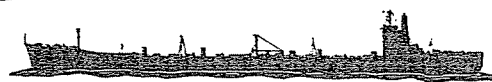


ESSO FLEET NEWS

PUBLISHED BY THE MARINE DEPARTMENT, HUMBLE OIL & REFINING COMPANY



Vol. 9, No. 11

June 1, 1967

The Homecoming of the Esso Scranton

As anyone who has had the experience knows, there is quite a difference between a ship arriving from a long foreign voyage and one in coastwise service. What in the latter case is routine becomes, in the former, an event.

For one thing, there is an epidemic of channel fever instead of just a few isolated cases. The ship swarms with visitors as storing people; Repair Inspector; Branch Office, Ships' Payroll and Sea-going Personnel men come aboard, preceded or followed by Public Health, Immigration, Customs and Coast Guard officials. There is general turmoil for several hours for, in addition to the usual at-dock chores, new men are arriving to sign on and the returning men are declaring their foreign purchases to the Customs officer and signing off articles in the presence of the Shipping Commissioner while he witnesses (with perhaps a touch of awe?) the receipt of rewards for several months' work.

Such was the scene on the morning of May 18 when the *Esso Scranton* docked at Galveston after a 118-day trip around the world. Your correspondent climbed aboard about 0815 and had we been there when the ship docked (0755) we "could have gotten a good picture for a tooth-paste ad," Captain Robert J. Boxwell, the *Scranton's* Master, said. "Everyone was all smiles."

There were still plenty of smiles later in the morning, however, as word came that families and friends were waiting at the gate and crewmen told of the high points of the trip.

Kwajalein, in the Marshall Islands, was one of these. "An oasis in the Pacific," AB Bob Massenburg called it, "a good place to go ashore. There was free taxi service (provided by Global Asso-

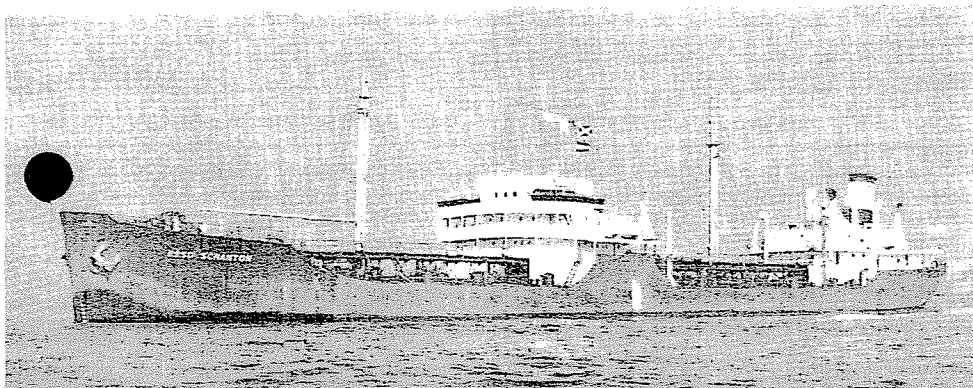
ciates, a construction firm building a missile base), free movies, free newspaper, 25¢ beer, bowling and a 'Macy's' store where you could buy almost anything—and cheaper than in some foreign countries."

There was a new "wrinkle" in the pay-off. Through pre-planning and communication with the ship before she arrived, men were offered the opportunity to exchange part of their cash wages for a Company check, thus reducing the burden on their pockets and the chances of spending (or losing) too much, too fast. Many took advantage of this service and W. A. Scott, of the Baytown Office, was a busy check-writer for a good 45 minutes or so.

Chief Engr. Karl M. Waagonas was highly complimentary about the *Scranton's* power plant and said it could probably outlast another hull. He was also pleased about 1,000' of deck piping installed by crew members during the voyage. "A large part of the 4" deck steam line was renewed," he said, "plus a good part of the cargo heating piping, return lines and some manifolds. Also, about 80' of 2" electrical conduit was replaced forward of the midship house.

"Andrew Bozicevic is a very good welder," the Chief added, "and did all the pipe welding and manufacturing of manifolds. The 2 pumpmen (Bela Morgan and Arthur Eiding) did a lot of the pipe work on regular time and are quite proud of the job. The new welding outfits and the pipe bender we had sure helped. We also did several smaller jobs, such as reach rods, barrel racks and a patch on the after boat deck."

The *Scranton* started her global jaunt on Jan. 20 from Baytown with a part cargo of lube oils.



Grand Old Lady of the Fleet completes world cruise, starts another voyage to India.



