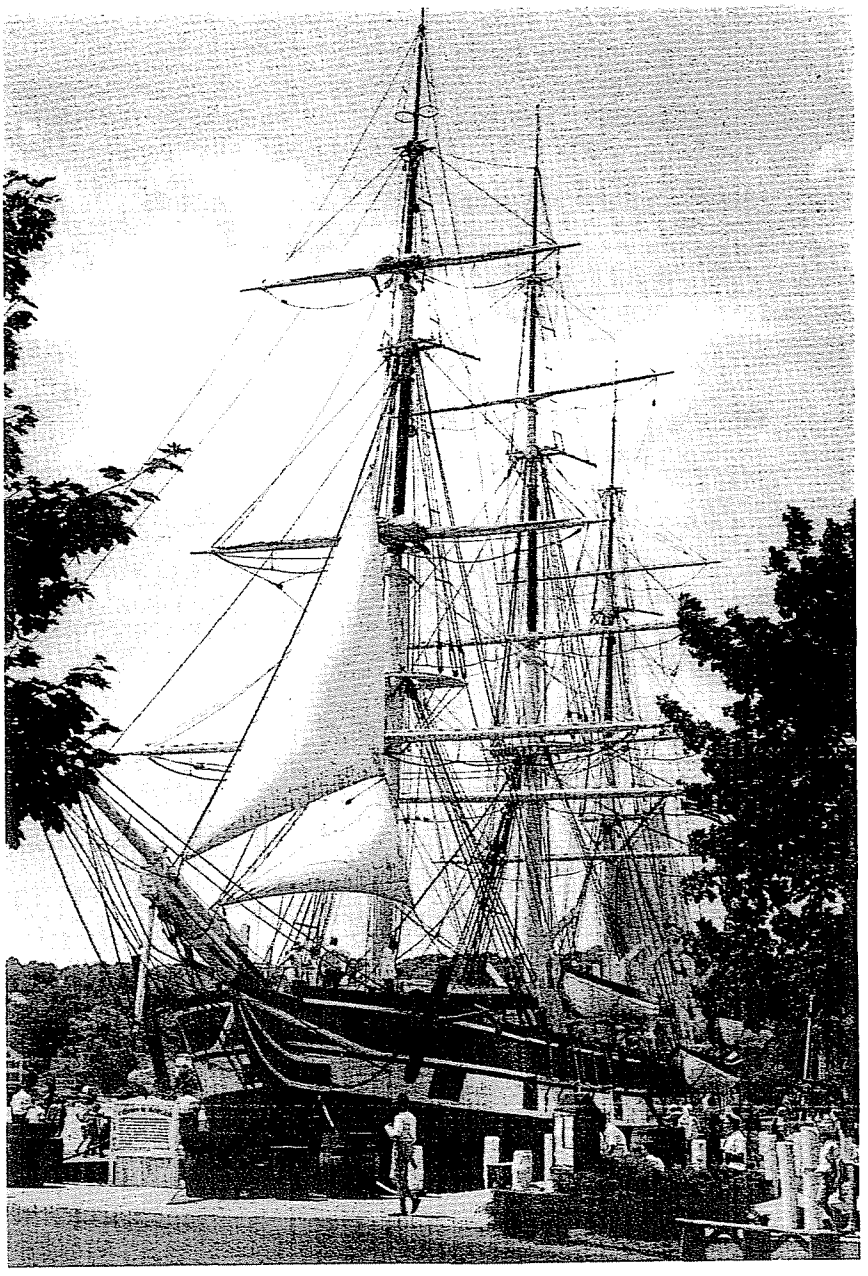
ESSO FLEET NEWS

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THE UNIVERSITY OF TEXAS AT AUSTIN



Marine Museums Interesting Places To Visit

One of the most treasured exhibits at Mystic Seaport in Mystic, Connecticut, is the whaler *Charles W. Morgan*. Built in 1841 in New Bedford, Massachusetts, she outlived all of her kind. She's 113 feet long with a truck 110 feet above deck. See page 2.

