ESSO FLEET NEWS

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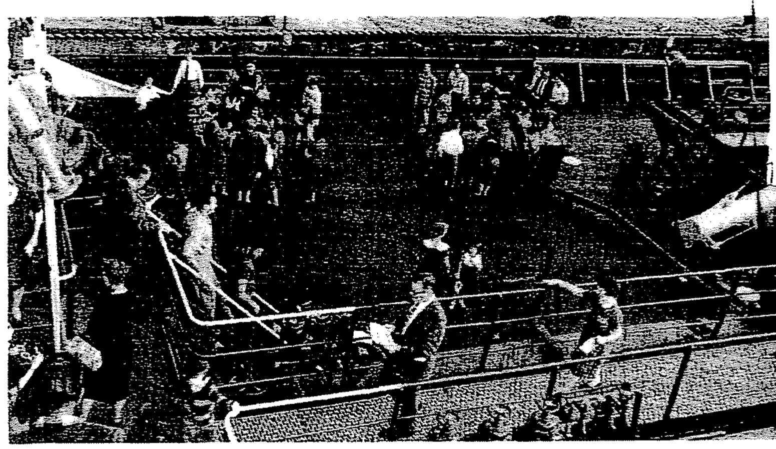
Esso Boston Host to 5,000 Visitors at Baton Rouge

Officers and crewmen of the *Esso Boston* may well borrow a phrase from show business and say "They loved us in Baton Rouge".

And it's the truth. Sunday, November 27, was open house day aboard the big supertanker and about 5,000 Esso employees in Baton Rouge, their families and friends came to see America's newest oil carrier. With an appreciative eye, they looked the ship over from bow to stern, in the quarters, in the machinery spaces, the bridge and down into the cavernous depths of the cargo tanks.

The ship was a colorful spectacle. Multi-colored flags flew overhead and a 30' x 3' red and white sign at the head of gangways read *"Esso Boston* Officers and Crew Welcome You Aboard". The tanker itself presented gleaming white superstructures, black upper deck, red foc'stle and poop decks, green tank tops, piping and catwalk and buff king-posts and masts. The weather was beautiful, after the morning fog lifted, and warm enough to have the air conditioning turned on.



Baton Rouge Refinery employees and their families were fascinated with everything about the *Boston*.

C. E. Brooks, Jr. Third Ass't Engineer, explains the ship's power plant to a group of visitors.

No less imposing than the ship was the excellent impression made by the vessel's complement. Visitors were heard to comment "excellent crew", "most co-operative", "never met so many nice people in my life".

A note from Henry Groves, Head of Plant Protection and Utilities at the Refinery, to Captain S. V. Gardner, Marine Agent at Bàton Rouge, is perhaps typical of most of the visitors' reactions. "Wish to tell

(Below) Thirty-eight of the ship's complement ready to welcome guests on open house day at Baton Rouge.

