ESSO FLEET NEWS

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THE UNIVERSITY OF TEXAS AT AUSTIN

The Big Wheel of Rotating Relief

Have you ever wondered how the "office" keeps track of our seagoing employees? There are about 600 changes per month — assignments to vessels, to paid leave, fleet reserve, sick leave, etc. The secret is the Revolving Visible Roster (call it a Lazy Suzan if you like) in the center of the accompanying photo. It holds a plastic card, very much like a Humble credit card, for every man in the fleet. An employee's name and payroll number is embossed on the top and bottom of each card.

Wherever you are, your card is in the corresponding slot on the roster; or maybe it is that wherever your card is, you are. If you are aboard ship, your card is in that ship's panel opposite your rank or rating. If you are ashore, your card is in one of the roster's panels for Deck officers on paid leave, Engineers on paid leave, unlicensed men on paid leave at each base port, a fleet reserve panel for each base port, a sick leave panel or a miscellaneous panel for men on leave of absence, military leave or educational leave.

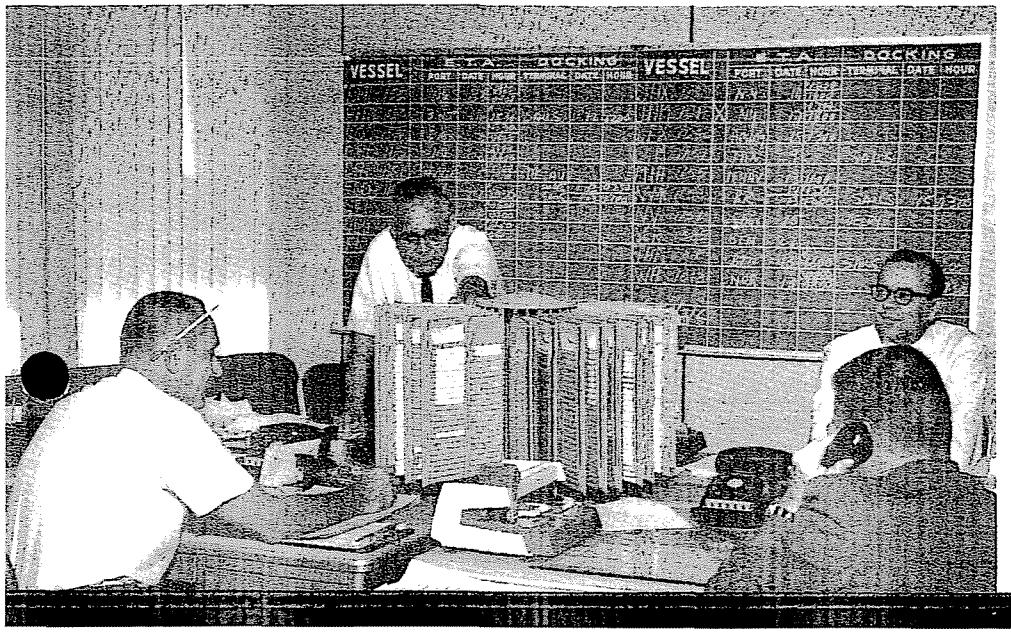
Generally speaking, the day you move, one of the Seagoing Personnel Section men fills out a PCN (Personnel Change Notice). For example, if you are moving from fleet reserve at New York to the *Esso Dallas*, your card would be taken out of the New York fleet reserve panel, placed on an imprinting machine and your name and payroll number printed on the top of a PCN. That form will have the date, name of vessel, your rating and other details of your assignment for use by the Payroll Section and the Mail Room. Then your card would be placed in the *Esso Dallas* panel in the proper position.

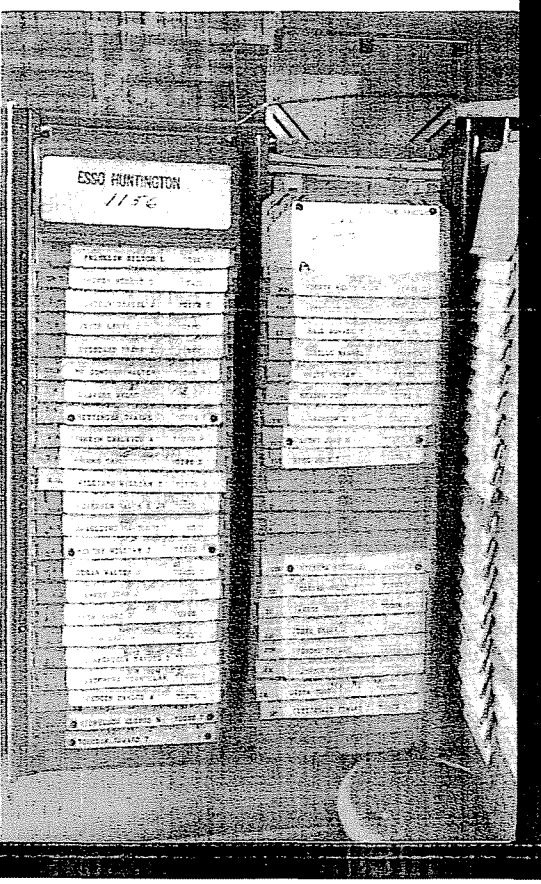
The ship panels are divided into 3 sections with different colored backgrounds on the tabs. Orange is for Deck Dept., blue for Engine Dept., buff for Radio Officers and Steward's Dept. men.