Merchant Seamen Wait For Ships

The following article, written by Reporter Joseph Helewicz, appeared in the September 15 *Baltimore Sun*:

Securing a seaman's job in today's American merchant marine is becoming a matter of chance—not choice.

More than half of the National Maritime Union's 600 members in Baltimore are now unemployed. In addition, the number of men standing around the union's Broadway hiring hall is swelled by seamen from other ports who have heard by word of mouth that shipping is good here.

Some seamen are arriving here from New York, the nation's premier port, on the chance that they may be able to ship out of Baltimore. Anything would be better, they say, than waiting another three months, paying another quarter's union dues, and still not shipping out of New York.

One New York seaman now "stuck" in Baltimore said members of the maritime union read the union's publication, *The Pilot*, to get an overall shipping picture of the country's ports.

"The problem with that," he said, "is that the magazine is a month old before you get it, and the shipping picture changes quite a bit in that time. Now I do just the opposite," he continued. "I read the shipping picture and assume just the op-

(See JOBS, page 4)

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Museum Exhibits Feature Old Ships

If you get the urge to travel during your next paid leave, you and your family may want to visit a couple of historic marine museums, one of them the largest of its kind in the U.S.

This is easy to do, especially if you live in the eastern section of the country. Others who plan to vacation in the east will find the museums well worth visiting.

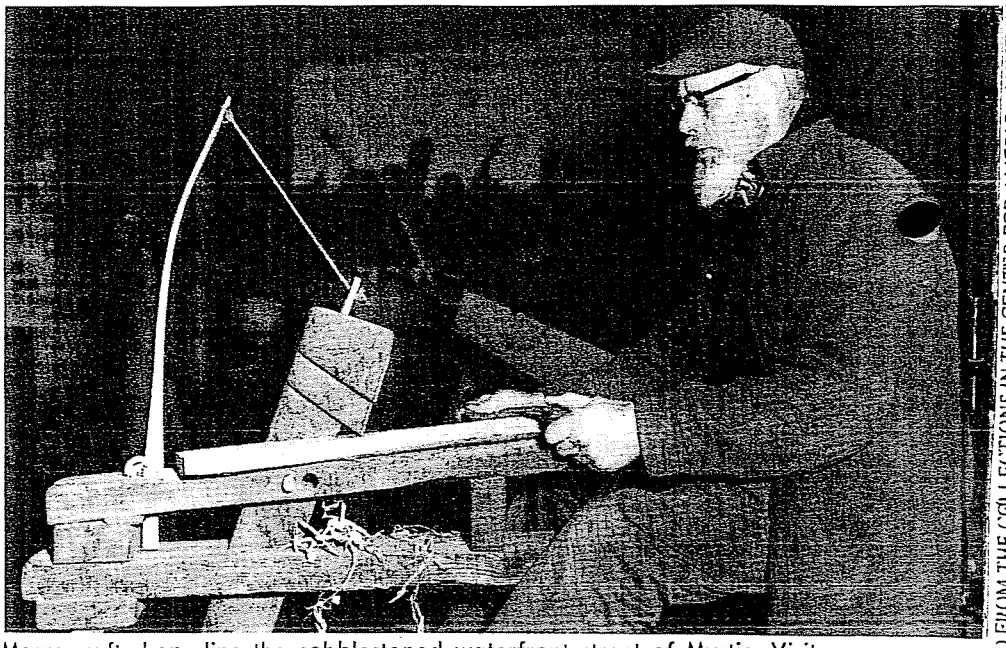
The largest maritime museum is Mystic Seaport at Mystic, Connecticut. This museum contains many early-day vessels, all chosen for their history and relevance to the continuing maritime story they represent. Many of the craft are the last survivors of their types.

Open every day except Thanksgiving and Christmas, the museum features 60 exhibit areas on 37 acres along the Mystic River. More than 500,000 visited the museum last year. Exhibits range from square-rigged waterborne vessels through small craft, paintings, ship models, figureheads, scrimshaw, and navigational aids to exhibits portraying the whaling and shipbuilding industries. Also located at Mystic Seaport is one of the nation's most complete marine libraries.

Admission varies according to time of year, ranging from $1.00 to $1.25 per child from six through 15 years old and from $2.50 to $3.00 per person over 16.

