



ESSO FLEET NEWS

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Up and Doing Young-uns

'Tis spring hither and yon and round about and with spring comes flowers and among the most prized blooms is the "flowering of youth." And it seems, we have a fine crop this year, as to which the following will attest:

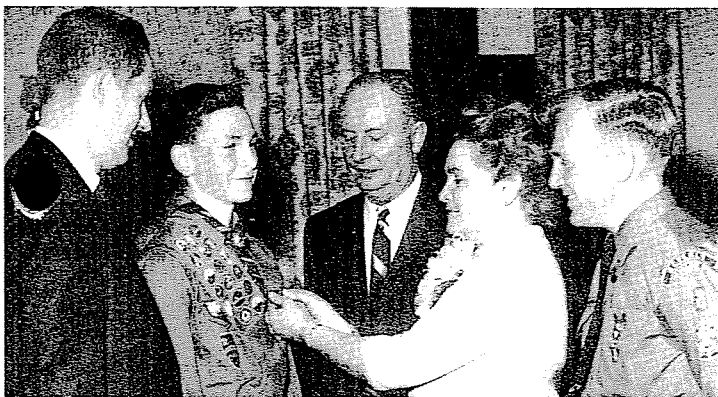
BARBARA E. JOHNSON, daughter of Captain T. A. JOHNSON, will graduate this month from Boston University School of Nursing with a B.S. degree. Miss Johnson has been attending the school on a Walter C. Teagle Foundation scholarship. "Next fall I will be continuing my studies at Boston University," Miss Johnson said, "working toward my Master's degree in psychiatric nursing. I have been invited to join the Sigma Theta Tau Society, which is the national honor society of nursing."

CHARLOTTE M. THENEMANN, daughter of Radio Officer CARL W. THENEMANN, graduates this month from Robert E. Lee High School, Baytown, in the top 5% of her class. She has been in the National Honor Society for 3 years, maintaining an average above 92. She is also a member of the school band, which has performed at Houston Oiler football games and on television. Miss Thenemann plans to attend Lee College in Baytown for her first year of preparation for a teaching career.



JOHN E. KELLY, son of Second Asst. Engineer JOHN F. KELLY, received an Eagle Scout Award

A proud occasion: Hon. Carl V. Joslin, Mayor of Beverly, Mass., Eagle Scout John E. Kelly, Mr. and Mrs. John F. Kelly, and Scoutmaster Richard Barker.



from Mayor Carl V. Joslin, of Beverly, Mass. on Feb. 21. "We have another son, Richard, 13, who is working hard to follow in his brother's footsteps," Mrs. Kelly wrote. "Also a daughter Nancy, 8, who is a Brownie. The Boy Scout organization has been an invaluable asset to us in raising 2 fine sons whose father, because of the nature of his work, is away from home for weeks at a time."

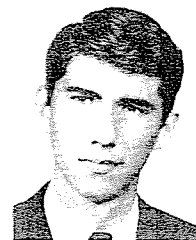
JACQUELYN L. PINA, daughter of Chief Cook JOAQUIM G. PINA, will graduate from Whidden Memorial Hospital School of Nursing, Everett, Mass., in June. She has been a student at the school for 3 years under Teagle Foundation Scholarships.



ANTOINETTE S. GOMES, daughter of Chief Cook ANTONIO F. GOMES, has been granted a Teagle Foundation Medical Scholarship to attend Women's Medical College of Pennsylvania, Philadelphia, beginning next September. Miss Gomes has a bachelor of arts degree from the University of California and is completing her first year at Women's Medical College. She is well on her way to becoming a physician.

ROBERT H. BOTELER, JR., son of Able Seaman ROBERT H. BOTELER, has been awarded a Teagle Scholarship to attend Tulane University School of Engineering, at New Orleans.

CARLOS MARTINEZ, son of Oiler ALBERTO J. MARTINEZ, has also received a Teagle Scholarship to Tulane. He is planning to major in linguistics or political science. "Everybody" in Baytown (his home) was hoping Carlos would get the scholarship.



Sea Service Allowance Clause Re-worded; Unfair Labor Practice Charge Settled

A voluntary settlement of an unfair labor practice charge against the Company was reached April 27. The charge was made last December by Local 866 of the International Brotherhood of Teamsters and involved the wording of the eligibility clause in the Sea Service Allowance program which was negotiated by the ESA and the Company last May.

(The Sea Service Allowance provides for a life annuity of \$2 per month, beginning at normal retirement age, for each completed year of sea service prior to Jan. 1, 1966.)

