



DIVISION OF HUMBLE OIL & REFINING CO.

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Steward's Department Promotions

One result of the new agreement negotiated by the Esso Stewards Organization has been to set off a series of promotions. Because Stewards now get 122 days paid leave per year, instead of 92, more Stewards are required. Consequently, the following promotions are being made:

Chief Cook to Steward

LOUIS J. TORRES	JOSE A. PLAZA
JOHN J. FERNANDES	CHARLES MONTEIRO
ANTHONY P. SENNA	

(Note: The promotions were made on the basis of seniority. Stephen Piatak was in line for promotion and was offered the job. Due to the press of other business, Mr. Piatak felt obliged to decline.)

Second Cook to Chief Cook

FRANK GOMES	ALVIN P. BERGERON
JOSE GONSALVES	BRAULIO L. VILLANUEVA
HAROLD R. SMITH	JERRY SERQUINA

Messman to Second Cook

THOMAS G. FOLEY	JOAO J. GILMETE
JOAQUIM G. PINA	RONALD J. MCLEAN
ELMER G. PINA	GEORGE SWAN
VINCENT R. TALOAC	

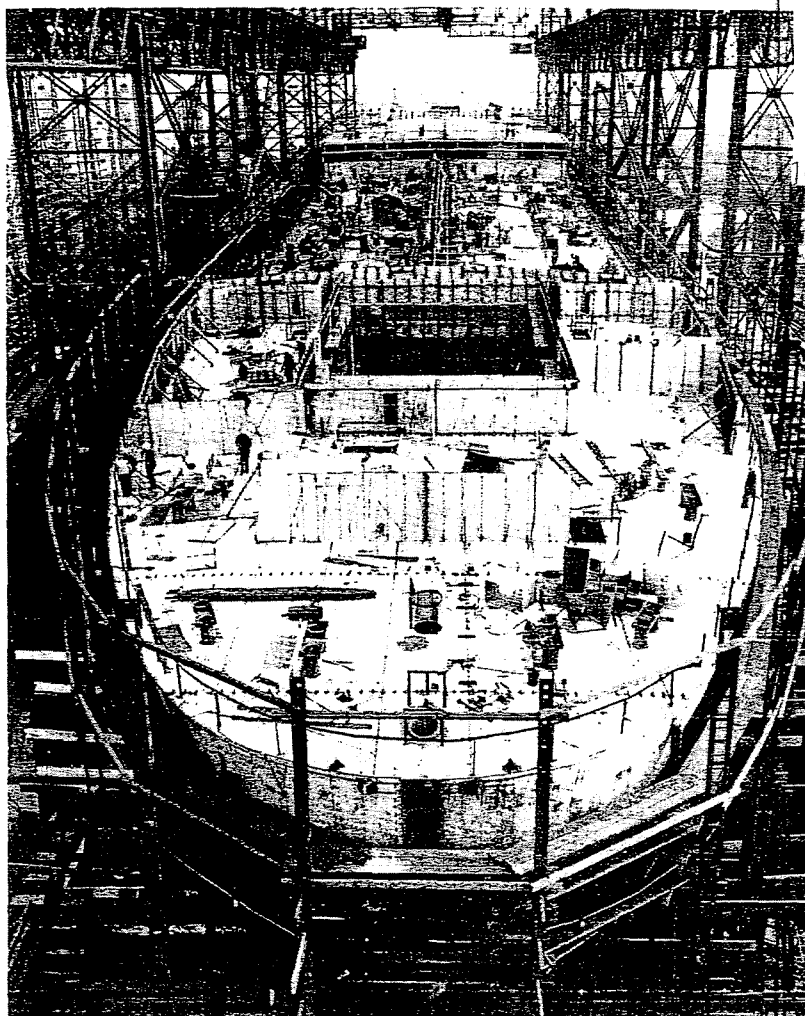
When the full effect of the additional 30 days paid leave is felt, it is possible that more promotions of Steward's Department personnel will be made.

Independent Union Wins Bayway Vote

Refinery workers at Esso's Bayway plant last week voted to retain their independent union. The balloting, held by the NLRB, followed a four-way vote last month, which failed to produce the required majority for any of the contestants.

Eliminated in last month's voting were the Teamsters Union and the International Union of Operating Engineers, AFL/CIO.

The run-off election, conducted on March 16, retained bargaining rights for the independent union. The totals were: Independent Petroleum Workers Union of Bayway, 699; Oil, Chemical and Atomic Workers, AFL/CIO, 647.



47,000 Tonner In The Making

This is a February 24 view of Newport News Shipbuilding and Dry Dock Company's Hull No. 540, which is to be christened *Esso Baltimore* and launched on April 28. Mrs. Morgan J. Davis, wife of the President of Humble Oil & Refining Company, will be the Sponsor. A sister-ship, to be named *Esso Boston*, is scheduled to be launched on July 29. Both of the 740' x 102' x 50' supertankers will enter service during the second half of 1960.



How Does He Do It?

