ESSO FLEET NEWS

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An Unhappy Situation All Around

It is now almost 1½ months since the NLRB, on May 3, counted the votes cast in the recent election to decide a bargaining representative for unlicensed seamen (except Chief Stewards). And it was on May 10 that Local 866 of the Teamsters filed objections to the conduct of the election with the Labor Board's Newark office.

What is going on now and what can we expect to happen in the future?

At present the Newark office of the Labor Board is investigating the Teamster charges and will, in due time, recommend to the NLRB in Washington either to set the election aside again (as the Teamsters propose) or certify the ESA as the bargaining representative.

How long it will take the Newark Labor Board office to complete its investigation is unknown. It is known that after the first election votes were counted on Nov. 22, 1965, the Teamsters filed objections on Nov. 29 and the Newark NLRB office reported its findings on Feb. 9, 1966. The Washington office of the Board made its decision on July 6. Whether or not anything like this timetable will apply to the present investigation will, of course, depend upon the Labor Boards' work loads and how fast they can settle the issues. If the previous time lapse between the end of the election and an NLRB decision holds for the present case, we are looking at some time in December for a new decision.

And what about the meantime?

Until the NLRB settles the question, unlicensed personnel (except Chief Stewards) will be without a certified bargaining agent despite the fact that it has been 2 years since these NLRB proceedings were initiated by the Teamsters.

Everyone with a genuine interest in the welfare of our seagoing employees at heart will agree that this is a frustrating and unhappy situation.

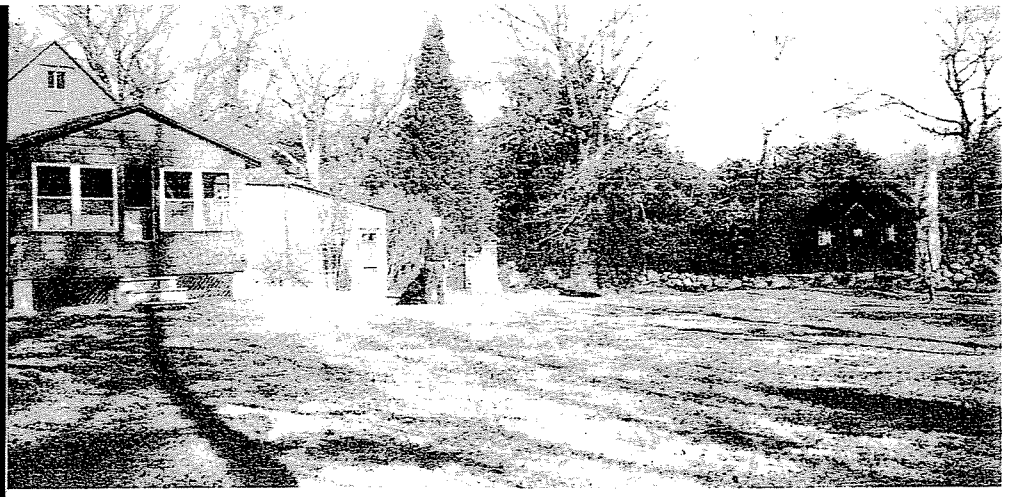
Esso Scranton Diverted, Newark Delayed by Arab-Israeli War

The recent outbreak of hostilities in the Middle East caused two dislocations in our ships' operations. One was a delay to the *Esso Newark* at Bahrain, an island sheikdom in the Persian Gulf off the coast of Saudi Arabia. The *Newark* arrived there June 6, after discharging a lube oil cargo at Bombay. Late in the afternoon of June 8 word was received that "through the courtesy of the Sheik of Bahrain" permission to load was granted. However, a second message, received June 10, read: "*Esso Newark* still not alongside. Local tug crews refuse to bring her alongside." The cargo was to be Navy Special Fuel Oil for MSTS account for discharge at (as of this writing) Sasebo, Japan.

The closing of the Suez Canal posed the question of what to do about the *Esso Scranton*. At the time she was in the vicinity of the Azores, bound for Bombay via Ceuta, Spanish Morocco for bunkers and fresh water. After it was decided to send the ship around Africa rather than risk a long delay at the Canal, St. Vincent in the Cape Verde Is. was determined to be a more logical bunkering port. From there the *Scranton* will make for the Cape of Good Hope and then bunker again on the east coast of Africa before striking out for Bombay. The diversion involves an estimated 13-14 days' additional steaming time and about 3,800 more miles.

The *Esso Seattle*, sailing from Bahrain June 3, was fortunate enough to avoid the interruption in oil deliveries, as was the *Esso Miami*, which loaded at Bahrain 2 weeks earlier for Bataan and Guam.

