ESSO FLEET NEWS

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THE UNIVERSITY OF TEXAS AT AUSTIN

Seagoing Personnel Promotions

With the passing of the June 30 deadline for acceptance of Special Voluntary Early Retirement, it is now possible to assess some of the results of the program. There was a net total of 170 special retirement acceptances (about 42% of those eligible) since the program started in Dec. 1962. Of these, 55 were Deck and Engine officers, 7 Radio Officers, 8 Chief Stewards and 100 unlicensed men. In addition, there were 95 men, including 5 officers, who elected to resign and take the special severance pay.

As a result of these deletions from the officer seniority lists, and taking into account the reduction of the fleet from 21 to 19 vessels, the following 139 promotions have been made since the Nov. 1, 1962 seniority lists were compiled.

CHIEF MATE TO MASTER

Roland E. Parkhurst	Victor T. Springer	William N. Sims
Christian W. Tolfsby	James A. Mercer	Ralph W. Durdle
Harry Bansen		Roger A. Steward

SECOND MATE TO CHIEF MATE

James D. Lawton	Roy J. Merritt	Robert F. Stap
Ernest Palazzini, Jr.	Edmund F. Mahoney	Herbert J. Swift
Emil L. Wigh	*Howard McCartney*	Jack H. Morrell
Arthur W. Smith	Sebastian J. Masuzzo	Robert H. Stotts

THIRD MATE TO SECOND MATE

Robert J. Boxwell	William Galloway	Leo H. Willis
Francis E. Salt	George Beck, Jr.	Charles H. Parker
Ralph Mazzucco	Luman A. Poole	Bernard E. Nelson
Philip Babcock	Allan J. Kessler	John Stanley
Ormond A. Staples		Elnine W. Scott

UNLICENSED TO THIRD MATE

Robert J. McGovern	George M. Burns	Walter A. Johnson
Arthur L. Hatchett	Alfred W. Kirby, Jr.	Julian B. Eubank
Richard J. O'Neill	Elbert D. Sprott, Jr.	John Frank Riley
Axel G. Ekman	Paul E. Genest	Charles H. Tyler
James E. Kendall	Oliver Holmes, Jr.	George F. Murphy
James J. Spring		Robert T. Andreasen

FIRST ASSISTANT TO CHIEF ENGINEER

Robert I. Giddens	Gregor O. W. Collins	Walter McDonough
Charles A. Ruggerio	William A. Dundon	Colos J. Bennett
Fulton A. Bergeron		Edward J. Schleifer

SECOND TO FIRST ASSISTANT ENGINEER

Edward V. Branigan	Robert L. Reed	John Danko
Clifford E. Lindsey	Albert T. Fellows	Isaac D. Jones
Nello Leavins	*Nils Vindennes*	Oscar H. Dorbacker

THIRD TO SECOND ASSISTANT ENGINEER

Patrick J. Sweeney	Gilmore Henderson	Arne C. Haug
Everett Ballard	Frederick G. Marks	Robert A. Stewart
Peter C. Kessler	Charles L. Chapman	Michael R. Zencoe
	Ralph W. Sullivan	

UNLICENSED TO THIRD ASSISTANT ENGINEER

Robert T. Spetz	Daniel E. O'Connell	*Edmund A. Larson*
Howard J. Ottmann	Lief Groneng	James K. Wahl
Carl E. Brooks, Jr.	Louis P. Raeder	Michael J. Olejnick
Joseph C. Lehman	*John L. Carroll*	Carleton A. Rankin
Harry J. Gillway, Jr.	Robert B. Short	Charles H. Hancock
E. B. Stubblefield	James V. Beairsto	Alvaro Soares
Matt Brodie	*George F. Miller*	Francis J. Mathews
James E. Fowler	Robert G. Muir	Frank H. Freundlich
	Lawrence D. Roth	

Because we were a little "long" on Radio Officers to start with, the 7 retirements in this rank produced one promotion (Wallace A. Findlay) and one new Radio Officer will probably have to be hired.

In the Steward's Dept. the retirements and transfers from active status for other reasons resulted in promotions for the 35 men listed below.

CHIEF COOK TO CHIEF STEWARD

John J. Fernandes	Charles Manteiro	Edward F. Kelly
Jose A. Plaza	Anthony P. Senna	Harold R. Smith
	Leopold Oliveira, Jr.	

