

ESSO FLEET NEWS



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New Agreement Signed by ESA and Company

Raise in Wage Rates - Overtime Pay - Supper Relief - More Tank Cleaning, Mooring and Hose Handling Pay - Increased Room and Board Allowances Provided in Revised Contract.

All seamen in the Esso fleet will benefit from a revised labor agreement negotiated by representatives of the Esso Seamen's Association and the Company.

In general, last year's agreement is continued for a two-year period with amendments providing increased wages, overtime and subsistence rates. Esso seamen will get the full wage raises and increased premium pay effective September 1. The new overtime and supper relief pay will become effective when the Union notifies the Company that its members have ratified the agreement. It is understood that ballots have been sent to ESA members and are returnable not later than Nov. 4.

The most important new feature is a raise in pay for all unlicensed men. These monthly increases are as follows:

Bos'n	\$17.00	MM/2nd Pump.	\$17.00
Able Seaman	26.00	Oiler	26.00
Ordinary Seaman	16.50	Fireman/WT	26.00
Deck Maint.	14.00	Wiper	11.50
Electrician	5.00	Chief Cook	25.50
Machinist	17.00	Second Cook	21.50
Pumpman	17.00	Messman	11.50

Other principal provisions of the new amendments include the following:

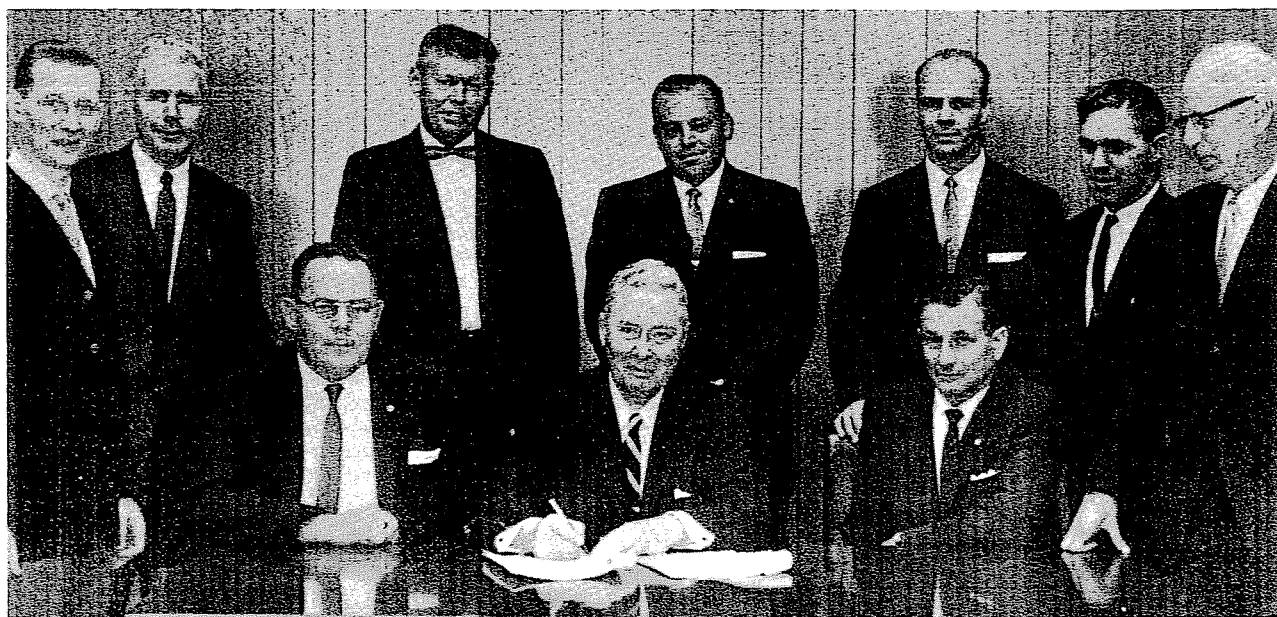
OVERTIME PAY. A watchstander who works more than eight hours in any one day shall be paid for the excess at the following hourly rates: Able Seaman, Oilers and Firemen/Watertenders—\$2.40, Ordinary Seamen—\$1.87.

Steward's Dept. men (except Chief Stewards) required to work more than eight hours in one day due to delay of meal hours or who are re-

Signing new amendments to labor agreement at Bayonne, Sept. 29. Seated, left to right, Harold R. Smith, ESA Chairman; John D. Rogers, General Manager, Marine Division, and Maurice Wishnoff, ESA Co-Chairman.

