ESSO FLEET NEWS

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Esso Allentown Crew In Vain Effort To Save Stricken Oiler

Oiler Joseph P. Edgar died October 25 aboard the *Esso Allentown,* despite efforts by the entire ship's complement to save his life. The *Allentown* was nearing the Mobile seabuoy at 0348 when Mr. Edgar was found lying unconscious in the engineroom by First Assistant Engineer William C. Halley.

The bridge was notified and Second Mate William F. Steuart, Jr. called Chief Mate Neo H. Robinson, who went aft with Third Mate Dale M. Silcox and a group of unlicensed men to try to revive Mr. Edgar with the resuscitator.

As soon as Captain Donald P. Swain learned the gravity of Mr. Edgar's condition, he tried to reach the Coast Guard at Mobile by radiotelephone. He was unable to contact them but talked with the Coast Guard at New Orleans, which relayed his request for assistance.

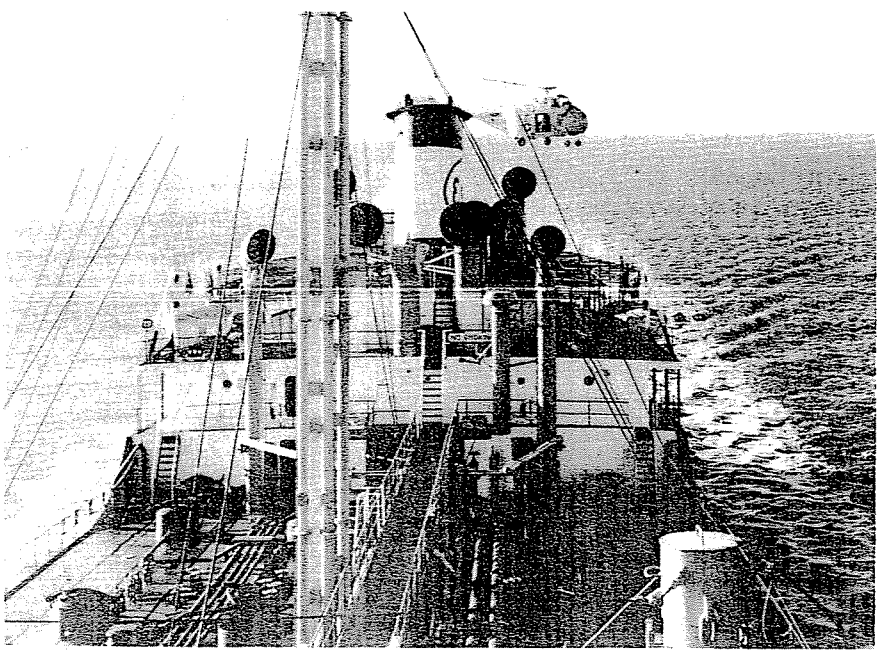
Mobile dispatched a Coast Guard picket boat and a U. S. Air Force helicopter—the only one available at the time—to the *Allentown's* position, both of which arrived about 0615. The helicopter had an Air Force medical corpsman aboard. Unable to land the corpsman directly on the ship, the helicopter lowered him into the picket boat, which brought him alongside. Then the helicopter and boat stood by.

After examining Mr. Edgar, the corpsman requested that a doctor be flown to the vessel. The helicopter left to get him and *Esso Allentown* crew members began rigging a platform atop the poop deck awning spars on which he could be landed. The platform consisted of planks lashed to the spars to prevent the blast from the helicopter's rotor from dislodging them.

The doctor arrived at 0715 and a short time later pronounced Mr. Edgar dead. Cause of death was diagnosed as heart failure.

During the time between Mr. Edgar's discovery and the departure from the ship of the doctor at 0730, all hands turned to to offer what assistance they could. Even the 12-4 watch, which was relieved shortly after Mr. Edgar was found, stood by for the additional 3½ hours.

Mr. Edgar, who was 60, had been a member of the fleet for nearly 12 years. He joined the Company as Wiper in the *Esso Norfolk* on December 20, 1947 and had sailed as Oiler since his first assignment in that rating on December 12, 1950, aboard the *Pine Ridge*. He is survived by his wife.



Air Force helicopter hovers astern of the Esso Allentown after lowering doctor onto platform rigged atop the ship's poop deck awning spars.