For those who want to do their vacationing around New York City, the South Street Seaport Museum at 16 Fulton Street is in a setting of old buildings surrounding the Fish Market block built from 1811 on. Ships and harbor craft are on public display, including the first Ambrose lightship of 1907 and a Gloucester fishing schooner of 1891. There is no charge for viewing the ships from the pier. Several of the old vessels that can be boarded have donation barrels on the main deck. A charge of $1 for each adult is made to go aboard the *Wavertree,* a 2,000-ton, full-rigged ship built in 1885. A short walk from the river up Fulton Street to No. 16 brings you to the South Street Seaport Museum, a one-room display area awash with all things nautical.

Other maritime museums are located at Plymouth, Massachusetts, home of the *Mayflower II,* replica of the 17th century Pilgrim ship; at Boston where the venerable USS Constitution, *Old Ironsides,* rests at anchor; and the Shelburne Museum in



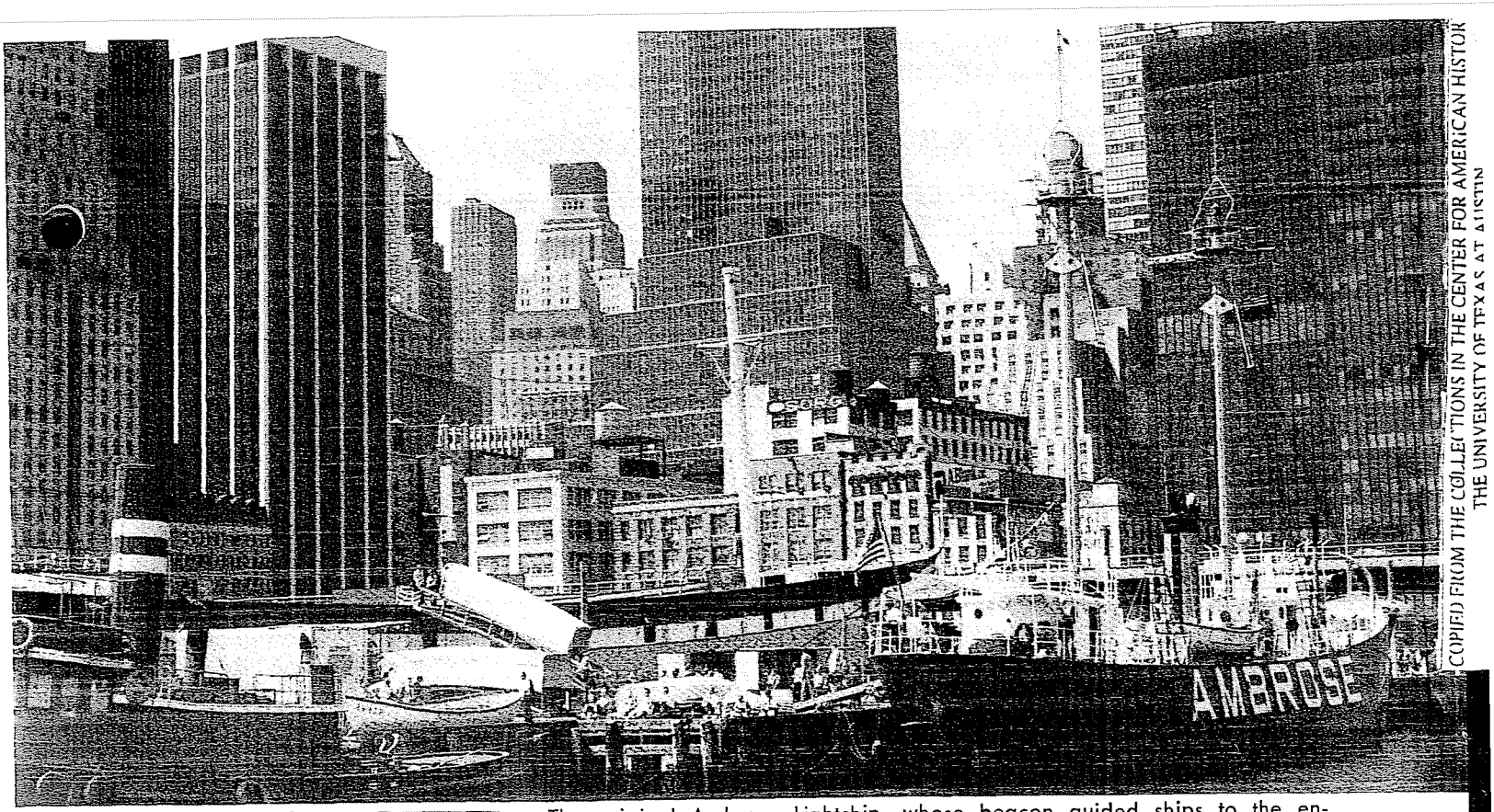
Many craft shops line the cobblestoned waterfront street of Mystic. Visitors can watch craftsmen make barrels, as shown here. There's a sail loft, a ship's store, and other buildings representative of the period.



