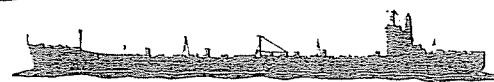


ESSO FLEET NEWS

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More Light on the 20-Year Retirement, Any Age

This is still a favorite conversation piece in the Fleet and it is still surrounded with considerable fog. Maybe the following will help clear up some of the haze about some points.

Q. What are annuities?

A. Annuities, as they apply to Humble sea-going employees, are monthly payments made to you after you retire. Annuities are sometimes called pensions.

Q. I don't understand this business about the Company "taking credit" for its Thrift Fund contributions after Jan. 1, 1968.

A. It is correct that the Company will take credit for its Thrift Fund contributions after Jan. 1, 1968 but it won't take back the money. The money is yours and if and when you retire under this special program you will have a choice; either take the Company's contributions in cash and receive a smaller monthly annuity check (the reduction would be the amount of annuity the Company contributions would buy), or use the Company contributions to purchase an annuity. This, with other Company payments, will give you \$250 a month.

Q. If I decide I want the full \$250 per month, will the Company help in some way with the purchase of an annuity with the money it contributed to my Thrift account?

A. Very likely an arrangement will be worked out to make it easy for you.

Q. What advantage would there be to taking the Company contributions in cash and receiving a smaller monthly annuity?

A. One advantage to taking the cash would be to put it in a savings bank and, at 5% interest, you could receive almost as much monthly in interest as you would from an annuity. And you would still have your cash.

Here's an example: the Company's Thrift contributions on just the present normal pay of an

AB, Oiler or FWT would amount to \$2,460 in 6 years. This would buy an annuity of \$13.87 a month, starting at age 50. If the \$2,460 were put in a bank at 5% interest, the interest would amount to \$10 a month. For a man under age 50, the difference between the interest and the annuity would be even less.

You can probably think of other ways to use a few thousand and perhaps make or save even more, such as paying off on a high-interest mortgage.

Q. If pensions are raised in the future, is there any provision in our proposed Agreement to increase the pension of men who have already retired the way the NMU does?

A. There is no such provision in our Agreement and neither is there in the NMU contract. The NMU has increased pensions of previously retired men (and also hit them with a \$100 a year service fee) but there is no guarantee that they will continue this practice in the future.

Q. I think the terms of the Agreement that call for the pension to stop if a man sails in another American Flag vessel is unfair and unreasonable. Of what interest is it to the Company how I earn my living after I retire?

A. One of the main justifications for a pension at any age after 20 years' service is that going to sea prevents a man from living a normal family life. In some cases this is a hardship, so, if the proposed agreement is ratified, a man in his 40s with 20 years' service can now settle down and be a model family man and have a \$250 a month pension for life. But if he is going to continue a life at sea, the purpose of the pension is destroyed.

Another thing—suppose Humble, Mobil, NMU, SIU had no restrictions about going back to sea after retiring on a 20-year pension. Everyone with 20 years' service would see a golden opportunity to retire, draw his pension and go to work for a different outfit. Men would just be trading jobs

with fat increases in pay, and that's not the reason for the pension.

Q. If the Agreement is ratified, how and when will the \$160, \$200, \$240 and \$260 lump-sum payments be made?

A. Payments, minus the usual deductions, will be made as soon as possible after ratification to unlicensed men (except Stewards) who were on the payroll on Jan. 1, 1968. Separate checks will be sent to vessels or ashore, depending upon where each man is.

New Regular Employees

Temporary employees who have accepted regular employee status during the past few months include the following:

REX G. CARPENTER	ALMOUTH C. HEROD
WILLIAM L. COVENEY	GEORGE W. JENSEN
PATRICK J. FEHILY	CHARLES J. MATYI
CHARLES C. GALLAGHER	CHARLES J. MURPHY
ROBERT GARCIA	RICHARD J. SENEGAL
ERNEST M. HARDIN	ALTON H. TSCHIRHART

It is expected that faster action in transferring temporary employees to regular status will be possible in the future. The time lag in many cases has been due to the employee's delay in getting a physical examination. Now, if the temporary employee had a good pre-employment physical report and there is no reason to suspect any change in his health, a second physical will not be required.

New Thrift Fund Loan Form Required

Employees applying for Thrift Fund loans are now required to state the planned use of the money being borrowed.

This new procedure, which applies to loans granted after Feb. 1, is a requirement of a regulation issued by the Board of Governors of the Federal Reserve System.