SECOND COOK TO CHIEF COOK

Frank Gomes	Joaquim G. Pina	Teddy A. Calaramo
Alvin P. Bergeron	Eduardo Tavares	Joaquim Correia
Paul Onufryk	Pedro Biral	Daniel E. Alves
John G. Pina	Mateus Gonsalves	Maurice D. Kidwell

MESSMAN TO SECOND COOK

Eugenio T. Pina	Jerry S. Lambertson	Simplicio J. Tirol
Elmer G. Pina	Oscar Garcia	*Antone Joaquim*
Ronald J. McLean	Jose J. Pires	Jesse Sumter
George Swan	Joseph Martin, Jr.	Charles T. Hudspeth
Vincent R. Tafoac	Marcelino M. Gilmete	*Demetrious Georgiou*
	Bruno Puxant	

In addition to the above promotions, others have been (and are still being) made in pumpmen ratings and in the Oiler and FWT lists. However, the dust has not yet settled enough to determine the exact number of these changes.

Outside of promotions, the retirement and severance pay acceptances did much to lessen the effects

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on unlicensed men of the "belt tightening" to meet competitive conditions. Most significant, perhaps, is the fact that no regular employees were involuntarily laid off. The surplus unlicensed personnel created by the crew reductions and withdrawal of the *Esso Bridgeport* and *Esso Greenville* were absorbed by the 42 promotions to officer ranks, 108 crewmen who elected to retire, 90 who took the severance pay, plus other resignations, medical retirements, deaths, transfers and such. Strangely, some former employees are being hired back to fill temporary shortages, particularly in Oiler and FWT ratings.



Starting a splice for a gangway sling, OS Harry Goetz tackles the wire as if he had made it. He did make the pricker, a sort of steel marlin spike, himself.

Give This Man Enough Rope — And He'll Splice it

A phrase often used to describe a successful man is "one who has made his mark". By this token, Harry R. Goetz, OS in the *Esso Boston*, is a successful man because he has made his mark all around the ship.

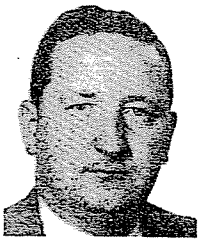
Harry's "mark" is a neatly spliced and served eye in a wire rope and the *Boston* is fraught with them—in the mooring wires, stays, lifeboat falls and slings for handling the gangway. Some of the splices (turnbuckles, too) he has coated with a preservative and covered with a canvas sleeve, real shipshape fashion.

Harry learned the "ins and outs" of wire rope splicing at a school in Bethlehem's Sparrows Point, Md. plant back in 1939. His skill was furthered during 8 years (1941-49) as a civil service employee at the Pearl Harbor Naval Shipyard. He has been in the fleet since Dec. 1955 except for a 2-year absence between 1957-59. His home is in Hagerstown, Md.

Wire serving a splice with his hand-made serving tool.



New Appointments



Robert X. Caldwell joined our Operations Dept. July 1 as Technical Superintendent. He comes to Houston from New York, where he was Acting Supervisor of Machinery Design in the Tanker Dept. of Esso International, Inc.

A graduate of Polytechnic Institute of Brooklyn, Mr. Caldwell has been in tanker design and construction since 1947. He was Asst. Manager of Construction with National Bulk Carriers for 10 years before starting with Esso as a Marine Design Engineer, in 1957. He recently spent a year in Holland supervising the machinery design of 48,000 and 90,000 dwt. vessels building in Europe. Prior to 1947 he worked for Bethlehem Steel and had two years in the Navy—Damage Control School and destroyer sea duty.

Mr. Caldwell is married and has four children, aged 2 to 8.



Captain Robert F. Stap was appointed Acting Assistant Port Captain, effective July 2. He has 22 years of sea service, during which he advanced from OS to relieving Master.

Starting in the *G. Harrison Smith* in Nov. 1940, Captain Stap lost his first berth as AB when the *M. F. Elliott* was torpedoed and sunk on June 3, 1942. He attended officer training school in 1943, returning to the fleet as Jr. Third Mate in the *Esso Raleigh* in Jan. 1944. For the past 15 years he sailed mostly as Chief Mate (6½ years in the *Esso Florence*) except for 2 years of the Korean War when he was on active duty in the Navy (he's a Lt. Commander in the Reserve).

Captain Stap is a "crackajack" at getting a cargo in and out of a tanker without fuss or lost time. He lives in Baytown, is married and has 4 children, aged 9, 7, 4 and 4 (that's right, twins).