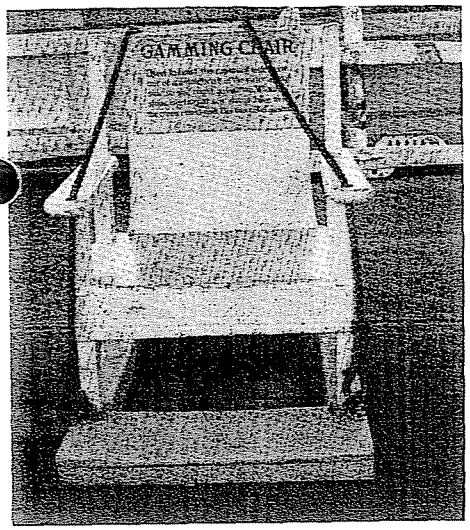
Wheels and binnacles, nameboards and builders' half models, figureheads and deadeyes from ships long gone are on exhibit with fully rigged models and paintings, prints, and scrimshaw.

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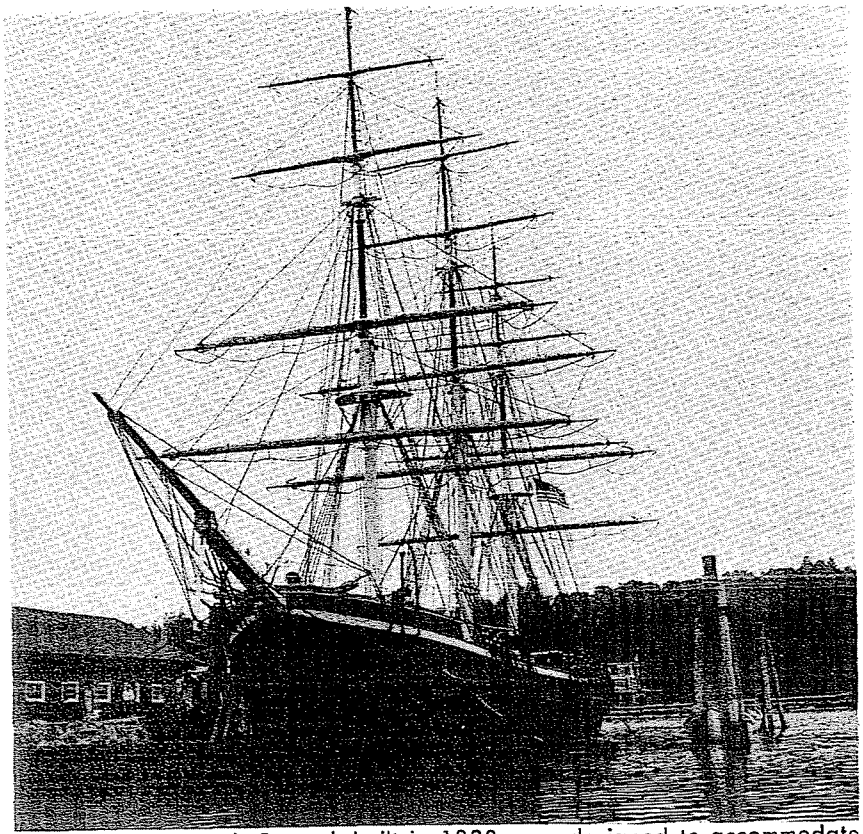


The original Ambrose Lightship, whose beacon guided ships to the entrance of New York harbor from 1908 to 1935, is one of the old vessels at anchor at the South Street Seaport Museum in New York City.



