ESSO FLEET NEWS

PUBLISHED BY THE MARINE DIVISION, HUMBLE OIL & REFINING COMPANY

Vol. 6, No. 6 March 19, 1964

How to Read Your Wage Adjustment Statement

The announcement March 10 of Esso Seamen's Association members' 186 to 31 vote to accept Amendment No. 3 to their Agreement with the Company was the signal for our Seagoing Personnel and Seagoing Payroll sections to go ahead with the processing of separate checks for the wage adjustments involved. Actually, the vote had to be anticipated and considerable electronic data machine "programming" done ahead of time in order to have the checks and statements ready to mail on March 12 (which they were). This was a job handled by Ken Finnerty, Marine Division Data Coordinator and Jim Heidebrecht, Systems Services of Humble's Controller's Dept.

The statements accompanying the wage adjustment checks to unlicensed men are different from the regular pay vouchers. The reason is that these statements were run on a 1401 IBM machine instead of the 7080, which has a bigger "brain". The smaller machine can compute and print but it "thinks" in code.

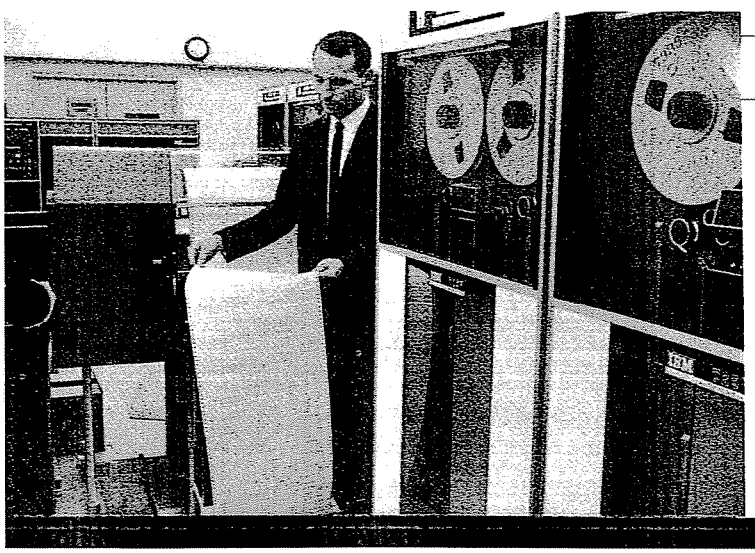
The statements have 10 columns, 8 of which are shown in the sample below. The first 2 — employee number and name (with middle initial off to the right) are obvious. Under START and STOP are the year and day — (19)63 and day 244, which is Sept. 1 and (19)64, day 60, or Feb. 29. ASSGN means assignment and 0100 means a vessel — any vessel. The 1530 under VESL is the code number for the *Esso Boston*. RTG means rating and 441 stands for AB. MO-RT is the monthly wage increase ($15) and 182 is the number of days to which it applies during this period.

In the last column the machine has printed the answer ($91) to multiplying 182 x the amount of the increase per day. From this total gross pay an estimated deduction of $31.85 is subtracted, leaving $59.15 as the net amount and the amount of the check. The estimated deduction is 35%, representing an average figure for Federal withholding taxes and Thrift Fund contributions. Any overcharge or undercharge in the deduction was corrected on the regular mid-March pay vouchers, which were also mailed with those checks on March 12. *(Continued on page 2)*

WAGE ADJUSTMENT E S A AMENDMENT III
9-1-63 TO 2-29-64

	START	STOP	ASSGN	VESL	RTG	MO-RT	DAYS	GROSS
—	63 244	64 060	0100	1530	441	$15.00	182	91.00

TOTAL GROSS	91.00
EST DEDUCT	31.85
NET AMOUNT	59.15
CHECK NO	S1019



Paul A. Adam, Jr., Headquarters Computing Center, looks over pay checks being printed on IBM 1401 computer system. Tapes in units at right are read by "memory" unit (background) which controls the printer.