Normally, the cards are in hinged leaves of the panels with a half-inch of the card visible. If you are aboard a vessel, the visible part will show the date your next paid leave is due, any request for earlier or later leave, your base port,

Below — Clockwise from left are Harvey Nielsen, Ed Cole, George Banks and Bob McMichael, the men who literally keep tabs on every seagoing employee, afloat and ashore.

Right — A close-up of a ship panel on the Revolving Visible Roster shown in center of larger photo. Cards for all the men in the vessel are slipped into transparent pockets on hinged flaps. Cards with dots on ends (dots are actually red) indicate men who are soon to change rank or go ashore for paid leave, sick leave or union leave. The whole panel may be lifted out of the rack, placed on a copying machine and presto — a complete crew list.





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reporting port and seniority rating. If you are on paid leave, a date is written in the "paid leave ends" box.

Although there are many more details to the shoreside operation of the rotating relief plan, the heart of the system is the roster. This was originated and developed by the Seagoing Personnel Section to facilitate the operation of the present payroll system and to take advantage of electronic computer equipment. With this system and the computers, 4 men are doing the work performed by more than 15 employees not so long ago.

Johnny Camp at New York Office



Effective Dec. 2, Assistant Port Steward N. J. Camp transferred from Houston to the New York Branch Office where he will take over the duties formerly handled by James A. Zoufal.

In his 32 years with the Company, Mr. Camp sailed in the fleet from Oct. 1930 to Oct. 1945, advancing from Messman to Steward and surviving 2 torpedoings (*Esso Bolivar* and *J. A. Mowinckel*) during World War II. He has been Group Steward and Assistant Port Steward for the past 18 years.



Arthur D. Baldwin, who returned to the Company July 1, after obtaining a master's degree in hotel management at Michigan State University, will continue on the Port Steward's staff in Houston.

Teagle Scholarship Application Time

Applications for Teagle Foundation Scholarships to attend approved universities during the 1964-65 academic year may be submitted until Jan. 1, 1964. The applications may be made by employees and the children of employees, annuitants and deceased employees for admission to Cornell, Rice and Tulane universities; M. I. T. and the Harvard Graduate School of Business Administration.

Although the applicant must be accepted by the college before he can be awarded a Teagle Scholarship, he does not need to be accepted before submitting his application for a scholarship.

Applications (or requests for information about them) should be sent to P. J. McEwan, Seagoing Personnel Section, Marine Division, Humble Oil & Refining Co., P. O. Box 1512, Houston 1, Texas.

Letters to Editors

There are few things more likely to bring a cold sweat to an editor's brow than a letter from an irate housewife. We have not had this experience ourselves lately (thank goodness) but someone on the staff of LIFE magazine must have.

The taking-to-task letter was written by Mrs. Jack Stillman, whose husband is AB in the *Esso Lima*. It isn't that Mrs. Stillman is particularly critical (in fact, we're sure she is a gentle and kind hearted person) but as she said herself, "I am seldom aroused enough by magazine articles to write letters to the editors but when I ran across a copy of the Oct. 25th issue of LIFE and read the special report about the survivors of the *Ev-Ann*, my blood began to boil. There was nowhere in the article any mention of a ship at the scene. You and I know there was.

"I realize that these men were in a state of exhaustion and delirious," Mrs. Stillman continued, "and quite possibly did not know a ship was there. I do believe however that LIFE readers should know one was there. I have written to the editor and sent along a copy of the FLEET NEWS to prove it.

"I am writing you with the hopes that you will drop them a note also," Mrs. Stillman concluded.

Well, we'd be glad to oblige Mrs. Stillman and help the men of the *Esso Gloucester* get the credit due them but we don't think anything we could say would improve on Mrs. Stillman's letter.

