ESSO FLEET NEWS

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THE UNIVERSITY OF TEXAS AT AUSTIN

The Esso Jamestown's Third West Coast Trip

The *Esso Jamestown* sailed from Norfolk, November 18, with Captain Roland E. Parkhurst in command and Edward V. Branigan, Chief Engineer. First port of call was Aruba, November 21, where a cargo of bonded fuel was loaded for "L.A.".

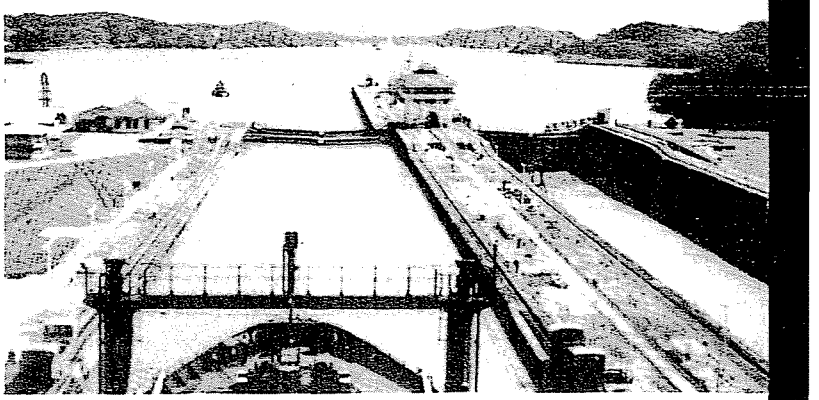
In a letter to the FLEET NEWS, Second Mate Edwin J. Fellows reported that at Aruba "the crew shopped for perfume, watches and other souvenirs, visited a new Seamen's Club and old haunts. We also had a nice visit with Charles L. Hosch, Sebastian J. Masuzzo and Cecil P. Sperl, former shipmates who are now stationed at Aruba."

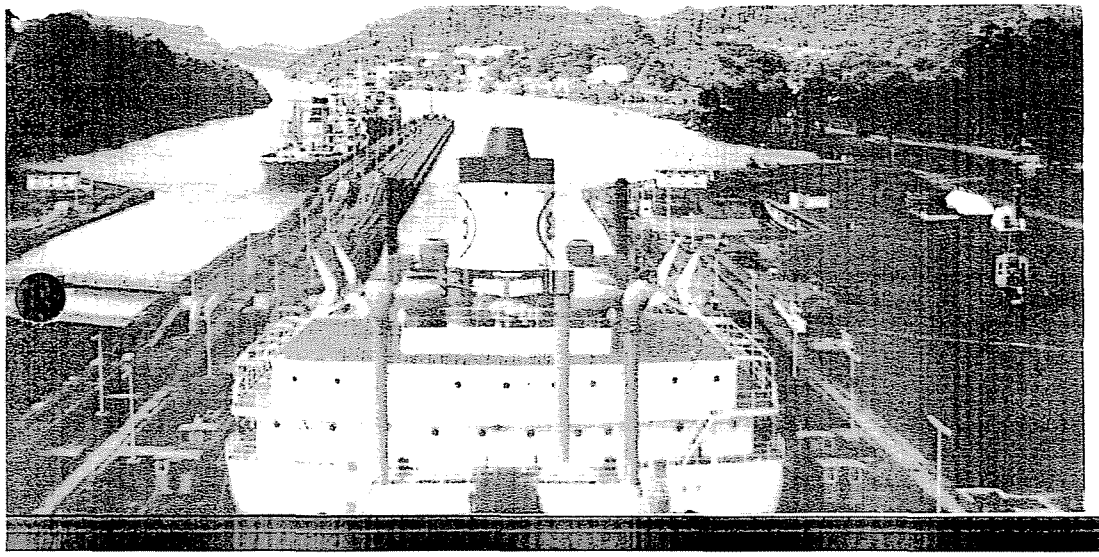
"We arrived at Colon, C.Z.," Mr. Fellows continued, "on the evening of November 24 (Thanksgiving Day) after enjoying a holiday feast that will be long remembered — thanks to Steward Jose A. Plaza and his staff. We passed through the Canal on the following day. The passage up the Central American and Mexican coasts was uneventful and pleasant, with clear, sunny and warm weather.

