation without a reportable lost-time accident

and a Marine Department Certificate of Safety for the 3rd consecutive year.

Captain Charles L. Llewellyn (left center) was presented with these new honors by A. B. Randall, Secretary, Port Safety Committee, on July 5.

L. to r. are: MM Ruben Mesa, AB Charles K. Jackson, Third Mate Wesley J. Van Nostrand, Captain Llewellyn, AB Thomas R. Smith, Chief Mate Victor G. Dowdell, Mr. Randall, UM Charles C. Gallagher, Second Cook Julius E. Rohn, and Chief Cook Joel R. Teixeira.





Harvey C. Nielsen, Manning Assistant, Seagoing Personnel Section (left center) receives his 30-Year Service Emblem and automated (no winding) Gold Watch from Sydney

Wire, Assistant General Manager, July 14.

Harvey coordinates ship manning functions, including scheduling assignments to and from paid leave,

giving due consideration to requests made by seagoing employees.

L. to r. in the photo are: Leonard H. Earle, Employee Relations Superintendent (Fleet Personnel); Edward B. Maher; Captain J. G. Moffitt, Operations Manager; Edwin C. Fischer, Head, Benefits and Claims; Mr. Nielsen; P. J. McEwan, Head, Seagoing Personnel; Mr. Wire; George T. Banks; Edward H. Cole, and Stewart T. Edmonds. Except as otherwise noted, all are in the Seagoing Personnel Section.

New Regular Employees

The number of temporary seagoing employees offered and accepting regular status since the first of the year increased to 29 with the addition of the following 6 men:

JAMES W. BADGETT	GEORGE E. ORGAN
CECIL R. JAMES	THOMAS C. RANDALL
ROBERT R. NEMECHEK	KENNETH RULLO

RECENT RETIREMENTS

EINAR K. ANDERSEN, recently Second and Chief Mate in the *Esso Lima*, became an early annuitant July 1 after 19½ years in the Fleet as a deck officer. All of his service, starting on Oct. 7, 1947, was as Third, Second and Chief Mate.

Mr. Andersen was born in New York City and lives in Fort Lauderdale, Fla. with his wife Solveig.

THIRD MATE JOHN R. LUKE went on paid leave from the *Esso Gettysburg*, May 11 and on the

early annuitant rolls July 1 with 18½ years of credited service. He started as AB in the *Esso Shreveport* on Jan. 5, 1949 but nearly all his assignments were as Second and Third Mate. He and his wife Emma make their home in Little Silver, N. J.

FIRST ASSISTANT ENGINEER PATRICK J. SWEENEY had a 34½-year career in the Fleet, beginning as OS in the *C. A. Canfield* in 1932 and ending with nearly 2 years as First Asst. in the *Esso Bangor*. He retired July 1 with a Special Sea Service Annuity Supplement.

After switching to the engine dept. in 1934, Mr. Sweeney was Wiper, Fireman, Oiler and, in Aug. 1939, Third Asst. He sailed throughout World War II in 4 vessels, including 16½ months as Third Asst. in the *Esso Concord* and 14 as Second Asst. in the *Esso Norfolk*. Since May 1946 he has been Second and First Asst.

Mr. Sweeney and his wife Edna are residents of Bayonne, N. J.

This is another view (there was one in the April 6 EFN) of the Esso Marine Research and Training Center near Grenoble, France. In the foreground is a 1/25 scale replica of a portion of the Suez Canal and the tanker is a 1/25 model of one of the six 191,000-tonners being built for Esso affiliates in Europe.

You can't quite see him but there's a man sitting in the tanker with his head just forward of the bridge. He can maneuver the model just as he would the real ship. Lighted buoys will permit night exercises.

In the background is an 8-acre lake which can be made into a miniature "sea" by a wave-making

machine. There is also a fixed bow mooring tower, a single point mooring buoy and conventional sea berths and piers.

Officially opened July 3, the Center will conduct 2-week courses in normal and emergency ship handling for Masters of Jersey affiliate

ships and others. Of Marine Department employees, Asst. Port Captain Robert F. Stap inspected the facilities in June, Captain Roger A. Steward is now completing the course, Captain Arthur W. Smith will start July 23, and Captain Jack Morrell is scheduled for Aug. 13.

