ESSO FLEET NEWS

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Contract Talks Continue, Accord Seen Near

Negotiations for a new agreement covering Esso seamen have been underway since August 23.

The ESA negotiating committee and the Company's bargaining team are meeting at the Port of New York Office, 156 William St. Sitting in with the ESA's regular committee are the following ESA ship's representatives ashore on paid leave or fleet reserve and available to attend:

Harley N. Kinney, Jr., Able Seaman, *Esso Scranton;* Edward A. Konn, Able Seaman, *Esso Baltimore;* Ralph Maupin, Wiper, *Esso Lima;* Samuel W. Royal, Able Seaman, *Esso Chattanooga;* John J. Seiler, Deck Maintenanceman, *Esso Florence;* William H. Trueheart, Maintenance Mechanic/2nd Pumpman, *Esso Chester.*

The discussions cover the entire range of items to be included in the upcoming contract. A proposed new agreement has been presented by the ESA representatives. The Company has made several counterproposals and the parties are endeavoring to come to terms that will be mutually satisfactory.

Upon completion of the talks, final results will be announced to the fleet immediately.



The Consul General of Italy, Dr. Ruggero Farace, presents Order of Merit of the Republic of Italy to John D. Rogers, General Manager of the Marine Department. Attending presentation are, left to right, J. E. Stoveken, Assistant General Manager, Marine Department; L. F. Kahle, Coordinator, Transportation Coordination Department, Standard Oil Co. (N. J.); Dr. Farace; Mr. Rogers; Dr. Ferdinando A. Chiola, Delegate, Finmeccanica; J. Andreae, Vice President, Esso Tankers, Inc., Angelo Gavassino, Finmeccanica.

ITALY HONORS JOHN D. ROGERS

John D. Rogers, General Manager of Esso Standard's Marine Department, has been awarded the Order of Merit of the Republic of Italy with the rank of Officer.

The high Italian honor was conferred by decree of President Giovanni Gronchi of Italy. The decoration was bestowed on August 15 at ceremonies held at the Italian Consulate in New York. Consul General R. Farace di Villaforesta made the presentation.

Mr. Rogers was honored by the Italian government in recognition of his valuable contribution to the strengthening of the economic relations between the United States and Italy.

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Samuel T. Abbott, AB, with a bowline tied in center of rope while the ends were fastened to his wrists.

The Wizard of Knots

A length of rope in the hands of Sam Abbott almost seems to come alive. A couple of flicks of one wrist and he has a clove hitch. A few loops and a snap — a sheepshank. More loops and twists and passing an end through them and there's a figure eight in the line every six inches, 12 inches, three feet — whatever you want.

Sam's knowledge of knots and what to use them for is phenomenal. Bowlines are his specialty. He can tie a single bowline seven ways: Spanish and French bowlines (used instead of a harness for hoisting a man), inside and outside bowlines, double bowline, bowline on the bight and, his own original trick, a bowline in the center of a rope with the ends tied to his wrists.

Much of his dexterity with rope can be traced to his early training as a fisherman in the Chesapeake Bay area and an eight-month voyage aboard the square rigger *Tusitala.* His father had a fore-topmast schooner engaged in lumber hauling and oyster dredging and Sam started culling oysters when he was 11. Except for his 10 years with Esso (now Able Seaman in the *Esso Baltimore)* he has been fishing all his life.

Born on Deal Island, Md., Sam now lives in Water View, Va., on the shores of the Rappahannock, with his wife, Marie, and their four sons, Thomas, Charles, John and Warren. They own about 1½ acres of land and 3½ acres of oyster ground. Sam built their home, including the excavation and foundation, and is an all-round "good neighbor" handyman. His latest shore project is a yacht storage and repair yard, for which he is patiently waiting a government permit to get rolling.

A good natured fellow, not many things get Sam riled but one of them, naturally, is an "Irish pennant."

New Esso Ships Make News — What About T2s?

Much credit has recently been given by the FLEET NEWS to our fast, new supertankers and their excellent turnarounds. The job these ships and their officers and crews are doing deserves the highest praise. At the same time, our enthusiasm for the new "supers" should not cause the performance of many of our older, less glamorous ships to go unnoticed.

In the normal course of work-a-day operation our 16,000 dwt. T2s and geared turbine ships are doing a very praiseworthy job. These vessels are often called on for "off-beat" movements and are never found wanting.

