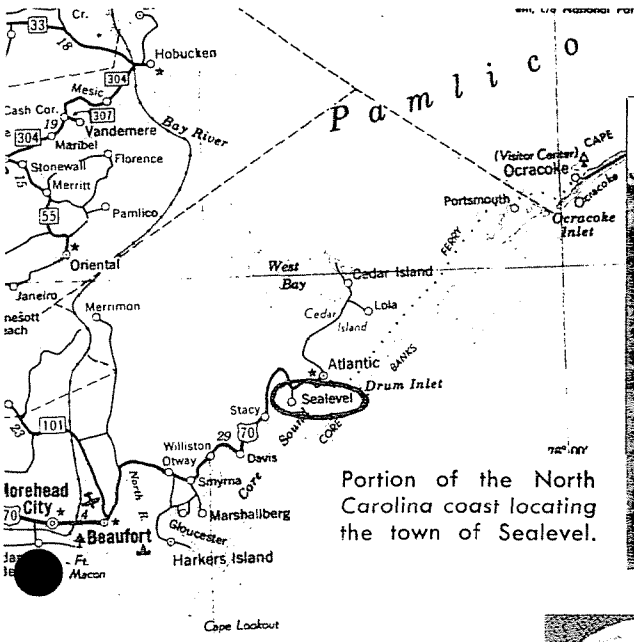
ESSO FLEET NEWS

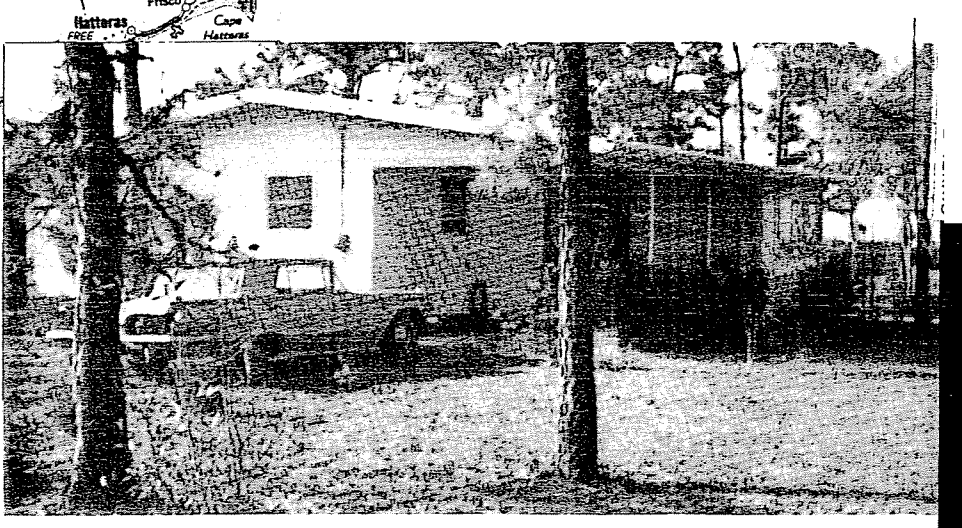
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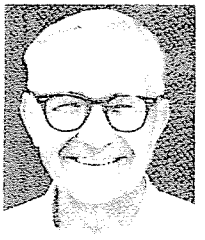
RETIREMENT A LA MODE



Portion of the North Carolina coast locating the town of Sealevel.



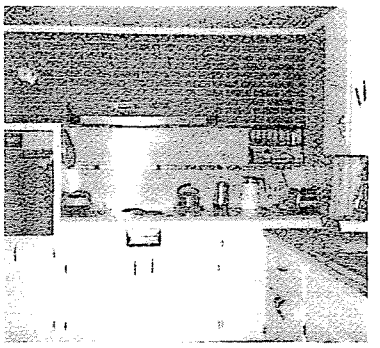
Anjan Quist (left) and his retirement home (and Thunderbird) in Sealevel, N. C. There's a forest for hunting out back and salt water for boating, fishing and swimming out front. (Below) The modern and spotless kitchen and living room. Anjan W. Quist photos

