

ESSO FLEET NEWS

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Esso Miami Preparing for Grain Cargo

About the time this periodical gets into the hands of its gentle (or otherwise) readers, the *Esso Miami* should be under the spouts of the Equity Export Corporation's elevators taking on her third grain cargo for India. The elevators are located on the Houston Ship Channel just west of the San Jacinto Monument.

On this voyage the *Miami* will not only be in capable hands but capable hands with "ingrained" experience. Captain Thomas K. Lawton, who took her out on the first grain trip, will be Master and the Chief Mate will be Edmund F. Mahoney, who was her Master on the second grain voyage — Portland, Ore. to Bombay — last October.

It was last June that the *Miami* was prepared for her first voyage in the grain trade. Then, as now, the work involved thoroughly cleaning all 30 cargo tanks, cementing main suction bellmouths, installing metal boxes covered with burlap around stripper suction so they can be used as bilge suction without getting grain inside, and installing 1½" sounding pipes under each ullage hole.

The charter agreement with the India Supply Mission, awarded after competitive bidding, calls for a maximum of 26,250 tons of wheat. If the *Miami* loads close to that amount, she should have nearly a million bushels aboard.

In case any of our home folk readers should have misgivings about the idea of putting wheat in spaces that had just been emptied of, say, heating oil, be assured that it's all right. With tanks coated with Humble Rust-Ban 191, which prevents rust and makes tank surfaces easier to clean, the job is not very difficult. After the tanks have been sprayed with jets of hot water by the Butterworth machines and ventilated by blowers, you could eat off the horizontal surfaces.

OTHER OFFSHORE VOYAGES

Among other news of vessels on offshore voyages is the following:

Esso Newark (Captain ERNEST PALAZZINI, Chief

Engr. GREGOR O. W. COLLINS) was diverted off Florida on a southbound trip. March 1 and dispatched to Guayanilla, Puerto Rico to load gasoline for the West Coast (they're short out there). She left Guayanilla March 6 and was due at San Pedro (Los Angeles suburb) on the 16th. She is due back in the Gulf about the end of the month and by then arrangements may have been completed for a lube oil cargo for India.

Esso Scranton (Captain ROBERT J. BOXWELL, Chief Engr. KARL M. WAAGONAS) arrived at Bombay Feb. 26, docked March 1 and sailed the 9th for Calcutta, due the 15th, to discharge the balance of her lube oil, solvent and alcohol cargo. She is expected to start homeward about the 19th. Although no back haul cargo has yet been arranged, our Traffic experts are working on it.

Esso Seattle (Captain HARRY BANSER, Chief Engr. KEITH V. WINTENBURG) loaded at Beaumont and Port Arthur March 8-11, after repairing at Jacksonville, and sailed for Yokosuka, Japan.

Officers Ratify Amendment No. 7, Four Request Early Retirement

The Company was notified Feb. 28 by the JSTOA that their membership had voted to ratify Amendment No. 7, the principal feature of which is the Special Sea Service Retirement Annuity Supplement.

The Special Supplement has not produced a rash of early retirements yet but there have been some inquiries and some acceptances. Among the latter (with retirement dates) are: Captain CHRISTIAN W. TOLFSBY (May 1), Captain VINCENT F. LUCAS (June 1), Second Mate EINAR K. ANDERSEN (July 1) and Chief Engineer SVAFAAR STEFFENSEN (July 1, tentative).

Final Round of Voting to Start

Voting aboard the *Esso Miami* at Houston, March 17 and the *Esso Boston* at New York, the

19th, will start the third and final round in the NLRB-supervised election in the Fleet. Balloting on the *Esso Chester* at Savannah, March 12 completed the second round.

As the schedule looks now, final votes could be cast on or before April 21 and the results of the election announced a few days after that.

Withdrawing Stock Sale Profits

In connection with the article about the Thrift Fund in the March 2 issue, we'd like to try to clear up a point that may be confusing.

