



ESSO FLEET NEWS

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Humble's Benefit Program Improvements

Last issue we mentioned the Company's improved benefit program and particularly the increased percentages of normal annuities available to men who retire before age 65. The increases will become effective July 1, as will improvements in 5 other sections of the benefit program. The following brief descriptions of the 5 improvements not previously mentioned will tide you over until more complete details are published in the July issue of HUMBLE NEWS.

RETIREMENT ON REQUEST. The new minimum conditions under which a man may retire at his own request are 60 years of age and 15 years' service. Previously, the minimum service was 30 years. However, for unlicensed men (except Chief Stewards), the minimum conditions for retirement on request are 55 years of age and 20 years' service during the life of the Agreement, provided ESA members ratify Amendment No. 4.

NONCONTRIBUTORY LIFE INSURANCE. Under the present plan, preference relatives of an employee who dies would receive a \$500 lump sum and a series of monthly payments each equal to $\frac{1}{2}$ the employee's normal pay. (Examples: 29 payments after 10 years' service, 39 payments after 20 years.) In addition to these payments, preference relatives would also receive a lump sum payment of 2 years' normal pay under the improved program if the employee dies as a result of an accident incurred in the course of employment. The Company pays the entire cost of this insurance.

DISABILITY ANNUITY. The new Disability Annuity Plan gives a disabled employee whichever is greater—his undiscounted annuities at time of retirement or a per cent of normal pay at time of retirement. The percentage of pay starts at $37\frac{1}{2}\%$ at 15 years' service and increases by $\frac{1}{2}\%$ of 1% for each year of service over 15 up to a maximum of 50%.

JOINT & SURVIVOR ANNUITY. The purpose of the "J & S" annuity is to provide more security for the annuitant's survivor if he should die. With this plan, monthly payments are made to the

annuitant from the time the plan starts until he dies. Then, the amount designated for the joint annuitant is paid to her (or him) as long as she lives.

As an example, if an annuitant would receive \$386 per month under a normal annuity and he chose a 75% J & S annuity, he would receive \$276 for life (instead of \$386) and his survivor would receive \$207 per month for life after the annuitant's death.

The improvement in this plan is that the employee may elect this annuity form 3 years before its effective date (instead of 5 years) without taking a physical examination.*

RETIREMENT FOR WOMEN. The mandatory retirement age for women employees is extended from age 60 to 65.

*If you would like more information about this type of annuity, write us requesting a copy of the April 14, 1964 FLEET NEWS.

War Risk Bonus

During the past 2 weeks meetings were held between the Company and unions representing our seagoing employees on the subject of war risk bonuses. The upshot was that if a Company vessel enters the war risk area (roughly 100 miles around the coasts of South Vietnam and North Vietnam) the following become effective, or subject to effect:

1. A bonus of 100% of the daily base wage to each man for the time the vessel is in the area;
2. Insurance covering loss of life (\$20,000) or disability and up to \$500 for loss of personal effects;
3. A \$200 per man bonus if the vessel is in a harbor when the harbor is attacked once or more, and
4. A vessel attack bonus of \$300 per man. Only one attack bonus will be paid per voyage and if the vessel is attacked in a war risk

FLASH! One of our 27,000-tonners will be engaged in delivering 1,400,000 bbls. of Navy Special fuel oil, Aruba to Spain, during 2nd half of 1965.

area harbor, the attack bonus will be paid for that attack but not the harbor bonus, too.

Since the effective date of this understanding is April 24, crews of the *Esso Dallas* and *Esso Seattle* may be entitled to bonuses. Some of their voyages since then may have cut across the SE corner of the zone for about 8 hours' steaming time. The log books will tell.

Teamsters File Charges

The International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America filed a complaint with the National Labor Relations Board on June 11, charging the Company with an unfair labor practice.

Local No. 866, a Passaic, N. J. unit of the Teamsters' union, charged that the Company assisted the ESA "by announcing in the employer's official publication, *Esso Fleet News*, a Sea Service Allowance conditioned upon being represented by the Esso Seamen's Association at the time of retirement."