Arrival of the *Scranton*, May 18, was the first opportunity to present AB Claude T. Landry (right center)

with his 30-Year Service Emblem and Gold Watch since his Feb. 18 anniversary. Captain R. J. Boxwell

is doing the honors with the hearty approval of (l. to r.) P. J. McEwan, Head, Seagoing Personnel Section; Helen Schmolke, Medical Dept.; W. A. Scott, Baytown Office; Third Mate Andrew Bozicevic; Arthur W. Sprague, Ships' Payroll Section; C. Hunter Montgomery, M.D., and UM Francis Ogle.

Scuttlebutt had it that Mr. Landry, anticipating the award, was the straightest steering AB on the homeward passage.

She picked up a parcel of alcohol at Texas City and more lubes at Baton Rouge before heading off-shore. She put into Bermuda briefly, so First Asst. Leslie Henderson could replace Boleslaw Roman, who was landed and successfully relieved of a bad appendix. The Suez Canal was transited Feb. 14-16, part cargo discharged at Bombay, Feb. 26-Mar. 9 and the balance at Calcutta, Mar. 15-17.

Next came a 3,290-mile back-tracking to the Persian Gulf, where Navy Special Fuel was loaded at Bahrain, Saudi Arabia, Mar. 27-29. Delivery of this cargo was at Kwajalein, Apr. 20-21 and Pearl Harbor, Apr. 28-29, with a one-day stop at Singapore for bunkers enroute.

"Altogether," Captain Boxwell said, "we logged 32,335 miles and the old *Scranton* performed beautifully. We had good weather all the way except for part of the Atlantic crossing, which was rough."

Repairs to the *Scranton* at Galveston were completed May 20, cargo was loaded at Baytown on the 20th-23rd, at Baton Rouge on the 25th-26th and now she is once again outbound for Bombay, Calcutta and perhaps another circumnavigation if, as they say in the trade, cargo offers.

Esso *Scranton* Complements

MEN RELIEVED

Robert J. Boxwell
Arnold A. McBride
Cornelis Van der Poel
Andrew Bozicevic

Karl M. Waagonas
Leslie O. Henderson
Matt Brodie
George F. Miller, Jr.

Stephen Verbonich

Robert S. Massenburg
Bernard Malkowski
Claude T. Landry
George E. Organ
Glenn E. Miller
John E. Rachal

James W. Badgett
Gilberto V. Ponce
Morris G. Acker

Bela C. Morgan
Arthur H. Eidinger

Abelardo Matas
Lee J. Munnerlyn
Doyle L. Stinson

Matthew M. Matherne
Norman D. Martell
Theodore Olive

Paul Onufryk
Demetrios Georgiou
Cecil R. James
Harold P. Robinson
Robert Garcia
Luis A. Bericochea, Jr.
Francis Ogle

Master
Chief Mate
Second Mate
Third Mate

Chief Engr.
First Asst.
Second Asst.
Third Asst.

Radio Officer

AB
AB
AB
AB
AB
AB

OS
OS
OS

Pumpman
MM/2P

Oiler
Oiler
Oiler

FWT
FWT
FWT

Chief Steward
Chief Cook
Second Cook
MM
MM
UM
UM

MEN RELIEVING

Robert H. Stotts
Neo H. Robinson
Albert J. Baptiste
Ishmael B. Sadler

Robert D. Cain
Sylvester Wueller
David A. Dolan
Edwin B. Chapman

Samuel R. Moore

Harry W. Matthai
Douglas D. Kashner
Frederick F. Drake
John L. Benner
Richard C. Edwards
Robert L. Milburn

Jose Silva
James R. Sharp
John M. Dunlap

Per S. Esten
Francis L. Picou

Raeferd C. Dorman
Melvin F. White
Frederick J. Schilein

George Greavu
Miguel Contreras, Jr.
Charles G. Freeman

Joaquim G. Pina
Cleto D. Bantang
Raymond McGrath
Edward N. Payne
Ralph R. Sias
Agustin Laredo, Jr.
George B. Dyal

RECENT RETIREMENTS

CAPTAIN VINCENT F. LUCAS bade farewell to shipmates in the *Esso Dallas*, April 18, thanked them again for the clock-barometer set with special engraved plate and set off for Kaukauna, Wisc. (25 mi. SW of Green Bay). These were preliminaries to becoming an annuitant, June 1, and ending a 40-year seagoing career, nearly 36 in the Esso Fleet.