Officers and Crew, Esso Boston, November 27, 1960

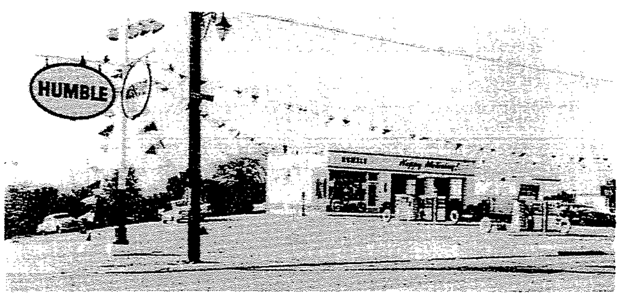
Capt. Walter F. Andrews	*Master*	Werner Zoepff	*AB*	Norman D. Martell	*FWT*
Christian W. Tolfsby	*Ch. Mate*	Wiley B. Shirley	*AB*	Robert A. Wilhelm	*FWT*
Clarence E. O'Hara	*Adv. Ch. Mate*	Ralph V. Giove	*AB*	Elmer A. Powers	*FWT*
Elmer C. Brown	*2nd Mate*	Jose Lessa	*OS*	Lucio A. Oliveira	*Wiper*
William R. Tyrrell	*3rd Mate*	Dale E. Fletcher	*OS*	Louis L. Vincent	*Wiper*
Isaac F. Hamilton	*Jr. 3rd Mate*	Colon W. Cowart	*OS*	James L. Westmoreland	*Wiper*
Patrick J. Breen	*Ch. Engr.*	Burnett H. Cain, Jr.	*DM*	Marcelino J. Gomes	*Wiper*
Michael R. Zencoe	*1st Asst. Engr.*	John E. Anthes	*DM*	Silvino A. Lopes	*Ch. Steward*
Frederick S. Lyons	*2nd Asst. Engr.*	Alexus M. Michelson	*DM*	Alfredo Gibau	*Ch. Cook*
Travis W. McCary	*3rd Asst. Engr.*	Lincoln W. Swift	*Machinist*	Mateus Gonsalves	*2nd Cook*
Carl E. Brooks	*Jr. 3rd Asst. Engr.*	Wilfred L. Leddick	*Pumpman*	Ismail Muluk	*OM*
Edward B. Kerby	*Radio Officer*	Wm. H. Trueheart, Jr.	*MM/2nd Pump.*	Joseph J. Lombardi	*POM*
Basil O. Challenger	*Bos'n*			David G. Caskey	*CM*
Helmut H. Sturow	*AB*	Jose Coelho	*Oiler*	Antone P. Lobo	*UM*
Francis L. Picou	*AB*	Edmund A. Larson	*Oiler*	Gaudencio J. Gibau	*UM*
Gaylord J. Gay	*AB*	Herman L. White	*Oiler*	James B. Hedgepeth	*UM*

you how well impressed my family and I were with the tour yesterday," Mr. Groves wrote. "Not only is the ship a dream but every one of your crew that we talked to was well informed, neat and courteous. You are to be congratulated."

J. D. Rogers, General Manager of the Marine Department, Sydney Wire, Assistant General Manager, and Captain M. Breece, Manager of the Port of New York Office (in addition to Captain Gardner), were on hand to represent management and were pleased to note that the *Esso Boston* men fully measured up to the high standards set during the exhibitions of the *Esso Baltimore*.

The open house was held from 8:30 to 11:30 a.m. and 12:30 to 4:30 p.m. Buses transported guests from the refinery main office to the ship and took them back to the cafeteria, where refreshments were served. Everything was well organized and proceeded smoothly.

Among the visitors were Captain A. C. Steinmuller, annuitant and former Agent at Baton Rouge, and Mrs. William J. Ryan, widow of Captain Ryan, who was also Agent at the Louisiana capitol.



First Humble service station in Ohio, at Mahoning Avenue and Bon Air Road, in Youngstown. At right rear is trailer classroom for the Ohio Division dealer-training school.

Humble Gets Rolling In Ohio

By January 1 or shortly afterward, Humble Oil & Refining Co. will have 13 new service stations open for business in Ohio. Six will be in Youngstown, two in Alliance, three in Columbus and two in Zanesville.

The first Ohio service station to start operating, a purchased retail outlet in Youngstown, has had a "very favorable" reception from the public. The station flies the Humble Oval and sells Enco regular gasoline, Enco Extra and Enco Golden. "Enco", derived from Humble's slogan "America's leading ENergy COmpany", is a new trade name which is also being tested in stations on the West Coast.

Humble's Ohio Division is planning to continue its service station expansion program in 1961.

Radio Officers and Co. Begin Contract Talks

Discussions of proposals for a new agreement between the Esso Radio Officers Association and the Company began on November 17 at 156 William St. Representing the union were Charles E. Schwarb, Chairman; James L. LaFoy, Secretary, and John J. Collins, Adviser. The negotiations are continuing.

ESSO FLEET NEWS is published for the seagoing employees of Esso Standard, Division of Humble Oil & Refining Co., Marine Department: J. D. Rogers, General Manager; James E. Stoveken, Assistant General Manager; Sydney Wire, Assistant General Manager.

W. E. Gardner, Ed.; R. M. Sheridan, Editorial Ass't.

Contributions and suggestions are invited and should be addressed to The Editor, ESSO FLEET NEWS, Room 936, 15 West 51st Street, New York 19, N. Y.