"Arriving off Los Angeles Approach Buoy early on December 2, we were 'all fast' at the Shell Docks in Wilmington at 0508. After discharging part cargo, we shifted the next day to the El Segundo sea terminal of Standard Oil Co. of California. Mooring to the buoys was accomplished with some difficulty, as a strong breeze was blowing in from the Pacific. (Later we learned that San Francisco had 80 mph. gales that day.) The barking of a seal on one of the buoys we took to mean a 'well done' for our successful mooring."

The balance of the *Esso Jamestown's* cargo was discharged at the Standard of Calif. terminal in San Pedro and part of her return cargo was loaded there and at the Union Oil dock in Wilmington. (San Pedro, El Segundo and Wilmington are all part of the Los Angeles Harbor area.) While loading at Wilmington, December 5, radiotelephone contact was made with Captain Johannes Boje, of the *Esso Gettysburg,* who was due in San Pedro in a few hours.

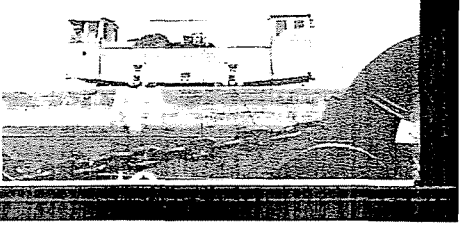
Despite the four-berth discharge and loading schedule, crew members found time for sightseeing





Two views of the *Esso Jamestown* in Pedro Miguel Locks, Panama Canal. Culebra Cut is shown in background of photo at left. Below. A "mule" on the port quarter helps hold the ship in position as vessel is lowered in lock.

Photos by Second Mate Edwin J. Fellows



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Edwin J. Fellows

Sightseeing ashore included Ghost Town at Knott's Berry Farm. Here, Captain Parkhurst "talks" to two characters of the "Old West."

ashore, including Disneyland, Knott's Berry Farm and Marineland.

Sailing from Wilmington at 2300, December 5, the *Jamestown* took departure off Los Angeles Sea Buoy at 0039, December 6, for the Panama Canal. She transited on the 13th and docked at the Consolidated Edison terminal in Brooklyn on the 19th. While discharging, the tragic fire broke out in the aircraft carrier *Constellation* — only a few shiplengths away — at the New York Naval Shipyard. Until the fire was brought under control, pumping was discontinued and the vessel was held in readiness to be moved out of danger.

FLEET NEWS HEADLINES OF 1960
Highlights of an Eventful Year

JANUARY — Esso Standard Oil Co. on January 1 became Esso Standard, Division of Humble Oil & Refining Co. (incorporated in Delaware) . . . NLRB dismisses as groundless ETMU-SIU charges of unfair labor practices against the Company . . . Esso Stewards Organization formed.

FEBRUARY — Esso's oldest annuitant dies. Captain George E. Bridgett, 97, was an annuitant nearly 34 years . . . *Esso Havana* on transatlantic voyage . . . ETMU-SIU blocks early Labor Board vote.

MARCH — ETMU-SIU loses appeal for review of unfair charges . . . Esso Stewards Organization signs labor contract with Company . . . 18 men promoted in Steward's Department.

APRIL — *Esso New York* picks up four men adrift 2½ days in 20-ft. plywood boat . . . Fleet helps overcome cold weather crisis. Heavy snows and late cold wave create heating oil shortages . . . NLRB-supervised secret election begins April 25. Ten ships vote in first 10 days . . . *Esso Baltimore* launched April 28.

MAY — *Esso Bethlehem* rescues five from disabled yacht. Tanker's lifeboat takes men off foundering *Dutch Treat,* southeast of Charleston . . . *Esso Bermuda, Esso Florence, Esso Havana, Esso Lexington* receive safety awards for no lost-time accidents in 1959 . . . Fleet wins fourth special sanitation citation.

JUNE — *Esso Bangor* 2nd, *Esso Gettysburg* 3rd in Lifeboat Race . . . Humble to market in California and Nevada . . . First round of voting completed . . . *Esso Huntington* carries 31 grades on one voyage. Believed a record for multi-grade cargoes . . . Final round of voting begun. Last call for ballots in secret election starts June 25.