It was in 1927 that Captain Lucas shipped out of New Orleans as a deck boy in a Shipping Board freighter. During the next few years he spent some time in Mallory tankers, the Colombian Line and a shore job in New York but he kept coming back to Esso. He came back for good in Aug. 1932, when he joined the *Franklin K. Lane* as AB.

Promotion to licensed rank came in July 1935 and in Sept. 1940 he started a memorable odyssey

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.

as Third Mate, Second Mate and lieut. (jg) in the *George G. Henry*. The ship survived the bombing of Manila Bay (Dec. 10, 1941) and carried out vital and dangerous fueling missions in the South Pacific. Captain Lucas stayed with the ship when she became the *USS Victoria*, served in 2 other Naval vessels and advanced to lieut. commander.

Returning to the Company in Nov. 1946, he was Chief Mate and relieving Master (the *Esso Pittsburg* was his first command) and an instructor at the Navy Fire Fighters' School, Philadelphia for 2 years (1947-49). During the past 10 years he has been Master, the *Esso Manhattan*,

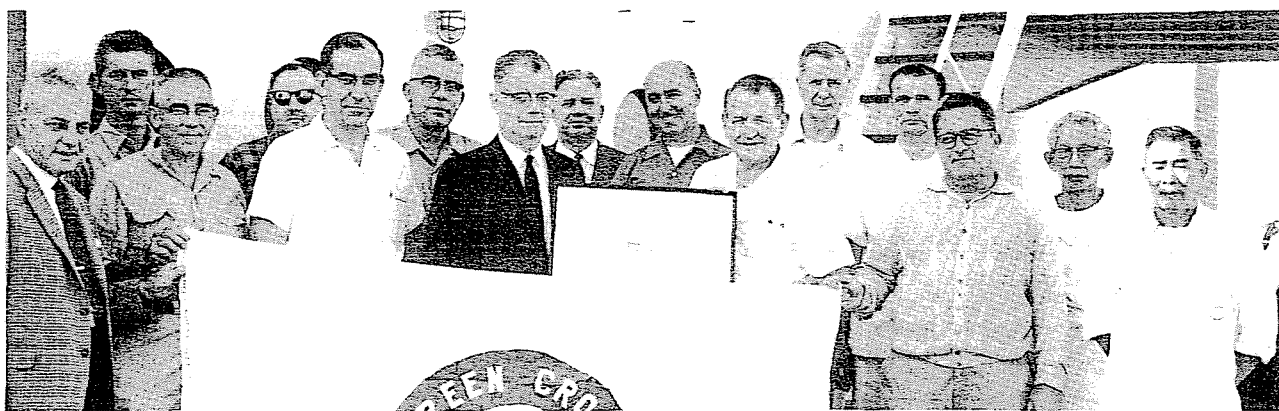
Bridgeport, *Dallas* and *Seattle* for the longest periods.

Captain Lucas and his wife Lillian have a son Gregory, married and living in nearby Neenah, and a daughter Linda, who hopes to go to the University of Wisconsin next fall.

New Regular Employees

The May 1 "class" of temporary employees "graduating" to regular status, making 23 this year to date, consists of the following:

KENNETH H. BALDWIN	EDDIE E. DICKERSON
JOHN J. BAPTISTA	RAYMOND McGRATH
ROBERT T. TAYLOR	



CERTIFICATES OF SAFETY, the Marine Department's award for a year's operation with no lost time - no sick leave accidents, were presented to the *Esso Boston* and *Esso Jamestown* on May 12 and May 16, respectively. These are the 3rd and 4th vessels (out of 7) to receive official recognition for achieving perfect safety records in 1966. Accompanying each certificate is a safety pennant, and special ball point pens and pencils for each crew member.

ESSO JAMESTOWN (above)—A. B. Randall, Secretary, Port Safety Committee; OS Robert N. Sheridan; First Asst. William T. Peace; FWT Donald Smith; Second Mate Edwin J. Fellows; RO Raymond B. Hurley; Port Captain F. L. Hooper;

Wilbur W. Cottle, Manager, Baytown Branch Office; Chief Mate Donald E. Graham; Captain William N. Sims; FWT John P. Jennings; MM Jerry Pederson; Chief Engr. William A. Dundon; 2nd Cook Simplicio J. Tirol, and UM Jing Ming.

ESSO BOSTON (below) — Chief Cook Joaquim D. Sousa; OS DeForest Marshall; Second Mate Andrew E. Coffill; AB Joseph P. Reilly; Captain S. V. Gardner, Manager, Baton Rouge Branch Office; Chief Mate

Harold L. Sholes; Captain Einar Skolem; Chief Engr. John N. Outwater, III; AB Ivy E. Etharidge; First Asst. Gilmore Henderson; AB Herbert E. Curry, and AB Herve E. Gautier.