Radio Officers Sign New Agreement

An agreement between the Esso Radio Officers Association and the Company was signed by representatives of the 2 parties on Nov. 20. The new agreement, which is subject to ratification by the membership, provides for a $26 per month wage increase, a $3.50 per hour overtime rate and is to run for 2 years from the effective date, Dec. 1.

Woes of an Appliance-Happy Homeowner

Any of you mechanically-minded, newly retired men (or perhaps some others) want an idea on how to turn those idle hours into CASH? Listen

ESSO FLEET NEWS is published for the seagoing employees of the Marine Division, Humble Oil & Refining Co.: Joseph Andreae, General Manager; Sydney Wire, Assistant General Manager.

W. E. Gardner, Editor.

Contributions and suggestions are invited and should be addressed to The Editor, ESSO FLEET NEWS, Humble Oil & Refining Co., P. O. Box 1512, Houston 1, Texas

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to this. We have a 2½-year old house — well built and all that. Last month the dishwasher impeller shaft broke. Couldn't be fixed; needed new motor and impeller. Last week the timer konked out — $26.85. The washing machine has been leaking for a couple weeks. With the help of an engineer-neighbor, tore the thing apart, found it only needed a little tightening on a connection. Tonight, the Mrs. said the garbage disposal motor won't run. Had a little trouble with the water softener awhile back but the guarantee was still in effect — so no charge on that — yet. The heater-air conditioner has been fine but we pay a man $7.50 four times a year to keep it that way. Sometimes these labor-saving devices seem more like make-work projects.

WORDS OF THE WISE

You can employ men and hire hands to work *for* you, but you must win their hearts to have them work *with* you. — *Tiorio*

* * *

He that cannot forgive others breaks the bridge over which he must pass himself; for every man has need to be forgiven. — *Lord Herbert*

* * *

The past year saw thousands die of gas. A few inhaled it, a few more lit it, but most of them just stepped on it—*Navy Department's* SAFETY REVIEW

Whyte's Impressions of Ireland


Leo Whyte

Our esteemed Employee Relations Representative in the New York Branch Office, Leo Whyte, recently returned from an 18-day visit to Erin — his first since he left the "Auld Sod" 40 years ago. Leo came back a surprised and bewildered man. Things were not as he remembered.

"The Irish are not hating the British any more." he said. "In fact, they get along very well and are working closely together. More Irish are emigrating to England than to the U. S.

"People I used to know were not the same; they all seemed so much older.

"The roads were very good — in the cities and in rural areas. Electricity is all over. The weather was wonderful. Not a bit of rain except a few times at night."

Leo rented a car and drove many miles about the country, shifting gears with his left hand, keeping to the left side of the road — and trying to keep his heart out of his throat when he made a right turn. "A nightmare," he called it.

But at least one thing is the same. The Emerald Isle is still green, begorra. "I never realized how green grass could be," Leo exclaimed.

Tanker Quiz

(The following was submitted by Port Engineer T. J. McTaggart. The 2 questions can be answered by using the facts given and perhaps an assumption or two. No additional knowledge or information is required. — Ed.)

There are 5 tankers in line each painted a different color, each with a Master of a different nationality. The vessels also differ in other respects:

Each has a different single grade cargo.

They are of different tonnages.

Each is fitted throughout with a type cargo pump different from the others.

In addition the following facts are true:

1. The Englishman is aboard a red tanker.
2. The Spaniard has vertical reciprocating cargo pumps.
3. Gasoline is the cargo on the green vessel.
4. The Ukranian's cargo is heating oil.
5. The green tanker is just astern of the ivory colored one.
6. The 100,000 dwt. vessel has single stage centrifugal pumps.
7. The yellow tanker is 18,000 dwt.
8. Kerosene is the cargo on the vessel third in line.
9. A Norwegian is Master of the first vessel.
10. The 27,000 dwt. vessel is astern of the one with horizontal reciprocating cargo pumps.
11. The 18,000 dwt. vessel is just ahead of the one with rotary cargo pumps.
12. The 67,000 dwt. vessel carries crude.
13. The Japanese vessel is 48,000 dwt.
14. The Norwegian is just ahead of the vessel painted blue.

Questions:

What is the nationality of the Master of the ship carrying jet fuel.

Which vessel has deepwell pumps?

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TAFFRAIL TALK

Ted Woodard, First Asst. in the *Esso Gettysburg*, and his wife, Kay, recently returned from a 2-week visit in Panama with the McCorkels (Hugh D., Bernice and their son, David, 4½). "We had a wonderful time," Ted said, "visiting in Old Panama, seeing the Canal locks from shore and staying at a resort hotel on Tobago Island off the Pacific side of the Canal. We must have gathered a ½-bushel of beautiful shells on the island."