At the time of the settlement, the Company and ESA reached an understanding that the eligibility clause would be reworded as follows: "Employees who at the time of their retirement are unlicensed seamen (excluding stewards) in the Company's deep sea tanker fleet."

The original wording was: "Employees of the Company who are represented by the Esso Seamen's Association when retiring from the service of the Company."

The revised wording of the eligibility clause is in accordance with the intent of ESA and the Company at the time the Sea Service Allowance was originally agreed to and insures that the Sea Service Allowance program will continue for seamen.

By agreeing to the settlement, neither the Company nor ESA admitted to violating the National Labor Relations Act and a statement to that effect is included in the settlement. Despite the Company's position that there had been no violation, the Company did not wish to see the Sea Service Allowance involved in lengthy litigation.

As a part of the settlement, the Company agreed to post notices at Marine Department offices servicing employees of the deep sea tanker fleet, namely Everett, Bayonne, Paulsboro, Baltimore, Norfolk, Jacksonville, Baton Rouge, Baytown and Houston. These notices contain a statement that the Company will not maintain in effect the provision of the Sea Service Allowance or other benefit program conditioning eligibility upon representation by the ESA. As indicated earlier, the Sea Service Allowance eligibility clause has already been changed.

The notices also contain a standard clause in which the Company agrees that it will not interfere with the various rights of employees covered by the Labor Management Relations Act (Taft-Hartley Law). It has always been the policy of the Company to respect these rights guaranteed to employees.

Ship News

Esso Jamestown (Captain Harold L. Sholes, Chief Engr. William A. Dundon) was reported in the last issue as scheduled to load an MSTS cargo at Aruba for a not-too-definite destination in the Far East. She left Aruba April 26 and the Far Eastern destination will be Guam, with a stop at Pearl Harbor enroute to discharge part cargo.

Esso Miami (Captain Roger A. Steward, Chief Engr. Lawton M. Williams) left San Francisco April 24 and will load at Aruba about May 7 for New York.

Esso Newark (Captain Julius E. Wend, Chief Engr. Karl M. Waagonas) also loaded at Aruba and departed May 1 with an MSTS cargo for Searsport, Maine.

Esso Seattle (Captain Vincent F. Lucas, Chief Engr. Keith V. Wintenburg) left Sasebo, Japan April 26 for the long haul across the Pacific to Panama (18 days without handling a mooring line). She is due at the Canal May 15 and Lake Charles, La. about the 20th to load for Japan again.

Esso Scranton arrived in Baltimore (from the West Coast) May 2 and sailed on the 4th for the Gulf with Captain ROBERT J. BOXWELL as Master. It was Captain Boxwell's first command and we'd like to be the first (at least in print) to extend congratulations and best wishes.

Big Shiptside Bunkering Job — at Sea

Inland Waterways tankermen carried out their largest single shiptside bunkering job in the New Orleans area on April 17-18. The fuel — 60,934 bbls. of bunker C and 963 bbls. of marine gas oil — was pumped into the 108,400-dwt. tanker *Manhattan* off Southwest Pass, in East Bay.

The *Queen Elizabeth* is the only other ship that has been supplied with a larger quantity of bunkers at one time by Humble.

Bunkering the *Manhattan* was probably the closest that Tankermen J. A. Callahan, F. T. Morales, E. J. Whitney and B. L. Wilkinson had ever come (or ever want to come) to "fueling at sea." Heavy swells and strong winds gave them a rugged time as they worked 5 surging and bobbing barges alongside the big tanker for 23¼ hours.

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.

The *Manhattan* had loaded grain at New Orleans until she was drawing 40', the maximum draft permitted for the down-river passage. Bunkering in East Bay enabled her to load approx. 10,000 tons more cargo.

300,000 Tons! Where Will It End?

Newspapers for April 26 published reports that six 300,000-dwt. tankers would be built in Japan for the Gulf Oil Corp. It is understood that the mammoth vessels will measure 1,140' x 175' x 100' (approx.) and have a draft of 75' when fully loaded with about 2,200,000 bbls. of crude oil. Propulsion will be by twin screws powered by 2 sets of turbines of close to 38,000 shp. total.

The tankers are intended for service between the Middle East and Africa and a crude terminal to be constructed at Bantry Bay, Ireland.

It wasn't so long ago (1959, to be exact) that 100,000-ton ships were the world's largest. Now, the Japanese have a 150,000-tonner in service and are building one of over 200,000 tons. And now, these monsters 3 times larger than the largest 7 years ago. But it's fairly certain they won't come to the U. S. Gulf or East Coast with a full cargo for a while. They'd likely ground on the continental shelf.