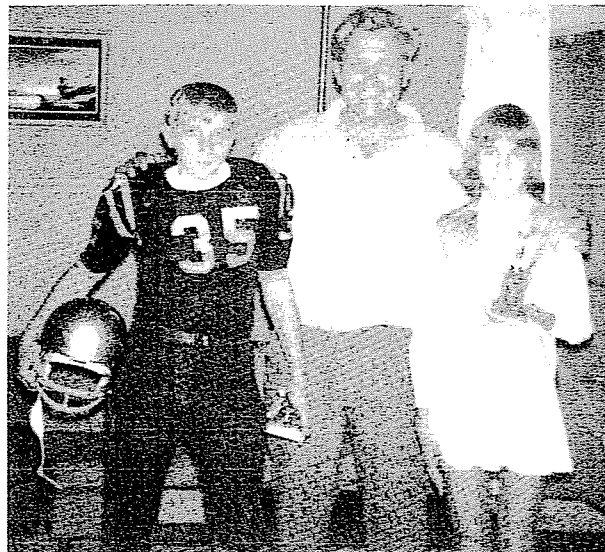
The statement was made last issue that "What you *can't* do as an employee is take out money on which no income tax has been withheld." That is absolutely and positively correct.

Where the confusion may come in (and this is only one instance) is in the case of a man who sells some stock at a profit and applies for a withdrawal of the profit. This he can do, in accordance with withdrawal rules — and there will be no tax deducted from the profit. Neither should he report

ARCHITECTS DRAWING of \$7.5 million Seamen's Church Institute building now under construction at the corner of State and Pearl streets in New York City. The building, which will face Battery Park and overlook the harbor, will have a 5-story base, and an 18-story tower containing 240 single rooms and 50 rooms for occupancy by seamen and their wives.

In the first 5 floors will be lobbies, chapel, cafeteria, dining room, offices, lecture room, Merchant Marine School, library, Post Office, International Club and gymnasium with showers and sauna.

The inspiring new building (can't call this "the Dog House") is scheduled to be completed in 1968 and will replace the Institute's 25 South St. facilities, which have been in service since 1913.



Karl Bozicevic

Well, sport fans, we have here right tackle Karl Bozicevic, who plays in The Boys Ft. Lauderdale Football League; cheerleader Karen, his sister, and his dad, Third Mate Andy Bozicevic, who is presently in Calcutta aboard the *Esso Scranton*. Karl said his team won 10 and lost 0 in the regular season and then he was on an all-star team that won 4 and lost 1. With a record like that, Karl is going to be hard pressed to show any improvement.

Andy sent a card from Bombay saying he'd been doing a lot of sightseeing and to "tell everyone hello."

the profit on his income tax return for that year.

The explanation for this apparent contradiction is that the employee is not actually withdrawing his stock sale profit. He is really taking out of his tax-paid money an amount *equal* to the profit. His tax-paid credit balance will be reduced by the amount of the withdrawal or, if the tax-paid balance (or the withdrawal formula balance) is less than the profit, he can only withdraw that much of it.

Nursing Scholarship Application Time

It's not too early for seagoing employees with children interested in a nursing career to apply for a Walter C. Teagle Nursing Scholarship. Application forms may be obtained from P. J. McEwan, Seagoing Personnel Section, Humble Oil & Refining Co., P. O. Box 1512, Houston, Texas 77001.

The applications should also be submitted to Mr. McEwan and not later than June 30 for

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W. E. Gardner, Editor.

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those who plan to enter nursing schools next fall.

Eligible for scholarships for either practical or registered nursing courses are 1. employees with 2 years' service at time of enrollment, 2. children of employees with 3 years' service, 3. children of annuitants or deceased employees, and 4. widows of annuitants and deceased employees.

Before the application form for a scholarship is submitted, the candidate must be accepted at a state-approved nursing school.

The Teagle Nursing Scholarships cover tuition and fees plus \$25 per month for personal expenses up to a total of \$750 a year.

New Regular Employees

The following seagoing employees have recently passed physical examinations and accepted transfer from temporary to regular status:

WALTER D. BORDEN	SAM FRENCH
STEPHEN CURRAN	SAMUEL R. MOORE
ROBERT T. WILLIAMS	

TAFFRAIL TALK

Captain JACK H. MORRELL took the *Esso New Orleans* out of Baytown, March 11, on his first assignment as Master of one of our 67,000-tonners. He had just made a southbound trip as Extra Chief Mate to learn some of Captain WILLIAM HAMILTON's secrets of success.