JULY — *Esso Scranton* rescues 28 from disabled tanker. Master commends lifeboat crew for "beautiful job" in rescue of *George MacDonald* survivors on June 27 . . . *Esso Bangor* air conditioned. 14th air conditioned ship in fleet also converted to carry solvents . . . Supertanker *Esso Baltimore* enters service. 25,000 visit ship on tremendously successful open house days . . . *Esso Allentown* withdrawn from service July 4.

AUGUST — Esso Seamen's Association wins NLRB election by a margin of nearly 300 votes. ESA certified as bargaining agent on August 5 . . . Thousands more visit *Esso Baltimore* at Baytown, Bayway . . . Four *Esso Lima* tanks converted for special products . . . *Esso New Haven* sold. To be made into a molten sulphur (285°F.) carrier . . . ESA and Company begin contract talks August 23.

SEPTEMBER — New labor agreement negotiated. Provides 122 days paid leave per year, retroactive pay, mooring and unmooring pay, improved seniority rules and paid leave transportation . . . *Esso Gettysburg* makes three consecutive discharge records.

OCTOBER — *Esso Boston* launched September 28 . . . Captain Ivar Boklund, Asst. Port Captain, died October 17 . . . Humble to acquire Monterey Oil Co. in Calif. . . . *Esso Huntington* converted to carry alcohol. Specialty ship now has 43 compartments . . . Sell Esso Program extended to seagoing personnel.

NOVEMBER — Employee Benefit Plans revised. New program includes single Thrift Fund, maximum tax advantages, improved sickness, accident and disability benefits . . . ESA ratifies new agreement . . . *Esso Jamestown* first 37,800-tonner through East River . . . *Esso Boston* joins fleet November 22 . . . *Esso Annapolis* sold.

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, 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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DECEMBER — 10,000 visit *Esso Boston* at Baton Rouge and Everett . . . Impressed current cathodic system protects underwater hull of *Esso Jamestown* . . . Checks for over $485,000 in back pay mailed to Esso seamen . . . Stanvac properties to be split between Jersey and Socony . . . *Esso Lima* delivers first benzene cargo . . . Marine Dept. plans move to Houston.

Hats Off to Steward's Dept.

It is a long-standing custom in the Esso fleet to make Christmas aboard ship a really festive occasion. This means, of course, a lot of extra work for the Steward's Department in decorating messrooms and sparing no effort to prepare and serve an extra-special holiday meal.

While the men take pride in doing a good job, they like to know their work is appreciated. Typical of many notes of thanks from ships' personnel was the following, signed by 22 officers and men of the *Esso New York* and presented to the ship's Steward's Department on Christmas afternoon:

> "We, the crew of the *Esso New York,* wish to take this means of communication to express our thanks and gratitude to our Steward's Dept. for the excellent dinner served us this Christmas Day, 1960. We know the extra work and preparation that has gone into serving it. Again, our thanks to the Steward's Dept. of a good feeding ship."

The message was presented to the following:

Anthony P. Senna, *Ch. Steward*
Hugo A. Garcia, *Ch. Cook*
Leo S. Oliveira, *2nd Cook*
James P. Sibley, *OM*
John F. Shayner, *POM*
Jing Ming, *CM*
Adolfo Arce, *UM*
Robert L. Holler, *UM*

