

Esso

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Discussions Held by ETMU and Company Representatives

On March 30 Charles E. Gallagher, President of the Esso Tanker Men's Union, and Howard Schulman, Union attorney, met with Management. Subjects discussed concerned providing the Union with seniority lists, crew lists, position sheets and other information that the Union believes is necessary to adequately perform its function. Discussion also included additional leaves of absence for Messrs. Gallagher and Derry. The problem of making the Council of the ETMU available for Union meetings four times a year, as provided in their constitution, and for negotiations with the Company was tentatively explored.

The Company agreed to give the Union the continuous service date of every unlicensed seaman and a monthly report of men waiting to ship out. These reports will be kept up to date monthly. At a subsequent meeting it was also agreed to keep the Union advised of the seagoing assignments of unlicensed personnel.

All Mates and Engineers to Attend Conferences

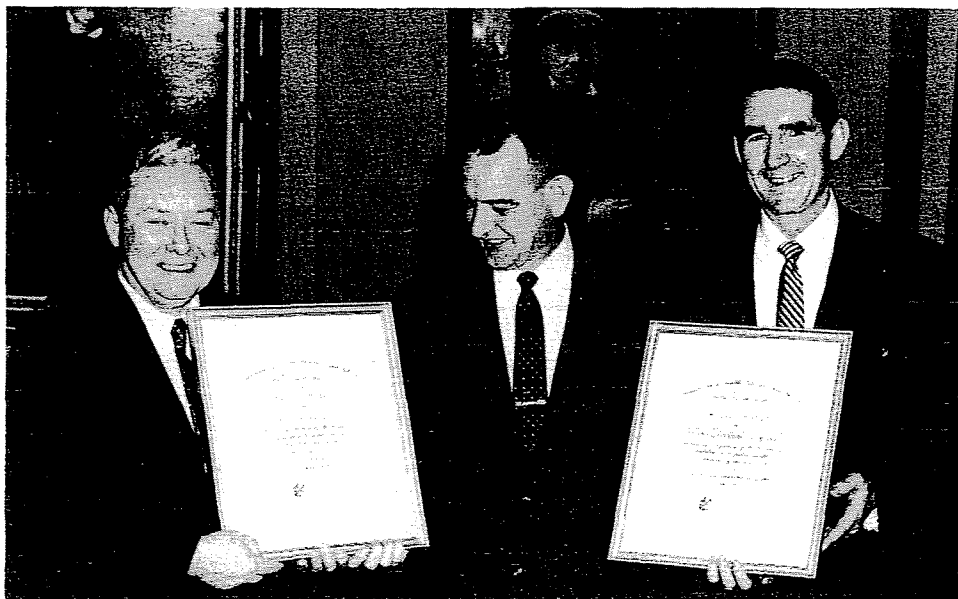
At a recent meeting of representatives of Management and the JBTOA, it was agreed that the two-day Esso Marine Officers' Conferences now being held every other week at Company headquarters will be extended to include all Mates and Engineers. Officers with the rank of Second Mate, Second Assistant or higher have been attending the conferences, of which five have been held to date. As far as possible, Deck and Engineer Officers with the highest ranks are scheduled for the earlier conferences.

Repair Schedules

The busy spring overhaul period for the Esso fleet is now in full swing. The Esso Suez left the Bethlehem Hoboken yard on April 23 with a new air conditioning installation for living spaces and eight of her cargo tanks Dimetcoated. The Esso Zurich, due to leave Merrill-Stevens' Jacksonville yard May 1, will also be air conditioned. Other ships scheduled to proceed to repair yards for overhaul in the near future are:

<u>Esso New Orleans</u>	April 22	<u>Esso Bermuda*</u>	May 1
<u>Esso Gloucester*</u>	" 23	<u>Esso Havana*</u>	" 3
<u>Esso Paterson</u>	" 25	<u>Esso Washington</u>	" 6
<u>Esso Greenville</u>	" 28	<u>Esso New York</u>	" 13
<u>Esso Lexington</u>	" 28	<u>Esso Gettysburg</u>	" 23

* Living spaces to be air conditioned



Sanitation Awards Presented to Esso Marine and Inland Waterways

Malcolm C. Hope (center), Chief of the General Engineering Program, U.S. Public Health Service, Washington, D.C., presents Certificates of Sanitation to J. D. Rogers (left), General Manager of the Marine Department, and Sydney Wire, General Manager of Inland Waterways. The Special Citations, third received by Esso Marine and first for Inland Waterways, are awarded for fleet-wide ratings of 95 or better on Public Health Service inspections. 166 items of sanitary construction and maintenance are involved. The presentations were made at a luncheon at the New York Yacht Club on April 1.