Captain WILLIAM G. BARKER (ret. 1/1/58), looking much the same as he did 10 years ago, which means fine, visited old friends in the Marine Dept. in Houston, March 2. Formerly of Baltimore, Captain Barker moved to St. Petersburg 8 years ago and has been doing relieving work, off and on, with the Gulfcoast Transit Co. He was second mate in their 3,600-hp. tug *Katharine Clewis*, which had just towed a barge with 18,000 tons of phosphate from Tampa to the Houston Ship Channel.

A FINE POINT ABOUT SERVICE. You have probably noticed the continuing record of your Company service down in the lower left corner of your pay vouchers. The heading reads "Accumulated Time in Rating for Pay Increase."

This service record is only good for calculating continuous service pay. It includes all time since the date your current employment began, excludes nothing. It is, therefore, not necessarily a correct measure of credited service, which includes

service before and after a termination and excludes leaves of absences and sick leaves over 30 days.

RECENT RETIREMENTS

MAINTENANCE MECHANIC/2ND

PUMPMAN JANIS E. GUDRAIS.

Opposites attract is a statement that applies to more than blondes and brunettes and, it would seem, it applies to Mr. Gudrais. Here he is now, retired as of March 1 at age 60, living in the village of Howell, N. J. (about 11 miles west of Asbury Park), content to take care of his home (which includes 7 birdhouses) go fishing and "keep my wife happy." (*Honestly, Mrs. Gudrais, that's what he said.*)



For the opposite, we go back to 1924. Jan was then 17, just out of a nautical school in Latvia, where he was born, and possessed with the idea that the world was his oyster. And for 16 years it was. He became a seagoing "citizen of the world," sailing under Norwegian, German, English or Chinese flags as whims and chance combined.

Then came the War and 8 years in Panama Transport vessels — May 1940 to Aug. 1948 — during which Mr. Gudrais served in jobs from Pumpman to First Asst. Engr. He survived one torpedoing, several bombings and 96 days adrift in the Pacific.

After 21½ years with National Bulk Carriers, Jan signed on in the *Esso Aruba* — exactly 16 years prior to his retirement. During that time he was Oiler, FWT, Machinist and, for the past several years, MM/2P in the *Esso Bangor* and *Esso Huntington*.

Of these last 16 of his 43 years at sea, Mr. Gudrais said: "They were the best. Especially the officers and crew. From Messman to Masters they were 100%. I wish them all my best and hope they continue in the same spirit. God bless you all."

SERVICE EMBLEM AWARDS

★ 30 YEARS ★

20 YEARS

★



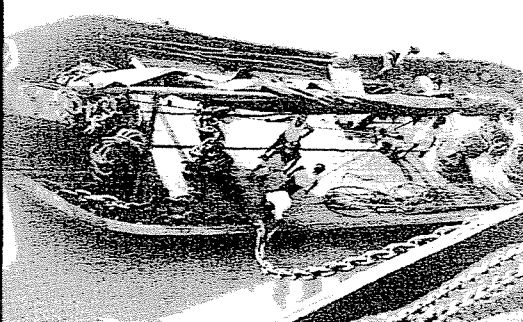
Emmett W. Young
Pumpman
February 14, 1967



Gaylord J. Gay
Able Seaman
February 21, 1967



T. A. Mosley
Able Seaman
March 13, 1967



Chain boat helps tie-up Esso Scranton at Budge Budge. Chains are used because of the strong tides.

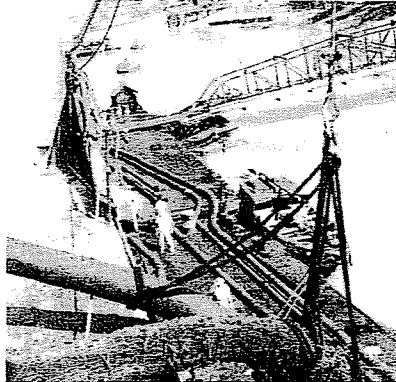
Bombay, Calcutta and Way Stops

By GEORGE A. MATHEWSON

(This is the third and concluding installment of Mr. Mathewson's story of his shore excursions and impressions of foreign ports visited when he was OS in the Esso Scranton on her Sept. 21—Dec. 13 voyage to Bombay and Calcutta and return.—Ed.)