Thrift Plan Questions and Answers

As announced in the November 3 Esso FLEET NEWS, modifications and improvements in the Company's employee benefit plans will go into effect on January 1, 1961. A descriptive booklet has been mailed to the home addresses of seagoing employees and copies are also being put aboard vessels as they call at Freeport. Harvey C. Nielsen, of the Seagoing Personnel Section, 156, has relieved S. T. Edmonds at Freeport to explain the changes in the program and answer questions.

Some questions and answers that have come up in employee meetings ashore are presented below with the thought that they may give our readers a better understanding of the Thrift Plan portion of the new program.

Q. Will I be told how much is in my tax-paid balance in the revised Thrift Fund?

A. During February, 1961, each participant will receive a final statement of Thrift Fund and Alternate Thrift Fund balances as of December 31, 1960, from which it will be possible to determine your tax-paid balance as of January 1, 1961. Statements covering subsequent Thrift Fund transactions will record the tax-paid balance remaining after each transaction.

Q. Can I change the amount of my regular contribution?

A. Yes. You continue to have the right to contribute percentages of 2, 4, 6, 8 or 10 as in the past and the Company will make its corresponding contribution of 1, 1½, 2, 2½ or 3 per cent.

Q. The new Thrift Fund says that I may make extra contributions to my own account, not to exceed 10 per cent of my annual pay. Will I receive Company contributions based on these extra monies?

A. No. Company regular and additional contributions will be credited to your account only on the basis of your *regular* contribution.

Q. For what reasons might an employee wish to make extra contributions to his Thrift Fund account, as will be permitted starting January 1, 1961?

A. To increase his savings and at the same time obtain deferred capital gains tax treatment on *earnings* or *dividends* on stock derived from the extra contributions, provided such stock is registered in the Trustees' name.

Q. May an employee make extra contributions through payroll deductions?

A. These contributions are not expected to be made through payroll deductions.

Q. Have recent changes in tax laws brought about the change in the Thrift Fund at this time? If not, why are we making the change now?

A. The basic tax laws have not been changed in the recent past. However, the occasion of the merger and the need to make different plans uniform have made this a particularly advantageous time to incorporate changes possible under existing laws and regulations. We have been able to take advantage of tax laws while still retaining provisions in our plans that employees have become accustomed to over the years. In addition, the favorable experience of many employees with capital gains treatment through the Alternate Thrift Fund and the steadily increasing number of employees using the Alternate Fund indicate the long-term advantages to employees of this kind of change.

Q. How do we know capital gains tax provisions will still be in effect in the long-range future?

A. We cannot be sure. However, millions of participants in current savings plans are under the provisions of these laws and the Congress would undoubtedly take into account the impact on so many citizens of a radical change in their tax treatment. If any changes were to be made, it is felt that the legislation would be written in such a way that monies accumulated on a tax-deferred basis in the past would not immediately become currently taxable at high rates. If laws should change, we would immediately study the effect of such changes on employees and make whatever plan changes were then possible to protect plan participants.

LOANS

Q. Have the Trustees established the interest rates for loans and will they affect current loans?

A. The Trustees have not established a new rate. An existing loan will continue to be repaid on its present basis.

Q. Is the period of repayment for loans changed?

A. The repayment time period will continue to be a maximum of 48 months.

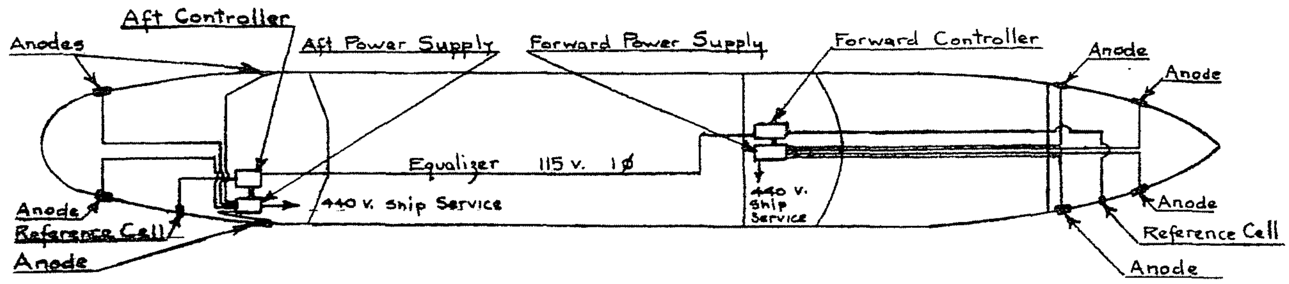
Q. If I have a loan under the Regular Fund and another under the Alternate Fund, will they continue as two separate loans under the revised plan or be combined?