EXX-MOR-007095



Vincent J. McCaffrey

Be it ever so humble, there's no place like a man's castle, to mix a couple of maxims. This place belongs to Vincent J. McCaffrey, AB in the *Esso Houston,* and while it isn't exactly a castle, it isn't so humble either.

The location is West Greenwich, R. I., which is about 20 miles SW of Providence and near the Connecticut border. The property consists of about 5½ acres, of which 2 acres are lawn. There is a 6-room house with sun porch and utility shed, a big cement block garage for a car and boat and a knotty pine paneled, 3-room guest house with fieldstone fireplace (at right of photo).

Vincent looked a long time before he found this place about 3 years ago and it has proved to be all he had hoped. He has put new ceilings in 3 rooms, paneled the parlor and painted inside and out. He cleared land for the lawn, removing some boulders with the help of a neighbor's tractor and digging holes and burying others. For a lawn-watering system, he installed a pump at a nearby pond, which is fed by a trout stream.

Aside from the satisfaction of improving his own place, Vincent enjoys exploring the surrounding area, accompanied by his brother's Labrador Retriever. Close by is Fry Pond and Fry Pond Road, named for a Captan Fry, who is said to have been a privateer. Right at the edge of his property he found a small cemetery with the date 1763 on the only legible grave marker. Deeper in the woods was an abandoned and overgrown homestead.

Vincent's brother and family are frequent weekend visitors. The kids have a great time being by themselves in the guest house.

Humble Fleet Top Contributor To Merchant Marine Library

The response of the men in the Fleet to the American Merchant Marine Library Association's 1967 appeal for funds to maintain its "Public Library of the High Seas" has been the best ever. "A really outstanding achievement," General Manager Joseph Andreae called it.

Ten vessels have made donations of $100 or more, according to latest reports from AMMLA —far more than any other fleet in the U. S. Merchant Marine.

The ten $100 or better contributors, each of which will receive an appropriate reference book in acknowledgement, are as follows:

Esso Florence	$182.	Esso Houston	$104.65
Esso Newark	115.	Esso Chester	102.
Esso Gettysburg	114.	Esso Baltimore	101.
Esso Lima	112.60	Esso New York	101.
Esso Jamestown	107.	Esso Boston	100.

An Apex of Complexity

Possibly the most complex and diversified work produced by the hand and head of man is a modern aircraft carrier. This conclusion came to mind while reading an issue of THE SHIPYARD BULLETIN (published by Newport News Shipbuilding & Dry Dock Co.) devoted to the carrier *John F. Kennedy.*

Scheduled to be completed by Newport News next spring, the attack carrier (CVA 67) will measure 1,050½' over all, 252' across its 4½-acre flight deck and 97' 4" from flight deck to keel. Its weight (displacement) will be 61,450 tons.

Conventional steam turbine propulsion machinery will develop over 200,000 hp. (total) on 4 propeller shafts, giving the vessel a top speed of more than 30 knots.

In addition to ship handling and navigation facilities and all the main and auxiliary equipment of the power plant, the carrier will be provided with aircraft launching, landing and servicing apparatus; an elaborate communication system (1,550 telephones); a closed circuit television station and "scads" of electronic devices ranging from 6 oz. components to giant multi-unit computers able to evaluate enemy threats and recommend counter measures in millionths of a second.

Added to all this will be living, working and recreational facilities for the 5,222 men, including the air group, who will comprise a full complement. Among these "city" services are:

ESSO FLEET NEWS is published for the seagoing employees of the Marine Department, Humble Oil & Refining Co.: Joseph Andreae, General Manager; Sydney Wire, Assistant General Manager.

W. E. Gardner, Editor.

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.

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Air-conditioning plants
Bakery
Barber Shop
Butcher Shop
Carpenter Shop
Chapel
Chilled Drinking Water Plant
Dental Office
Distillation Plant (Waterworks)
Dry Cleaning Plant
Electric Shop
Electrical Generating Stations
Fire Stations
Galleys (6)
Garbage Disposal Plant
Hospital
Ice Cream Plant & Bars
Jail (Brig)
3 Ladies' Powder Rooms
Laundry
Library
Machine Shop
Movie Theater
Operating Rooms
Oxygen-Nitrogen Plant
Paint Shop
Pharmacy
Photographic Laboratories
Post Office
Printing Plant
Radio & TV Repair Shop
Sheet Metal & Pipe Shop
Tailor Shop
TV Lounges
Volleyball Courts
Weather Bureau

TAFFRAIL TALK

JOSEPH ANDREAE, General Manager of the Marine Dept., testified at a hearing of the Air and Water Pollution Subcommittee of the Senate Public Works Committee, June 7. He spoke in support of legislation to strengthen the Oil Pollution Act, which regulates the cleanliness of the nation's territorial waters.