A shore gang ties us up at Budge Budge, 20 miles below Calcutta. The bore (tide) is so powerful here that we are secured with anchor chains. The chains are first heaved up from chain boats by the ship's winch. A cable heaves in the chain a bit at a time—heave in, stop off, etc. until enough chain is aboard to take several turns around a bitt. Once the gang is ready to secure, they each have a length of gantline—a strand, I should say, because they un-lay the line. The strand is run through a chain link and to the tune of a weird-sounding chantey, they heave together on a low base note and make it fast to the ship's bitt. Very interesting to make like a tourist and watch the gang work. No bore while we were there.

In Calcutta I found a nice air conditioned place for food and re-



Scranton discharged through lines laid on barges at Budge Budge.

freshment and made the most of it. Being a worshiper of cow myself, I had a craving for a nice fat cow steak, rare. Ha! The menu was chicken and sea food. I had chicken and when I dipped into the relish I heard the fork hiss. I ate it like it was ice cream and the waiters who had gathered around waiting for my reaction were dumbfounded. I had them going. I waited until the table was cleared off before I touched my drink. I've learned a lot from my Mexican friends.

I was shown around the kitchen. They had a row of charcoal grills plus many gas burners—all lit. They could have cooked to order a meal for 100 people in a hurry.

The food was very good but the chicken reminded me of a range cow that had had to walk many miles to get food and water during a drouth—made her muscles tough.

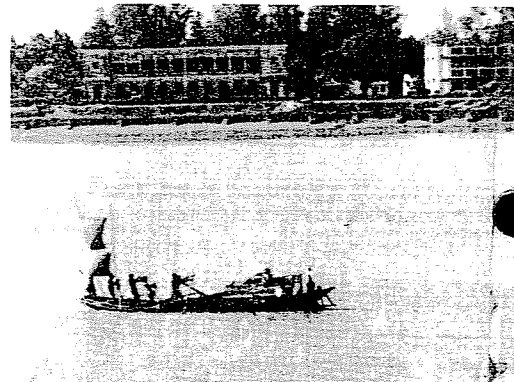
ADEN

Homeward bound by way of Aden, on the Southern Saudi Arabian peninsula near the entrance to the Red Sea. The volcanic rock is attractive as it looms up larger and larger from the sea as we get closer. The town is built in the crater of an ancient volcano, the surrounding rocks rising to almost 2,000 ft. Until 1930 the drinking water was made by distilling sea water. Later, well water was piped in.

Aden, together with 19 states, sultanates and skeikdoms, forms the British Protectorate of South Arabia. Aden (pop. 220,000) is a free port, the principal commercial distribution center of the Arabian peninsula. We know the place as a

This was as close to Cleopatra's (?) Temple as Mr. Mathewson could get without paying an outrageous taxi fare.

Photos by George A. Mathewson



Picturesque and primitive—an Indian craft propelled by 6 oarsmen with a little assist from the wind on the Hooghly River at Budge Budge.

bunkering station serving thousands of ships a year.

You can get some pretty good buys on transistor electronics but no walkie-talkies. The place is under martial law, I would say. Machine guns were mounted atop the buildings and British GIs carried their rifles at the ready. Not one time did I see a GI carrying a rifle or sub-machine gun any other way.

I got off the shore launch and into a cab and never could get the driver to tell me how much the fare might be for one hour. At the end of the ride the driver said \$20. I let out a bellow like a just-made steer. The driver's jaws flew adrift and he said \$15. I yelled again and people started gathering around, as always. The guide kept saying give him \$8. I gave him a \$5 bill and two \$1s and he yelled just as loudly as I. I only had two ones, so I took the \$7 and gave him two \$5s. I left him yelling and bringing down the wrath of Allah on a fat American.

I'm not going to say anything about Ponce, P. R., where we loaded for Florida. My few pictures there aren't so good. I was with one of my shipmates and while I'm looking for camera angles, he's a block down the street yelling "Come on!"

One of the mysterious Taweela Tanks of Aden. No one knows who built them or when. Best theories are: about 100 A.D., 600 A.D. or 1500 A.D. When they were discovered by Sir Lambert Playfair in 1854, they were hidden by debris. The British Government cleaned them out and repaired them. Their total capacity is about 20,000,000 gal.

