



ESSO FLEET NEWS

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Esso Boston to Join Fleet November 22

The 48,800 dwt. supertanker *Esso Boston* will be turned over to the Company by the builder, Newport News Shipbuilding & Dry Dock Co., on November 22. A sistership of the *Esso Baltimore*, the 740-ft. vessel was built in 10 months and 11 days from keel laying to delivery.

Captain Walter F. Andrews will be in command of the *Esso Boston* on her first voyage — from Newport News to Baton Rouge, via Freeport. Christian W. Tolsby will be Chief Mate; Patrick J. Breen, Chief Engineer; Michael R. Zencoe, First Assistant; Edward B. Kerby, Radio Officer, and Silvino A. Lopes, Chief Steward.

The huge supertanker on trials, November 9.



Additional Contribution to Thrift Funds

Announcement was made November 3 that the Company's additional contribution to the Employees' Thrift Funds would be \$25 to every person who participated in the funds for the full year ending September 30, 1960, plus 40 cents for each dollar of employee and Company regular contribution. The additional contribution will be available for Thrift Plan transactions after November 15.

Tie Vote In Baytown Union Election

A contest between the independent Baytown Employees Federation and the AFL/CIO-affiliated Oil, Chemical and Atomic Workers for bargaining rights at the Baytown Refinery last week resulted in a tie. Both unions polled 1,146 votes in the NLRB supervised election, with 37 voting for no union, 46 ballots declared void and 1 challenged.

The voting was held November 10 and 11 and, as neither union obtained a majority, a run-off election during the second week of December has been scheduled by the Labor Board.

In a separate election among laboratory employees, 262 voted for the independent union and 34 for the OCAW.

The BEF had represented Baytown employees for 23 years but was displaced by the international OCAW in August, 1959 by a vote of 1,621 to 1,196, including the laboratory group.

Esso Annapolis Sold

The 16,585 dwt. *Esso Annapolis* has been sold to the American Trading & Production Corp. of New York. The 18-year old geared turbine drive vessel will be transferred to the new owners at Galveston on November 25 and members of the crew will go either on paid leave or fleet reserve.

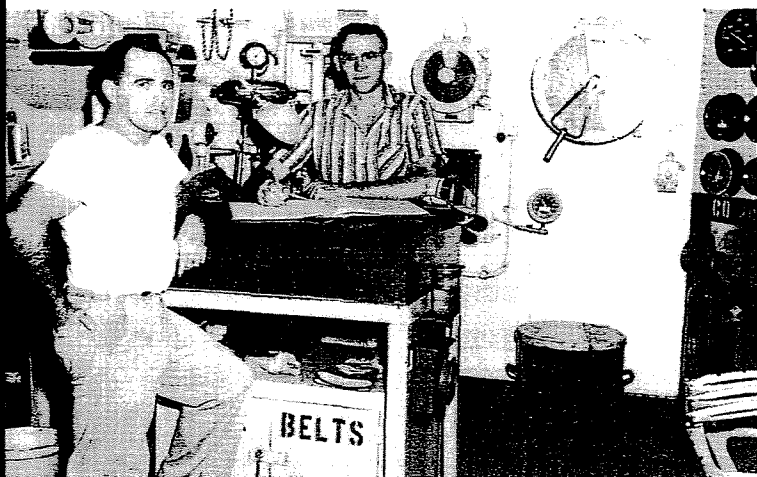
A "Sweet" Sixteen

Those who know about such things will tell you that a surefire way to flatter a woman is to deliberately underestimate her age. To apply this "line" to ships, which are also referred to in the feminine, we might say something like: "That *Esso Greenville*! She looks as though she had just returned from her maiden voyage."

Although the ship is somewhat along in years (16), there is very little flattery in that statement — at least as far as the machinery spaces are concerned. Everything is shipshape, clean, neat and running smoothly. She shows the results of being operated and maintained by men who take pride and pleasure in doing a good job.