THREE CADETS from the Maine Maritime Academy will shortly be sailing in the Fleet. RONALD L. SARGENT and HAROLD F. NELSON are engineer cadets assigned to the *Esso Washington* and *Esso Boston*, respectively, and a deck cadet still to be named, will join the *Esso New Orleans*. They will be with us a month or so but not after Aug. 8.

Asst. Port Captain BOB STAP took off June 9 for Grenoble, in southern France, to participate in an evaluation of a training program for docking masters and ships' officers in the handling of large tankers. The program will be held at the Esso Marine Research and Training Center (mentioned in the April 6 FLEET NEWS). Self-propelled 20' to 42' models of 80,000 to 190,000-dwt tankers will operate on an 8-acre lake with piers, sea berths, channels and waves all made to scale.

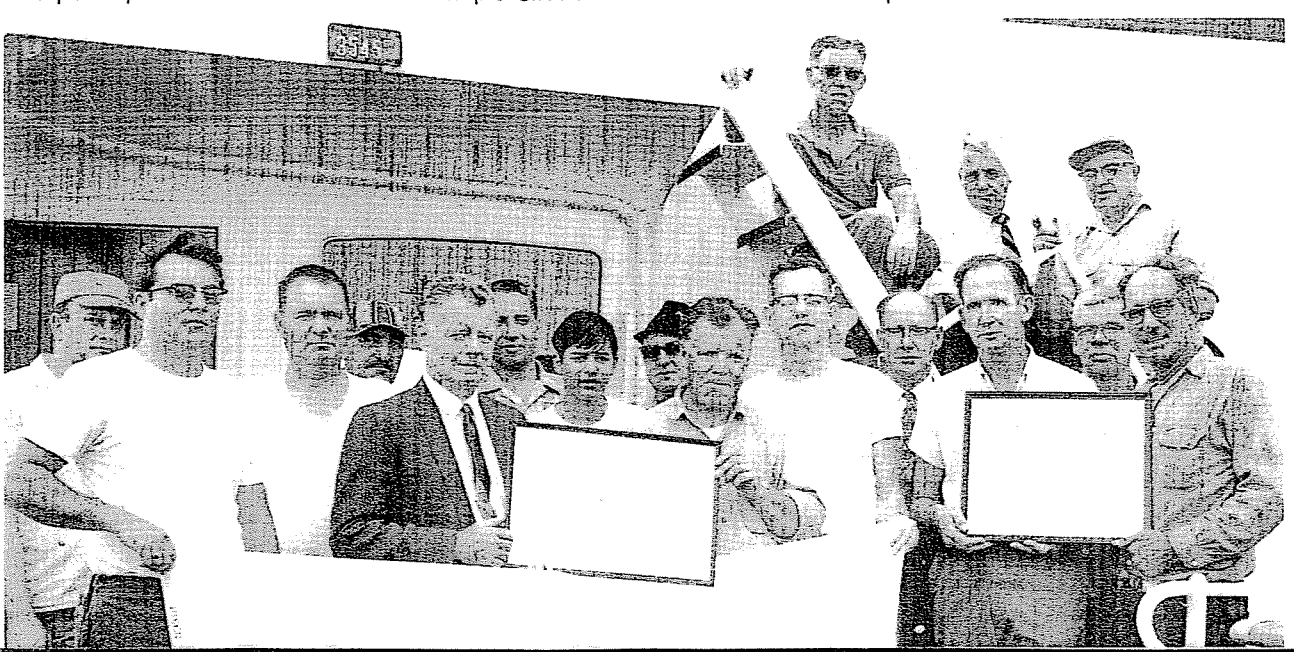
We see in a British paper where the Seafarers' Education Service will start its second "Retirement from the Sea" course in Greenwich this month. Any British merchant seaman may attend if he is within 5 years of retirement. The course will include a lecturer on "doing things in the home oneself" and a Lady member of the Government on "the woman's point of view."

By Jove, chaps, our English cousins may jolly well have something here. It's like bailing a boat with a sieve to do things in the home oneself without first getting the woman's viewpoint. However, we don't think we need a lecture about it. Usually one is well aware of the li'l woman's

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ESSO LEXINGTON's record of no lost time—no sick leave accidents during 1966 was the achievement calling for this presentation of the Marine Department's Certificate of Safety on May 23. Captain Paul Sperl received the award from Port Captain Frank L. Hooper, along with the "Green Cross for Safety" pennant and special pencils and ball point pens for crew members.