The charge also states that the Company "has interfered with, restrained and coerced its employees in the exercise of the rights guaranteed in Section 7 of the Act."

Esso Chester's First Three Months As an Asphalt Carrier

Captain Edward Crawford, who has been Chief Mate and Master of the *Esso Chester* since she was converted to carry hot asphalt, sent us some facts and figures about her first 3 months in the new trade. The *Chester* left Newport News on March 1 and loaded her first asphalt cargo at Bayonne the next day.

"On May 31," Captain Crawford said, "we arrived in Charleston, S. C. and this day marks

3 months (92 days) of operation as an asphalt carrier. During this time the vessel loaded a total of 1,781,436 bbls. of various grades of asphalt at Bayonne and Bayway and naturally discharged the same amount to the hot terminals at Charleston, Baltimore and Everett. The asphalt is carried at temperatures of 325 to 350 degrees F. Our largest cargo — 167,630 bbls. — was loaded at New York on May 28-29. This is about the most the vessel can handle allowing a little room for expansion.

"In our first 92 days we made 28 ports and 39 terminals. Our 78 dockings and/or undockings, I would assume, would give the men in this vessel the highest overtime pay for docking/undocking in the Fleet.

"The bow thruster that was installed during the conversion has been working fine and has eliminated one tugboat at each docking and undocking. (This has meant a saving of about \$14,500 in towboat charges — Ed.)

"To date everything has been going according to schedule," Captain Crawford concluded, "and we have had virtually no complaints in spite of the hot cargo."

MM/2nd Pumpman Raymond Mott (left) and Pumpman Fred Engelman are behind a handy vise table they made and installed in the midship square of the *Esso Newark*. Mr. Engelman got the idea for the vise some time ago but had to let it simmer until he could scrounge a piece of 6" pipe. This was split (easier said than done) and a bead welded around the inside of the tops to act as a collar. The 2 halves were fastened together around a column with bolts and nuts top and bottom in such a way that the vise may be swung around and made fast in any position. The table and supports were welded to one of the halves. Chief Engineer Karl M. Waagonas did the welding.



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, Texas 77001.

SERVICE EMBLEM AWARDS

☆ 30 YEARS ☆



Gregor O. W. Collins
Chief Engineer
April 24, 1962



Lemuel J. Kelley
Pumpman
November 22, 1964

☆ 10 YEARS ☆

Herman J. Raby
Oiler
January 2, 1965

Jose A. DeAfonseca
Utilityman
February 2, 1965

Jesus C. Nieto
Ordinary Seaman
February 3, 1965



BuShips Journal photo

A drone helicopter landing on a destroyer escort. Improved models are to be delivered next year.

Wonders of Modern Science

By George, to an ordinary chap, these are bewildering days. The complexities of space flights, electronic gadgets, computers, etc. leave us way out in left field. Like this, for example:

The Navy Department's BUREAU OF SHIPS JOURNAL for May has an article about the DASH (Drone Anti-Submarine Helicopter) system. It appears that this little unmanned, 2-propeller flying machine can take off from a destroyer, fly to and hover over a submarine before it is within range to attack the destroyer, drop homing torpedoes and return to the base ship. The drone is operated by radio controls and tracked on the ship's radar. The submarine is tracked by the ship's sonar.

BUSHIPS JOURNAL explains the operation thusly:

"During launching and landing, the drone helicopter is controlled by a flight deck officer. When a possible submarine target appears on the destroyer's sonar, the deck control officer launches the drone visually and starts it in the direction of the target. For this purpose, he uses a deck control transmitter which has a maneuver stick to control cyclic roll, pitch and flat turns, and knobs to control altitude and heading. The transmitter sends digital signals to a relay assembly for assignment to an audiofrequency coder. Digital audio command signals are sent by UHF line-of-sight data link.

"The drone has a transistorized FM radio receiver which eliminates the carrier frequency and applies the audiofrequency to the drone decoder. The decoder extracts the messages, decodes command information and provides analog voltages in addition to closing the torpedo-release switches. The analog voltages are combined with sensor inputs from roll, pitch and displacement gyros and altitude control, and fed to an electronic control amplifier. The amplifier controls the pitch, roll, yaw and collective servo clutches in the drone's electro-mechanical actuator."