Mr. McCorkel is Operations and Repair Supervisor in Panama for the Tanker Dept. of Esso International, Inc. He was formerly an Engineer in the fleet and a Repair Inspector. His 2 brothers, Alex and Loarn are Firemen-Watertenders in the *Esso Miami* and *Esso Gettysburg*, respectively.

* * *

Five retired Company Engineers are now working for the Eastern Steamship Co. of Miami, Fla. They are Chiefs Paul H. Franzen, Joseph Musante and Alexander Pratt and Asst. Engineers Travis W. McCary and Roland A. Walton. Eastern operates several cruise ships out of Miami.

* * *

The *Esso Scranton* arrived at Galveston, Nov. 23, completing a 95-day voyage to India, the Persian Gulf, Turkey and Greece. She sailed on the 25th for Boston and upon returning to the Gulf, will probably make another trip to Pakistan.

SERVICE EMBLEM AWARDS

★ 20 YEARS ★



William J. Falvo
Second Mate
July 19, 1962



George F. McClure
Radio Officer
January 5, 1962



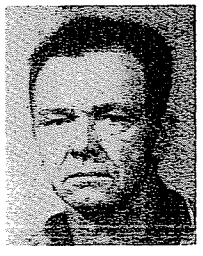
Sylvester Wueller
Second Asst. Engineer
February 26, 1962



Bela C. Morgan
Pumpman
November 19, 1961



Joseph J. Sokolowski
Oiler
September 5, 1961



Joseph C. Belangia
Fireman-Watertender
November 30, 1961

☆ 10 YEARS ☆

Thomas F. Carroll — Feb. 20, 1962
Harry J. Curtin — Jan. 20, 1962
Guilherme J. DaSilva — Dec. 14, 1961
Ivy E. Etheridge — Feb. 4, 1962
Demetrios Georgiou — Dec. 19, 1961
Idilio F. Gomes — Jan. 29, 1962
Pedro J. Graca — Feb. 25, 1962
Raymond F. Graham — Dec. 7, 1961
Arnold F. Hall — Feb. 20, 1962
Walter J. Kochanski — Dec. 13, 1961
Conrad C. Lutz — Dec. 12, 1961
Lucio A. Oliveira — Feb. 23, 1962
Charles E. Owens, Jr. — Dec. 9, 1961
Paulo F. Pimentel — Feb. 22, 1962
Ludwig Roth — Feb. 23, 1962
Richard A. Vila — Jan. 1, 1962
James K. Wahl — Feb. 15, 1962
George Q. Whitely — Feb. 10, 1962

Shoreside Retirements



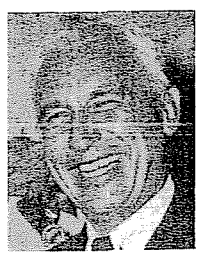
JAMES A. ZOUFAL. Every man in the fleet, in a gustatory sense at least, lost a good friend Nov. 1 when Jimmy Zoufal became an "early annuitant". For the past 22 years Jim has been the taster, tester, inspector and guardian of the quality of the food and provisions that went aboard Company vessels.

Mr. Zoufal started in the fleet as Messman in the *J. M. Danziger* in Nov. 1932. He advanced to Cook and Steward before going ashore on Aug. 1, 1941 as Assistant Food Inspector. From then on he held several positions, including Assistant Group Steward and Assistant Port Steward, but until his retirement he was always concerned with seeing to it, personally, that the fleet's "eats" were up to the high standards specified. He had 30½ years of credited service.

Mr. Zoufal and his wife, Georgiana, live in Bayonne. They have a son, James, 22, who is studying lithography.



LESTER J. HEISS accepted a special voluntary early retirement offer, effective Nov. 1, and is now located in Delray Beach, Florida. He had 26 years, 9 months of credited service. His employment began in Jan. 1937 when he joined Standard Oil Development Co. as a Technical Stenographer. He transferred to the Marine Division in Feb. 1941 and except for 3 years in the Navy during World War II, served continuously in the Seagoing Personnel Section.



WILLIAM E. RUSSELL, who has one of the widest acquaintances among men in the fleet, retired Nov. 1 with 21½ years of Company service. For the past 2½ years he was in the Seagoing Personnel Section in Houston but for most of his years with the Company he was a familiar figure wherever an Esso tanker docked in New York Harbor. As Employee Relations Assistant, Bill met all ships, settled beefs, explained benefit plans, counseled, advised and befriended countless seamen.

Since retiring, Mr. Russell has moved to New Jersey but is now back in Houston. He and his wife, Claire, have 2 daughters, Mrs. John Zerweck, of New York City, and Lynda, 21, and a son, Bill, Jr., 11.

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