Making chairs with woven seats in bottles, using only coat hanger wire "tools", is a handicraft that has been mastered by James R. Langen, above. Learning the art seven years ago from a Georgia man, Mr. Langen can do a chair-in-a-bottle in about two hours. This includes assembling the chair completely through the narrow neck of the bottle and weaving the seat. Hardest part of the job?—getting the empty bottles.

Recently Fireman-Watertender in the *Esso Jamestown*, Mr. Langen lives in Jacksonville Beach, Fla., and has a daughter, 22 and son, 20. He joined the *Esso* fleet in August, 1952 after retiring from the U. S. Navy as a lieutenant with 33½ years' service.

In his naval career Mr. Langen saw action in World War I aboard armed yachts and, in the second war, aboard destroyers, ammunition ships, salvage craft and small transports.

Ship Jobs Decline in Industry Esso Shows Gain

There were 4,462 fewer seagoing jobs in all categories on February 1, 1960 aboard privately owned merchant ships than there were on February 1, 1959, according to U. S. Government statistics.* This is a reduction of 7.6%.

During the same period shipboard jobs in the *Esso* fleet increased to 1,180 on February 1, 1960 from 1,143 on February 1, 1959.

* "Maritime Manpower Report", published by the U. S. Department of Commerce, Maritime Administration.

NMU In Bid For Sabine Fleet

The N. Y. HERALD TRIBUNE reports that the National Maritime Union has asked for an NLRB election in the six-tanker fleet of Sabine Transportation Company of Port Arthur, Tex.

Based on Government estimates of the average time worked per year by seamen shipped through hiring halls, the 175 unlicensed jobs in Sabine's fleet would provide part-time employment for about 305 NMU members.

Free Courses Offered In Weather, Radar, Gyro Compass and Fire Fighting

Deck and Engineering Officers who may wish to spend part of their 40-day leaves to increase their fund of nautical knowledge have a number of free courses to choose from.

At New York a Weather Forum for Officers of the Merchant Marine is conducted by the U. S. Weather Bureau. Daily sessions, starting at 0930 Monday through Friday, are held at the Bureau's 17 Battery Place offices. Attendance may begin on any day.

The agenda includes marine observations, basic meteorology, construction and interpretation of weather maps at sea and application of meteorology to operational problems. It takes about three days to cover all the subjects but the course is flexible — tailored to meet individual needs — and officers may continue until they are proficient in all phases or any parts of the subjects.

It is recommended that the Weather Bureau office be notified by telephone (DIgby 4-4848) the day before attending.

The Weather Bureau reports that in the past several years more than 1,000 Masters and Mates have participated in the forum.

COURSES AT NEW ORLEANS

At New Orleans the Maritime Administration is making available a two-week Gyro Compass Training Course, a five-day course in Radar Observer Training and two days of instruction in Atomic, Biological and Chemical/Fire Fighting and Damage Control.

The first Gyro class, to begin May 2 and extend

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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.

through May 13, will be held on the 6th Floor, Unit 1, Section A of the New Orleans Army Terminal, 4400 Dauphine Street. Instruction will include discussion of Gyro compass principles and maintenance and operating instructions for Gyro compass equipment, such as the master compass, compass repeaters, control panel, amplifier panel, alarm unit, carbon pile voltage regulator, motor generator, repeater panel, course recorder and Gyro pilot.

Due to the fact that class enrollment is limited, it will be necessary for applicants to submit requests for attendance as far in advance as possible in order to insure acceptance. It is presently planned to conduct the class at least once every three months.

Courses at the New Orleans Radar Training School, also located at the New Orleans Army Terminal, will start at 0830 every Monday in April, May 16, May 23 and every Monday in June.

The two-day class at the ABC/Fire Fighting and Damage Control School, at the New Orleans Shipyard (Delta Shipyard), will convene on the following dates: March 30; April 13 and 27; May 11 and 25 and June 8 and 22.

Application to attend any of the above courses at New Orleans may be made by writing to the Maritime Administration, P.O. Box 674, New Orleans 7, La., or by calling EXpress 2411, Extension 312.



J. J. Winterbottom Retires

Transportation requirements, tonnage availability, charter agreements and market rates are terms with only vague meanings to most of us but to Jack Winterbottom they have been fascinating ever since he became a Traffic Clerk in Jersey Standard's Foreign Shipping Department in 1916. Throughout his 43 years with Jersey and its affiliates, Mr. Winterbottom has been devoted to the traffic side of the tanker business and has long been recognized as a top authority on the subject.

Mr. Winterbottom retired February 1 as Vice President and marine contact Director of Esso Standard, a position he held since July, 1958. For six years

previously he headed Jersey's Transportation Coordination Department with responsibility for the Company's worldwide transportation activities. Throughout 1950 and 1951 he was Executive Vice President of Esso Shipping Company.

WORKED HIS WAY UP

In his earlier years with the Company Mr. Winterbottom worked his way up in the Traffic Division and in 1930 received the first of several London assignments. Here he assisted the advisor to marine managements of European affiliates during the difficult depression years and later helped set up a chartering coordination group.

Promotion to Manager of the Traffic Division came to Mr. Winterbottom in 1940, after two years as Assistant Manager. During World War II he was Marine Manager at Aruba for Lago Oil & Transport Co., Ltd., and from July, 1944 to December, 1945 served the War Shipping Administration as Director of Tankers in Washington, D.C. He returned to the Marine Department as an Assistant General Manager.