There now, that's not much worse than the directions for assembling a mechanical toy, is it?

TAFFRAIL TALK

GLENN A. ARMIGER (Third Asst., ret. July 1963) started work this month as a Stationary Engineer at St. Joseph's Hospital in Pittsburgh, Pa.

FIRST ASST. DAVID A. DOLAN, of the *Esso Gloucester*, is planning to attend the 20th reunion and dinner dance of the Gleaves Association, to be held in the Bronx, N. Y., July 23-24. The Association, of which Mr. Dolan is Vice President, is made up of men who served in the USS *Gleaves* in World War II. Mr. Dolan was Machinist 1/C and Chief Machinist in the destroyer for 6 years. The ship had a distinguished war record, participating in 7 European invasions.

If you listen to the neverdo's, it's never done.

David Lloyd George

To dally much with subjects mean and low, proves that the mind is weak or makes it so.

Cowper

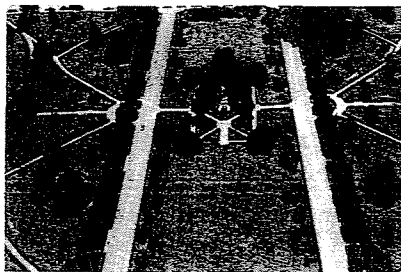
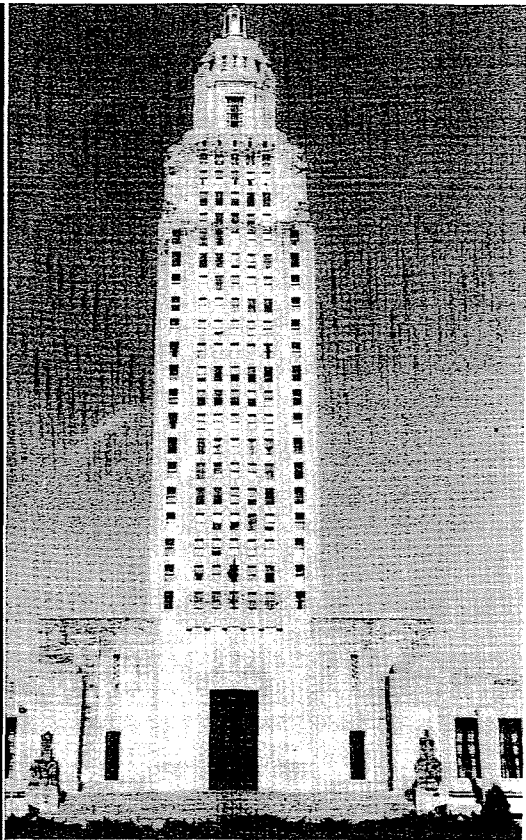
The MIS-Adventures of

J. STUMBLEPRONE MC FRACTURE

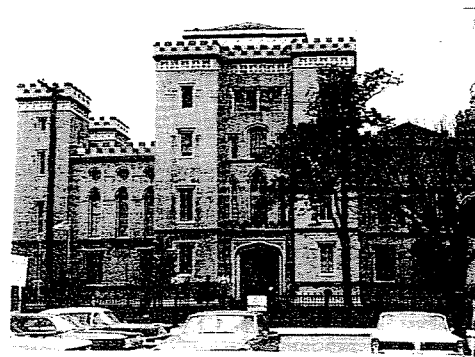
During a vessel's undocking, Mac was on the foc's'le head preparing to catch a tug's heaving line tossed up by an AB on the main deck. Mac caught the line alright but the ball swung around and "caught" him over the left eye, causing a painful bump.

The moral here might be that whenever anyone is throwing you a line, keep your eye on the ball lest you get it in the head. Get it?





