



ESSO FLEET NEWS

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Stavangerfjord 1st, Esso Bangor 2nd, Esso Gettysburg 3rd in Lifeboat Race

The world champion lifeboat crew from the Norwegian America liner *Stavangerfjord* successfully defended their title May 22 in the 21st annual seamen's classic. Pulling under the "persuasion" of their oft-dunked coxswain, Ansgar Johansen, the Norsemen took the lead in the second quarter mile and held it to the end.

It was worth standing in the rain and stiff breeze to watch Johansen and his crew work. They wore blue sweat pants and blue sweat shirts trimmed in white and had beautifully precise timing and snap to their stroke. Johansen stood in the stern, his left hand on the tiller and alternately crouched and thrust forward with his right fist outstretched. It looked as though the No. 1 and 2 oarsmen almost had to keep up the rhythm or get the fist in their faces.

Both Esso crews rowed remarkably fine races. Over most of the course they were fairly even, with first one, then the other gaining a slight lead. Keeping right up with them most of the way was another Norwegian, the *Baie Comeau*. The *Bangor* men, in a supreme effort toward the finish, pulled ahead and passed between the buoys just three seconds ahead of the *Esso Gettysburg*.

At $\frac{3}{4}$ mark, final race, the *Bangor* (foreground) and *Gettysburg* battle it out, trailed by *Baie Comeau* and MSTS entry.

The finish—*Stavangerfjord* boat is over the line, cox'n overboard and *Esso Bangor* crew (center) give that "last ounce" to beat out the *Gettysburg* men (left).

The order of finish of the championship race; in which crews placing 1st, 2nd and 3rd in the qualifying heats competed; was as follows:

- | | |
|-------------------------------------|---|
| 1. <i>Stavangerfjord</i>
(Nor.) | 4. <i>Baie Comeau</i> (Nor.) |
| 2. <i>Esso Bangor</i> (U.S.) | 5. <i>General Simon B.</i>
<i>Buckner</i> (U.S.) |
| 3. <i>Esso Gettysburg</i>
(U.S.) | 6. <i>Castleville</i> (Nor.) |

Rowing in the first heat, the *Esso Bangor* took the lead in the middle distance and won going away. The six entrants finished in this order:

- | | |
|---|------------------------------------|
| 1. <i>Esso Bangor</i> (U.S.) | 4. <i>Havjo</i> (Nor.) |
| 2. <i>General Simon B.</i>
<i>Buckner</i> (U.S.) | 5. <i>Arctic Tern</i> (Nor.) |
| 3. <i>Castleville</i> (Nor.) | 6. <i>Mogamisan Maru</i>
(Jap.) |

In the second heat, the *Esso Gettysburg* got the lead right at the start and held it for the first quarter mile, closely pressed by the *Baie Comeau*. The *Stavangerfjord* came on strong, drew ahead by four or five lengths at the half and won handily. The *Gettysburg* and *Baie Comeau* tied for second, fourth and fifth places going to crews from the *Alecto* (Nor.) and *Cap Castillo* (Ger.).

Between the qualifying heats and the final race, the Deck Department boys of the New York City





The Millard G. Gamble Trophy is presented by its donor to Stavangerfjord cox'n "for keeps." Chairman of the Race Committee, Mr. Gamble donated the cup in 1957, specifying three victories for permanent possession.

schoolship *John W. Brown* triumphed over their Steward's and Engine Department classmates in a half mile contest. In a new feature this year, the U. S. Maritime Academy at Kings Point scored a decisive victory over cadets from the New York State and Maine maritime academies.



ESSO BANGOR. (front row, l. to r.) Clyde C. Fluitt, Jr., Cox'n Michael Sharik III, Leon H. Matusiak, Joe B. Finley. (standing) Jimmy Ralph Dash, Alexis M. Michelson, Hans A. Andreasen, Captain Einar Skolem, Kenneth W. Hill, Leendert Don.

ESSO GETTYSBURG. (front row, l. to r.) Columbus L. Swonger, Jr.; Robert F. Brandon; Andrew Bozicevic; Ernest M. Gonzales. (standing) Gregory S. Jarque; Edwin J. Klok, Jr.; Kenneth R. LaChapelle; Captain A. Larson, Coach; Cox'n Robert P. Maher; J. D. Rogers, General Manager, Marine Department; Robert J. Ferraro.



Humble to Market In California and Nevada

Entry of Humble Oil & Refining Co. as a marketer of petroleum products in California and Nevada was announced May 25.

The Company has acquired the marketing properties of Messrs. Martin Steinberg and Jacob E. Kahn, of Gardena, Calif. Included are 11 retail outlets in the Los Angeles area, 4 in Nevada and 12 in Tucson, Arizona, in which state Humble is already marketing. Operations of Messrs. Steinberg and Kahn in Nevada and Arizona have been conducted under the name Major Gas Stations.

California and Nevada are the second and third new marketing states for Humble (the first was Ohio) since the Humble-Esso Standard merger. In addition, a marketing survey of Hawaii was recently announced.