This "gamming chair" on deck of the *Charles W. Morgan* was used to hoist the captain's wife in or out of a whaleboat in the water alongside so she might go visiting. Whaling ships, meeting at sea, always hove to so crews could visit. This was called "gamming."

Burlington, Vermont, home of the *Ticonderoga*, the once proud sidewheeler of Lake Champlain. In addition to historic ships at each of these places, you'll find restorations of old buildings and other interesting structures.



The 100-foot *Joseph Conrad*, built in 1882, was designed to accommodate 80 boys training for the Danish merchant service. Later, under British flag, she fought storms on a 58,000-mile voyage that lasted two years with boys as her crew. She still serves as a training ship for cadets.

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Marine Officers Attend Two-Day Houston Conferences

During September, 45 Deck and Engine Department officers attended the fifth and sixth in a series of two-day Marine Officers Conferences in Houston. The conferences are designed to clarify the authority and responsibility of officers and to update them on labor relations, benefit plans, and contract administration.

One group of officers attended on September 2 and 3. Shown above in the left-hand picture, front row from the left, are Deck Officers Gary Woglom, Michael Sharik III, Timothy Leitzell, and Bruce Gustin. Back row, from the left: Albert Galik, Edmund Wylot, Walter Doran, Gary Ferrone, Ronald Kelly, and Brian Thomas. In the picture, above right, front row from the left, are Engine Department Officers Edmund Larson, Frank McGinnis, Paul Bach, and John Botte. Standing, from the left: Charles Stong, George Miller, Earl Schubert, Jr., Walter Skinner, and Joseph Lehman.



Those attending the September 21 and 22 meeting are shown in the two pictures below. In the left picture, front row from the left, are Deck Officers John M. Spear, Joe Thomure, Carl C. Prellwitz, Stephen D. Clarke, Richard A. Nicholas, and John R. Piskura. Back row, from the left: Anthony Liberto, John Stanley, Craig F. Reeder, David R. Esdale, Robert J. McGovern, Irvy Ebanks, Wesley Besse, Jr.,



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(JOBS, continued from page 1)

posite of what I read. But as you can see now, I'm stuck in Baltimore. You can't win."

And reports circulate from Boston to San Juan, and New York to Yokohama, that the shipping picture ranges from "pretty good" to "fair" to "looking better all the time." And seamen are following those reports.

However, in Baltimore, *The Pilot* reported last month that the situation is "Fair. Not much change expected."

Elwood Hampton, Baltimore's maritime union port agent, files those monthly shipping reports with the union's headquarters in New York. He reported in the latest issue of the magazine that "shipping in the port has declined."

He explained the main reason that Baltimore has such a high level of unemployed seamen is the laying up of four passenger ships here — the *Brasil*, the *Argentina*, the *Independence* and the *Atlantic*.

The passenger ships, Mr. Hampton said, represent over 7,000 jobs, and many seamen that sailed the passenger ships "were from this area."

If only to look at the vessels which once offered so many jobs, union seamen continue to come here. But Mr. Hampton said there are other factors involved. Among them, the conversions of several vessels in Baltimore's shipyards, "and a Keystone tanker being built which together will offer some degree of employment."

Other seamen at the union hall said fewer jobs are available "because the older guys won't retire and, because many are coming out of retirement because they can't afford to live off the pensions."