Standing, l. to r., ESA Secretary George J. Redepen-

ning, Adviser John J. Collins, Treasurer Willem Kuyl, Co-Secretary Thomas J. Ford, Co-Treasurer Edward A. Konn, Marine Division Employee Relations Adviser Leonard H. Earle and Captain M. Breece, Manager, Operating Department.



quired to work between 6:15 p.m. and 6:15 a.m. shall be paid for the extra hours as follows: Chief Cook—\$2.45 per hour, Second Cook—\$2.40, Messmen and Utilitymen—\$1.87.

SUPPER RELIEF. Deck and Engine Dept. men required to relieve the 4 to 8 watch for supper when underway shall receive ½-hour's pay at the overtime rates.

SUBSTITUTE WATCH STANDING. Whenever an Oiler or Fireman/Watertender is required to stand extra watches due to illness or absence of another crew member, he shall be paid \$2.40 per hr. for such time. Members of the Steward's Dept. will be paid overtime rates if they work extra hours because a vessel is "shorthanded".

TANK CLEANING PAY. Extra pay for entering tanks for cleaning and sludge removal and for handling sludge on deck shall be \$2.40 per hr. weekdays on watch and \$3.12 per hr. weekdays off watch and on Saturdays, Sundays and holidays.

Men working on deck in tank washing or shifting tank cleaning equipment on or off watch on Saturdays, Sundays or holidays or between 5 p.m. and 8 a.m. weekdays will receive \$2.40 per hr. extra pay.

DOCKING AND UNDOCKING PAY. Hourly rates are increased to \$2.45 for Bos'ns, \$2.40 for Able Seamen and Deck Maintencemen and \$1.87 for Ordinary Seamen.

HANDLING CARGO HOSE. Pay rates are increased to \$2.40 per hr.

SPECIAL PAY FOR PUMPMEN. In port, when a Pumpman or Maintenance Mechanic/Second Pumpman is required to work over eight hrs. on a Saturday, Sunday or holiday handling cargo, ballast or tank cleaning equipment, \$2.45 per hr. shall be paid for the excess time.

BOARD AND ROOM ALLOWANCES. When traveling on Company orders, \$1.50 will be paid for breakfast, \$2.25 for dinner and \$2.75 for supper except when meals are included in the transportation fare.

When board and room are not furnished, the same meal allowances will be paid, plus \$6.50 per day for lodging. Total room and board allowance is \$13. per day.

Esso Suez Rescues Six From Disabled Tanker

An SOS from the T2 tanker *Hess Mariner* came cackling over the air at 2056 (E.S.T.) Oct. 1. The vessel, in distress as the result of an explosion in the engineroom, reported her position as 30° 52' N., 79° 27' W.—about 105 miles ENE. of Jacksonville.

Two rescue ships sped to the scene. First to

arrive was the *Texaco Nevada*—14 min. after the SOS—followed by the *Esso Suez*, 20 min. later. Most of the survivors were taken aboard the *Texaco* tanker but the *Suez* picked up six men, including the Master and Chief Engineer, from one of the crippled vessel's lifeboats.

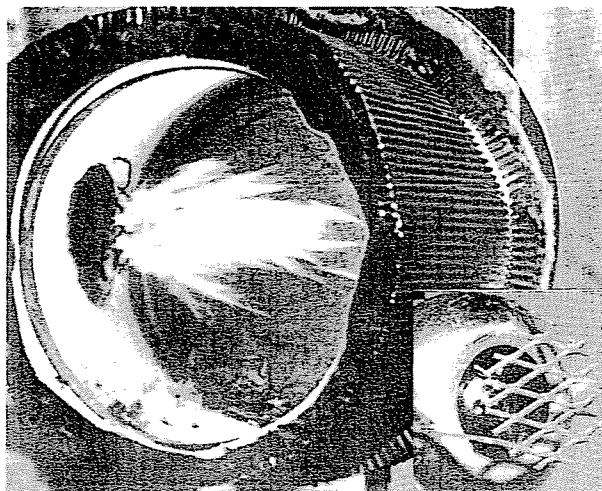
The *Suez* also launched one of her motor lifeboats and transported a doctor from the passenger ship *Brazil* to the *Texaco Nevada* and return.

Survivors aboard the *Esso Suez* were transferred to the Coast Guard cutter *Sweet Gum* about 0930, Oct. 2. The *Hess Mariner* sank at 0926 and the *Suez*, Captain Victor T. Springer and Chief Engineer Colos J. Bennett, proceeded on her voyage from Baytown to New Haven at 1021.

New Invention Improves Efficiency Of Home Heating Oil Burners

"Magic Grid" is the name of a new invention that promises to save millions of dollars for oil heat users. A two-year development project by Humble's affiliate, Esso Research & Engineering Co., the new device was tested during the 1960-61 heating season in 30 homes near New York City. Savings in fuel bills from 9% to 43% were made, the average being 21.2%, or \$53.50 per home.