An example of out-of-the-ordinary service are the occasions when these ships make a two-terminal discharge of multigrade cargoes at Boston and then load up to five grades at Everett for Portland, Me., and other New England ports. For this trade special mention is due the *Esso Annapolis, Esso Greenville, Esso New Orleans, Esso Paterson* and the *Esso Scranton.*

Other ships that are deserving of particular mention are those in the lube, solvents, alcohol and specialty trades. Among these are the *Esso Bangor, Esso Huntington, Esso Raleigh, Esso Chattanooga* and *Esso Bethlehem.*

19 More Radar Observers

Nineteen Deck Department men have notified the Port Captain's office that they have passed the Coast Guard Radar Qualification examination since the previous list was published in the FLEET NEWS for June 16. The 19 are:

HARRY BANSEN
ROLF CLAUSEN
JOHN H. CORRIGAN
KENNETH A. DAVIS
DONALD E. DELOZIER
JULIAN B. EUBANK
HANS C. S. JENSEN
JAMES E. KENDALL
SIMPSON W. LOGAN
WM. J. MACCLYMONT
HAROLD MARTIN
PATRICK J. O'DONNELL
HAROLD L. SHOLES
WILLIAM F. STEUART, JR.
JACK T. STILLMAN
HERBERT J. SWIFT
HOKE S. TOUCHTON
GEORGE W. VERLANDER
MILLARD C. WHITSON

Esso now has 151 men who are qualified radar observers.

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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BETTER SAFE THAN SORRY
Or, You Can't Always be Lucky

The following personal injury reports from the Company's files are examples of accidents that never should have happened. They were caused by a moment's carelessness, a period when safety was forgotten and "Lady Luck" was elsewhere. They are published with the hope that all may profit from the sad experience of others.

A Costly Misstep

As a vessel was being made ready to leave a dock at a southern port, a seaman lowered the end of the gangway from the dock to the ship's main deck. He then attempted to board ship by stepping from the dock to the midships boat deck; lost his footing and fell 27 ft. to the water between the ship and dock, suffering a fractured leg.

Obviously the man should never *have attempted to board ship the way he did. In this case he unwisely cut off his only safe access to the ship — the gangway. He should have come aboard via this route and the gangway later taken in by the deck force.*

Don't take a chance — use the gangway!

Goggles

A Pumpman was drilling with an air drill to replace wedges in the forward pumproom watertight door, when a steel sliver entered his left eye. (He had removed his goggles before the accident.)

Why gamble with such a precious possession as your eyesight? Goggles are provided for your protection — value them as you would your eyes.

Coffee Pot

After taking a cup of coffee a man put the pot on the table instead of using the safety rack. The ship rolled and the coffee pot tipped over causing burns on the seaman's stomach and right side.

Why not use the rack for the coffee pot? A moment of carelessness here resulted in a painful burn.

NLRB Rejects Teamsters Bid At Bayway

The National Labor Relations Board has dismissed a petition filed by the International Brotherhood of Teamsters seeking an election at Esso's Bayway Refinery.

The Hoffa union had sought to secure representation of certain white collar workers at Bayway.

RECENT RETIREMENTS

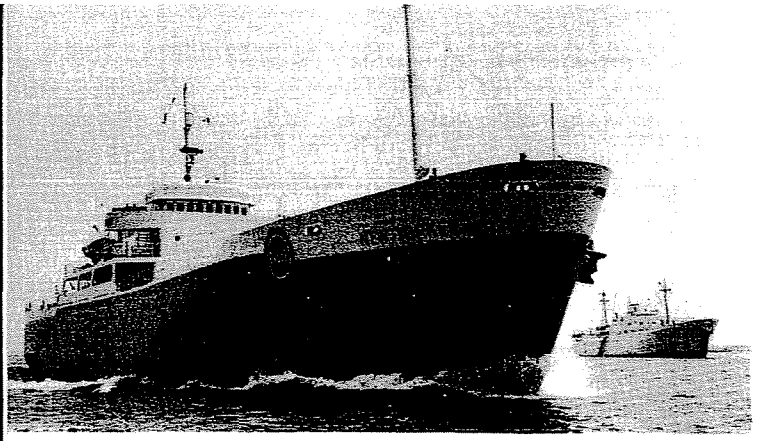


FIREMAN-WATERTENDER ARTHUR C. GERDING. Mr. Gerding retired on August 28 after nearly 25 years of Company service. A native of Louisiana, he joined the *Muskogee* in July, 1924 as a Messboy and soon transferred to the Engine Department. For 22 years he sailed as Fireman-Water tender in the fleet, including two years in the *Esso Hartford* during World War II and almost seven years in the *Wallace E. Pratt*. His latest assignments have been to the *Esso Gloucester, Esso Bermuda* and *Esso Lexington*. He and his wife plan to take life easy in their Baton Rouge home.



Esso Marine softball team for the sixth straight year are champions of the Jersey Standard Club league. Team's 12 won, 3 lost record for 1960 retires the D. A. Shepard Trophy, donated by the Jersey Director and Executive Vice President in 1957.