Independent Unions Growing

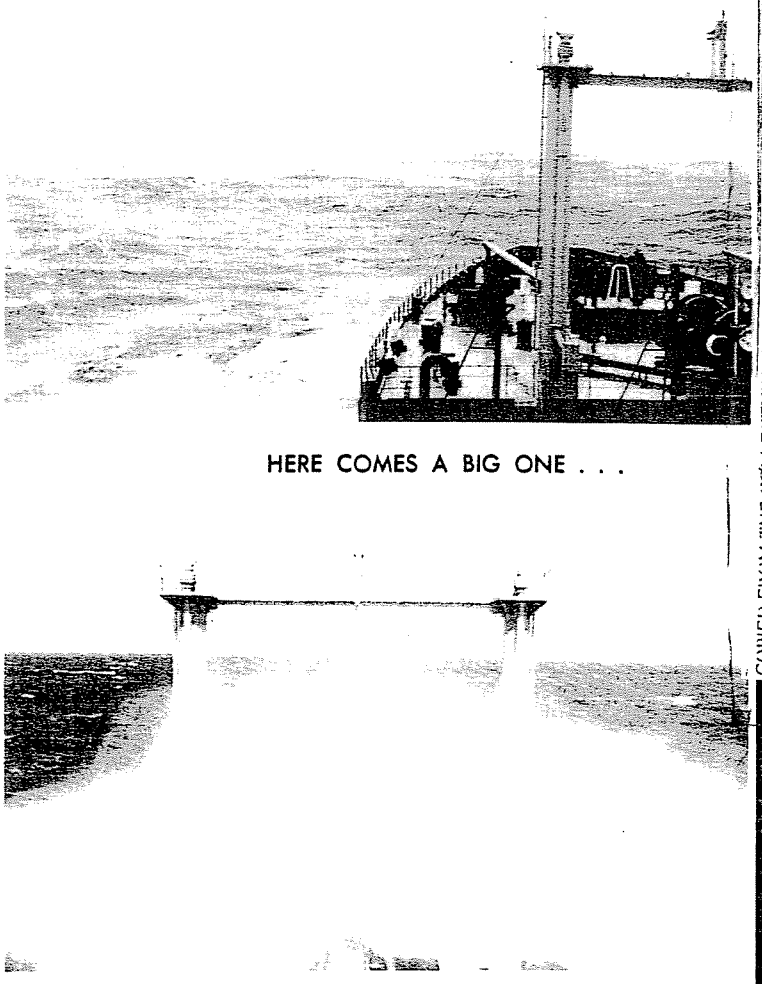
Local independent unions now claim about 10 percent of all union members in the U. S. and have been growing faster in the past 20 years than national unions. These points were brought out by Leo Troy, of Rutgers University and the National Bureau of Economic Research, writing in the October issue of THE JOURNAL OF POLITICAL ECONOMY.

The author defines a local independent union as representing workers in a single plant or company, unaffiliated with a national union or the AFL/CIO and free of employer control. Independent unions seek to maintain or widen differentials to the benefit of their own members, Mr. Troy wrote, while national unions seek to eliminate regional differentials and compress skill differentials.

OBITUARY

DECK MAINTENANCEMAN JOHN SENTELECK. Mr. Senteleck, 33, died in an automobile accident in West Baton Rouge, La., on January 8. Born in Rutherford, Pa., he lived in Brooklyn and is survived by his mother, father, two brothers and three sisters. Interment was in Beaverdale, Pa. He started his seagoing career as Ordinary Seaman in the *A. C. Bedford* on October 3, 1944 and was Deck Maintenanceman in the *Esso Raleigh* at the time of his death. He had over 15 years of credited service.

UTILITYMAN EMIL V. CURCIO. Utilityman in the fleet for the past 15 years, Mr. Curcio, 48, died in Jersey City on December 21. He is survived by his mother, father, two brothers and four sisters. A native and resident of New Jersey, Mr. Curcio first joined the Company as Petty Officers' Messman in the *F. H. Bedford, Jr.* on September 15, 1939. He was Ordinary Seaman in the *C. O. Stillman* on June 5, 1942, when she was torpedoed and sunk 60 miles southwest of Puerto Rico. He had over 16 years of credited service.



HERE COMES A BIG ONE . . .

. . . AND HERE'S ANOTHER. With the heavy weather season upon us, there will be many scenes such as these, taken aboard the *Esso Lexington* by AB Werner Zoepf, as Esso ships ply the wintery Atlantic Coast. And with winter weather comes the need for extra safety precautions to prevent personal injury accidents and damage to equipment. Everything shipshape aboard your vessel?