RECENT RETIREMENTS

ABLE SEAMAN WENTWORTH S. EBANKS, took an early retirement April 1, almost the earliest possible — 15 years of credited service and 55 years of age. He joined the Company as AB in the *Esso Wilmington* on Dec. 11, 1950 and sailed continuously in that rating except once as DM.

Mr. Ebanks was born in Cayman, B.W.I. and lives in Tampa.

PUMPMAN WILDER J. ROBBINS signed on as Wiper in the *John D. Archbold* on Jan. 31, 1948 but next day shipped out as FWT in the *Esso Bolivar*. In his 18 years of service since then he joined a ship 64 times (he has a complete log) the last one being the *Esso New Orleans*. From Dec. 1950 until his retirement, April 1, he was MM/2P or Pumpman.



Born in Avery, N. C., Mr. Robbins worked as a machine operator in Greensboro from 1927 to '42 and as a machinist at the Newport News shipyard from 1942 to '46. His greatest experience, he said, was "aboard the 'Esso' *Powder River* at Cape Verde Islands, Oct. 9, 1948 — I accepted Jesus Christ as my Savior."

"Being human," Bo continued, "we all have our faults but Humble is still the best company in the world to work for.* My best wishes to my shipmates and all the seagoing personnel."

Mr. Robbins and his wife May live in Ft. Lauderdale, Fla. They have 2 adult daughters, Rebecca and JoAnn.

*You figure he means that Humble is great to hire us faulty characters, or that other companies' faults are worse than Humble's? — Ed.

WORDS OF THE WISE

Happiness is not so much in having as sharing. We make a living by what we get, but we make a life by what we give. — *Norman MacEwan*

We should forgive our enemies but not forget them — they may not have forgiven us. — *Anon.*

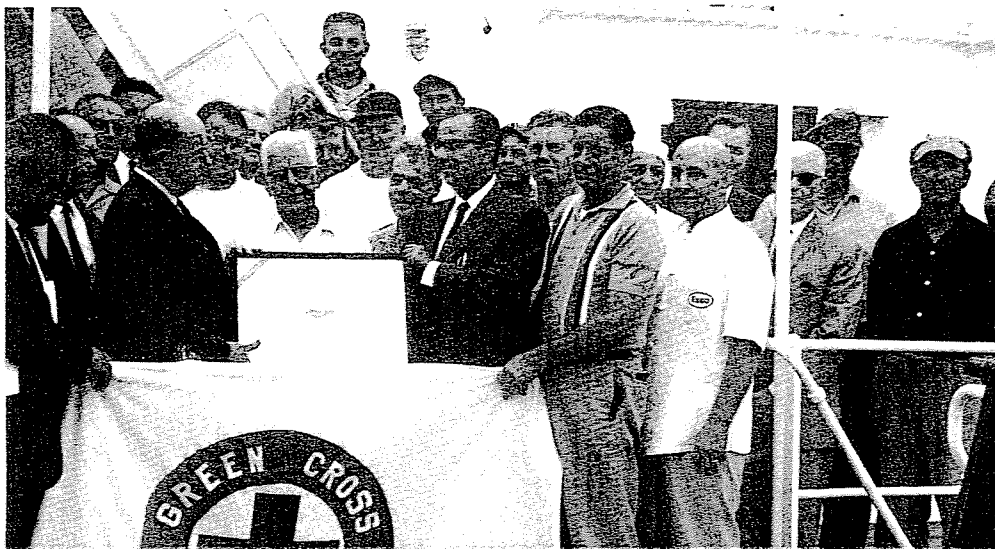
We have here the presentation of the Company's Certificate of Safety to the *Esso Gloucester*, which has one of the best safety records in the Fleet. It's the second consecutive year that the certificate for operating without an accident resulting in lost time or sick leave has been received by the *Gloucester*. In fact, it has been more than 4 years since she has had a lost time accident.

L. to r. are: A. B. Randall, Port Staff Asst.; Asst. Port Captain R. F. Stap; Asst. Port Engineer H. W. Bradbury; Louis H. Staar, Sr. Dispatcher, Baytown; Captain J. G. Moffitt, Manager, Operations Division; Radio Officer Clifford L. Benedict, Jr.; Herman Teller, Baytown Branch Office; Chief Steward Man-

uel J. Lopez; Third Mate Robert P. Maher; First Asst. Stanley A. Draus; Chief Mate Howard G. McCartney; Second Asst. Bertram L. Bisantz, and Captain Ralph W. Durdle.

Also, AB John E. Holland; MM/2P Harold C. Spaulding; OS Robert G.