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

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Assistant Port Captain Harry E. Heffelfinger (center) is presented with an inscribed cigarette box as a "going away present" by Joseph Andreae, General Manager of the Marine Division, on June 21. Captain Heffelfinger retired July 1, after 41¼ years with the Company. He rose from AB to Master, sailed 19 years in that rank and has served on the Port Staff since Nov. 1952.

Others in the photo are, l. to r.: Sydney Wire, Asst. General Manager; Norman B. Avenell, Asst. to Manager, Operations Dept.; Leonard H. Earle, Employee Relations Adviser; Port Captain Frank L. Hooper, and Steve M. English, Manager of Repairs.

2nd Quarter Stock Pool Purchases

Shares of Standard Oil Co. (N. J.) stock bought by employees on continuing purchase orders during the April-June quarter were credited to Thrift Fund accounts as of July 1. Average price of the shares credited was $66.43. A total of 10,371 employees took part in the stock purchase pool, allocating $3,216,341.31 and acquiring 48,417 shares.

OBITUARY

CAPTAIN KARL M. LARSEN, 74, died June 24 in Cranford, N. J., where he had been living with his daughter. He had been retired since March, 1946.

Captain Larsen had 30 years of Company service—13 as Master. In 1943-44 he commanded the *Esso Baltimore* on 15 consecutive transatlantic voyages in convoy, each time under attack. His last ship was the *Esso Pittsburgh*.



SYDNEY WAYLAND, 63, former Chief Mate and Master in the fleet, died of an apparent stroke July 6, at his home in Exeter, N. H. Three sisters and 2 brothers survive him in England.

Mr. Wayland had a 40-year merchant marine and Navy career, starting as a deck boy in British vessels. He joined the Company as Bos'n in Jan. 1931 and sailed as an officer from Aug. 1936 until his retirement, Feb. 14, 1954. He was one of only 4 men to survive exposure to freezing weather in lifeboats after the torpedoing of the *W. L. Steed* on Feb. 2, 1942. Two months later he reported for duty in the U. S. Navy, serving 4 years.

JULIAN G. LUBO, 67, retired Oiler, died June 22 in Brooklyn, N. Y. His wife, Wilma, survives.

Mr. Lubo had been an annuitant since Aug. 1960. He was born in the Philippine Islands and had 21 years' service in the fleet—almost all as Oiler.

Any Seagoing Bird Watchers?

For several years Second Mate Elbert Leary has been cooperating with the Fish and Wildlife Service by reporting the birds he has seen aboard ship. His reports have been commended as being of considerable value in the Service's research work.

Now that Mr. Leary has retired, he is hoping that someone else will carry on this work.

"If anyone is interested," Mr. Leary wrote, "please contact C. S. Robbins, Chief Biologist, Department of the Interior, Fish and Wildlife Service, Patuxent Wildlife Research Center, Laurel, Maryland. The information required is: vessel location, using nearest point of land; weather and sea conditions; barometer readings; force of wind and if squalls or front; kind or type of birds; approximate number of each kind, and local time. Especially be on the lookout for a banded bird as this information would be very valuable to Mr. Robbins."

WORDS OF THE WISE

By the street of By-and-By, one arrives at the house of Never.—*Cervantes*

— * —

Organization is the art of getting men to respond like thoroughbreds. When you cluck to a thoroughbred, he gives you all of the speed and strength of heart and sinew he has in him. When you cluck to a jackass, he kicks.—*C. R. House*

— * —

A man too busy to take care of his health is like a mechanic too busy to take care of his tools.
—*Spanish proverb*

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Yosemite Falls in California, a snapshot taken by Mr. and Mrs. Hall.

"Seeing America Best —"

Auriel T. Hall, MM/Second Pumpman in the Esso Washington, and his wife, Nanetta, recently made a 1-month, 10,000-mile trip around the U. S., traveling through 22 states. This is a brief description of the tour, written by Mrs. Hall. (Ed.)

We left Staten Island, May 12, for Fort Worth, Texas, to visit a former Humble employee, Leland Cutshall. Continuing westward, we saw the Petrified Forest, Grand Canyon, Hoover Dam, camped one night at Lake Mead State Park and on to Las Vegas, San Diego and Mexico. Then to Marineland, Yosemite National Park and Salt Lake City.