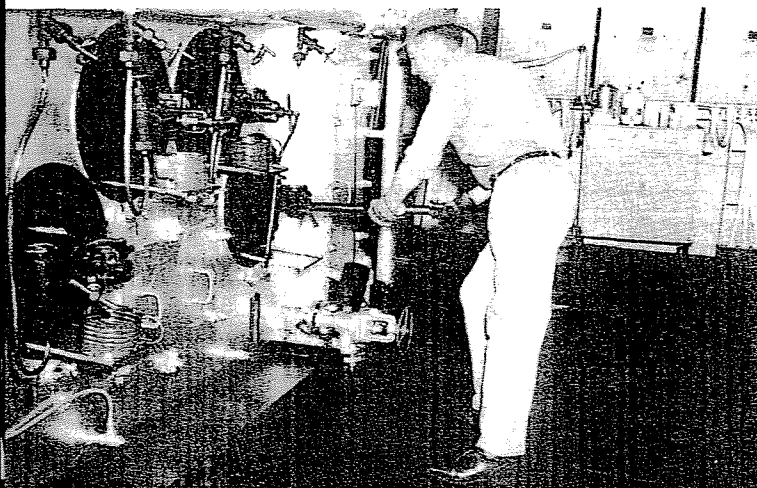
We don't mean to imply that this is exceptional in the Esso fleet, but the *Greenville's* Engine Department men are deserving of a word of praise. We snapped these on watch photos of a few of the men on October 25. Others aboard on that date were:

Charles A. Ruggerio	Ch. Engr.	Louis Marot	Oiler
Donald Dunbar	1 Asst. Engr.	Herman J. Raby	FWT
Paul Wisniewski, Jr.	3 Asst. Engr.	George Greavu	FWT
Albert E. Keiser	Pumpman	Vincent T. Caples, Jr.	Wiper
Jessie A. Schooling	MM/2nd Pump.	Raymond V. Renteria	Wiper
Jenaro Barbeito	Oiler	Ralph W. Wilkinson	Wiper



Oiler Edward M. Flynn and Second Asst. Engr. Edwin B. Chapman at the control station of the *Esso Greenville*.

Fireman-Watertender Conrad C. Lutz changes a burner in the spotless boiler room.



And Again We Say — All Hands, Watch the Fingers!

Since the item about nine accidents to fingers in the first nine months of 1960 appeared in the October 6 FLEET NEWS, seven more fingers have been bruised, cut, pinched or fractured. And all in less than two months.

Here's the latest crop of digit damages:

Two more men got thumbs caught in door jambs (making a total of five this year). A Utilityman suffered a bruised right thumb and damaged nail and an Able Seaman's left thumb was fractured when the door to a Wiper's room closed on it.

A Chief Cook cut his left thumb when the saw slipped off the rib of beef and a Second Cook sliced his index finger as well as the bread. Latter cut was not reported until it became infected.

A Wiper was tightening a nut under windlass wildcat. Wrench slipped and right thumb struck windlass base, causing bruise and pain.

A Second Pumpman, tightening up on steam line gasket, hit wrench with hammer. Hammer glanced off and struck end of left index finger. Fractured tip of finger.

A Machinist was helping Second Pumpman put blanks on cargo risers. One blank slipped and pinched left index finger, splitting it open.

If this sort of thing keeps up, someone will get a fat CYI award for suggesting some kind of reinforced safety glove or that signs reading "Danger! Keep Fingers Out!" be placed on door jambs.

Seriously, there is need to make more conscious efforts to avoid injuries to fingers. Perhaps, if we do, we can at least finish the year without any more "hand made" miseries.

RECENT RETIREMENTS

CAPTAIN RUPERT W. GWALTNEY. Retiring on November 1 with nearly 26 years of Company service — 12 as Master — Captain Gwaltney plans to devote a good part of his time to his interests in Panama City, Fla. Born in the Sunshine State and a longtime resident of that city, he has helped develop it into a thriving Gulf vacationland.