The Trustee of the Thrift Fund is endeavoring to obtain clarification from the Board of Governors of the Federal Reserve System regarding the application of their new Regulation G to Thrift Fund loans. Pending such clarification —

- New loans will not be granted where the purpose of the loan, in whole or in part, as stated on Federal Reserve Form G-3, is for purchasing or carrying a registered equity security, which includes Standard Oil Co. (N. J.) stock, immediately, incidentally, or ultimately;
- Loans will not be recast where the purpose of the original loan (which must be stated on Form G-3 also) was for purchasing or carrying a registered equity security, even though the net proceeds to the participant are for a purpose other than purchasing or carrying a registered equity security.

If the proceeds of the loan are not to be used to purchase or carry registered equity securities, the loan application will be processed in the usual manner. A Statement of Purpose (Form G-3) must accompany each loan application, stating in detail the purpose for which the proceeds of the loan are to be used.

Company Plans Early Development Of California Offshore Acreage

Humble announced Feb. 9 that it will begin drilling on newly-acquired acreage off the California coast as soon as possible after federal leases are issued.

Bidding individually or as a member of a 3-company combine, Humble acquired an interest in 234,814 acres in the Santa Barbara Channel at a cost of approx. \$218 million. The Company was the largest purchaser among the 25 oil companies participating in the federal sale.

ESSO FLEET NEWS is published for the seagoing employees of the Marine Department, Humble Oil & Refining Co.: T. J. Fuson, General Manager; Sydney Wire, Assistant General Manager.

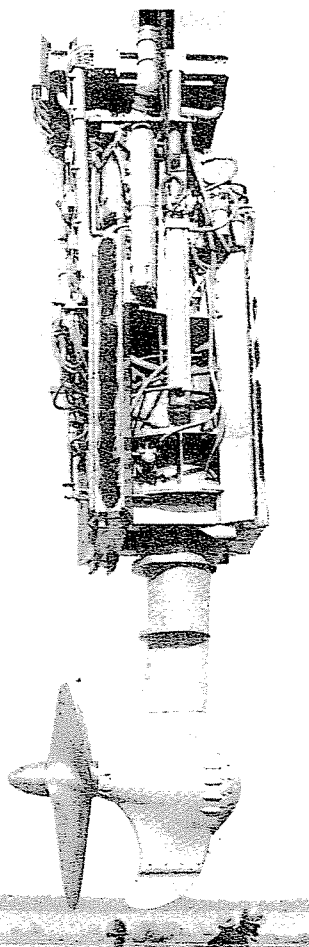
W. E. Gardner, Editor

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.

This looks like a giant outboard motor (it's 25' high) but it's actually a bow thruster for a 4th Mississippi River tow being built for the Company. The unit will be installed vertically in a well, or tube, on one side of one of the 2 lead barges of the 8-barge integrated tow.

The engine is a 500-hp., 16 cylinder General Motors diesel (really 2 V-8s in tandem) and drives a 5½' propeller through right angle gears. Electrically operated controls in the wheel house of the towboat, about 1,050' astern, will start and stop the engine, vary its speed, control the direction of thrust and raise or lower the unit as required by the draft of the barge.

Because the whole unit will be in a vertical position in service, engine bearing lubrication is by a pressurized system instead of the usual crankcase arrangement.



RECENT RETIREMENTS

CAPTAIN VICTOR T. SPRINGER, then a lad of 17, started his sea-going career in 1927 as a cabin boy in the *West Zeda*, a Hog Island freighter flying the Waterman house flag. He spent a few months in the Esso fleet in 1929 and a few more with the Bull Line, Munson, McCormick S.S. Co. and AGWI Lines, then returned to Esso — for good — on Aug. 1, 1930.



During his 36 years, 10 months of credited service, Captain Springer served in every Deck Dept. capacity, sailed throughout World War II as Third, Second and Chief Mate in 5 vessels and, in later years, had an impressive number of "firsts." Among these were:

Kern Hills, 1951, first T2 to load in Lake Maracaibo (Master).

Esso Reading, 1955, first Company vessel to enter Lewisporte, Newfoundland (Chief Mate).

Esso Suez, 1961, first supertanker (then) into Quincy, Mass. (Master).

Esso Boston, 1963, first vessel of her size to enter Corpus Christi (Master).

After his first command, the *A. C. Bedford* in Feb. 1948, Captain Springer sailed as Chief Mate

and relieving Master until Nov. 1962, when he became Skipper of the *Esso Lima*. He has been Master of the *Esso New York* from July, 1963 until his retirement, Feb. 1.

