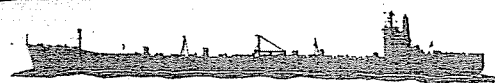




ESSO FLEET NEWS

PUBLISHED BY THE MARINE DEPARTMENT, HUMBLE OIL & REFINING COMPANY



Vol. 9, No. 22

November 16, 1967

A Time to Take Stock — and Give Thanks

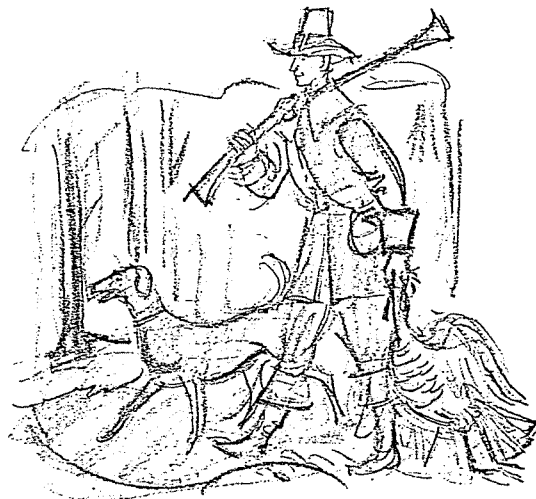
"To all ye Pilgrims:

"Inasmuch as the great Father has given us this year an abundant harvest of Indian corn, wheat, peas, beans, squashes, and garden vegetables, and has made the forests to abound with game and the sea with fish and clams, and inasmuch as he has protected us from the ravages of the savages, has spared us from pestilence and disease, has granted us freedom to worship God according to the dictates of our own conscience; now

I, your magistrate, do proclaim that all ye Pilgrims, with your wives and ye little ones, do gather at ye meeting house, on ye hill, between the hours of 9 and 12 in the day time, on Thursday, November ye 29th, of the year of our Lord one thousand six hundred and twenty-three, and the third year since ye Pilgrims landed on ye Pilgrim Rock, there to listen to ye pastor and render thanksgiving to ye Almighty God for all his blessings. — WILLIAM BRADFORD, Ye Governor of Ye Colony."

This was the original Thanksgiving Day Proclamation in America — 344 years ago. It is interesting to note the things that the early settlers were most thankful for. First was their food — they knew what it was like to face starvation. They were thankful for peace — they knew what it was to live in fear of attack. And they were thankful for health and freedom of worship — they had known sickness, and persecution for their religious beliefs.

One week from today nearly all of us, afloat and ashore, will sit down to a traditional American feast of Thanksgiving. If we think of giving



thanks, few of us would choose what the Pilgrims chose. We have many different things to be thankful for today — blessings we enjoy and troubles we have been spared — and to catalog them all would require a high speed computer.

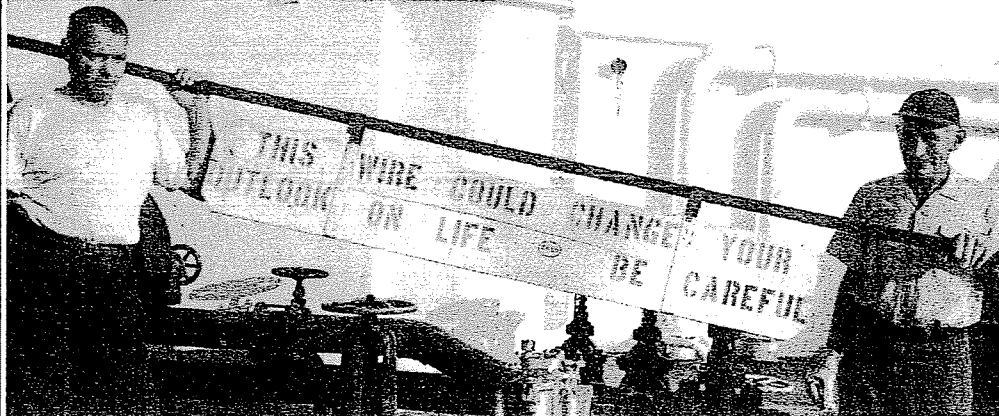
There is one thing, though, for which everyone can be grateful — abilities, our personal natural resources. Everyone has abilities, some more than others, of course. But in a sense, it doesn't

matter what your natural abilities are. It would be better to be a top-notch Messman than a poor Master. It's something like the story of the widow's mite. She only contributed a pittance but it was all she had and it counted for more than the large gift of a rich man who gave out of his abundance.