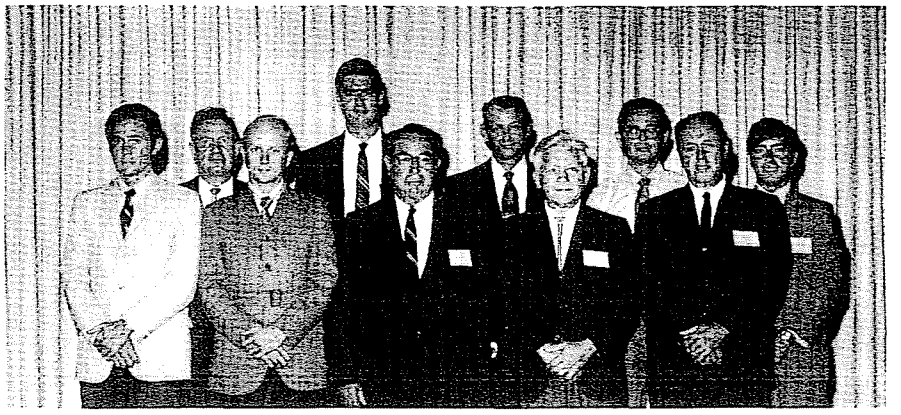
Group I seamen — that is, those who have secured 800 hours sea time within a five-year period—have first call on any jobs which are made available. Those in Group II with

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John F. Riley, Wiley B. Shirley, and Joseph Gauthier. Engine Department Officers in the lower right picture are, from the left: Joseph Whitehouse, James Wahl, Gary N. Poor, Duncan D. McCory, Arthur Payne, Robert Melton, Henry Smith, William Ferguson, Edward Sullivan, and Chris Malzone.

The next Marine Officers Conference is set for October 12 and 13.



less than the specified number of hours are found in greater numbers at the union hall.

One of the seamen standing idly outside the hall pointed out that one time "we had a pretty good choice of ships. The older the ship, the better, because we would be at sea longer, and naturally that meant more money. But now, I'd even take a containership, even though the guys aboard those ships are now doing twice the work because of half the crew that they take."

No choices are offered many of the seamen as some who are waiting for sailing jobs here are taking other employment. However, some will not seek other jobs because they are afraid that their names will be called while they are away from the hall.

And some cannot take their jobs, they say, because years of seniority tied up in seatime would be lost, and so, too, would be the chances of obtaining a pension.

Some of the seamen, including one from New York, are compelled to take odd jobs in order to pay the $40 union dues and maintain status in the union. When the money is earned, the seamen quits his job, and waits until his ship comes in.

DEATHS

Henry Finnern, who retired from the fleet in July, 1963, died of lung cancer on September 20 in San Antonio, Texas. Mr. Finnern, 71, retired with an even 27 years of continuous service, all as Pumpman, except for nine months as MM/2nd Pumpman. He sailed in the *W. H. Libby* for two years on his first assignment and continued in several other vessels. He transferred to the Butterworth System in Bayonne in April, 1944, remaining there for nine years after which he returned to the fleet in Dcember, 1953. His last ship before retiring was the *Esso Washington.* He is survived by his widow.

Henry W. Matthai, 66, died of lung cancer on September 19 in Houston. He joined the company as an AB in the *Esso Greenville* in May, 1947, and sailed in that capacity in numerous company vessels until his retirement August 1, 1969. His last ship was the *Esso Newark.* Mr. Matthai, a native if Tennessee, lived in Channelview, Texas.

Ross W. Young, 85, who joined the company in 1921 as a wireless operator, died in Dixon, Nebraska, on August 30.

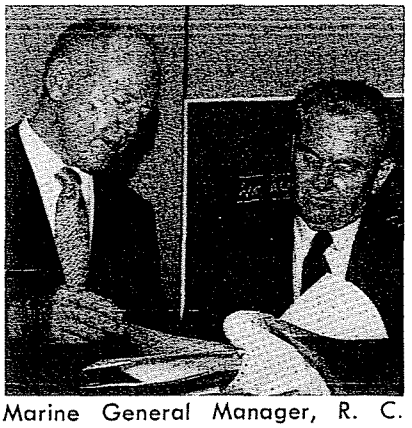
In the early days of WWII, Mr. Young was radio officer in the *George W. Barnes* and the *Esso Wilmington.* In 1943, he served in the *Esso Pittsburgh.*

Radio communications grew up during Mr. Young's long service at sea. He observed great changes in equipment aboard ships. The old spark sets ordinarily sent messages 100 to 200 miles. Modern vacuum tube transmitters were later designed and installed, including high frequency transmitters, with which he sent messages half way around the world.