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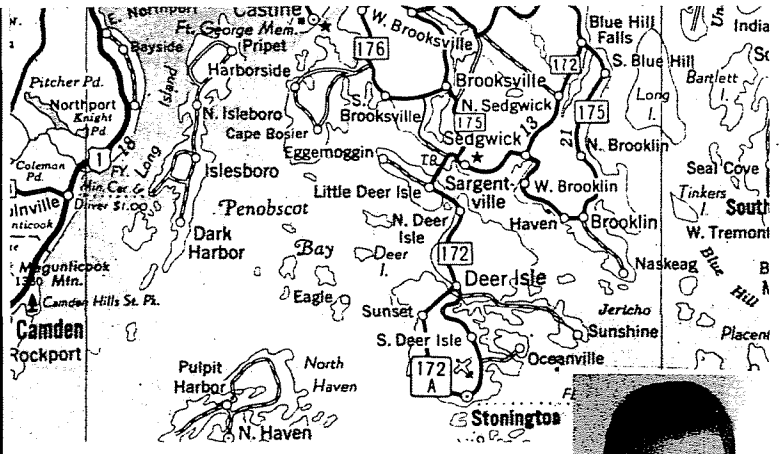

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MY HOME TOWN



AB SHELDON S. EATON
Little Deer Isle, Maine

Little Deer Isle is on the eastern side of East Penobscot Bay. One could probably get a 10-mile glimpse of it from a ship heading for Bucksport. It is a bit over 3 miles long and from ¾ to 1½ miles wide. One bridge connects it to the mainland, near Sargentville and another with Deer Isle, to the south.

Mr. Eaton, who has 13 years' service in the fleet, lives in a colonial-style home with his wife, Charlotte and 3 sons; Irving, 6 and the twins, Johnny and Ronnie, 4. They have 16 acres fronting on Eggemoggin Reach, the body of water that separates the island from the mainland. Their property is mostly fields and Sheldon spends a good deal of time keeping them clean. As this is good blueberry country, he gets a saleable crop every 2 years. Alternate years he burns over the land to keep the bushes producing well. People there also do considerable hunting, fishing, lobstering and trading — in season — with the "summer people".

Although Stonington, on Deer Isle, is famous for its superior quality pink granite and Castine, to the north, has a 335-year history and is the site of the Maine Maritime Academy, not much is mentioned about Little Deer Isle itself. There *is* one thing though — it is the birthplace of Guy Bennett (ret. Jan. 1, 1950) former Asst. Manager of the Port of New York Office. This is truly unique. What other island can make that claim?

Our Best Safety Record Rates Only Third Place in 1963 Contest

It's a crying shame when the men in the fleet make their all-time best safety record — 1.77 accidents per million man-hours worked — and it doesn't rate any better than third place in the Ocean Tanker Division safety contest of the National Safety Council. It was just one lost-time accident in December that let the Tidewater fleet slip in ahead of us with a 1.65 score. Texaco finished first with a rate of 1.42.

Well, we'll just have to try harder this year. And here's a little encouragement. We're off to a fine start — no lost-time accidents in January. Nobody is going to top that.

W. F. Robinson Heads Operations Dept.



William F. Robinson has been placed in charge of the Operations Dept. during Captain James G. Moffitt's one-year loan assignment (starting March 15) with the Transportation Coordination Dept. of Standard Oil Company (N. J.).

In his 18 years of Company service, Mr Robinson has worked with the Jersey Company's Technical Service, at the Baltimore and Bayway refineries and with the Inland Waterways Dept. He was made Asst. Manager of the Marine Traffic Dept. in Feb. 1959, Manager in Aug. 1960 and Asst. Manager of the Operations Dept. on Jan. 1, 1964.

Wage Adjustment Statement

(Continued from page 1)

All of the wage adjustment statements are not as simple as the one illustrated. Some have 8 or 10 lines. A separate line is printed wherever an assignment change involves a different rate of pay. A new assignment that does not affect the pay rate is included in the previous assignment. Thus, one 1-line statement had 0201 (paid leave) in the assignment column. Obviously, the seaman was not on paid leave for 6 months. He could have been in several ships and on fleet reserve (0804) but since his rate of pay did not change, only the first assignment appears.

A few other code numbers you might wonder about are; 5100 - sick leave, 443 - OS, 446 - Ch. Cook, 447 - 2nd Cook, 449 - MM, 450 - UM, 451 - Pumpman, 452 - MM/2nd P, 454 - Oiler, 455 - FWT.

So — have a ball with the windfall, men — and we hope we didn't spoil anyone's fun in trying to decipher the code for himself.

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.

Special Educational Loan Plan Offered by Credit Union

The Humble Employees Credit Union, Baytown, of which more than 200 men in the fleet are members, has a unique educational loan plan. It is designed to enable a student and/or parent to finance a college education and repay the money borrowed over a 9-year period.

This is how it could work. The father and the student sign for a loan of $600 each semester of a 4-year college program ($4,800 total). Repayments are made at $50 per month during those 4 years. At the end of that time the new Bachelor of Science, or whatever, "steps into a high salaried job" and relieves the "old man" of the payments. In this typical case, the loan balance at the end of the 4 college years would be $3,053, which would be repayable at the rate of $65 per month for 5 years.