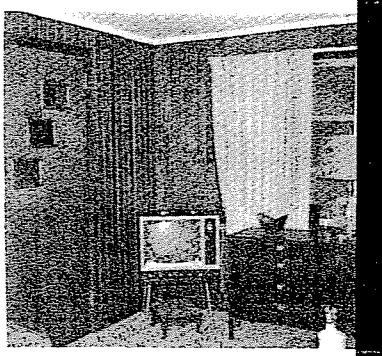


When AB Anjan W. Quist became an early annuitant last October he had dreams of moving from White Plains, N. Y. to North Carolina and buying a home where he could have a boat, garden, fishing, peace and quiet. According to a recent letter, it now appears that he has made his dreams come true.

Anjan decided that Sealevel, N. C. (about 30 miles NE of Morehead City) was the place to drop anchor. "This is a small community of about 600 persons," he said. "It is situated on Nelson Bay off U. S. Route 70. There are no buses, trains or taxis so you must at least own a car to live here. It is noted for its seafood, surf fishing and hunting."

Anjan's home is a modern 5-room bungalow with carport, tool shed, oil heat, electric range, electric oven and air conditioner. His property (100' x 200') is about 3 blocks from the Bay, where he goes swimming and keeps a 17' fiberglass boat with outboard motor.





"Behind my place," he continued, "is a forest where I can hunt all I want to and, in season, there are ducks and geese."

A bachelor, Anjan acquired the means for his present status through 17 years of participation in the Company Benefit Plans plus a bit of luck and shrewdness with some investments.

If it isn't Mr. Quist, then will the happiest Humble ex-seagoing annuitant please stand up?

EXX-MOR-007075

Hospital-Medic Costs Reduced; Refunds Credited for ESA-Represented Seamen

Unlicensed seamen (except Chief Stewards) who have been subscribers to hospital-surgical-medical insurance (formerly Health Service, Inc. but now Blue Cross-Blue Shield of Texas) are due for a small-size bonanza. The ESA has accepted the Company's offer to increase its share of the insurance cost to $10.50 per month or the total premium cost, whichever is lower.

This means that a man with individual coverage who has been paying $5.97 per month will now pay nothing*. The individual and dependent total cost of $14.38 per month will now be divided $3.88 for the employee and $10.50 for the Company, instead of $10.18 and $4.20, respectively.

Family coverage cost ($16.80 total) will drop for the employee from $11.39 monthly to $6.30, after the Company's $10.50 monthly contribution.

Since the increased Company payments are retroactive to Nov. 1, 1966 (due to the impossibility of negotiating before a bargaining agent was certified) many men will receive credits to their Thrift Accounts, whence their premiums were deducted. The 9-month credits will amount to the following:

Type of coverage	*Credit to Thrift Acct.*
Individual	$53.73**
Individual and dependent	56.70
Family	45.81

Other Changes

Premiums for Blue Cross-Blue Shield Insurance and also Major Medical Expense Benefits may now be deducted from wages instead of from Thrift Accounts. If you choose to have the deductions from wages, check Box # 1 under "Change in Hospital, Surgical, Medical Deduction" on a "Benefit Plans Information Change" form. Send the form (available aboard ships and at Branch offices) to Seagoing Personnel Section, Humble Oil & Refining Co., P. O. Box 1512, Houston, Texas 77001.

The advantage of having the deductions from wages is that the tax-paid credit balance in your Thrift account will be that much larger.

While on the subject — duplicate sets of the new Blue Cross-Blue Shield identification cards are being mailed to all subscribers. It is suggested that you keep one set and send the other home.

*If the man also has individual coverage for Major Medical Expense Benefits (at $1.46 per month additional premium) he will still pay nothing.

**The credit for both basic and Major Medical coverage is $66.87.

Captain Lawton's Fan Mail

Received 2 letters about Captain Thomas K. Lawton's highlights of the *Esso Miami's* round-the-world voyage in the July 20 Fleet News.