William F. Steuart, Jr.

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Independent Wins Labor Board Election At Baton Rouge Refinery

On December 2 and 3 the National Labor Relations Board Regional Office conducted an election at Esso Standard's huge Baton Rouge Refinery to decide who should represent the wage earners in dealing with the Management. The Independent Industrial Workers Association won an overwhelming victory over three international unions.

Of the 3,582 eligible voters, 3,416 cast their ballots as follows:

Independent union	2,561
Teamsters	498
Oil & Atomic Workers, CIO-AFL	124
Metal Trades, AFL-CIO	50
No union	42

There were nine void and 132 ballots challenged.

Bayway Refinery Now Marine Medical Headquarters for New York Area

Increased medical services for marine employees will be available at the Bayway Refinery, effective January 1. This arrangement will eliminate some of the inconvenience experienced in reaching the Bayonne Medical Department from New York. Emergency medical services will continue to be available at Bayonne for those aboard ships or barges docking there. The facilities at Bayway will be adequate to provide periodic examinations and return to work evaluations of seagoing employees in the New York area.

ESSO FLEET NEWS is published for the seagoing employees of Esso Standard Oil Company, Marine Department: J. D. Rogers, General Manager; James E. Stoveken, Assistant General Manager; Sydney Wire, Assistant General Manager.

W. E. Gardner, Editor; R. K. Bruce, R. M. Sheridan, Editorial Assistants.

Contributions and suggestions are invited and should be addressed to The Editor, ESSO FLEET NEWS, Room 934, 15 West 51st Street, New York 19, N. Y.

Jersey-Humble Merger Approved

Stockholders of the Humble Oil & Refining Co. and Standard Oil Company (N. J.) approved plans to merge the two companies at meetings on November 25 and December 1, respectively. The new Humble Oil & Refining Co., incorporated in Delaware, is being organized and will combine under a unified management the exploration, producing, manufacturing, marketing and marine operations of the old Humble Company, Esso Standard, Carter, Oklahoma and Pate companies.

In an address before the Houston Chamber of Commerce on December 3, Eugene Holman, Chairman of the Jersey Board of Directors, explained the purposes and significance of the consolidation.

"The Company will be most impressive in its scope," Mr. Holman said. "Its operations will extend across the breadth of the whole United States. It will have 43,000 employees, with an annual payroll of more than $337 million. It will have 22,000 service stations, plus an additional 8,000 outlets



TASTE TESTERS—The men at left are performing one of the more pleasant chores of the Steward's Department—but also one of the most exacting. They're selecting the canned foods that will be supplied to our ships during the next year, an annual operation conducted by Port Steward D. A. Hodges (right) at the Marine Storehouse in Bayonne.

Lined up on the table before the testers are several different brands of the same type food, such as the five cans of tomato puree Mr. Hodges is sampling. Each will be compared with the others primarily for taste, texture and quality, and the best chosen. Spot checks during the year assure that the quality of those selected remains constant.

Assisting Mr. Hodges are (l. to r.) Thomas Nevins, Thomas Codd, Jack Flayter and Donald Hunter of the Marine Services Division; Neil Ostrander, Purchasing Department, and John Esparza, Port Steward of Esso Tankers, Inc.

EXX-MOR-006821



Radio Officers Sign New Agreement

J. D. Rogers, General Manager of the Marine Department, is shown with Radio Officers James L. LaFoy (left) and Charles E. Schwarb (right) as he holds a copy of the agreement signed by the Esso Radio Officers Association and the Company on November 25 in New York. The new contract's most significant clause provides "paid leave on the basis of one day's leave for each two days of active duty". Radio Officers will receive transportation to and from paid leave at the rate of 9¢ per railroad mile and a wage increase for those with 20 or more years of continuous service.

Others present for the signing were (l. to r.) Leonard H. Earle, Employee Relations Assistant; Port Captain A. Larson; Port Engineer T. J. McTaggart; Captain M. Breece, Manager of the Port of New York Office; L. J. Hodgkins, Operating Division Manager; Sydney Wire, Assistant General Manager of the Marine Department, and J. E. Hughey, Assistant Manager of Esso's Employee Relations Department.

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served through distributors and resellers. Its daily crude oil production will be more than 450,000 barrels. Its refineries will have a capacity of almost a million barrels a day. . . . The Humble Company . . . thus enters a new and promising period of development on the national scene.