The Magic Grid is a metal grill, deceptively



An oil burner flame with Magic Grid installed. The grid helps make a smaller, whiter flame that will produce the same heat with less oil. (Inset) Close-up of the grid on a burner nozzle.

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

W. E. Gardner, Editor.

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simple in appearance. It can be attached to the nozzle of any conventional high-pressure oil burner. Its purpose is to break the fuel-air flow into swirls and currents that travel slowly enough to burn the spray in the central region of the flame, where combustion formerly did not occur. In addition to saving fuel, Magic Grid tests showed stack temperatures reduced from 600° to 390°, excess air down from 90% to 37% and efficiency up from 71% to 83% on average.

"As a result of the further improvements in burner operation," Humble said, "we believe Esso oil heat will be unsurpassed for efficiency and economy by any fuel."

Humble plans to market the Magic Grid immediately in the Esso Standard, Eastern Region area—from New England through Virginia and West Virginia—with a satisfaction guaranteed or your money back offer.

Notes in Carla's Wake

Ten men in the fleet suffered extensive damage to their homes as a result of hurricane Carla's Sept. 9-12 wind, rain and offshoot tornadoes, waterspouts and abnormal tides.

In the Baytown area, Second Mate Albert J. Isakson, of the *Esso Lima*; Machinist John M. G. Oest, *Esso Suez*; Pumpman Rosendo Pena, *Esso New York*; Radio Officer Carl W. Thenemann, *Esso Washington*, and First Asst. Franklin E. White, on paid leave, all had about six feet of salt water in their homes.

In Texas City, water rose three to four feet in the homes of Jesse Hernandez, Utilityman, *Esso Raleigh* and Gilbert Perez, Deck Maintenance-man, *Esso Bermuda* and the home of James A. Roach, Wiper, *Esso Chester*, was completely demolished.

Lindley W. Ritch, Able Seaman, *Esso Gloucester*, who lives in Groves, Texas and Galveston resident Henry M. Wzorek, Jr., MM/2nd Pumpman, *Esso Baltimore*, had damages from three to five feet of water.

Bill Castleman and Bob Wolfe, of the Baytown Marine Office were also victims of extensive water damage.

The ten seagoing men were granted two weeks' special paid leave by the Company.

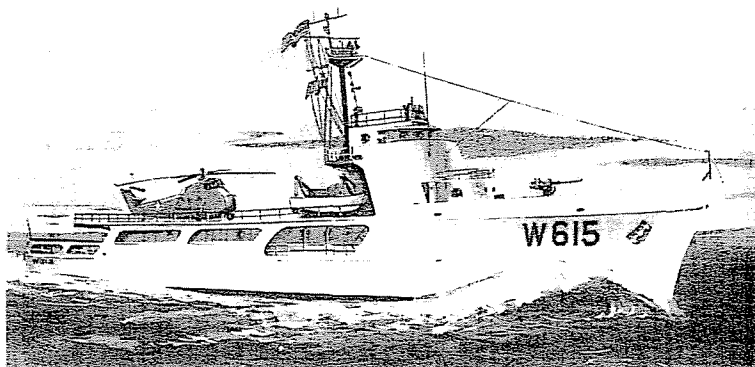
On Sept. 14 the Baytown Refinery sent all mobile equipment and operators that could be spared into the disaster area. Over the next week end many Refinery employees volunteered their services to operate cranes, draglines, tractors and trucks. About 100 men were assigned to a 10-day clean-up crew and those who had suffered severe damage were free to spend the time at their own homes.

Morgan J. Davis, Board Chairman of Humble, announced September 19 that the Company is donating \$50,000 to the Hurricane Carla Fund being raised by the American Red Cross. "We are deeply grateful to the Red Cross and to the United Fund for the dedicated service of these great organizations in this tragic disaster that has struck our people," Mr. Davis said.

The generosity of Esso seaman was also evidenced by a contribution of \$127 to Machinist John Oest by his shipmates in the *Esso Suez*.

On the happier side, a note from Charlie Schwarb, Radio Officer in the *Esso Bangor*, enclosed a clipping from *THE BAYTOWN SUN* announcing the birth of Carla Rebecca McClure on September 10. Carla (the baby) weighed in at 7 pounds, 13 ounces and is the daughter of Mr. and Mrs. George F. McClure, of Baytown. George was Radio Officer in the *Esso Chester* before his current leave.

Luddy Bade, Head of the Operations Section, estimates that our fleet lost about 102 T2-equivalent days of operating time due to hurricane Carla (a new high) and 20 T2 days on Esther's account. A major share of the lost time was caused by flooding of the Baytown Refinery dock area and closing the Houston Ship Channel.