Captain Springer and his wife Doris live in Flushing, N. Y.

CHIEF ENGINEER KARL M. WAAGONAS. "Now that I have gone to pasture," Mr. Waagonas said following his retirement, Jan. 1, "I will live on my farm in Vermont in the summer and in Florida in winter. I have many pleasant memories of the best firm I have ever worked for and the many wonderful friends I have made. To all my shipmates who have heard my refrain 'fellows, you do nice work,' I meant it and I wish you all smooth sailing."



Born in Trondheim, Norway, Mr. Waagonas sailed in a coastal steamer as a deck boy at the age of 16, then in ships of several nations, including American. He worked for a Brooklyn ship repair firm but shortly after World War II started, he attended New London Maritime School and returned to sea as a Third Asst.

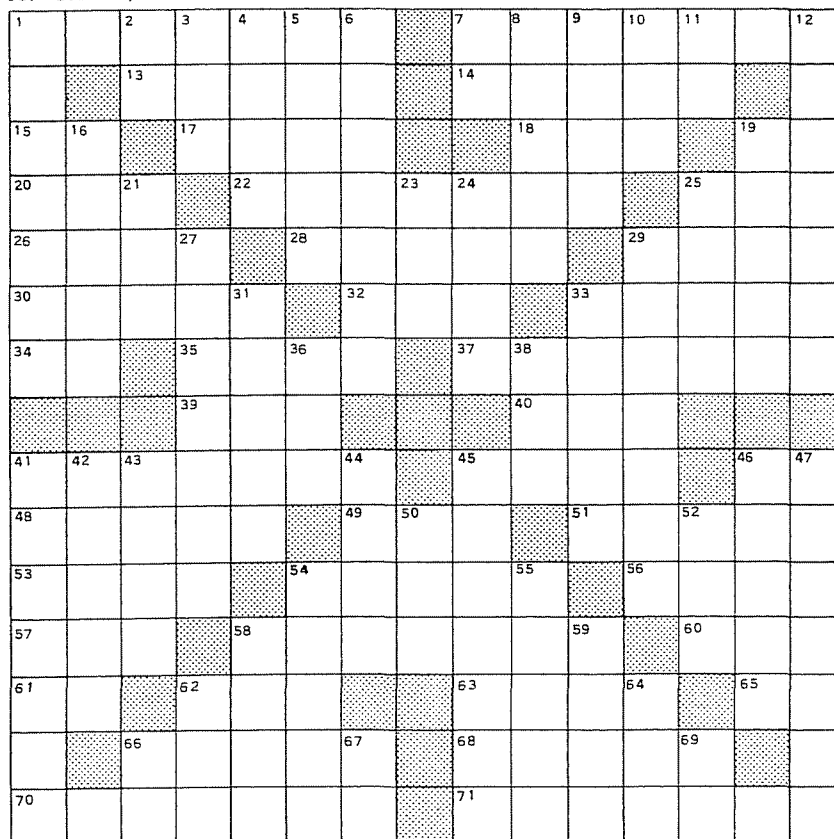
Mr. Waagonas sailed throughout the War and joined the Company as First Asst. in the *Esso*

Crossword Puzzle

By Radio Officer William J. Williams

- | | |
|----------------------------|----------------------------|
| ACROSS | 56. Attempt |
| 1. Length | 57. Inhabitant of (Suffix) |
| 7. Petroleum By-Product | 58. Ladled |
| 13. Ship's Hose Connection | 60. Bite |
| 14. Indian | 61. Company (Abbr.) |
| 15. Sun God | 62. Military Address |
| 17. Fruit | 63. Mirth |
| 18. Boy | 65. Each (Abbr.) |
| 19. Pronoun | 66. Rage |
| 20. Ovum | 68. Levels |
| 22. Port, Texas | 70. Small Room |
| 25. Be (Present Tense) | 71. Blushes |
| 26. Flower | |
| 28. Nose (Slang) | DOWN |
| 29. Man's Name | 1. Type of Articles |
| 30. Class (Biol.) | 2. Correlative |
| 32. Insecticide | 3. Summit |
| 33. Pay Out | 4. On the Ocean |
| 34. Compass Dir. | 5. Cogwheels |
| 35. Narrow Way | 6. Missions |
| 37. Makes Fast | 7. Exclamation |
| 39. Fish Eggs | 8. Glory |
| 40. High Cliff | 9. Vegetable |
| 41. Ordinal No. | 10. Young Boy |
| 45. Sea Story | 11. Indefinite Article |
| 46. Near | 12. Reaches |
| 48. Best | 16. Harmonize |
| 49. Past | 19. Girl's Name |
| 51. At No Time | 21. Beverage |
| 53. Narrow Road | |
| 54. Audibly | |

