



ESSO FLEET NEWS



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Jersey Affiliates in U.S. To be Consolidated

A proposal to merge Standard Oil Co. (N.J.) and Humble Oil & Refining Co. (98.27% owned by Jersey) was announced September 2 as the first step in a plan to consolidate all producing, refining, marketing and marine operations of Jersey affiliated companies in the U. S. for nationwide operation under unified management.

These operations are presently conducted principally by The Carter Oil Co., Esso Standard Oil Co., Humble Oil & Refining Co., Oklahoma Oil Co. and Pate Oil Co. After further study of the proposal, a merger agreement is expected to be entered into between Jersey and Humble, which will set forth definitely the terms of the merger, subject to the approval of the shareholders.

Prior to the Jersey-Humble merger, the plan calls for the organization of a new Humble Oil & Refining Co., to be incorporated in Delaware, to which the properties and operations of the present Humble Oil & Refining Co. (incorporated in Texas) would be transferred in exchange for 100% of the stock of Humble (Delaware).

Following such steps, it is planned to merge Carter, Esso Standard, Oklahoma and Pate into Humble (Delaware) with that corporation being the surviving company. However, it is contemplated that, initially, the units now operating as individual companies will continue to operate, in general, under their present names and managements as divisions of the new company.

New Arthur Kill Bridge In Operation

The first freight train passed over the new Baltimore & Ohio railroad bridge over the Arthur Kill on August 25. The \$11,000,000 bridge has the world's longest vertical lift span (528 ft.), 500 ft. clearance between the 215 ft. steel towers and a 135 ft. vertical clearance at mean high water. Contrary to common practice, the new lift span will remain raised when not in use because there is much more deep water traffic through the Kill than there is rail traffic over it.

The new structure replaces a 71-year old center-swing span whose 212½ ft. east draw, the only one with water deep enough for supertankers, was a hazard to navigation. Demolition of the old bridge is scheduled to start in September. The center pier is to be removed within the next four months, followed by dredging to the full 500 ft. channel width. The entire project is under the supervision of the U. S. Army Corps of Engineers.

**ESA and ETMU Petition NLRB
For Certification**

The National Labor Relations Board notified the Company in a letter dated August 25 that a petition for certification of representatives had been filed by the Esso Seamen's Association, Independent. The ESA also notified the Company that a petition had been filed with the NLRB together with "applications and/or petitions signed by 431 Esso seamen to substantiate its 'show of interest' in behalf of the petition for an election to be held by the National Labor Relations Board".

On September 1 another notification was received by the Company from the NLRB stating that the Esso Tanker Men's Union had filed a petition for certification. The ETMU petition "excluded Stewards and all other supervisors as defined in the 'Act'".

**Bayway Union
Rejects Affiliation Move**

Contrary to several reports in the press, the Independent Petroleum Workers of New Jersey, a union of salaried employees at Esso's Bayway Refinery did not vote to affiliate with an outside union. The Bayway Union did vote, August 19, on a proposal to change their constitution and by-laws to permit affiliation with an outside union. However, the proposal was defeated, failing to obtain the necessary two-thirds majority vote required by their constitution to effect the change. On September 2 the proposal was voted upon a second time and again defeated - by a wider margin.

**"Esso Scranton" Scheduled
For Seaway Passage**

The Esso Scranton, Captain Bernard Roberts, is scheduled to become the first Company vessel to navigate the St. Lawrence Seaway. After discharging at Albany on September 1, her orders are to proceed to Amuay, load 35,000 bbls. of Diesel fuel for discharge at Seven Islands, Quebec, and a balance cargo of heating oil for Messina, New York.