Louisiana State Capitol Building (left) the Capitol Grounds (center) and the Old Capitol Building (right). Photos by Bill Tyra



Let's begin our tour as I enter the grounds of the old Capitol Building, which I assumed would be one of the most interesting landmarks in all Louisiana. The Old Capitol, at the corner of N. Boulevard and St. Philip St., was fashioned after a medieval castle, giving it an appearance of being much older than it really is (it was built in 1847). On entering through massive doors at the main entrance, you will see a large circular stairway and apparently that is about all that's worth seeing here as the building seems to have been turned into a Veteran's meeting hall. There are so many plaques and signs that Mark Twain's reference to it as the "mon-

After looking at some of the sculpture and paintings and visiting the Senate and House chambers, which were not in session, I went up the observation tower.

The view of the city from the tower is magnificent. You can see about 25 miles. Looking down you see the beautiful Capitol grounds with its well-tended trees, shrubs, flowers, grass, an ultra-modern motel, the Capitol lake, Governor's mansion, and the statue and tomb of Huey P. Long — probably the most hated, loved, feared and trusted and misunderstood man of his time. If you know where to look, you will see some ante bellum homes, if you know what they are (homes built prior to the Civil War). Looking north you will see in the distance the great industrial complex of refineries, chemical and manufacturing plants. the Mississippi River bridge that straddles the river just above the Humble docks, and possibly your ship. Looking east you can see a clover leaf access to the interstate highway system. Looking south you see the business district and the new bridge, just below the city, that will connect the interstate highways. Looking west you see the mighty Mississippi.

Descending to the main floor, I remembered hearing that Huey Long, a U. S. Senator at the time, had been assassinated in the Capitol Building. I was told it would be alright for me to visit the office where he was shot and see the bullet holes in the marble wall. Mr. Long, or the "Kingfish" as he dubbed himself, was supposed to have been killed by a Dr. Carl Weiss on Sept. 8, 1935 but there are some who believe he was killed by a stray bullet fired at his assassin by his bodyguards.

The city proper is about the same as most any other community of comparable size and population but the people here may be more friendly. And it is a quaint, quiet, whimsical and pleasant place.

"Capitolizing" in Baton Rouge

AB Bill Tyra, whose easy-reading prose has appeared in these columns several times before, has punched another article out of his typewriter — this one. It's his impressions of Baton Rouge, especially the Capitol buildings, which he visited recently. (Ed.)

Baton Rouge is a main port o' call for many tankers of the Esso Fleet, the vessels loading oil and oil products at Humble's Refinery (the largest in the U.S.) for delivery all along the Gulf and Atlantic coasts. My last ship, the *Esso Huntington*, calls here regularly, giving your "humble reporter" ample time to view some of the sights that I will re-view for you here.

Baton Rouge was first established as a military outpost by France in 1719 and the name Baton Rouge, which means "red stick" in French, originally referred to a post that divided the territory of 2 Indian nations. The city is now a fast moving, fast growing industrial center with a population of about 153,000 and is the most inland deep-water port on the Mississippi River.

strosity of the Mississippi" is still appropriate.

The new Capitol and grounds are very impressive. Erected during the depression (1932), its 34 stories rise some 450 ft. above the 27-acre Capitol grounds, making it one of the tallest buildings in the South. It was completed in 14 months at a cost of about \$5 million and contains 30 varieties of marble and stone from other states and foreign countries. There are 48 granite steps leading to the main entrance — one for each state of the Union. Alaska and Hawaii had to be cut into the topmost step flanking our national motto (E Pluribus Unum) when they became states. Each state's name and date of admittance to the Union is carved on a step. Builders of the Capitol obviously never expected there would be any more states.

Entering through doors even more massive than at the old Capitol, you find yourself in a large room having a floor of polished lava from Mt. Vesuvius, a volcano, in Italy. This room is called Memorial Hall and there is a tourist information booth which is helpful as in this labyrinth of halls one can easily lose his way. I gave one of the king-sized bronze doors the push test and was amazed at how easily it worked — an open and shut case of good maintenance.

(left) View north from the observation tower of the Capitol Building. Part of Humble's Baton Rouge Refinery and Docks are visible. (right) To the SW are ships anchored in the Mississippi and piers for a new bridge.