As with the natural resources of the earth, our personal natural resources are sometimes hidden, like a huge oil deposit under a desert wasteland that remains unknown until someone does some prospecting. For example, an AB may have all the latent abilities to become an excellent Third Mate but they are like the undiscovered desert oil if he doesn't do some prospecting.

So, it is well at a time like this to give some thought to our abilities and how we are making use of them. We can be thankful for our known resources and thankful that we have been able to turn some of them into "income-producing properties," to use a business term, and others into the enjoyment of hobbies, recreation and culture.

And while we're at it, let's poke around and see if we have any buried treasures.



ABs Ernest Bankers and Clyde E. Sargent bracket a safety sign on one of the *Esso Lima's* mooring wires that should give one cause to pause . . . and reflect on the various versions of verity in the sentiment.

Esso Washington Threatens The Gettysburg's Turnaround Record

The *Esso Washington* turned in a real smart turnaround at Baytown, Nov. 4-5, loading 4 clean products totaling 283,332 bbls. in 13 hrs., 45 min., all fast to all clear.

A check of the records shows that the *Washington's* turnaround, though a highly commendable 27.6% below the 19-hr. goal for her class, did not set a new mark. The *Gettysburg* has two 12-hr., 35 min. turnarounds at Baytown this year and a record 12¼-hr. set June 29, 1966.

BJORN I. GUNNLAUGSSON was the Chief Mate in the *Washington* and the *Gettysburg's* Chief Mates were HERBERT J. SWIFT, for the record turnaround, and ELMINE W. SCOTT and ROBERT J. BOXWELL during the 2 close-second performances.

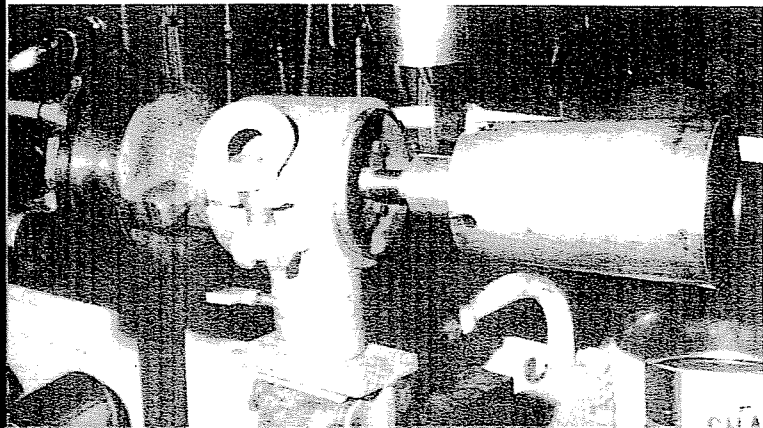
Stewards and Co. Amend Agreement

Esso Stewards Organization and the Company completed negotiations on Amendment No. 6 to their Agreement on Nov. 10. The Amendment

First Asst. William Motta and Oiler Alton Burns, Jr., of the *Esso Houston*, thought up and made up (Mr. Burns did the welding) this special jig for holding oil burner rotary cups while replacing oil seals or doing other work. The cups are made of aluminum alloy and need a reasonable amount of care in handling to prevent damage.

You can see how the jig is held in the vise, the unique wing nut (made by welding a cut out washer on a hex nut) which tightens a split piece of pipe to hold the rotary cup assembly securely without marring. The jig swivels on a piece of pipe and is made fast by another wing nut at lower left.

T. J. McTaggart Photo



provides (1) an increase in the Chief Stewards' overtime rate from \$2.47 to \$2.67 per hour, (2) overtime for certain hours worked when a vessel is undergoing repairs in a shipyard, and (3) dues deductions monthly instead of each paid leave period.

Chief Stewards Lester M. Payne and Fred Eimans represented the ESO in negotiating the Amendment, which is subject to ratification by the membership.

Youngest Grandfather Derby

Oiler MERCEDES RENTERIA's tentative claim to being the youngest grandfather (at age 43) in the Fleet (EFN, Oct. 19) has been shot down, as we feared it would.