Captain John S. Conaghan (ret. 12/57) wrote:

> The last number of the EFN has your excerpts (and comments) from Tom Lawton's letter. It is good to know that all seamen are not inarticulate. I enjoyed re-reading the item. As to the Bataan (P. I.) dock — that, thank God, will soon be history. I have been there several times.

(Captain Conaghan wrote from Cape Cod, where he was vacationing, and also said that early in September he expects to be back as Mate of the USNS *American Explorer.)*

The other fan letter was from Captain Edward M. Berry (ret. 8/61), of Richmond Hill, Ga., who wrote:

> I really enjoyed your July 20 article about the *Esso Miami* and Captain Thomas Kirk Lawton. I have known him since he was a boy in the Low Country of Carolina. I married a girl in and from near his home town of Ridgeland, S. C., 39 years ago.
>
> Besides all his other accomplishments, he is fluent in languages. He speaks "Gullah" perfectly, a mixture of French, Spanish, English and African.
>
> In his growing up days all the natives from the Low Islands called him "Marse Tom." Now, and there is a lot of reverence in their voices, it's "Cap Tom."
>
> You think he is good at pinochle? Did he ever show you how to play hearts? During the War, on the run to England and later in the Pacific, he gave us lessons in poker, pinochle and hearts.
>
> At Ulithi he was engaged by King Mog Mog to teach his only daughter Elena, the gentle game of hearts. Tom had already beaten the poor old king out of his coconuts and the king thought his daughter might learn how to win them back. But unfortunately, a Jap plane from Truk dropped a bomb on King Mog Mog's residence, killing his daughter.
>
> Yes, I know exactly how Capt. Tom would have handled a pirate situation — with finesse. That pirate chieftain would have been **invited** aboard and disarmed with Carolina hospitality. A jug and a deck of cards would have appeared and that pirate would have been glad to leave Capt. Tom's ship — minus his shirt, pants and cutlass, of course.
>
> I sailed with Capt. Tom nearly 3 years, on various ships and could write a book about him.

(Perish the thought, men, but do you suppose Captain Berry could have been pressured into writing this letter? Something to do with a poker "lesson" maybe? — Ed.)

ESSO FLEET NEWS is published for the seagoing employees of the Marine Department, 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, Texas 77001.

EXX-MOR-007076

New Regular Employees

The following 5 temporary employees have been added to the regular rolls, bringing to 34 the number of such status changes during the first 8 months of this year:

ROBERT BAIRAN — JAMES A. MORRIS
VINCENT H. BIRGE — WILLIAM N. PLIMPTON
KARL C. VON HARTMANN

TAFFRAIL TALK

Three badly sunburned Cuban men in a 7′ x 4′ raft were assisted by the *Esso Lima* off Molasses Reef on the afternoon of Aug. 11. Captain R. E. Parkhurst reported that they gave the men milk, water, food, cigarettes and medication and stood by for 2 hours until a Coast Guard vessel arrived. Through UM Manuel Campos, who acted as interpreter, it was learned that the men had been drifting and paddling 5 days out of Havana and that this was the first milk they had had in ages.

Esso Scranton, our only offshore ship except the *Seattle*, is homeward bound from Capetown (where she bunkered Sept. 2) to Yorktown, Va., due about the 24th. She is returning with crude loaded from a submarine line in the Persian Gulf slightly west of Kharg Is., which is off the coast of Iran and near the head of the Gulf.

The Humble Employees Credit Union, Baytown, which has many members in the Fleet, will pay dividends semi-annually (Jan. 1 and July 1) starting in 1968. Currently the Credit Union pays dividends annually in January.

RECENT RETIREMENTS



CHIEF MATE LEO H. WILLIS chose an early retirement, effective Aug. 1, after 24 years in the Fleet. He began his Company career as AB in the *R. P. Resor* on Aug. 12, 1938, advanced to Third Mate in Dec. 1940 and made wartime voyages in this rank aboard the *Esso Baytown* and *E. T. Bedford*.