- | | | | |
|----------------------|--------------------|--------------------------|-----------------------|
| 23. Incline the Head | 36. Place | 47. Surgical Instruments | 59. Legal Document |
| 24. Drunkards | 38. Greek Letter | 50. Sticky Mess | 62. Devoured |
| 25. Affirm | 41. Joined | 52. Covered | 64. Finish |
| 27. Most Excellent | 42. Lyric Muse | 54. Nautical Direction | 66. Tin (Abbr.) |
| 29. Turned Down | 43. Trailing Plant | 55. Dig Into | 67. Personal Pronoun |
| 31. French River | 44. Aura | 58. Blemish | 69. Compass Direction |
| 33. Contempt | 45. Not as Old | | |
| | 46. Eagle's Nest | | |



Asheville on Nov. 10, 1947. During most of his 20 years' service he was First Asst. and Chief Engr. He spent considerable time in the *Esso Scranton*, including her round-the-world voyage last year, and rates her "by a great margin my favorite of all the ships I have sailed on."

FIRST ASST. ENGINEER WILLIAM T. PEACE went to sea in 1942, after 10 years as a stationary engineer in New York. He sailed as a deck engineer, jr. third, second and first asst. and once was in Antwerp when "buzz bombs" were going overhead.

On Oct. 1, 1947, after a few more years in a power plant, Mr. Peace joined the



SERVICE EMBLEM AWARDS

★ 30 YEARS ★



Roland E. Parkhurst
Master
December 10, 1967



William A. Dundon
Chief Engineer
February 17, 1968



20 YEARS



Roy O. Berg
Second Mate
January 31, 1968



Eugene W. Gardner
Third Mate
November 29, 1967



Elbert F. Proveaux
Second Asst. Engineer
December 2, 1967



Edmund F. Jutz
Fireman-Watertender
November 27, 1967



Eduardo Tavares
Chef
December 22, 1966



Joseph M. Cruz
Utilityman
January 31, 1968



10 YEARS



Clayton C. Sims
Third Asst. Engineer
December 16, 1967

Clyde C. Fluitt, Jr.
Able Seaman
December 20, 1967

Esso Manhattan as Jr. Third Asst. His 20 years in the Fleet were continuous and nearly all as Second and First Asst.

"It was with a little sadness that I left the *Esso Lexington* before retiring Jan. 1," Mr. Peace said, "for I knew I was leaving many friends and pleasant memories. I wish to thank all my shipmates for their friendliness and cooperation during my many voyages with them."

"I have worked with many companies, both sailing and ashore. Esso is the best company for a working man I know, including Civil Service."

Mr. Peace lives in Baytown with his wife Maryon, who is the champ fisherman of the family but, Bill says, "I hope to change that."

FIREMAN-WATERTENDER LEO A. RODERICK had 18 years as Messman, Wiper and FWT. He was granted a disability retirement, as of last October, after more than a year of sick leave.

Joining the *Esso Wilmington* as Messman on Oct. 23, 1947, Mr. Roderick changed to Wiper 6 years later and to FWT in March 1959. He was born in Nantucket and lives in Fairhaven, Mass. with his wife Ida.

TAFFRAIL TALK

ALBERT T. FELLOWS, who has been involved in repair work off and on for the past 4 years when he wasn't sailing as First Asst. or Chief Engr., transferred to the shoreside payroll, Feb. 5 as a Repair Inspector.

JOHN A. TOMPKINS, Third Asst. in the *Esso Gloucester*, is scheduled to transfer to the Ship Operations Division, Tanker Dept., Esso International Inc. in New York on Feb. 26 as a Technical Assistant.

We don't know how much observance of St. Valentine's Day there was in the Fleet but the occasion did not pass unnoticed aboard the *Esso Bangor*. Second Cook JAMES P. SIBLEY baked 2 big cakes and decorated them with pink icing and strategically-placed cherries. If the cakes were as good as they looked and in the same league as his apple cobbler, they were delicious.

OBITUARY

JESSIE A. SCHOOLING, 65, who retired 5 years ago as MM/2nd Pumpman, died Feb. 3 in Meyersdale, Pa. His wife Elsie survives.

Mr. Schooling joined the Company in March 1942 and shipped out in the *G. Harrison Smith* and 4 other vessels during the War. He had 19½ years' service when he retired Feb. 1, 1963.