Humble Enters Plastics Business

A plant designed to produce 40,000,000 lbs. per year of polypropylene, a new plastic with many varied uses, was opened May 10 at Humble's Baytown Refinery.

The new unit, largest installation of its type in the world, occupies an area equal to three city blocks. It cost more than \$30,000,000, including research and development. The plant will make polypropylene by a new continuous, 24-hr. a day process, which can be expanded to produce 100,000,000 lbs. per year.

Speaking at the opening of the ultra-modern plant, William Naden, Executive Vice President and a Director of Humble, said that it "marks the full scale entry of Humble and its parent company, Jersey Standard, into a new phase of the petrochemical industry". But he termed it only the beginning.

"Once a company is in the plastics business," he said, "there is a real incentive for it to develop and market newer and better plastics."

Polypropylene is believed to be the most versatile of all plastics. It can be molded into products, films, sheets of plastic or strands of fibers. It is strong enough to be used for rope, dinnerware and machinery parts and resilient in that articles made from it can be bent double without breaking. It retains its shape up to 290°F. and resists chemicals, oil and grease. Light in weight, it can be economically

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Contributions and suggestions are invited and should be addressed to The Editor, ESSO FLEET NEWS, Room 1713, 15 West 51st Street, New York 19, N. Y.

fashioned into a wide variety of superior, more attractive plastic items.

At the new Baytown plant, the petroleum-based plastic is extruded in spaghetti-fashion, chopped into small pellets and packaged in 50-lb. bags for shipment to product manufacturers. The polypropylene pellets are being marketed under the name Escon and sold through the Enjay Chemical Company, which on May 31 became a division of Humble Oil & Refining Company.

First Round of Voting Completed

Voting by Esso seamen aboard the *Esso Zurich* on May 21 completed the first round of the fleet by the NLRB election supervisors. About two-thirds of the eligible employees should now have cast ballots for the union they prefer. Results will be made known by the Labor Board after all the votes are in—probably late in July or early August.

First ships to start the second go-round were the *Esso Raleigh* on May 29, the *Esso Paterson*, *Jamestown* and *Lexington* on the 31st. Also scheduled to vote this week are the *Esso Bethlehem*, *New York* and *Bermuda*.

The third and final run through the fleet by the NLRB election supervisors should start the latter part of June.

Canadian Labor Congress Expells SIU

The Seafarers International Union has been ejected from the Canadian Labor Congress, according to the MONTREAL STAR of April 30. The Congress, Canada's counterpart to the AFL/CIO in the United States, also ousted the Teamsters Union.

Newspapers reported that both unions had been found guilty of raiding other unions.

Last year, the SIU was criticized for trying to organize seamen of Great Lakes ore ships made idle by the steel strike. The drive was called "strike breaking" and "a raid" in a NEW YORK TIMES article quoting David J. McDonald, President of the United Steelworkers of America.



Lifeboat Duty on Fifth Avenue. Tony Lazarczyk and Pete Muscarnera, Deck Maintencemen, flank John B. Drake, Officer in Charge, at lifeboat donated by the Marine Department for the American Merchant Marine Library Association's annual spring book drive. During the week of May 23 the three men were on watch to receive book donations for the "Public Library of the High Seas." Boat was "moored" at entrance to International Building, 630 Fifth Ave. Over 62,000 books and magazines were contributed.

IN OUR OPINION —

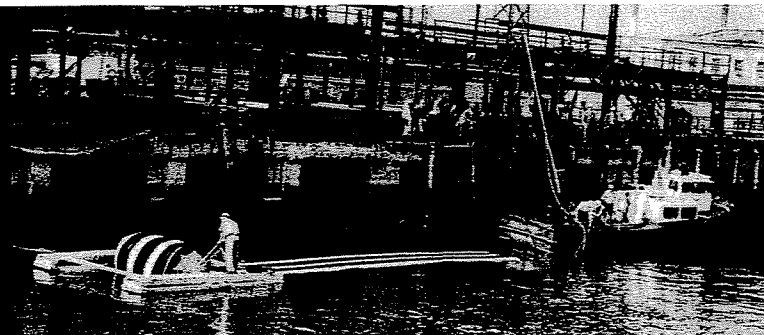
The Company's viewpoint concerning the choice of unions on which Esso seamen are voting was stated in the following paragraph quoted from the "Straight Talk" message of April 22:

"We are of the firm opinion that a genuine independent union, dedicated to the well-being of Esso seamen and *only Esso seamen*, is the best kind of representation for the men in our fleet. This is the kind of union that Esso seamen were promised last year, before the affiliation by peek-a-boo ballot was announced. That is the kind of union with which Esso would prefer to deal. A union of its own employees, interested in their own welfare and in the Company's fortunes as well. A union whose spokesmen are Esso seamen, not strangers to Esso and its business."

Safety Awards Presented to Esso Havana at Harkness Point, May 25

Crew members of the *Esso Havana* photographed with L. J. Hodgkins, (right center) Manager, Operating Division, presenting Company's Certificate of Safety to Captain Robert E. Evans. The award recognizes the ship's achievement of operating throughout 1959 without a lost-time personal injury accident. The *Havana* was one of four vessels to receive the certificates, along with "Green Cross for Safety" pennants.