"Forecasts that present consumption of energy in the United States will double by the early nineteen eighties and that oil and gas will be called upon to satisfy a major part of this demand give promise of a new era for our industry. Our motive in creating a new corporate instrument has been to put ourselves in a better competitive position nationally to meet this exciting future.

"Each of the units in the new consolidated organization," Mr. Holman continued, "brings significant resources in men and facilities which, when combined, will make for even greater accomplishment in the years ahead. In the next few years we intend to bring together in the new Company the talents of experienced and capable men from every one of the consolidated units and from every part of the country in which they operate."

Talk About Trouble!

Those who "go down to the sea in ships" soon learn to expect a certain amount of trouble in their lives but seldom has a ship been afflicted with such "slings and arrows of outrageous fortune" as those suffered by the 5,300 ton Norwegian freighter *Vilja.* She was hurrying out of the St. Lawrence Seaway recently, trying to beat the Seaway's winter closing on November 30. The ship ran aground on a rock shelf near Brockville, Ont., tearing a hole in her hull. Her cargo of soybeans got wet and started to swell. *(Continued on next page)*

Now it is feared that the expanding beans might cause structural damage to the vessel. The task of emptying the holds has been complicated by pressure from the expansion. Divers report the *Vilja* is so hard aground she may not be refloated until spring. Even if the ship is freed, she faces a winter in the icebound St. Lawrence.

And all the while those beans keep getting bigger and bigger. Then, when they freeze. . . .

Tanker Research Program Underway

An article in the October-December issue of THE SHIPS' BULLETIN describes the numerous hull paint tests being conducted on ships of the fleet and in the laboratories of Esso Research and Engineering Co. The purpose of the experiments is to find coatings with better protection qualities than those now in use. They are one phase of a broad program established to study maintenance, operating and safety problems affecting the marine transportation of petroleum products.

Known as the Marine Testing and Improvement Program, the studies are being coordinated and assisted by Esso Research in cooperation with 19 tanker-operating affiliates of Standard Oil Co. (N. J.).

Thirteen projects are currently being studied by one or more of the participating affiliates. Marine Department personnel are working on five of these, in addition to the hull paint tests. One is the search for an effective, economical means for minimizing corrosion in cargo tanks, which the department has had under study for several years.

The Marine Department is also assisting in experiments to improve tank cleaning and oil-water separation procedures, better handling of specialty cargoes, more reliable cargo valves and the formulation of regulations for the safe handling of cargoes in which static electricity is a problem.

Nicholas Burde, Jr. has been appointed Manager of the Marine Testing and Improvement Program. He is a former Assistant Manager of the Operating Division and was Assistant Marine Manager for Esso Nederland, N. V. before assuming his present duties. A graduate of the U. S. Naval Academy, Mr. Burde has worked with Jersey's marine organizations since January 5, 1948, when he joined the Company as a Port Information Clerk in the Ships' Performance Analysis Section.



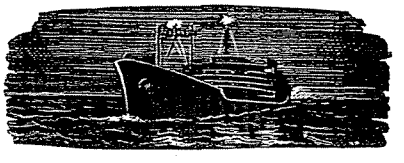
James J. Mooney

James J. Mooney, Head of the Bayonne Refinery's Marine Services Department, died December 13 in Elizabeth General Hospital. He was 45 years old. Mr. Mooney was Secretary of Esso Shipping Company from May 1, 1957 until his transfer to Bayonne on June 6, 1958.

Mr. Mooney graduated from Manhattan College in 1936. He served with the U. S. Navy from 1941 until 1949 and participated in several major campaigns in the Pacific during the war years, among them the invasions of Kwajalein, Eniwetok, Saipan and Guam and the battles of Lingayen and Leyte Gulfs. He left the Navy as a commander following post-war service in Washington, joining the Maritime Administration in 1950 as head of the program planning office.

In August, 1956, Mr. Mooney became Assistant Manager of Butterworth System, Inc. He returned to this post after his service as Secretary of Esso Shipping. On January 1, 1959 he was appointed Manager of the Marine Services Division, continuing in this position when Marine Services became part of the Bayonne Refinery in June of this year.

Funeral services for Mr. Mooney, who is survived by his wife, a son and three daughters, were held December 15 in Westfield, N. J.



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