A. They will continue as two separate loans at least until the employee recasts one. If an employee with loans from both the Alternate and Regular Funds elects to recast one, it is expected he will be required to recast both.

Q. At present, interest and the insurance premium on a loan are charged to the borrower. Only the interest can be used in itemizing deductions on my income tax return. How will this work next year?

A. As there will be no direct charge to the borrower for insurance, it is believed that the full amount of the interest charge is deductible for tax purposes.

(*to be continued*)



Sketch of cathodic protection system on *Esso Jamestown.*

Current From Platinum Anodes Protects Underwater Hull of Esso Jamestown

A new method of preventing underwater hull corrosion has been installed as an experiment on the *Esso Jamestown.* Known as "Capac", an impressed (forced) current cathodic protection system, the device sends an electric current to platinum anodes fastened to the hull. The current passes from the anodes through the water to the steel and overcomes electro-chemical and other forms of corrosion that normally take place.

In electro-chemical corrosion minute differences in the composition of steel cause anodes and cathodes to form and normally a voltage difference of about 0.65 volts exists between anode and cathode. The anode is the point where current leaves the metal and corrosion occurs. With the Capac system, current issuing from the non-wasting platinum anodes creates a condition about 200 millivolts stronger than normal voltage on the hull, so that the entire hull is at a voltage above that of freely corroding steel.

In the *Esso Jamestown* installation there are eight 12" x ⅞" platinum discs secured to the hull, four forward and four aft. Current from the ship's power supply is converted from AC to DC and voltage reduced to about 30 volts to each anode. A Capac controller adjusts current output so that the voltage on the hull is kept at about 0.85 volts. A "reference electrode" or cell in the stern of the ship "reads" the voltage on the hull and signals the controller, which automatically increases or decreases output to maintain the desired level.

The Capac system has been approved as safe by the U. S. Coast Guard. The voltage used is so low that there is no danger of sparking.

TAFFRAIL TALK

The *Esso Gettysburg* is also making a trip to the West Coast (in addition to the *Esso Jamestown,* reported in the November 17 FLEET NEWS). The *Gettysburg,* Captain Johannes Boje and Chief Engineer Theodore C. Woodard, left Aruba Nov. 25, transited the Panama Canal on the 28th and is due at Los Angeles on Dec. 5. She is scheduled to return to New York on Dec. 20.

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The Tuscarora pipeline, a 300-mile, 10- and 12-inch refined products system in Pennsylvania, will be sold by Esso Standard. Purchaser is Buckeye Pipe Line Co., an independent common carrier. Most of Tuscarora's field personnel will transfer to Buckeye.

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Speaking of pipelines, the Association of Oil Pipelines reported that in the U. S. in 1959 pipelines handled 43.2% of all oil shipments, water carriers handled 28.9%, trucks 24.8% and railroads 3.1%.

* * *

A Diesel oil reservoir of solid ice, 100 ft. beneath Greenland Ice Cap, may solve the Army's fuel storage problems in the Arctic. Temperatures within the ice cavern are a constant 17° F., so that moisture crystals will freeze and settle to the bottom. Tests with aviation gasoline proved that in six months none had evaporated and it had less moisture than when it was put into the unlined ice pit.

* * *

The *Esso Washington,* Captain George E. Christiansen and Chief Engineer Fulton A. Bergeron, stood by the tanker *Faunus* for 35 minutes on November 3, while the Swedish vessel brought a fire in the after quarters under control. The flames extended high enough to damage the after lifeboats. When the request for assistance was receive at 1912, the *Faunus* was 15 miles east of the *Esso Washington,* off Key West.

OBITUARY

JOHN A. KLEIN. Formerly Assistant Port Steward, Port of New York Office, Mr. Klein died on November 26. He was 60 years old and lived in Bayville, N. J., with his wife, son and daughter. Born in Chicago, John started his 37-year Esso career as Messman in the *DeSoto* on August 31, 1921. He sailed as Steward for 13 years and served on the Port Staff from August, 1941 until his retirement on October 30, 1959.

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