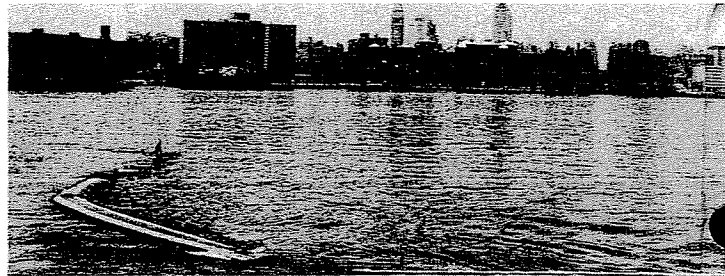
Unreeing a Dracone at Con Hook, prior to first loading in the U.S. Cargo handling is through a flexible tailpipe, supported by a float when underway.

Nylon Barge Shown In New York

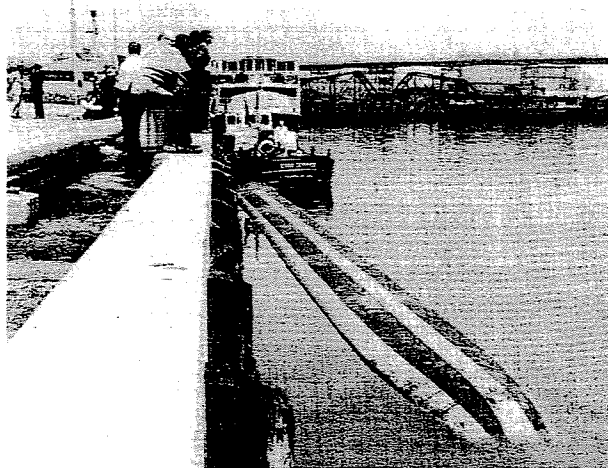
A 100' orange and black "sausage" for transporting petroleum products was demonstrated in New York Harbor on May 19. Fabricated of nylon and coated on both sides with synthetic rubber, the 4'9"-diameter tube was loaded with 10,393 gallons of heating oil at Constable Hook and towed by the launch *Esso Service* to Esso's bulk plant on Whale Creek, Brooklyn.

Called a "Dracone" (Greek word for serpent) and manufactured by Dracone Operations Ltd., of London, the flexible towing containers have been used for deliveries between the Esso Petroleum refinery at Fawley, England, and the Isle of Wight; in Nigeria and in military operations.

In its present sizes — 35 to 320 tons' capacity — the Dracone is not considered a competitor of tankers or steel barges. It appears, however, to be advantageous for transporting small quantities, particularly in areas inaccessible to larger craft, as a sub-



The Dracone tows easily, following in launch's wake. An inflated "skirt" near stern acts as a stabilizer.



Partially unloaded and collapsed Dracone at Esso terminal on Whale Creek, Brooklyn. For return trip container was inflated with CO₂.

stitute for drum shipments and for some military uses. Costs range from \$10,000-55,000.

OBITUARY

STEWARD FRANK SORIES. Mr. Sories died at sea on May 22 aboard the *Esso Scranton*, his ship for the last two years. Funeral services and interment were in Trenton, N. J. Born in Chester, Pa., 51 years ago, Mr. Sories joined the Company as Second Cook in the *F. W. Abrams* on November 4, 1937. He had nearly 18 years of credited service and more than 12 as Steward, including over seven years in the *Esso Brooklyn*.

ORDINARY SEAMAN SIRO PLEBANI. A native and resident of Philadelphia, Mr. Plebani died in that city on May 6. He was 46 years old and is survived by his wife and three children. Signing on as Ordinary Seaman in the *Esso Cumberland* on May 9, 1952, Mr. Plebani continued to serve in this rating in numerous vessels in the fleet.

OILER SPENCER E. STRICKLAND. Mr. Strickland first sailed for the Company as Ordinary Seaman in the *Thomas H. Wheeler* on March 12, 1940. Transferring to the Engine Department, he

had continuous assignments as Oiler for over 13 years. His last ship was the *Esso Florence*. A resident of Baltimore, Md., Mr. Strickland, 46, died in that city on May 22. He is survived by two brothers and two sisters.

UTILITYMAN JOSEPH B. GLENDENWOOD. On May 3 funeral services were held in Escanaba, Mich., for Mr. Glendenwood, who last sailed in the *Esso Greenville*. He joined the *G. Harrison Smith* in May, 1942 as Officers' Messman and served in Steward's Department ratings for more than 15 years. At the time of his death in Boston, Mass., he was 37 years of age.

ROBERT STRAHORN. Mr. Strahorn, 68, an Esso annuitant since April 1, 1957, died in his native city of Chester, Pa., on May 10. He is survived by his wife. After working as an accountant for 19 years, Mr. Strahorn went to sea during World War II for the Sun Oil Company and joined Esso in September, 1947. He sailed in the fleet for nine years as Second and Chief Cook.