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Recent Retirements



Marine General Manager, R. C. Curtis, left, reads messages from Marine branch office personnel and others congratulating Mr. Smart upon his retirement.

Ernest W. Smart

Ernest W. Smart, a native of Stephens, Arkansas, who began his 33-year company career as a deckhand with Inland Waterways at Baton Rouge, retired October 1. A graduate of the high school at McNeil, Arkansas, in 1924, he was employed by the Missouri Pacific Railroad before joining the company in 1937. In the years which followed, he was promoted to clerk in Inland Waterways, and in 1961 transferred to the Marine Division as an accounting and statistical clerk. Later he advanced to accountant with headquarters Controller's-Marine, his position at retirement.

Gaudencio J. Gibau

After nearly 21 years of service in the Esso Fleet, Gaudencio J. Gibau, messman, retired under the Special Sea Service Annuity Program. He joined the fleet as a utilityman in the *Esso Ashville* and served in the Steward's Department aboard various Esso vessels until his retirement on August 1.

"I intend to get a job ashore and enjoy life with my family. I have been looking forward to this for sometime," he said. Mr. and Mrs. Gibau have two children, Gordon, 13, and John, 9.

Francis L. Phelan

Francis L. Phelan, FWT, retired after approximately 19 years service in the seagoing fleet. He joined Esso in 1951 as an oiler in the *Esso Burlington* and served in that rate until 1955 when he became a FWT in the *Esso Zurich.* His last ship before his retirement recently was the *Esso Miami.* He lives at 129 Whyel Avenue, Uniontown, Pennsylvania.

ESSO FLEET NEWS is published every other Monday for active and retired employees of the Marine Department, Humble Oil & Refining Co.; Russell C. Curtis, General Manager; Sydney Wire, Assistant General Manager.

GENE LEGLER, *Editor*

Contributions and suggestions are invited and should be addressed to the Editor, ESSO FLEET NEWS, Humble Oil & Refining Co., P. O. Box 2180, Room 4193, Houston, Texas 77001.

TAFFRAIL TALK

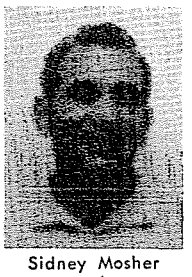
Third Mate Bruce S. van der Linde, has plenty to keep him busy during his paid leaves. "I sometimes work long hours maintaining a 150-year-old house and a newly acquired 300 acre estate on which I'm running 60 head of cattle," he writes. "Although I sometimes put in long hours, I find that the work is really enjoyable," he added. Bruce's "spread," under the fancy name of "Sebring of Albermarle," is in Barboursville, Virginia.

Moses C. Niles, messman in the *Esso Seattle,* went sightseeing in Singapore and Sasebo, Japan, and Inchon, Korea, recently when the ship was in these ports. He praised the beauty of these places, especially Inchon. "Although most of the people here are very nice, one has to be careful because Inchon is infiltrated by Communists from the North. There is a curfew from midnight to 4 in the morning and everyone has to stay off the streets," he writes. He had dinner at a large hotel in Inchon. "It's really a wonderful hotel, overlooking the greater part of the city," he said.

A cadet commander at the Marine Academy in Castine, Maine, wrote to commend *Fleet News* for "effectively combining the personal element with the latest company news, making it a warm but extremely informative publication." The cadet, Neil B. Ovilette, said he came in contact with the Marine Department through the academy's Cadet Shipping Program. "I have been keeping copies of *Fleet News* in a loose-leaf notebook for over a year. They are a valuable reference source," he said. The *Fleet News* editor appreciates these kind words and hastens to point out that *Fleet News* owes its success to Marine personnel in both onshore and offshore jobs who take a personal interest in letting the editor know about interesting events.

SERVICE AWARDS

20 YEARS



Sidney Mosher
MM/2P
July 6, 1970



Julio P. Pereira
Steward
September 22, 1970

Last
Lost-Time Injury In
Esso Fleet
JULY 17

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