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A Pay-Off That Didn't Pay Out

August 3, 1960 — NLRB-supervised election at Gems International, Inc. (Puerto Rican diamond polishing firm) shows following results:

Seafarers International Union of North America, Atlantic & Gulf Distr., Puerto Rico Div., AFL/CIO	46
United Packinghouse Workers, Distr. 9 of Puerto Rico, AFL/CIO	13
No union	16

September 16, 1960 — NLRB, investigating objections to the election, found that the SIU authorized several of its employee-delegates to offer $5.00 to employees in exchange for their votes. According to sworn statements, the $5.00 offer was made to between 40 and 50 employees. After the election, some employees asked why they had not been paid the $5.00.

NLRB found "money in exchange for votes" so lowered election standards that the vote was set aside and a new election ordered.

October 26, 1960 — Results of the second election, as reported by THE SAN JUAN STAR, were:

No union	45
UPWA, AFL/CIO	19
SIUNA, AFL/CIO	2

SIU Assaults Ended

The Seafarers International Union has agreed to "cease and desist" physical assaults on employees of EL IMPARCIAL, a newspaper in San Juan, Puerto Rico.

A decision recently handed down by the National Labor Relations Board contains a stipulation in which the SIU, by consent agreement, has been required to forswear physical assaults, threats and coercion in their efforts to organize employees of the newspaper.

Travel Bargains Via The Morseaires

Tops on the list of many retirement and vacation dreams is travel—going places and seeing things with congenial, like-minded people. This is also the aim of the Morseaires Travel Club. Started in 1939 by a group of Company employees in the Rockefeller Center area, the Club now offers low budget day-trips and weekend and vacation excursions to all Company employees, annuitants and friends. Club members have visited Bermuda over 100 times, Europe nine times and all the 50 States, except Alaska. In 1960, 200 annuitants, 155 employees from the New York area and 125 other employees and friends toured the Hawaiian Islands for two glorious weeks.

In 1961 the Club will sponsor a 15-day deluxe $1,683 trip to northwestern South America for $500. Starting on June 30, July 14 and 28 and August 11 and 25, vacationers will fly from New York and tour Venezuela by limousine and motor-coach, with one stopover in Cucuta, Colombia. First class hotel accommodations, three meals per day, tips, sports and activities fees and insurance are included.

A southern South American trip is planned for 1962 and a Mediterranean cruise will be the "big trip" for 1963.

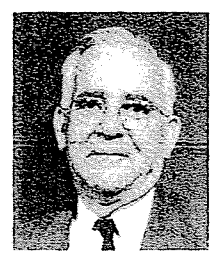
Further information and itineraries may be obtained from Dr. Morye Shonts, Morseaires Travel Club, 30 Rockefeller Plaza (Rm. 221), New York 20, N. Y.

RECENT RETIREMENTS



BOS'N SEVERINO F. VASQUEZ. Reminiscing following his January 1 retirement, Mr. Vasquez said, "In all my years at sea I have never had an accident and was always blessed with many friends and a happy life." He and Mrs. Vasquez now plan to do some traveling and work on repair and building projects in their Jersey City home.

Born in Spain, Mr. Vasquez sailed in the Ward Line's *Morro Castle, Panuco, Cauto* and *Yucatan* for eight years before joining the *Elisha Walker* as Quartermaster on July 13, 1927. Of his 30-plus years in the Esso fleet, he had more than 18 years as Bos'n.



OILER JOHN R. MANGOROS. When he came to the United States from Puerto Rico, Mr. Mangoros was first a coal miner in Pennsylvania, then went to sea as a fireman with the United Fruit Company, U. S. Shipping Board, Munson Line, and Moore-McCormack Line. He transferred to Esso as Fireman in the *M. F. Elliott* on October 11, 1924 and has sailed in more than 57 ships. Mr. Mangoros retired on January 1, having served as Oiler for 24 of his 34 years with the Company. He and his wife live in Freehold, N. J.



UTILITYMAN LUIS UMBAO. Utilityman in the fleet for 20 years before he retired on January 1, Mr. Umbao started his seagoing career in Philippine and Spanish ships. After sailing as able seaman and bos'n in United States and British vessels, he joined the *T. C. McCobb* in the early days of World War II. He survived the torpedoing and sinking of this ship off the coast of French Guiana on March 31, 1942. Born in the Philippine Islands, Mr. Umbao is unmarried and lives in Baltimore.

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