We then headed north to the Teton Mts., Yellowstone National Park and on to Montana to visit our youngest son, Glen, stationed at the Glasgow Air Force Base. Next was the South Dakota Badlands and Mt. Rushmore, then east to Niagara Falls and home.

It was a wonderful trip. Some of the things we saw are indescribable—the beautiful colors in the Grand Canyon and Painted Desert, the impressive Mormon Tabernacle, the wonders in Yellowstone (including the bears) and the scenes and animals in the Black Hills.

We arrived home June 11 and are talking about our next trip, which we hope to take before too long.

TAFFRAIL TALK

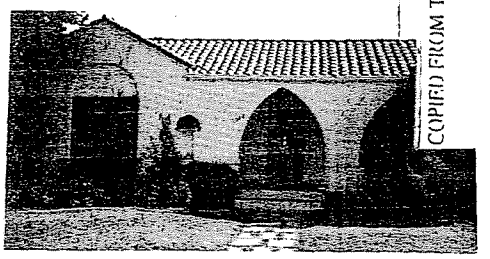
Captain Johannes Boje (ret. Jan. 1) wrote from Aden, June 14 — "After 7 months of retirement I got land locked in the middle of Florida and the lure of the open sea got me again. Now I am Master of the grain carrying T2 tanker *Washington Carrier*, owned by Destiny Carriers, Inc., bound for Chittagong, Pakistan, with a load of wheat.

Miss Jacquelyn L. Pina, daughter of Chief Cook Joaquim G. Pina, has been granted a Walter C. Teagle Nursing Scholarship to attend the Whidden Memorial Hospital School of Nursing, Everett, Mass.

* * *

Jones F. Devlin Awards, given to ships operating 2, 4, or more years without a lost-time personal injury accident, were presented at a luncheon in New York on June 25. Captain William N. Sims, recently Master of the *Esso Miami*, accepted a 2-year award for his ship and 4-year awards for the *Esso Dallas* and *Esso Florence*.

* * *



Rafael M. Nilo (Chief Cook, ret. 3/1/63) sent us this photo of his new home in Phoenix, Arizona and says "Hello to all my friends in the fleet."

* * *

The next issue of the FLEET NEWS will be published on Aug. 8. Ye Ed. is obliged to estrange himself from these chores, however pleasant, for a 2-week vacation. Company policy, y'know, and besides, the "little woman" insists. Just creatures of pressures, aren't we?

* * *

The *Esso Scranton* (Captain William N. Sims and Chief Engineer Ferdinand Villamore) was due at Aruba, July 9, to load her third cargo for Tunisia. She is scheduled to discharge at Sfax on the 26th and LaGoulette on the 28th.

* * *

The *Esso Greenville*, in temporary lay-up at Mobile since May 22, was sold July 8 to Mathiasen's Tanker Industries, Inc.

* * *

The Company service of the 170 seagoing men who retired under the Special Voluntary Early Retirement Program totaled 3,796 years — an average of 22.31 years per employee.

30 Years' Service



Port Captain Frank L. Hooper
June 27, 1963



Sr. Port Dispatcher William L. McKinley
June 19, 1963

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RECENT RETIREMENTS



CAPTAIN THOMAS A. JACOBS. Since leaving the *Esso Florence* (May 5), where he was Chief Mate and Master for the past 5 years, Captain Jacobs has been watch officer aboard the New York State Maritime College training ship at Fort Schuyler. A training school graduate himself (Mass.), he began his sea career in 1925 as third mate with the American Hawaiian Line. He also sailed with Munson, Redwood, Panama Mail, A. H. Bull and several others.

Captain Jacobs joined Esso as AB in the *S. B. Hunt* on Nov. 19, 1936. The next month he was Bos'n and, from Aug. 1937 to his retirement, June 1, a deck officer. He was Second and Chief Mate throughout World War II and had his first command—the *Esso Scranton*—in March, 1948. His service totaled 23 years, 10 months.



BOS'N GUST MICKROS' service — 34½ years—goes back to Sept. 14, 1922 when he got an AB's berth in the *C. A. Canfield*. He was in and out of the fleet during the next 10 years, sailing as AB and Quartermaster, but served continuously from Jan. 1933 to his retirement, June 1.

Mr. Mickros was promoted to Bos'n in the *Charles G. Black* in Sept. 1939, sailed throughout World War II (2 years in the *Dartmouth*) and lastly in the *Esso Huntington*. He lives in Kenilworth, N. J. and is planning a visit to Greece, where he was born.