Leaving the Company in Oct. 1942, Mr. Willis sailed as Chief Mate with Stockard S. S. Co., Pope & Talbot and Waterman and worked ashore in Baltimore as a marine surveyor. Since his return to the Fleet in July 1947, he has been Second or Chief Mate.

Mr. Willis was born in Maine but has been a Maryland resident for many years. He and his wife Anna now live in Lusby, Md., a small town on the peninsula between the Patuxent River and Chesapeake Bay.

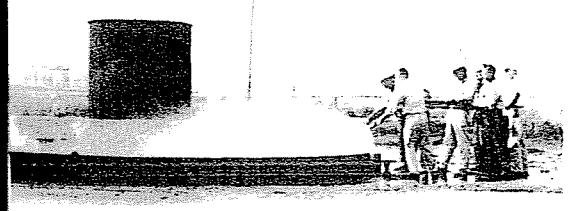
RADIO OFFICER WILLIAM FERRERI first went to sea in 1945, sailing as radio officer in coastwise and Great Lakes vessels. He joined the *Esso Everett* on Nov. 10, 1947 and continued in the Fleet until his disability retirement on Sept. 1. His most recent vessels were the *Esso Washington* and *Esso Gloucester*.

Mr. Ferreri and his wife Vera live in Upper Darby, Pa.

Original License

ALBERT L. WOOTEN — 3rd Mate, 9/1/67*

*Date reported to Company



Oiler Sigmund F. Kosensky

What do we see here?

We see men from the *Esso Gettysburg* and *Esso Gloucester* at a fire fighting class at Baton Rouge, June 28.

Why did the men go to the class?

They went to get instruction in effective methods of fighting fires aboard ship and, by actually extinguishing flames, gain a sense of confidence in their ability to master fire.

Is it a good idea for all shipboard personnel to have this knowledge and confidence?

What are you, some kind of clown?



Exploring the "Wonders in the Deep"

Esso Seaman Participated in International Indian Ocean Expedition

By AB BILL E. TYRA

The lackadaisical nature of this reporter and the lack of photographs taken by Mr. Olafsson, which he was supposed to supply for this article, have prevented its appearing sooner. However, photos or not, here's a story about a seaman who took a sailor's holiday and sallied forth on an adventure aboard a seagoing laboratory.

Christian Olafsson, now AB in the *Esso Baltimore*, was a crew member on the 9th voyage of this floating sea lab, which was formerly the Presidential Yacht *Williamsburg*. Under the auspices of the National Science Foundation she was converted, refitted and renamed MV *Anton Bruun*, in honor of a famous Danish scientist.

While a presidential yacht during the tenures of FDR and HST, she served for many important meetings and outings. During Ike's administration she was decommissioned and mothballed until JFK donated her to the NSF.

Operated by the Woods Hole Oceanographic Institution and the Alpine Geographical Association with funds from the National Science Foundation, the *Bruun* joined some 40-odd ships of several nations in a survey of the Indian Ocean a few years ago.

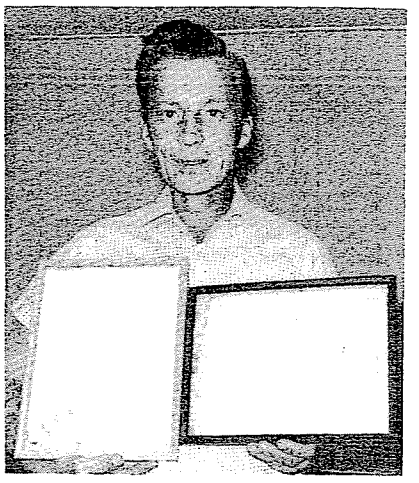
The vessels criss-crossed and zigzagged the waters of earth's third largest ocean, taking samples and analyses of water, temperatures, primary productivity, phytoplankton pigments, plankton tows and other experiments.