L. to r. are: Oiler Jose T. Ring; MM/2P Raymond E. Mott; UM Ernest Bankers; AB Bill Chason; Captain Hooper; Ch. Steward Aniceto M. Gilmette; MM Nelson Reyes; Ch. Mate John H. Corrigan; Captain Sperl; UM Philip W. Lally; OS Calogero Radosti (top of ladder); Acting Asst. Port Engr. Tom C. Hall; Second Mate John D. Hall, holding ship's Citation of Merit for rescue of ditched aviator last year; A.B. Randall, Secretary, Port Safety Committee; AB Robert H. Boteler; Ch. Engr. Francis R. Zeller, and Pumpman Conrad S. Eberling.



Don't blame the men for those I'm-not-getting-any-overtime-for-this expressions. One of Ye Ed's "jokes" pancaked.

point of view long before one gets around to doing things oneself.

A NEW ADDITIVE that improved carburetor cleanliness as much as 60%, improved intake manifold cleanliness up to 80% and reduced oil consumption on 900,000 miles of road tests is now being used in Humble's 2 premium grades of gasoline, the Company announced June 5.

RECENT RETIREMENTS



CHIEF MATE ROBERT G. DRIVER and the *Esso Huntington* have been "going around together" for a long time. Almost since the day the *Huntington* entered service as a specialty ship 9 years ago, he has been her "steady" Chief Mate. But it's all over now. He left her lubes and waxes, solvents and alcohols to become an early annuitant on June 1.

"It has been a very interesting and satisfying way of life," Mr. Driver said. But now he has other ideas, such as catching up on a lot of jobs around the house and devoting some time to fishing, hunting and camping. He and his wife Helen live in Hampton Falls, N. H. (about 14 miles south of Portsmouth), which is a good location for those activities.

Born in Massachusetts, Mr. Driver went to work in a Boston bank in his teens and sailed as OS and AB with United Fruit for 3 years before signing on as AB in Esso's *Fred W. Weller*, March 10, 1941. He served all through World War II, mostly as Third and Second Mate and continued in the latter rating and as Chief Mate into the 1950s. He was in another lube ship, the *Esso Brooklyn (ex-Dartmouth)* for 7 years before he became attached to the *Huntington* March 18, 1958. His service — 26 years — was continuous.

SERVICE EMBLEM AWARDS

★ 20 YEARS ★



Fletcher A. Missud
Second Mate
May 18, 1967



William S. Roulhac, Jr.
Second Asst. Engineer
April 16, 1967



Roy A. Gray
Oiler
May 9, 1966



David L. Cannon
Fireman-Watertender
April 14, 1967



Alfredo Monteiro
Chief Cook
May 25, 1967



Bruno Puxant
Second Cook
April 29, 1967

Original Licenses

ROBERT C. HEYMAN—Temp. 3rd Mate, 5/31/67
ROBERT J. FERRARO—3rd Mate, 6/12/67*

*Dates reported to Company

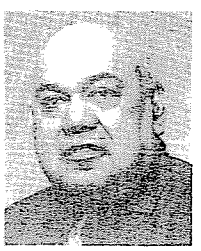
Telephones at Bayway

Public pay 'phones have been installed at the head of each dock at the Bayway Refinery and in the Seamen's Waiting Room for use by ships' crews for personal calls. Company 'phones on the dock cannot be used for outside calls. However, they are available for calls to Houston or other Company offices via the proper tie-line prefix and extension desired.

OBITUARY

OILER FRANK E. CAROROS, 61, died May 27 after an illness of 5 months. He is survived by 2 daughters, Mrs. Loretta DeLong and Dorinda, 13.

Born in Manila, P. I., Mr. Caroros lived in New Orleans for the past 3 years. He had continuous service in the Fleet since May 1951, sailing as Storekeeper, FWT and Oiler. His last ship was the *Esso Scranton* on a voyage to India, Sept.-Dec. 1966.



ALFONSO G. MORENO, 68, who retired as Pumpman 8 years ago, died May 15 while visiting in Ciudad Puebla, Mexico. Surviving are a married son and 2 minor children.

Mr. Moreno had nearly 29 years of credited service with the Company, 23 years as Pumpman. He first went to sea in 1919 in a Mexican freighter and joined Pan Am's *Comet* as Fireman in Aug. 1928. He sailed in 10 vessels during World War II, surviving the torpedoing of the *Franklin K. Lane* in June 1942. He lived in Aransas Pass, Texas.

Next Fleet News - July 6
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