BOS'N JOSE M. MOURA started in the fleet as OS in the *E. J. Bullock* on Dec. 13, 1931. For several years he sailed intermittently in that rating and as AB and Bos'n and continuously as AB and Bos'n from Aug. 1946 to his retirement, June 1. About ¾ths of his 22½ years of credited service was as Bos'n.

Before joining Esso, Mr. Moura sailed 6 years with Socony and 2 with Cities Service. Now, he is painting his house in Newark, N. J. and thinking about moving to Florida. He and his wife, Mari, have two children, Jose, 12 and Maria, 10.



BOS'N JOHN G. SODERLUND. "I was on a 3-masted schooner (and 14 yrs. old) when World War I started," Mr. Soderlund wrote. "I continued drifting around the world in sailing ships until 1922. I was then on a 3-masted bark, *Professor Koch*, bound from Chile to So. Africa. On a dark, stormy night there was a disagreement with an iceberg south of Cape Horn. The forward rigging and rudder were lost and we drifted 72 days. We were found by the Royal Mail steamer *June* and towed to Montevideo.

"After that there was whaling, South Pole way, then tramp steamers and tankers, U. S. Shipping Board ships, United Fruit, Isthmian, Export and Moore McCormack lines and a season on the Great Lakes. In April 1937 I came with Esso and that lasted over 26 years (retired, June 1). Those have been the best years of my life.

"We (he and his wife, Frances) have 4 children and 7 grandchildren. We have a new house with 4 acres (in Sharon Springs, N. Y., 42 miles west of albany) and will have a larger garden in the future and time to 'carve up' plenty of wood."

JOHN F. WAINCZAK was Electrician in the fleet from Jan. 1947 (*Esso Bayonne*) to Jan. 1962 (*Esso Chattanooga*) and Wiper for the last of his nearly 16 years of credited service. He has been on leave of absence for the 3 months prior to his retirement, June 1. He lives in South River, N. J. (born there, too) with his wife, Margaret and 4 children, Joseph, Arlene, Grace and Sharon, aged 10 to 2.

ABLE SEAMAN MANUEL G. CERQUEIRA had 23 years, 7 months of credited service between his first assignment—OS in the *E. J. Sadler*, Nov. 21, 1931—and his last—AB in the *Esso Gloucester*. He sailed in dozens of ships, including 5 in World War II, mostly as AB but also as Wiper and Fireman in his early years.

Born in Portugal, Mr. Cerqueira lives in Baltimore with his wife, Rosa. He retired June 1.

OILER ANTONIO BARBOZA sampled both Deck and Engine Depts. in his first few years in the fleet. Beginning in Dec. 1932, he was OS, AB, Wiper and Fireman, shipping out in the latter rating from Sept. 1934 to June 1940. From July, 1940 until his retirement, June 1—23 years—he sailed as Oiler. He survived the torpedoing of the *Esso Baton Rouge* on April 8, 1942, served 20 wartime months in the *Esso Annapolis* and 34 months—March 1944 to Jan. 1947—in the *Esso Philadelphia*. His service totaled more than 29½ years.

Mr. Barboza was born in Portugal and lives in Georgiana, Ala. with his wife, Mary Lou.



OILER JOSEPH W. KUEHNER worked in Philadelphia from 1925 to 1941, then decided to go to sea. He sailed with Atlantic Refining and Sun Oil in 1941-42 and shipped out as FWT in the *Esso Bayonne* in Sept. 1942. He served in that rating in 3 more Company vessels during the war years and as Oiler for most of the balance of his 20½ years in the fleet. His last ship before retiring June 1 was the *Esso Newark*.

Mr. Kuehner is married and lives in Mobile.

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Recent Retirements *(Continued)*

FIREMAN-WATERTENDER AUSTIN C. WOLFE served all of his close to 22 years with the Company as either Wiper or FWT. He sailed in the former rating, on and off, from 1933 through '37, some of both in '38 and as FWT from 1939 on. After surviving the torpedoing of the *Esso Nashville* on March 21, 1942, he shipped out in 3 more vessels during the War. His service was continuous from July 1946 to his retirement, June 1.

Mr. Wolfe is a native of Miss. and lives in Houston with his wife, Edna, a son, Robert, 11 and daughter, Linda, 9.



WIPER CALVIN R. BONNER had 21 years with the Company—7 years in the fleet and 14 as a guard at the Baytown Refinery, except for 2 years of military service in World War II. He sailed as Wiper in the *Esso Annapolis* in March 1956 and continued in that rating and as Messman until his retirement, June 1.