If we wonder why so much importance is placed on research of such microscopic plant and animal life, we have only to realize that one day in the future the population expansion may force us to seek food from these sources. Already, food supplies of the overpopulated edgemost regions of the Indian Ocean have become acute and many millions of people are underfed. There is an abundance of nourishing food sources to be reaped from this fertile ocean, as well as uncountable riches in minerals that could be of great benefit to the economy of these unfortunate people. Enormous deposits of manganese were discovered by one of these seagoing labs. At least it is sufficient to interest an American firm in searching for a way to recover the ore from the depths.

Scientists aboard the *Bruun* were credited with 3 submarine canyon discoveries off the coast of India and have named them Andhra, Mahadevan and Krishna canyons. It takes thousands of years for these canyons to be cut into the ocean floor by a phenomenon known as a turbidity current. This current is created when turbulence such as earthquakes shake loose a mass of rock, sand and sediment from a continental shelf and send it careening down onto and across the ocean bottom with great velocity and gouging power.

Shark Tagging

Another of the *Bruun's* missions and accomplishments, and according to Mr. Olafsson this was the most hazardous, was catching and tagging man-eating sharks and releasing them — which was done as quickly as possible. The sharks were marked with a red tag attached to the dorsal fin by a nerveless soul while several brave volunteers held the furiously frantic, flip-flopping fish. *(Don't try to say that with a mouthful of crackers! — Ed.)* Any reader who happens to catch one of these red-tagged sharks is invited to send the tag to: International Shark Tagging Programme, American Institute of Biological Sciences, 2000 P St. N.W., Washington, D.C. And don't forget to include the place and time of capture and total length. . . . Good fishing!

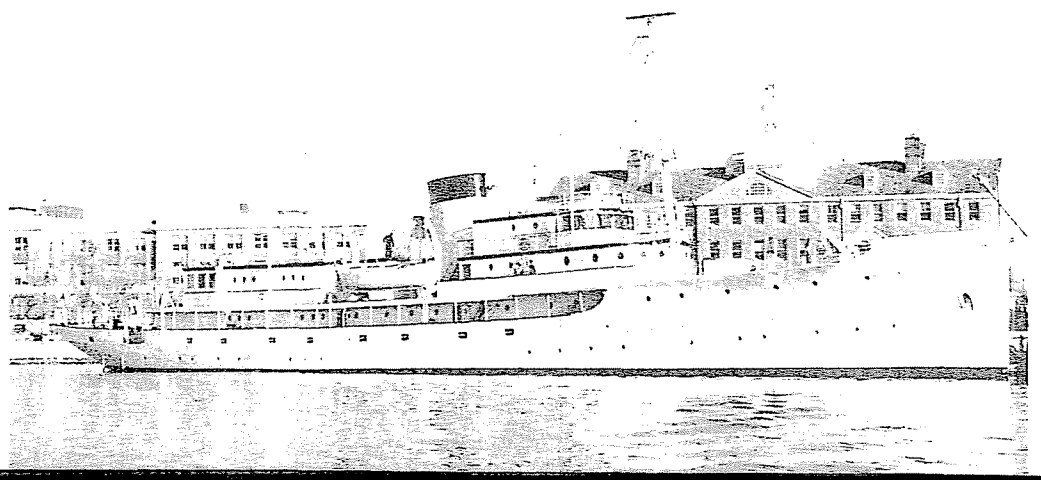


Bill E. Tyra

AB Christian O. Olafsson, Jr. with a letter identifying him as a participant in the International Indian Ocean Expedition and a chart of routes of the research vessel.

The *Bruun's* complement, including about 15 scientists, did a commendable job on the 9th voyage. They helped to gather invaluable information, visited some exotic lands, and everybody pretty well enjoyed themselves except for a brief period in an area known as the "Roaring Forties." This is a strong storm area and winds of hurricane force (about 90 mph.) were encountered for several days. The ship was battered and her crew razzled but after some shore leave at Durban, South Africa, the discomforts were forgotten.

Mr. Olafsson is now back with the Esso Fleet and even though he may never participate in any more scientific explorations, he still can expect to make some venturous voyages.



MV Anton Bruun, ex - Presidential Yacht *Williamsburg*, at Woods Hole, Mass.

Jan Hahn

EXX-MOR-007078