Front row, l. to r., are: Vin Gilligan, Marty Uruburu, Artie Curtis, Jack O'Neill and Hank Melofchik. Standing: Mike Pendergast, Joe Horincewich, Joe Sinski, team manager Larry Cantwell, Don Fitzpatrick, Joe Brennan and Rich Gowdy. Missing are Dave Ross, Al Hanson, Frank Stefanski and Bob Scarr.



The new container ship *New Yorker* which, with her sistership *Floridian,* are the first oceangoing vessels built for U. S. Atlantic coastwise trade in many years.

Owned by Containerships, Inc., a subsidiary of the Erie & St. Lawrence Corp., the vessels are 362 ft. long, Diesel propelled and have a speed of over 16 knots. They entered service last month between Port Newark and Jacksonville carrying up to 158 17-ft. and 32 8½-ft. metal containers and 50 autos or trucks.

Containers are handled by fork lift trucks which roll on and off through a stern opening and deck cargo is hoisted by cranes. A turnaround as short as six to eight hours is considered possible.

Both vessels were built by the Maryland Shipbuilding and Drydock Co.

TAFFRAIL TALK

Second Mates CHARLES L. HOSCH and CECIL P. SPERL, who have been on loan to Lago Oil & Transport Co., at Aruba, N. W. I., since June 30, 1959, have accepted permanent transfer to that company to act as Harbor Expediters.

* * *

Dredging of the Hudson River Channel from 27 ft. to 32 ft. between New York City and Albany was recently begun by the U. S. Army Engineer Corps. Estimated cost of the 8-10-year project is $38 million and will include a turning basin and two anchorages at Albany.

The Army Engineer's dredge *Essayons,* which assisted in deepening the Suez Canal last year, is assigned to the Hudson River project.

* * *

The *Esso Bethlehem* is scheduled to go into tie-up at Jacksonville about September 12. The vessel rejoined the fleet in September, 1947 after notable wartime service as the USS *Housatonic* and since 1954 has been a specialty products carrier.

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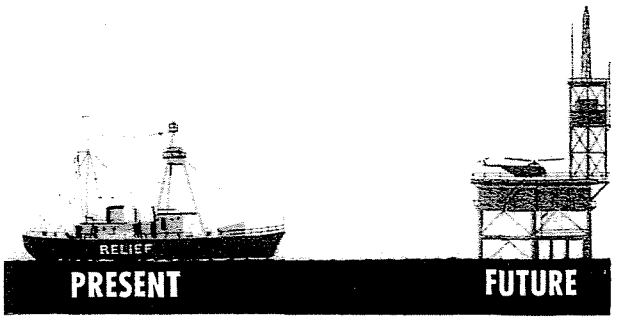
Oil tankers are accounting for one-third of the chartering in the grain trades, according to the current Westinform report, published by W. G. Weston, Ltd.

It was predicted that a considerable amount of tanker tonnage — one-fifth to one-third — would remain in the grain trades after the current slump in oil prices ends. The prediction is based on the development of "triangular runs." One such is the carriage of grain from U. S. Atlantic ports to western India, a ballast leg to the Persian Gulf and return to the United States with oil.

OBITUARY

OILER ALPHONSE JOHNSON. Mr. Johnson, a resident of Baton Rouge, La., died in that city on August 29. He was 49 years old and is survived by his mother and two brothers. For more than 26 years he had sailed as Storekeeper, Fireman-Watertender and Oiler in the fleet. He joined the Company on March 7, 1929 as Wiper in the *T. J. Williams* and most recently was Oiler aboard the *Esso New Orleans.*

LEONARD NEWENDORP. An Esso annuitant since January 1, 1958, Mr. Newendorp died in Evanston, Ill., on August 28. Born in South Dakota on April 30, 1897, he lived in Youngtown, Arizona, and is survived by his wife. He first shipped out for the Company as Wiper in the *Esso Aruba* on July 20, 1942 and was aboard when she was torpedoed south of Guantanamo, Cuba, one month later. Promoted to Jr. Third Assistant Engineer in June, 1944, Mr. Newendorp served in all licensed Engine Department ranks in various ships for 15 years, including over six years in the *Esso Annapolis.*



"Texas Tower" light structures (right) will replace many lightships as offshore aids to navigation, according to present U. S. Coast Guard plans. Construction of the first light tower, to replace Buzzards Bay Lightship at the southern approach to the Cape Cod Canal, is to begin early in 1961.

Fixed light structures will cost less than lightships, have more efficient optics and greater luminous range, give more accurate guidance and last about 75 years, compared to 50 for lightships. Skeleton light towers in the Florida Keys have withstood hurricane winds and waves for a century. Plans call for two types of tower, manned and unmanned controlled from shore. The Buzzards Bay site will have a manned tower with a 70 by 70 ft. platform 60 ft. above water, containing quarters for five men and machinery spaces. The roof will serve as a landing port for search and rescue helicopters.

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