From information at hand, it appears that the champ gramp, junior division, is JULIUS Q. BROWN, JR., First Asst. in the *Esso Jamestown*. He says: "My oldest granddaughter was born Nov. 24, 1954, at which time I was 34. I now have 5 granddaughters and one grandson, also another due in January." (*What a lot of arithmetic this is going to generate. — Ed.*) These progeny may make Mr. Brown the mostest youngest granddad but not the youngest now, since he has been enjoying the estate for 13 years.

Our next contestant is LINWOOD E. DAVENPORT, Third Asst. in the *Esso Lima*, whose entry was made in his behalf and unbeknownst to him by his wife NORA. Mrs. D. writes that Lin was 38 when granddaughter Nora Ward Selby was born on Aug. 30, 1966. Mrs. D. also gives us her age and says she is proud of it but we're not going to print it. Instinct tells us to keep clear of any "youngest grandmother" controversy.

ESSO FLEET NEWS is published for the seagoing employees of the Marine Department, Humble Oil & Refining Co.: Joseph Andrae, 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, Texas 77001.

Third runner-up in the youngest grandfather derby might be SIDNEY SCHMIDT, JR., also 43, OS in the *Esso Washington*. His daughter Mary Ann Asher put him in contention with the birth of Kimberly Marie on Oct. 26.

Which all reminds us of the youthful grandsire who was asked how he liked his new status. "I don't mind being a grandfather," the chap replied, "I just don't like the idea of being married to a grandma."

TAFFRAIL TALK



Here's another newly-crowned (capped, we should say) angel of mercy — JOANNE WILLIAMS, daughter of TOM W. WILLIAMS, First Asst. Engr. in the *Esso Dallas*. Joanne attended the Cooper Hospital School of Nursing, Camden, N. J., on a Teagle Nursing Scholarship and was graduated in September. She is now working in the operating room at Cooper.

"I would like to take this opportunity to thank all of the persons connected with the

Teagle Nursing Scholarship Fund." Miss Williams said, "and hope it helps many other girls as it did me."

The crippled *Esso Seattle* got underway from Yokosuka, Nov. 12, at the end of a hawser from the tug *Sea Monarch*. Riding the ship back to the States are:

T. A. Johnson, Master
Edward V. Branigan, Chief Engr.
Reidar N. Jespersen, 2nd Asst.
Clifton R. Scoville, 3rd Asst.
Eugene E. Van Fleet, AB
Talbert L. Edenfield, AB

Francis A. Hanlon, AB
Lee J. Munnerlyn, Oiler
Joseph J. Sokolowski, Oiler
Lloyd E. Mercer, Oiler
Raymondo G. Dahilig, Ch. Cook
Ismail Muluk, Messman

The *Sea Monarch* is a 115', 3,500-bhp. diesel tug, built in 1966 and owned by The Shipowners and Merchants Tugboat Co., of San Francisco. It is expected that the voyage of some 4,800 miles to San Pedro, Calif., where repairs are intended to be made, will require about 30 days.

Nine of the *Seattle's* crew members were repatriated last month (as reported in the Oct. 19 FN) and air transportation for 8 of the 9 men not returning with the ship was arranged this week. Third Mate Arthur I. Hatchett plans to spend some P/L time (and money) in the Far East before returning.

You are looking at a distinguished group, representing better than 250 years of Company service, exclusive of the ladies' "untold" years of loyal support.

The gentlemen, l. to r., are: Sydney Wire, Assistant General Manager, Marine Dept.; J. J. Kelleher, Manager, Boston Branch Office; R. H. Venn, Vice President and

Director of the Company; Joseph Andreae, General Manager, Marine Dept.; S. D. Rabadan, Head of the Agency Section, New York Branch Office; W. W. Cottle, Manager, Baytown Branch Office; and E. E. Claypoole, Manager, Baltimore Branch Office.

The ladies are, l. to r., Mesdames Kelleher, Claypoole, Rabadan and

Cottle.

The occasion was a dinner at the Petroleum Club, Houston, on Nov. 2, to honor Messrs. Claypoole, Cottle and Rabadan on their attainment of 40 years' service (Aug. 22, Sept. 18 and April 18, respectively) and Mr. Kelleher, who will retire Jan. 1, 1968 with a 35-year Company career.