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.

In 1924 Captain Gwaltney, then 18, shipped out as Ordinary Seaman in the Company's *Hera* and began his continuous service in the same capacity in the *O. T. Waring* on January 10, 1933. Advancing to Third Mate seven months later, he took out his first ship in 1944, the *W. H. Libby*. Recently, he was Master of the *Esso Scranton*, from November, 1955 to December, 1957, and the *Esso Florence*, from January, 1958 until he retired.



STEWARD ANTONIO J. GONSALVE. Born in Portugal, Mr. Gonsalve worked in New Bedford, Mass., for two years before joining the Maryland Dredging Co.'s *Capital* as a messboy in 1913. Employed by Crowell & Thurlow in 1914, he was chief cook and steward and sailed in his first Esso ship,

the *Monmouth*, in April, 1920. He returned to the Company as Second Cook in the *Christy Payne* on March 14, 1936 and has been Steward in the fleet for the past 23 years. Retiring on November 1, Mr. Gonsalve intends to "live like a king" in his three-room hotel apartment in Jersey City. He credits this happy estate to his 27 years of "working for the best Company".

WIPER BERNHARDT F. NEUMEYER. Mr. Neumeyer joined Esso as Oiler in the *E. M. Clark* on August 28, 1938. Previously, he sailed in United Fruit and Pennsylvania Shipping Co. vessels and worked for the Humble Pipeline Co. During World War II he was Pumpman in the *C. J. Barkdull* and *H. H. Rogers* and survived the torpedoing and sinking of the latter ship off the Irish coast on February 21, 1943. In recent years Mr. Neumeyer was Maintenance Mechanic/2nd Pumpman and Wiper in numerous vessels. Born in Cypress, Tex., a suburb of Houston where he now lives, he expects to be well occupied with a 2¼-acre garden after his retirement on November 1.

Triple-Talent Artist



Lucas Jeannot

Utilityman in the *Esso Annapolis*, Lucas Jeannot is an artist with camera, pencil and trimming shears. His main hobby is photography and his artistic touch does not stop when he poses the subject and snaps the shutter. He does his own developing and enlarging, "dodges in" and "blanks out" — all to get that elusive perfect picture. If he can't get it with the camera, he can try another medium — sketching with pen or pencil.

Shipmates also esteem Lucas as a tonsorial artist and, when his ship nears port, his friendly "Next, please" are welcome words to the waiting line.

Mr. and Mrs. Jeannot live in the Bronx and have one son, Lucas, Jr. At home another talent keeps him busy — do it yourself maintenance projects.

Born in Arecibo, Puerto Rico, Mr. Jeannot started to work for Esso in San Juan in 1929. He joined the fleet as Wiper in the *John Flanigan* in 1947 and for the last 13 years has been Messman and Utilityman.

Marine CYI Awards

Initial Awards

\$100

Better Seal for Self-Closing Atomizer Valve Stems
By *Second Asst. Engineer Gustav Pedersen*

Mr. Pedersen cut another groove in the self-closing atomizer valve stem of steam atomizing oil burners to hold another "O" ring gasket. He also beveled the "O" ring seat at the end of the valve stem to improve the seal. This has resulted in tighter and safer atomizers and a large saving in replacement gaskets.

\$50

Wind Deflector Doors on Navigating Bridge
By *Second Mate Robert G. Driver*

Improved visibility and observation has been a result of wind deflector doors installed on the navigating bridge of the *Esso Huntington*. Mr. Driver found that the doors reduce wind blast on bridge wings when the vessel is underway.

\$20

Lights for Mooring Winches
By *Able Seaman Charles B. Banks*

Additional lighting to improve visibility for operating mooring winches at night was suggested by Mr. Banks. Explosion-proof lights will be used in these areas.

Relocate Padeyes on the Foc'stle Head
By *Able Seaman Alexander M. McDonnell*

Moving the padeyes on the port and starboard side of the foc'stle head of the *Esso Gettysburg* class ship outboard 18 in. to a position directly behind the ventilators would eliminate a tripping hazard, according to Mr. McDonnell.

