ESSO FLEET NEWS

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New Union Claims Bargaining Rights

A message was received by the Company on August 6 stating that the Esso Seamen's Association, independent and unaffiliated, claims to represent a majority of the unlicensed seagoing employees of the Esso Standard Oil Company tanker fleet. The message was signed by Lester M. Payne, Temporary Chairman, Esso Seamen's Association, 166 Morningstar Road, Staten Island 3, N. Y.

Because of this development, the Esso Tanker Men's Union was notified on the same day that the Company could no longer legally continue the current labor contract negotiations until the question is settled as to which group has the right to represent the unlicensed personnel. Mr. Payne was advised of the Company's belief that the question of representation should be determined by the National Labor Relations Board and that until a decision is made by them the Company cannot lawfully agree to bargain with any union.

More Record Performances

Four cargo handling records - including the Esso Florence's seventh of the year - were established by three vessels between June 19 and 30. The Esso Gettysburg broke her own records for discharge rate, berth time and port time at Charleston, S. C., on June 19 and established a five-grade discharge mark at Paulsboro eight days later.

At Charleston the 37,800 tonner discharged 269,258 bbls. of Esso, Esso Extra, kerosene and Diesel fuel at 20,199 bph. She was at the dock 16 hrs. 52 min. and in port 21 hrs. 42 min. Her best previous Charleston discharge and turnaround, all accomplished November 5, 1958, were 18,159 bph.; 17 hrs. 15 min. in berth and 24 hrs. in port.

First of her class into Paulsboro, the Gettysburg's discharge rate of 21,496 bph. was nearly 2,000 bph. better than the previous high - made by the Esso New York in March.

While the Esso Gettysburg was making new records, the Esso Jamestown knocked out one of her old ones. At Baton Rouge on June 24 the Jamestown loaded a cargo of Essoheat Medium at the rate of 26,101 bph. This rate, made through one 16-in. and two 10-in. shore lines into six 8-in. hoses, exceeded her sistership's two-year old mark of 25,481 bph.

The Esso Florence discharged seven grades at Wilmington, N. C., on June 30 in 13 hrs. 45 min. for an average of 15,573 bph. This shades by 326 bph. the Esso Newark's mark for seven grades, set on May 15.

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Daughter of Esso Oiler Awarded Teagle Scholarship

Miss Judith R. Hemphill, daughter of Paul R. Hemphill, recently Oiler in the Esso New York, has received a Walter C. Teagle Scholarship to attend Cornell University. Miss Hemphill ranked third in the 1959 graduating class of the Ocean City, N.J., high school. She plans to study Spanish, Russian and psychology in preparation for a career in the U.S. Foreign Service or the overseas office of an American business concern. Her father has 16 years' service in the Esso fleet.

Night Office Moved to 156

The Marine Department Night Office has been combined with the Inland Waterways Division in Room 921C, 156 William Street. The move took place July 27. Telephone numbers for the Night Office are now REctor 2-8106, 2-8107 and 2-8108. There has been no change in the Night Office's functions.

Eleven Vessels Have No Lost Time Accidents

Figures for the first half of 1959 show that 11 vessels in the fleet have operated with no lost time accidents and three of these have had no personal injury accidents at all. The 1959 record shows a considerable improvement over last year but somehow, the winter months were safer than the spring. During the first three months of this year there were only 10 lost time accidents compared with 17 in the second quarter.

The three ships with perfect safety records are: Esso Gettysburg, Esso Havana and Esso Lima. Those with no lost time accidents are:

Esso Bermuda	Esso Raleigh	Esso Lexington	Esso Florence
Esso Scranton	Esso New Orleans	Esso Allentown	Esso Chester

Seven vessels - the Chattanooga, Suez, Zurich, Jamestown, Annapolis, New Haven and Paterson - missed the "charmed circle" by only one lost time personal injury.