Interest rates on the money borrowed are ½ of 1% per month on the unpaid balance during the 4 college years and 5/6ths of 1% per month on the unpaid balance for the 5 post-college years. The $50 and $65 monthly payments include the interest charges plus insurance to pay off the loan in case of death or total disability of the insured.

RECENT RETIREMENTS



FIREMAN-WATERTENDER HIPOLITO G. DIAZ retired March 1, lacking less than 4 months of rounding out 30 years in the fleet. This service, plus 11 years with Sinclair and additional time in Gulf Oil and Sabine vessels, gives him close to a half-century afloat.

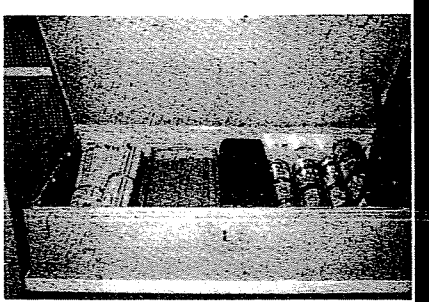
Joining Esso's *George G. Henry* on March 29, 1934, Mr. Diaz was Wiper, Fireman and Storekeeper until May 1941. From then on he was FWT, rising to the No. 1 spot on that seniority list.

Mr. Diaz sailed all through World War II, serving 26 months in the *George W. Barnes* and 10 months in the *Paul H. Harwood*, including a winter voyage to Molotovsk. His last ship was the *Esso Baltimore*.

Born in Spain, Mr. Diaz has lived on Staten Island for many years.

Engine Dept. Improvements

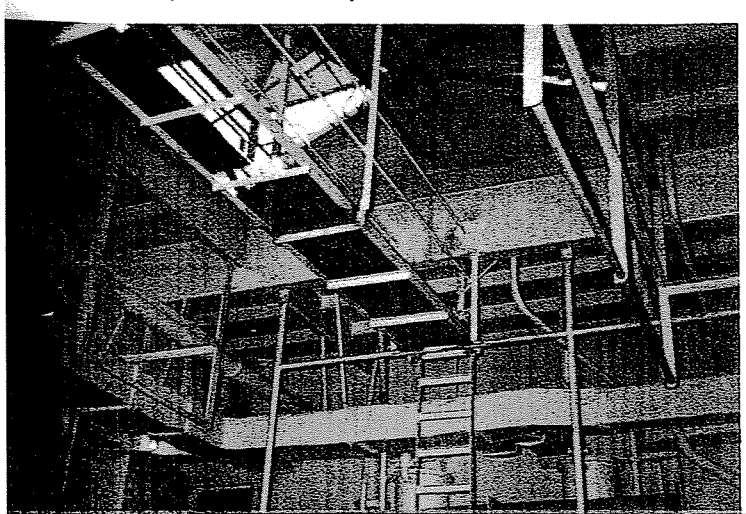
A while back we had an exchange of views about the productivity of Deck and Engine Dept. men in developing new ideas and improvements. Although no conclusions were stated (you think we're crazy?), it would seem that Chief Engineer Aubrey G. Allen and First Asst. Albert T. Fellows, of the *Esso Boston*, have boosted the Engineers' stock a few points with these 3 contributions to their side of the question.



The purpose of this WELDING ROD CHEST is to protect the rods from moisture, which deteriorates the rods' coating. The inner tray measures 35" x 17" x 6" and has 3" legs underneath. The tray fits neatly inside the chest, in the bottom of which are three 250-watt heaters connected in parallel to a 115-volt AC circuit. The heaters are turned on all the time and keep the inside temperature about 90°.

Photos by Ch. Engr. Aubrey G. Allen

Below is a SKYLIGHT CATWALK, designed to make it easier and safer to service the hydraulic cylinders that open and close the skylights and to aid in painting. The catwalk was fabricated of angle iron, pipe and a length of flat bar, with 13 gage expanded galvanized metal for a walkway surface. The assembly was welded together and bolted to the supports for easy removal if required.



The PNEUMATIC TOOL LUBRICATOR HOLDER (foreground) is a little welded sled, 14" long and 7" wide, made from 2" x ⅜" flat bar stock. It holds and protects a mist lubricator, which is important to good service from rotating air-powered tools. In the photo, the lubricator is in use while MM/2nd Pumpman Rex B. Williams (left) and Pumpman Rosendo Pena tighten nuts on a pipe connection with an impact wrench.