Rockville Centre, L. I., has been the Winterbottoms' home town for more than 40 years and will continue to be during his retirement. One reason is that their two married daughters, a grandson and two granddaughters live nearby.

Mr. and Mrs. Winterbottom have a keen interest in gardening. They have a greenhouse (which they plan to enlarge) for raising shrubs and flowers, particularly orchids, and for starting vegetables.

Marine CYI Awards

Merit Award
\$50

Jr. Third Asst. Engineer Earl D. Davenport's suggestion that stainless steel handles be made for high and low sea injection and overboard discharge valves on the main condenser of 37,800 dwt. vessels was judged the most original idea submitted by a seagoing employee in 1959. The CYI Committee awarded Mr. Davenport a Merit Award of \$50 in addition to his \$50 Initial Award.

Initial Awards
\$100

Ladder for Securing Handy Billy

By Wiper James A. Lewin

Mr. Lewin recommended that a ladder be provided in the companionway leading to the steering engine room which could be used to reach the overhead shackle when securing the handy billy for handling stores.

(Continued on next page)

\$50

Amendment of Sign in Machine Shop

By Second Asst. Engineer Franklin E. White, Jr.

Mr. White suggested amending the present machine shop sign that reads "Goggles Must be Worn While Using Emery Wheel" to "Goggles Must be Worn While Using Emery Wheel, Wire Brush or Buffer". He noted that eye damage can result from all three.

\$35

Change Chocks and Fairleads aboard Esso Gloucester

By Chief Engineer Aubrey G. Allen

To facilitate line handling aboard the *Esso Gloucester*, Mr. Allen recommended rearranging the chocks and fairleads. The alterations were made during a recent repair period.

\$25

Additional Emergency Equipment for Supertankers

By Second Asst. Engineer John N. Outwater III

As added protection against blackouts and the complete loss of plant in supertankers, Mr. Outwater proposed installation of the following items: a turbine-driven forced draft blower that will run on either air or steam; a Diesel- or gasoline-driven air compressor and a permanent air connection to the existing reciprocating fuel oil pump.

\$15

Assignment Card Form for Agents

By Second Mate Neo H. Robinson

Mr. Robinson suggested a new printed assignment card form for Agents' use that will also be of assistance in ships' clerical work. The proposed card has space for employee's name, "Z" number, birth date, age, payroll number, rating, wage rate and effective date of assignment.

TAFFRAIL TALK

When announcement was made in the *FLEET NEWS* last October that the *Esso Bridgeport* would be taken out of tie-up, it was mentioned that she would be needed during the winter months. Present plans, however, contemplate continuing the vessel in service at least until mid-summer.

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Jr. Third Mates Arthur Danielsen, Harald Ronhave and Gerald F. Smith and Jr. Third Assistant Engineers Dwaine F. Hettinger, Curtis W. Keech, Jr. and Sebastian L. Koep are now temporarily assigned as Repair Inspectors in connection with tank coating work at Newport News and Todd-Hoboken shipyards. Mr. Hettinger is scheduled to go to Europe on an inspection assignment and he is being replaced

at Newport News by Jr. Third Assistant Engineer Anthony Petryk.

* * *

J. D. Rogers, General Manager of the Marine Department and a staunch advocate of safety in marine operations, will speak on "Tanker Safety Problems" at a Marine Section, National Safety Council meeting in New York on March 30. Sydney Wire, Assistant General Manager, also made a recent safety talk. He addressed the Southern Safety Conference and Exposition at Jacksonville, Fla., March 8, on "Safety in Tanker Operations".

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An English translation of a German study of wave phenomena in the North Atlantic has been published by the Society of Naval Architects & Marine Engineers. Name of the author of the paper, aptly enough, is Dr. H. U. Roll.

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The big snow storms of early March created a shortage of auto tire chains in South Carolina. Some enterprising motorists solved their traction problems by fastening mule mouth-bits, dog chains, log chains or ropes to their tires.

* * *

When the center span of the old B & O railroad bridge over the Arthur Kill is removed—in about a month—the Army Corps of Engineers will widen the channel at that spot from 212 ft. to 320 ft., with a controlling depth of 35 ft. of water.

OBITUARY

DR. GEORGE I. BAKER. Funeral services were held in Stapleton, S. I., on March 10 for Dr. George I. Baker, former Senior Medical Examiner at the Port of New York Office. He had been retired since July 1, 1958 and is survived by his wife and daughter. Dr. Baker joined



Esso in 1937 after serving as a ship's surgeon, in private practice and with the U. S. Public Health Service.

HAROLD A. CHEYNE. A Repair Inspector since he transferred ashore on June 25, 1956, Mr. Cheyne died in Hamburg, Germany, on March 7. He was 55 years old and a resident of Mansfield, Mass. Surviving are his wife, son and two daughters. Mr. Cheyne was first employed



by the Company as a Wiper in the *Beacon* on February 27, 1939 and was First Asst. and relieving Chief Engineer during most of his seagoing service.