Repair Schedules

The Esso Newark began her annual overhaul period at Newport News on July 6. Among the work to be done during her scheduled 70 days in the shipyard is the application of corrosion control coatings to 28 cargo compartments. For the first time in this type of operation, dehumidification equipment is being used in the vessel's tanks during sand blasting and application of the coatings. 35,000 cu. ft. of "dried" air is being supplied by a two-unit dehumdification system. A similar system will also be used aboard the Esso Lima - which entered a Jacksonville yard July 16 - during the coating of all 30 of her cargo compartments. Other vessels in repair yards or scheduled for overhaul are as follows:

	Location	Start	Complete
Esso Jamestown	New York	August 14	5 days
Esso Chattanooga	Savannah	July 27	16 days
Esso Huntington		August 12	16-25 days
Esso Bangor		September 23	16 days
Esso Chester		September 21-30	5 days
Esso New Haven		September 21-30	14 days
Esso Jamestown		October 21-31	16 days
Esso Florence		November 11-20	5 days

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"Esso New Orleans" Receives Safety Achievement Pennant

Captain F.G. Smith (left center) and Chief Mate Edmund F. Mahoney (second from right) prepare to raise Ship Safety Achievement Award pennant aboard the Esso New Orleans at Bayway on July 30. A joint presentation of the Marine Section, National Safety Council, and the American Merchant Marine Institute, the award was made to the Esso New Orleans for outstanding achievement in the tanker classification for 1958. The incident which earned the award was the rescue of Reynolds A. Moody, a skin diver stricken with the "bends" off Molasses Reef, Fla., last July. In addition to the pennant, which will be flown for one year, certificates were presented to all officers and crewmen aboard when the rescue was made. Others witnessing the flag raising are (left to right) L.J. Hodgkins, Manager of the Operating Division; H.W. Bradbury, Safety Engineer; Ordinary Seaman Charles L. Moore, and Able Seaman Wesley A. Uranowich.

Largest CYI Award

A noteworthy CYI event was the recent award of the largest "payoff" in the more than 40-year history of the program. An $8,000 supplemental award was made to two annuitants, Roby G. White and Earl L. Rogers, from the Carolinas Sales Division. They suggested using a gas analyzer at discharge terminals to provide a constant and immediate safeguard against contamination. The suggestion, adopted in October, 1952, earned a $350 initial award and a $200 annual merit award. The idea speeds tanker turnarounds by eliminating the need for taking product samples to a laboratory to be tested for quality, flash point, etc. With the gas analyzer at the dock, contamination can be spotted immediately and pumping stopped in time to prevent contamination of shore tanks.

Agency Personnel Shifts

Three outport Agency changes have been announced as part of the program to integrate the functions of Inland Waterways with the Marine Department. They will become effective August 17.

E. E. Claypoole, former Manager of the Mid-Atlantic branch of Inland Waterways, has assumed the duties of Agent at Norfolk. He will continue to be responsible for Inland Waterways activities in the Mid-Atlantic area.

Captain S. V. Gardner has accepted a training assignment as Assistant Agent at Baton Rouge. He has been succeeded as Agent at Baltimore by J. J. Kelleher, Jr., Agent at Norfolk since 1956. Mr. Kelleher's office will attend seagoing vessels at Baltimore and Delaware River ports and Inland Waterways activities at Baltimore and Paulsboro.

Jersey Earnings And Dividends

Consolidated earnings estimates of Standard Oil Company (N.J.) for the first half of this year showed a 27 percent improvement over comparable earnings results for the first half of 1958. Consolidated results for the six months ended June 30, 1959 were estimated at $315 million, or $1.47 per share based on 214,890,000 shares currently outstanding. Comparable earnings for the same period a year ago, after adjustment for the increased Venezuelan income taxes retroactive to January 1, 1958, were $249 million, or $1.22 per share on the 203,649,000 shares then outstanding.

On July 30 the Jersey Board declared a cash dividend of 55 cents per share on the capital stock, payable September 10 to stockholders of record on August 10. This will bring the dividend payments for the first three quarters of 1959 to $1.65 per share, the same as for the first nine months of 1958.