\$15

Reduction in Radio Message Words
By *Radio Officer Clifford L. Benedict, Jr.*

Using one word "Freeport" instead of two "nearby foreign" will reduce the cost of radio messages to ships by 23 cents each, Mr. Benedict said.

Notify Office of Change of Address For Draw Checks

When you use a W4 form to notify the Company of a *change of address* it is necessary to send in a new draw check order form or advise the Ships' Payroll Section by letter if your *draw check payee's address* also changes.

TAFFRAIL TALK

The *Esso Jamestown*, Captain Roland E. Parkhurst and Chief Engineer Edward V. Branigan, is scheduled to make another voyage to the West Coast. She is due at Aruba November 21 to load a cargo for El Segundo, Calif., and after reloading will return to New York about December 13.

Some oldtimers in the Engine Department may remember Nicholas Augustus, a former Fireman in the fleet. Since his retirement in December, 1937, Mr. Augustus has been living on the island of Cephalonia, Greece, and next month will celebrate his 85th birthday. He served in the fleet for 16 years and has been an Esso annuitant for 23 years.

A \$19 million project to deepen the Houston Ship Channel from 36 to 40 feet and increase the width to 400 feet will be started this winter.

A policy of awarding a watch to each employee with 30 years of service has been adopted by the Humble Oil & Refining Co. Distribution of watches to employees already eligible will begin as soon as

possible in 1961. However, the "catch-up" will take some time. Esso Standard Division has over 3,000 employees with 30 years' service and each watch must be engraved with the employee's name. A choice of styles will be available.

They're finding so many new uses for plastics these days that it almost ceases to be news. But it would be hard to tie this one — the best bait for bass in one section of Maine is plastic worms. Other new uses are: polyethylene shotgun shell cases and ribbons for electric typewriters, hammers with polycarbonate heads and reinforced plastic racing car bodies.

Humble's goal of marketing in all 50 states reached the 40 mark last month when the first service station in Oklahoma was opened. Lindsey H. Whitten was named a Humble distributor in Lawton, Okla., and his retail outlet will be joined by three more in the same area early in 1961.

OBITUARY

GALEE BOGO. Bos'n in Company ships for over 16 years before his retirement on May 1, 1958, Mr. Bogo died in his home in Jamaica, N. Y., on October 29. He was born in the Philippine Islands and in 1910 started his seagoing career as a deckboy in British ships. After working ashore for five years he sailed in Socony tankers, then joined the *George G. Henry* in April, 1941. He was aboard her in Manila Bay on December 10 when the Japanese attacked and saw further action when the *Esso Providence* was bombed in Augusta, Sicily, in August, 1943.

Marine Dept. Wins Softball Trophy

The Marine Department softball team has again taken top honors in the Jersey Standard Club League, chalking up a 14 won, 3 lost record for the 1960 season. This year's victory gives the Mariners permanent possession of the trophy donated by David A. Shepard, Executive Vice President and Director

of Standard Oil Co. (N. J.). It was the sixth consecutive championship for the Mariners and second trophy they have won "for keeps" in recent years.

At a victory luncheon at the New York Athletic Club, November 2, Charles Huber, President of the interdepartmental league, presented the Shepard Trophy to J. D. Rogers, General Manager of the Marine Department.



Softball champs with trophies. (L. to r., front row) Vince Gilligan, Hank Melofchik, Mike Pendergast, Artie Curtis, Bob Scarr and Dave Ross. (Standing) Jack Bennett; Marty Uruburu; Al Hanson; Larry Cantwell; Joe Sinski; Mr. Rogers; Syd Wire, Assistant General Manager, Marine Dept.; Mr. Huber; Joe Horinewich; Frank Stefanski; Jack O'Neill and Don Fitzpatrick. Missing are Joe Brennan and Richie Gowdy.