... Ask Mr. Ed ...

Q. If a man becomes eligible for and takes severance pay, can he elect to leave his annuities with the Company.

A. Let's deal with the 2 parts of this question separately. First, a man becomes eligible for severance pay (we also call it layoff allowance) only if he has 2 or more years of continuous service and is subject to layoff for lack of work or chooses to terminate rather than accept a demotion due to lack of work. You don't get the severance pay if you just up and quit for your own private reasons.

Leaving annuities with the Company has nothing to do with whether or not you become eligible for severance pay. A regular employee who was hired before 1/1/66 and terminates in good health with less than 10 years' service may leave his annuities with the Company. When he is between age 55 and

65, he can have the monthly annuity payments (based on the years he contributed) start whenever he wishes.

A similar employee but with 10 or more years' service may do the same. His annuities will be based on all his credited service.

An employee hired 1/1/66 or later who terminates before he has 10 years' service forfeits his annuity credits.

Q. Will the Humble Employees Credit Union in Baytown make a mortgage loan on a house I would like to buy in Florida?

A. No. The credit union is a state chartered institution and cannot invest in property outside of Texas. Even with that limitation, Suh, the institution has considerable latitude, Texas being what it is. Why, it's further from Beaumont to El Paso than it is from El Paso to Los Angeles.

Q. What rate of interest did the Thrift Fund pay on unallocated

cash in my account in 1966?

A. 4.97% per year on the average monthly unallocated cash in your account, as of the first of each month. Also, the interest is not taxable as current income (as a savings bank interest would be) but is treated as a long-term capital gain subject to taxation when your account is terminated.

Q. If I sell stock in my Thrift Fund account at a loss, do I have to replace the amount of the loss in cash?

A. No. The loss will appear opposite the line "Losses on sale of stock" under the heading "What Went Out of Your Account During 1967" in your year-end Thrift Fund statement.

Q. If I took a course to prepare for a Third Mate's license and failed to get the license, would I be eligible for an educational refund on the cost of the course?

A. No.

TAFFRAIL TALK

LEMUEL J. KELLY, Pumpman in the *Esso Washington*, slipped and fell to the deck May 8, landed on his flashlight and broke a hip. He was operated on at the Public Health Service Hospital in New Orleans and will be there until about mid-June. Then he'll probably go home (Greensboro, N. C.) or nearer home to recuperate further.

ARNE C. HAUG, First Asst. in the *Esso Dallas*, has been having fun losing weight. While the *Dallas* was repairing at Galveston, Arne peeled off the pounds evenings and weekends on a nifty Schwinn bicycle with headlight, tail light and generator. Part of the fun was the interesting things he saw and people he met, the other part was watching 26 lbs. disappear.

Early Officer Retirements

The 4 officers listed below have decided on an early retirement, taking advantage of the Special Sea Service Retirement Annuity Supplement:

Third Mate OSCAR A. JENSEN, Jan. 1, 1968

Chief Engr. FULTON A. BERGERON, Sept. 1

Chief Engr. KARL M. WAAGONAS, Jan. 1, 1968

Second Asst. CHARLES E. HOLTON, Aug. 1

These intended retirements make a total of 16 such decisions since the special program became effective on Feb. 28.

Original Licenses

DONALD D. MCCracken—3rd Asst. 4/24/67*

HERBERT D. SEXTON—3rd Mate. 5/26/67

*Dates reported to Company

OBITUARY

CHIEF STEWARD HENRIQUE O. FERREIRA, 60, apparently died in his sleep of a heart attack on the night of May 20-21 aboard the *Esso Florence*. The ship, bound from New York to Guaymas, rendezvoused with a Coast Guard cutter off Cape Henry, where the deceased was brought ashore. Surviving are a daughter Mary (wife of OS Jose M. DePina) and a son Henrique I. Ferreira, UM.



Mr. Ferreira had over 30 years' continuous service in the Fleet. Starting as Second Cook in May 1936, he advanced to Chief Cook the following year and sailed in this rating and as Chief Steward throughout World War II. He survived the sinking of the *E. M. Clark* on March 18, 1942.

Sailing as Chief Steward since July 1945, Mr. Ferreira was regularly assigned to the *Esso Florence* for the past 2½ years. His home was in New Bedford, Mass.