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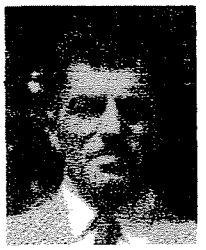

MESSMAN ANTHONY MAZZUCA. In addition to his 15 years in the Esso fleet, Mr. Mazzuca has worked ashore as a rigger and crane operator in Pennsylvania and a maintenance man in New Jersey. He also had 7 years of military service — 3 years in the U. S. Army Cavalry and 4 in the Quartermaster and Motor Transportation corps.

Tony joined the Company's *W. S. Farish* as Crew Messman on Aug. 1, 1947, sailed a few months as Second Cook and, after 18 months' absence, rejoined on July 31, 1950. His service was continuous as Messman from that date until his retirement on March 1.

Now, Mr. Mazzuca plans to "take it easy, do a little touring, fishing and woodworking". He lives in Nicholson, Pa. (17 miles NW of Scranton) with his wife, Mary.

TAFFRAIL TALK

AB Ernest Bankers, ex-*Esso Jacksonville*, sent a newspaper clipping about the start of construction (Feb. 27) on the Cross Florida Barge Canal. The 175-mile waterway (97 miles to be excavated) will connect Yankeetown, 80 miles north of Tampa, with Palatka, on the St. Johns River 52 miles south of Jacksonville. Estimated by U. S. Army Engineers to cost $158 million, the 12′ deep canal is expected to open new industrial and recreational areas along its route.

* * *

A photograph of the *Esso Gettysburg* discharging at Northville, L. I. was received from Captain Harold Holmberg (ret. Jan. 1, 1958). Captain Holmberg rode the launch out "to see some of the old gang" in the *Gettysburg* last November. He lives in Southold, near Horton Point Lighthouse on eastern Long Island, N. Y.

* * *

Chief Mate Milton L. Franklin completed a 5-day Radar Simulator Course given by the U. S. Maritime Service, 45 Broadway, N. Y., on his last paid leave. He said he found the course to be very instructive and enjoyable.

SERVICE EMBLEM AWARDS

★ 20 YEARS ★



Herbert J. Swift
Master
August 10, 1963



Richard E. Lewis
First Asst. Engineer
June 6, 1961



George Swan
Second Cook
February 15, 1963

☆ 10 YEARS ☆

William H. Bricka — March 22, 1963
Talbert L. Edenfield — May 22, 1961
Stephen Fayer — July 10, 1961
Henry A. Harrison — June 8, 1963
Theodore Kaczynski — May 7, 1963
Robert V. McQuillan — July 21, 1962
Francis L. Phelan — October 14, 1961
Edward L. Philphot — August 3, 1960
Oliver P. Picou — April 29, 1963
Thomas L. Strider — January 2, 1962
Eryk T. Szatek — April 29, 1963
Joseph L. Valles — May 1, 1963

OBITUARY



THOMAS F. CARROLL, 50, Messman in the *Esso Lexington*, died at sea March 6, 2 days before the vessel arrived at San Francisco. He is survived by his wife, Joan, 7 brothers and 3 sisters.

Mr. Carroll was born in New York City and lived in Newark, N. J. He had 12 years of Steward's Dept. service in the fleet, starting as POM in the *Quemado Lake* on Feb. 20, 1952. During World War II he served in the U. S. Army, receiving an honorable discharge in 1945 as mess sergeant.



THEODORE J. WALLACE, 54, who retired Feb. 1, 1963 as Second Asst. Engineer, died during an operation at the U. S. Public Health Service Hospital, Staten Island, Feb. 28. Surviving are his wife, Anna; a daughter, Mrs. Kathleen A. Scannevin, and a son, Theodore O.

Mr. Wallace had 28 years of service in the fleet, of which 23 years were as Third, Second and First Asst. Engineer. During World War II he shipped out in 10 vessels, one of which was the *I. C. White*, torpedoed and sunk off the coast of Brazil on Feb. 27, 1941.



HOWARD M. JEAVONS, 69, retired Fireman-Watertender, died Feb. 23. He lived in Mattituck, eastern Long Island, N. Y., with his wife, Gertrude.

A veteran of the U. S. Navy in World War I and the U. S. Army Transportation Service in the 2nd War, Mr. Jeavons also sailed with WET, Inc. before he joined the *Esso Little Rock* in 1946. He was Storekeeper and FWT throughout his 13 years of Company service and had been retired since July 1959.

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