A resident of Baytown for many years, Mr. Bonner has begun an overhauling job—inside and out—on his home. He is married, enjoys hunting and fresh water fishing and expects to get another job later on.

CHIEF COOK VICTOR J. GOMES joined the fleet in Sept. 1947 and, with one exception, sailed as Chief Cook or Steward throughout his 15 years of credited service. He retired on June 1.

Mr. Gomes was born in New Bedford and lives in Roxbury, Mass. with his wife, Maria and 2 children, Christina, 6, and Victor, Jr., 2.



CHIEF COOK JOSE GONSALVES. "*I am thankful,*" Mr. Gonsalves said, "to have reached retirement age (65) with God's help and yet I am saddened to leave my beloved fellow seamen, the fine Humble Company and Mr. Hodges (Port Steward), a person I am proud to have been associated with."

Mr. Gonsalves had a 37-year career at sea, of which 15¼ years were with Esso. He sailed as Second and Chief Cook, starting in Feb. 1948 and retiring on June 1. Now, he plans a trip to his birthplace, Cape Verde Islands, with his wife, Ana, and then a little restaurant in San Francisco.



CHIEF COOK JOHN W. MONTGOMERY went to sea during the first World War and survived a submarine attack off the coast of West Africa. Ashore during the 1920s and '30s (15 years with R. H. Macy & Co., N. Y.), he returned to sea in Nov. 1944 aboard the *Beaconoil*. He spent 21 months in that ship as Second Cook, Chief Cook and Steward. From Nov. 1946 until his retirement, June 1, he sailed as Chief Cook, for a total of 18½ years of credited service.

Mr. Montgomery and his wife, Ethel, live in New York City. A high point in his retirement plans will be a trip to Liberia (his native land) to visit relatives.



SECOND COOK LEOPOLD S. OLIVEIRA retired June 1 to his home in East Fairhaven, Mass., where he thinks he will rest awhile and then perhaps some boatbuilding and repairing, which he likes to do. He worked at the Palmer-Scott boatyard from 1945-47.

In March, 1948 Mr. Oliveira sailed as Second Cook in the *Esso Binghamton* and continued in that rating and as Chief Cook for nearly all his 15 years' service. He was in the *Esso Chester* over 4 years, beginning with her maiden voyage in Oct. 1952. He has 6 sons, of whom Leopold, Jr. and Lucio are in the fleet.



MESSMAN JOSEPH V. MCLAY was a salesman for produce companies in Pittsburgh from 1919-36, then worked 8 years in a steel plant in Youngstown, Ohio. His seagoing career consisted of one trip in the *Gripsholm*, 3 months in a U. S. Army transport and over 17½ years with Esso. He started as Utilityman in the *Esso Augusta* in Aug. 1945 and just prior to his retirement, June 1, was Officers' Messman in the *Esso Gloucester*.

Mr. McLay plans to go to California and work part-time as a security policeman.



MESSMAN PEDRO E. SANTOS, throughout his seagoing career of over 40 years, has worked for substantial outfits. First was the Dollar Line in Jan. 1922, then Isthmian in Oct. 1923, the Coast Guard in Jan. 1928 and, of course, Esso, in Jan. 1948.

Mr. Santos had 20 years in the Coast Guard, retiring as Chief Commissary Steward. He was in *LST 331* at the invasion of Normandie and in *LST 1121* from the builder's yard in Ill. to Okinawa in 1945. His Esso service totaled 15+ years as Messman, Second and Chief Cook. He retired June 1.

A resident of Baytown, Mr. Santos and his wife, Clementina have two married daughters, Barbara and Jeannie, a son, Paul, 15, and 4 grandchildren. He plans to visit the Philippine Is., where he was born and where his brother, 78 and sister, 87, still live.

MESSMAN JOSEPH F. WEAVER was Ship's Clerk in the *Beacon* for 10 wartime months in 1943-44 and, after attending training school, sailed more than 5 years (Dec. 1944 to Feb. 1950) in the *Esso Baytown* as Purser/Pharmacist's Mate. He continued in this rating up to Nov. 1959 and in several Deck, Engine and Seward's Dept. ratings until his retirement, June 1. He had 18 years, 10 months' credited service.

Mr. Weaver and his wife, Janie, live in Denham Springs, La.

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