McClelland; Chief Engineer Joseph L. Kellahan; Chief Cook Antonio F. Gomes; Second Cook Demetrios Georgiou; S. B. Haas, Asst. Manager, Operations Division; Port Steward D. A. Hodges; AB Raymond R. Darby, and AB Frank Sawyer.



... Ask Mr. Ed ...

Q. What happens to my annuities if I terminate?

A. This depends upon how much service you have when you terminate and whether or not you withdraw your annuity contributions. You contributed toward annuities through Dec. 31, 1965. Beginning Jan. 1, 1966 the Company pays all annuity costs.

An employee who terminates before he is 55 may choose to withdraw his own contributions plus interest. He would only do this, however, if he were extremely anx-

ious for immediate cash because by so doing he cancels the annuities that have accrued to his credit. If the employee were over age 55, he would receive a monthly annuity starting immediately or at any age up to 65 but he could not withdraw his own contributions in a lump.

Now, let's consider some examples where an employee terminates but *does not withdraw* his contributions.

1. Employee hired before Jan. 1, 1966 but terminates with less than 10 years' service—He is entitled to an annuity based on the years he contributed.

2. Employee terminates with 10 or more years' service—He is en-

titled to a deferred annuity. This may start at age 65 or as early as age 55 on a reduced basis. If he terminates at age 55 or older, he may defer the start of the annuities or not, as he chooses.

3. Employee hired Jan. 1, 1966 or later—If he terminates before he has 10 years' service, he gets no annuity and there is nothing to withdraw because he will have made no contributions. (NOTE: The 10-years' service requirement for "taking the annuities with you" if you terminate is among the most liberal in industry. It is substantially more liberal than the 20-year requirement in the retirement plans of national maritime unions.)

TAFFRAIL TALK

Six men volunteered to donate blood last month on behalf of Captain EMIL WIGH, who is a patient at the Public Health Service Hospital, Staten Island, N. Y. Captain Wigh was scheduled to undergo lung surgery but the operation had to be postponed because of pneumonia. The 6 blood donors were: Repair Inspector EDMUND H. SMITH and, from the *Esso Baltimore*, Second Mate ISHMAEL B. SADLER, Third Asst. ROBERT T. SPETZ, AB HOUSTON A. WILSON, Second Cook JESSE SUMTER, and UM JOHN F. CALDAS.

STEVE M. ENGLISH, Repair Superintendent, returned to work April 25, looking happy and trim after recovering from a heart attack Jan. 29. "Glad to be back," Steve said.

UM HENRY KODER, of Bayonne, N. J., who has been on sick leave since March 29, 1965 with a throat ailment, writes: "I want to thank you (E. C. Fischer, Head of the Benefits and Claims section),

Mr. Whyte, Dr. Rowe and everyone in management who was instrumental in making this very generous decision." Mr. Koder was granted an additional 6 months' sick leave pay under the Company's provisions for Special Benefits (page 10, A GUIDE TO YOUR EMPLOYEE BENEFITS).

One of our seamen recently had a hospital bill of \$9,573 and \$693 in doctor bills. Of the \$10,266 total, his Health Service, Inc. insurance paid \$7,838 and Major Medical paid \$1,746, leaving only \$682 as the employee's share. (PS: The month of May is the next sign-up period for hospitalization and medical insurance.)

OBITUARY

JESSE W. BALDWIN, 63, retired Third Asst. Engineer, died April 29 in Chelsea, Vermont, where he had been living for the past 2 years.

Mr. Baldwin became an annuitant Jan. 1, 1963, after 15 years in the Fleet as, for the most part, Third and Second Asst. Engineer. He previously sailed with United Fruit, Isthmian, Grace and other companies.

ROBERT E. O'NEIL, 62, former Chief Engineer in the Fleet, died April 25. He sailed as Oiler, Asst. Engr. and Chief from April 1925 to Feb. 1941, when he became a Repair Inspector. During World War II he was a repair inspector in the Navy and from Nov. 1945 until his retirement, Oct. 1, 1963, a Sales Engineer for Esso marine lubricants.

Mr. O'Neil lived in Tenaflly, N. J. and is survived by his wife and 3 children.



SERVICE EMBLEM AWARDS



20 YEARS



Keith E. Frutiger
Chief Mate
March 12, 1966



Stanley A. Drais
First Asst. Engineer
September 7, 1965



Alexis M. Michelson
Able Seaman
February 1, 1966



10 YEARS



Edwin W. Kielian
Ordinary Seaman
March 19, 1966

John G. Steele
Ordinary Seaman
April 16, 1966