New Type Coast Guard Cutters Ordered

The Coast Guard has awarded contracts for two 210-ft. combination gas turbine and diesel ships. A \$3,885,808 contract for building the two cutters was placed with Todd Shipyards Corp., Houston Division. Another \$1,039,466 contract was made with the Cooper-Bessemer Corp. for the propulsion machinery.

Each variable pitch propeller of the twin screw ships will be driven by a 1,500 hp. diesel and a 1,000 hp. gas turbine. Only the diesel engines will be used for routine cruising. The gas turbines will be put into operation when added speed is required in an emergency.

The new vessels are part of the Coast Guard's program to replace the 125-ft. cutters built in 1926 and the 165-ft. vessels of 1931. Both of the 210-ft. cutters are expected to be completed in 1962.



AT HOUSTON CLUB LUNCHEON, SEPTEMBER 21. Norman B. Avenell, Assistant to Manager, Operating Department (left center) holds 30-year watch and service emblem presented by John D. Rogers (right center), General Manager of the Marine Division. At left is Herman P. Pressler, Vice President and Manager of Humble's Public Relations Department and at right, Harry W. Ferguson, Director and Vice President.

Mr. Avenell joined Humble on September 16, 1931 as an Office Boy. After a year in accounting offices in Houston, he spent seven years in the Baytown Marine Office, advancing to Sr. Port Assistant. From 1941 through 1946 he was Port Dispatcher at Aransas Pass. Returning to Houston in September, 1946, Mr. Avenell held increasingly responsible posts in Humble's Marine Department, becoming Manager on August 1, 1958. He was appointed to his present position with the consolidation of Humble and Esso Standard marine operations in Houston last April.

TAFFRAIL TALK

As a result of the October 1 retirement of Patrick J. Breen, Chief Engineer in the *Esso Boston*, the following assignment changes have been made:

Joseph Musante, formerly Chief in the *Esso Zurich* and responsible for a considerable improvement in that vessel's performance, joined the *Esso Boston* as Chief Engineer;

Chief Engineer Edwin L. Wages was transferred from the *Esso Newark* to the *Zurich*;

Robert I. Giddens, formerly First Assistant in the *Esso Newark*, has been promoted to Chief Engineer in that vessel.

* * *

John T. Murphy and his wife, Vinnie, of Ozone Park, N. Y., are proud parents of "a beautiful, eight-pound baby girl", born September 9. John was recently Second Assistant in the *Esso Baltimore* but during the past few weeks he says he has been "nursery engineer—24 hours on and only winks off". He's far from complaining, though.

* * *

Wiper Vincent T. Caples, Jr., "with great reluctance and deep regret", has left the fleet to pursue other interests. "I do not think one could find a fairer and finer Company to work for."

Mr. Caples said, "and I extend sincerest good wishes to the many friends I have enjoyed meeting."

* * *

The *Esso Havana*, which went into a Jacksonville shipyard September 7 for annual repairs, is scheduled to emerge October 21 as the *Esso Miami*.

RECENT RETIREMENTS

CAPTAIN LESLIE H. WINDER.

"Puttering around the place, just doing as I please and going where I want to when my wife will let me," was the way Captain Winder described his retirement plans—though obviously with a sly grin. "The place" is in Hudgins, Va., where the Captain was born.



Retiring October 1, Captain Winder has had a 47-year seagoing career. He started as a deck hand in the Merchants & Miners' freighter *Parthian* in 1914, got his license in 1918 and sailed in U. S. Shipping Board vessels during and after World War I.

Captain Winder's Company service began on April 22, 1927 as Third Mate in the *George G. Henry*. He sailed as Chief Mate throughout World War II, except for seven months as Master of W.E.T., Inc.'s *Steens Mountain*. He was aboard the bombed *Esso Providence* at Augusta, Sicily on August 20, 1943 and two months later heroically turned a flame-heated flood valve with his bare hands to extinguish a fire in one of the ship's ammunition magazines.

On February 28, 1947 Captain Winder received his first Company command, the *Esso Roanoke*. He has sailed as Master since December, 1950 and for over two years—September, 1958 to December, 1960—had the *Esso New Orleans*.

In the *Esso Raleigh*, his last ship, he rescued 26 men from the wrecked *Marine Merchant* off the coast of Maine on April 14.

WORDS OF THE WISE

Nothing is ever lost by courtesy. It is the cheapest of the pleasures; costs nothing and conveys much. It pleases him who gives and him who receives, and thus, like mercy, is twice blessed.

—Erastus Wiman

— ★ —

The Turks have a proverb which says that the devil tempts all other men, but that idle men tempt the devil.

—Colton