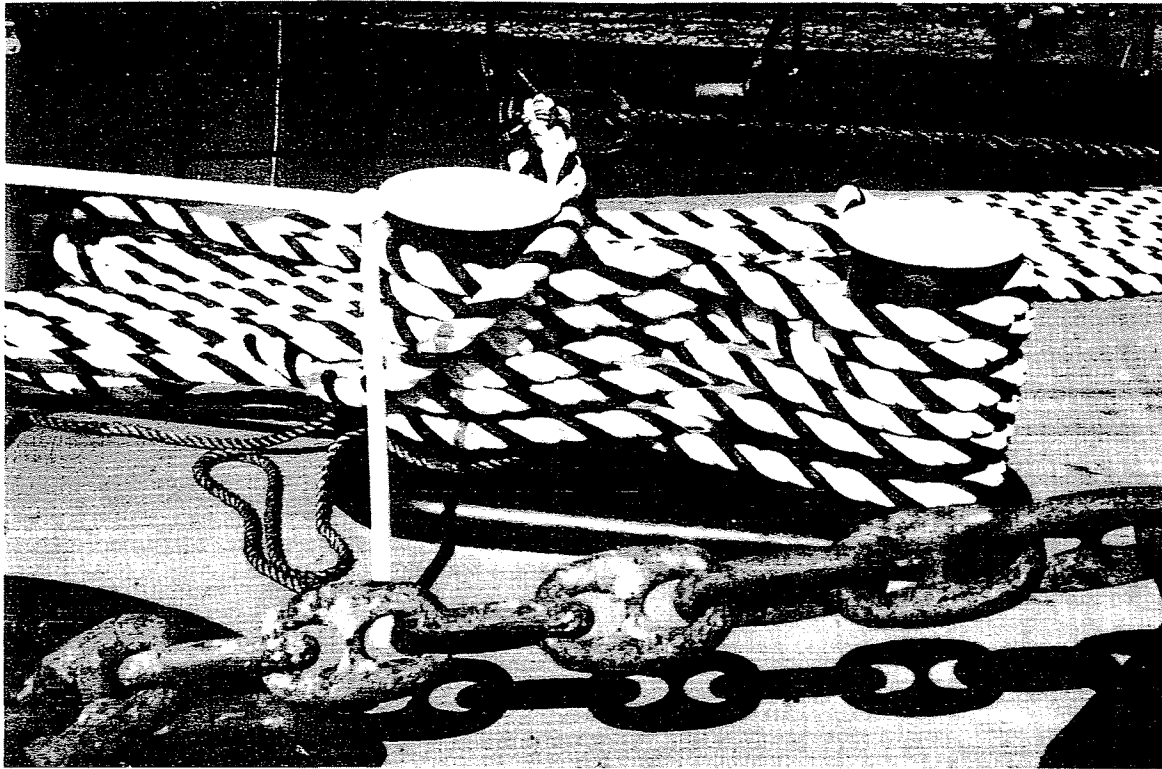
**Tied-Up Ships
To be Moved**

Shortly after September 15 the eight Company vessels tied-up in the St. Johns River, near Jacksonville, Fla., will be moved to the Gibbs Corporation shipyard in Jacksonville, where they will be furnished with utilities from shore. Men assigned to the tied-up fleet will be re-assigned to the active fleet. There will be no lay-offs.

**Thirteen Vessels
Have Air Conditioning**

When the Esso Newark and Esso Lima return to service this month, 13 ships in the fleet will have completely air conditioned living spaces. Both vessels are nearing the end of their 1959 shipyard repair periods during which, in addition to the air conditioning installations, extensive applications of Humble "Rust-Ban 190" protective coatings were made to cargo tanks.

Outside of the four 37,800 dwt. Esso Gettysburg class vessel, which had air conditioning when they were built, the Company's air conditioning program began in the latter half of 1958 when the Esso Florence and Esso Chester were equipped. This year, installations have been made in the Esso Suez, Bermuda, Gloucester, Havana and Zurich. The program will be extended next year to include the remaining 27,300 dwt. vessels - the Esso Bangor, Huntington and New York.



New Mooring Line Begins Test Aboard "Esso Zurich"

Shown above is the newest thing in mooring lines, a bright yellow and black polypropylene rope that was placed aboard the Esso Zurich on August 20. It is the first ever made from "Escon" polypropylene, a petroleum based plastic to be manufactured by Humble Oil & Refining Co. and marketed throughout the U. S. by the Enjay Company. The $8\frac{1}{2}$ -in. circumference rope, which is being tested aboard the Zurich as a headline, has a minimum breaking strength of 103,000 lbs., compared with 77,000 lbs. for a new 10-in. manila line. The line is lightweight, floats, resists rot and mildew and will not become stiff in cold weather or after repeated "dunkings". Two more 90-fathom Escon mooring lines are being made for tests aboard other ships of the fleet.

New Winches Installed On "Esso Lima"

Two self-stowing wire mooring winches have been installed on the Esso Lima's main deck, one forward and one aft of the midship house. The new winches replace warping winches and will result in less line handling and better holding of the ship at dock. The latter feature is particularly important where docks are equipped with swiveled metal loading arms.

Five Mates Donate Blood For Captain Zeuner

Five Mates responded to appeals for blood transfusions for Captain Hugo R. Zeuner, an Esso annuitant since December 1, 1953, who twice underwent surgery at Beth Israel Hospital, Newark, N. J. In May the donors were Jr. Third Mates Jose A. Ahorrio and Theron A. Guire and in August, Jr. Third Mates Julian B. Eubank, Paul E. Genest and Joseph E. Johnson.

**Alex Pratt, Former Chief,
At Yellowstone Park**

It's a big hop from the engineroom of the Esso Washington to Yellowstone National Park but Chief Engineer Alexander Pratt, who retired December 1, 1957, made it. A recent letter from Mrs. Pratt states that the Chief is District Engineer at Yellowstone, stationed at "Old Faithful" (the geyser) and is captivated by the mountains, deer and bear. He evidently has had a busy time since the recent earthquakes in the area, which broke the water main, shook up Old Faithful and disrupted telephone lines. Mr. and Mrs. Pratt have made plans for a trip to Europe in October. Their home is in Miami, Fla.

Taffrail Talk

Captain VICTOR G. LEE and Second Assistant Engineer JOHN N. OUTWATER, III have been assigned to shore positions as temporary Assistant Port Captain and temporary Assistant Port Engineer, respectively. The assignments were made to assist the port staff during vacation periods. ... H. W. BRADBURY is now serving as Safety Engineer at the Port of New York Office in addition to continuing to supervise the tied-up fleet at Jacksonville. ... J. D. ROGERS, General Manager of the Marine Department, recently returned from a trip to the Gulf, during which he visited Company facilities and several vessels at Baton Rouge and Baytown. ... ARTHUR MC KENZIE, Assistant Manager, Port of New York Office, has been made Special Assistant to the President of Esso Tankers, Inc., effective September 1. ... In connection with the transfer of outport agency personnel reported in the last issue of the FLEET NEWS, J. S. BURKART, J. T. GILES and H. G. LAMBERT, formerly at Baltimore, are now located at the Norfolk office.