Special Assignments to Venezuela

A number of men in the Esso fleet have accepted special assignments as advisors to help train Venezuelan personnel in the Esso La Salina and Esso Maracaibo. In the former vessel, a T2 operated by Creole Petroleum Corp. mainly in Lake Maracaibo-Aruba service, John Danko is Advisory Chief Engineer; Edmund E. Schoonmaker, Advisory First Assistant, and Ronald W. Thompson, Advisory Second Assistant. Mr. Schoonmaker will retire on May 1 and Robert A. Seitz will replace Mr. Thompson, who goes on paid leave. Carlton W. Douglas, formerly an Advisory Engineer in the ship, was appointed Assistant Fleet Engineer at Amuay for Creole. He is spending the month of April in Caracas attending a Spanish language school before undertaking his new duties.

The Esso Maracaibo is a new 36,000 dwt. tanker being built in Japan and is due to be completed in July. Advisory engineers will be Travis W. McCary, Chief; Roland A. Walton, First Assistant; John M. Wittmann, Second Assistant, and Edward P. Dolloff, Third Assistant. Joseph R. Acosta, formerly Advisory Chief Mate in the Esso La Salina, will serve in a similar position in the Esso Maracaibo. All advisors will join the supertanker in Japan before delivery.

Esso New York Sets Two New Discharge Records

Two consecutive multi-grade clean cargo discharge records were recently made by the Esso New York. At Paulsboro on March 26, heating oil and kerosene were pumped ashore at the rate of 19,516 bph. and on April 6, at Sewells Point, kerosene, Diesel oil and two grades of gasoline were discharged at an average of 17,317 bph. In the latter instance, use of the auxiliary suctions aided in maintaining cargo segregation and pumping performance. Best previous marks for two and four grade discharges at these terminals were 12,879 bph. by the Esso Florence at Paulsboro and 14,210 bph. by the Esso Chester at Sewells Point. Details of the Esso New York's records are as follows:

Terminal	Paulsboro	Norfolk (Sw.Pt.)
Date	March 26	April 6
Grades of cargo	EHM, Kero*	E, EX, D, Kero**
Quantity of cargo (bbls.)	195,160	222,183
Average cargo temperature	67-74°F.	74-76°F.
Net discharge time (hrs.-min.)	10-0	12-50
Discharge rate (bph.)	19,516	17,317
No. and size of shore lines	1-16" 1-12"	2-12" 1-16" 1-18"
No. and size of hoses	4-8"	4-8"
Average hose pressure, ship's rail (lbs.)	100	85
Average hose pressure, dock gage (lbs.)	95	70
Time in berth (hrs.-min.)	16-39	16-31

* Essoheat Medium, Kerosene

** Esso, Esso Extra, Diesel oil, Kerosene

Deck officers and Pumpmen aboard the Esso New York for both discharges were Captain Arthur H. Lankford, Master; Ralph W. Durdle, Chief Mate; Arnold A. McBride, Second Mate; Ishmael B. Sadler, Jr. Third Mate; Jacob H. Bumgarner, Pumpman, and George T. Murphy, Second Pumpman. Joseph R. Gauthier was Third Mate on March 26 and William J. Falvo on April 6.

Deck Log Being Revised

Some time ago a Circular Letter was sent to Masters requesting suggestions for simplifying and modernizing the Deck Log Book. Port Captain A. Larson reported a gratifying response and many recommendations from the fleet will be used in the revised log. It will probably be several months before the new log books are available for distribution.

Port Engineer T. J. McTaggart, asked if the Engine Log was to be revised too, replied, "No, the Deck Department is just catching up to us."