... Ask Mr. Ed ...

NOTE: Due to some confusion as to when retirement annuities become vested, it has been suggested that we reprint the following:

Q. What happens to my annuities if I terminate?

A. This depends upon how much service you have when you terminate and whether or not you withdraw your annuity contributions. You contributed toward annuities through Dec. 31, 1965. Beginning Jan. 1, 1966 the Company pays all annuity costs.

An employee who terminates before he is 55 may choose to withdraw his own contributions plus

interest. He would only do this, however, if he were extremely anxious for immediate cash because by so doing he cancels the annuities that have accrued to his credit. If the employee were over age 55, he would receive a monthly annuity starting immediately or at any age up to 65 but he could not withdraw his own contributions in a lump.

Now, let's consider some examples where an employee terminates but does not withdraw his contributions.

1. Employee hired before Jan. 1, 1966 but terminates with less than 10 years' service — He is entitled to an annuity based on the years he contributed.

2. Employee terminates with 10

or more years' service — He is entitled to a deferred annuity. This may start at age 65 or as early as age 55 on a reduced basis. If he terminates at age 55 or older, he may defer the start of the annuities or not, as he chooses.

3. Employee hired Jan. 1, 1966 or later — If he terminates before he has 10 years' service he gets no annuity and there is nothing to withdraw because he will have made no contributions. (NOTE: The 10-years' service requirement for "taking the annuities with you" if you terminate is among the most liberal in industry. It is substantially more liberal than the 20-year requirement in the retirement plans of national maritime unions.)

This is an interim report on our 3 other offshore voyaging vessels:

Esso Dallas (Captain KARL LOHMANN, Chief Engr. ARNE C. HAUG) arrived at San Francisco, Nov. 6, discharged part cargo and sailed the 9th for Los Angeles. She left there on the 11th to load crude at Nikishka, Alaska (Cook Inlet) for San Francisco delivery.

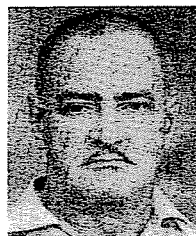
Esso Miami (Captain ORMOND A. STAPLES, Chief Engr. LAWTON M. WILLIAMS) discharged part cargo at Rota, Spain, Nov. 9-10, the balance at Cartagena, the 12th and 13th and is due back at Baytown about the 29th.

Esso Scranton (Captain ROBERT BOXWELL, Chief

Engr. NUNZIO CONSOLI) arrived at Fawley, England, Nov. 6, sailed on the 11th (should have been some good shore leave there) for Rotterdam, Antwerp, and Baytown, due about Dec. 1.

HEAR YE, ditto, ditto: next FLEET NEWS will be the Dec. 7 issue (instead of Nov. 30) so Ye Ed. can catch up on a little more paid leave. Happy Thanksgiving, y'all.

OBITUARY



ALFRED J. GUAY, 64, a Fireman-Watertender for 15 years before his retirement, May 1, 1963, died in Jacksonville, Fla. on Oct. 28. He is survived by his wife Lucille, of Dover, N. H.; a daughter Gloria Farley and a son Gerard, also of Dover, and a son Roger, of Apex, N. C.

A native of Canada, Mr. Guay served in the Canadian Army from 1922-25, the U. S. Army Transport Service in World War II and joined the Esso Fleet in 1947. He had been living in Florida for the past 3 years.

HENRY STERN, 75, a Third and Second Asst. Engr. in the Fleet from 1947 until his retirement, Oct. 1, 1957, died on Oct. 10. He had been living in Long Beach, Calif.

Mr. Stern worked at the Staten Island shipyard of Bethlehem Steel Co. for 25 years and was an inspector for the Maritime Commission before he joined the Company.



SERVICE EMBLEM AWARDS



20 YEARS



Bjorn I. Gunnlaugsson
Chief Mate
November 6, 1967



Edwin J. Fellows
Chief Mate
November 8, 1967



Karl M. Waagons
First Asst. Engineer
November 10, 1967



William Uftikowich
Second Asst. Engineer
October 14, 1967



Jose H. Barros
Chief Steward
June 20, 1967



Walter F. Hartis
Able Seaman
October 7, 1967