Esso Dispatch is Conveyor-Equipped

The stores lighter Esso Dispatch, "good provider" for Esso tankers in New York Harbor, has been equipped with a 19 ft. electrically operated conveyor. Designed for faster and safer handling of ship supplies, the conveyor was especially adapted for storing requirements by the Marine Services Division of the Marine Department. A ribbed rubber endless belt, about 24 in. wide, transports stores from lighter to tanker through the stores hatch door. It can also be operated in reverse.

**Off-Hours Telephone
at Baltimore**

A new telephone, independent of the Refinery switchboard, was put in service on March 29 to enable ships' personnel ashore to obtain the latest sailing board information on their vessels during off-hours. This phone (EAsTern 7-2922) will handle incoming calls only and is to be used during the following hours:

Monday through Friday - 4 p.m. to 8 a.m. and
all day Saturday, Sunday and holidays

Calls to this number will set off a loud buzzer on the telephone, which is located in the dock house near the hose manifold. Men aboard ship should answer the phone when the dock attendant is not nearby. During business hours the dock may be reached at PEabody 2-5020, extension 369.

**Baltimore to Improve
Hose Handling Equipment**

The NEWS BULLETIN of the Baltimore Refinery for April 1 reports that "The project for providing new and better hose handling facilities at the dock is underway. Plans are to request bids on the structural portion of the facility within the next two weeks. Completion of the project is scheduled for October."

On the Sick List

The following were reported in U. S. Public Health Service Hospitals as of April 20:

BALTIMORE, MD.	Robert C. Heyman, AB, <u>Esso New Haven</u> ; Peter J. Jablonski, DM, <u>Esso Newark</u> , and Clyde E. Rinker, POM, <u>Esso Newark</u>
BRIGHTON, MASS.	Arthur E. Lawson, AB, <u>Esso Annapolis</u> , and Luca DeStasi, OM, <u>Esso New Orleans</u>
GALVESTON, TEX.	Angel R. Meraz, DM, <u>Esso Paterson</u> ; Albert Garcia, OS, <u>Esso Allentown</u> , and Arthur W. Vaag, Wiper, <u>Esso Newark</u>
STAPLETON, S.I.	Herbert S. Hammaren, 2 Asst., <u>Esso Newark</u> ; Nils O. Gjerde, RO, <u>Esso New York</u> ; William H. Brica, Wiper, <u>Esso Bangor</u> ; Samuel A. Sears, POM, <u>Esso Scranton</u> , and Andres Ortega, UM, <u>Esso Washington</u>

Paul S. Rainville, Jr. 3 Asst., Esso Washington, was in Frisbee Memorial Hospital, Rochester, N.H.; Judge L. Williams, MM/2 Pump., Esso Reading, was in the U. S. Naval Hospital, Jacksonville, Fla., and Enrique Eguren, Mach., Esso Gettysburg, was in the U. S. Naval Hospital, Key West, Fla.

At home on sick leave were: Captain Vincent F. Lucas, Esso Allentown; Captain Donald P. Swain, Esso Jamestown; Clarence E. O'Hara, Ch. Mate, Esso Lexington; Frederick Braun, 3 Mate, Esso Lima; Charles I. Foote, Jr. 3 Mate, Esso Bethlehem; John F. Maher, 2 Asst., Esso Florence; Harald Ronhave, Jr. 3 Asst., Esso Havana; Lester C. Nelson, Steward, Esso Chester; Stephen Piatk, Ch. Cook, Esso Bangor; Albert P. Foote, AB, Esso Scranton; Domingo A. Formoso, AB, Esso Lexington; William E. Shores, AB, Esso Chester; Jesse J. White, DM, Esso Little Rock; Serafin Z. Robles, FWT, Esso Huntington, and Myron F. Norton, CM, Esso Washington.

**Payment for Operating
Inhibitor Spray System**

The Company agreed with ETMU, effective May 1, to pay the pumpman operating the corrosion inhibitor spray system between 5 p.m. and 8 a.m. on weekdays and all day Saturday, Sunday and holidays the rate of \$2.18 per hour.