



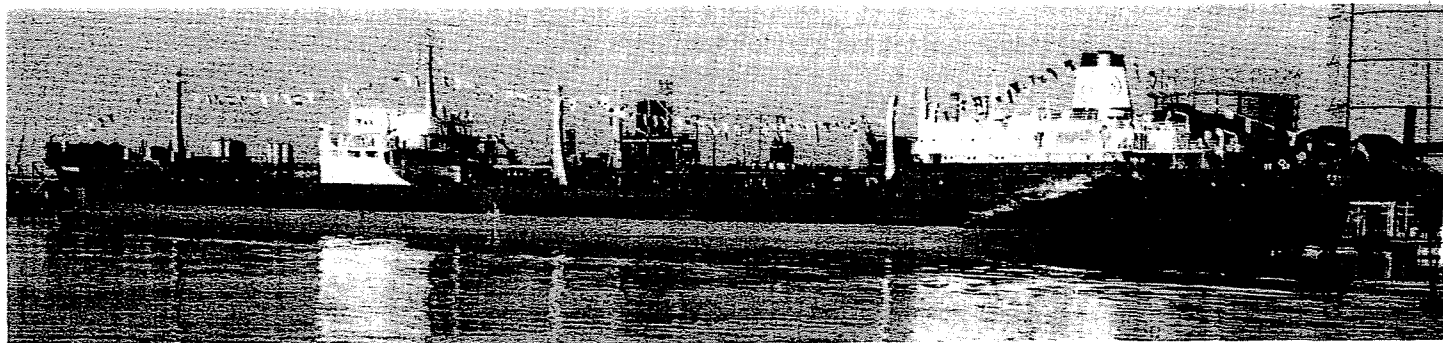
ESSO FLEET NEWS

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5,500 Inspect Esso Boston at Everett Open House

In full dress regalia — gay flags, pennants and bunting; a 30-ft. welcome sign and red, white and blue Escon polypropylene mooring lines and hal-yards — the *Esso Boston* presented as colorful a setting for a shipboard open house as ever was witnessed in the Port of Boston.

Aided by perfect weather conditions on Sunday, December 4, some 5,500 Esso employees and their families and friends came up the gangways between 9 a.m. and 4 p.m. Young and old alike were greatly impressed with the ship. Foc'stle, main deck, quarters, poop and machinery spaces all were enthusiastically explored. Such comments as "Oh boy, aren't these rooms nice!" and "This is tremendous." were common.

Once again the *Esso Boston's* officers and crew rose to the occasion and "did themselves proud." Deck and Engine men conducted tours of their de-

partments and answered visitors' questions. None were busier than those in the Steward's Department, who dispensed countless cups of coffee and lemonade, 5,000 doughnuts and king-size lollipops for the kids.

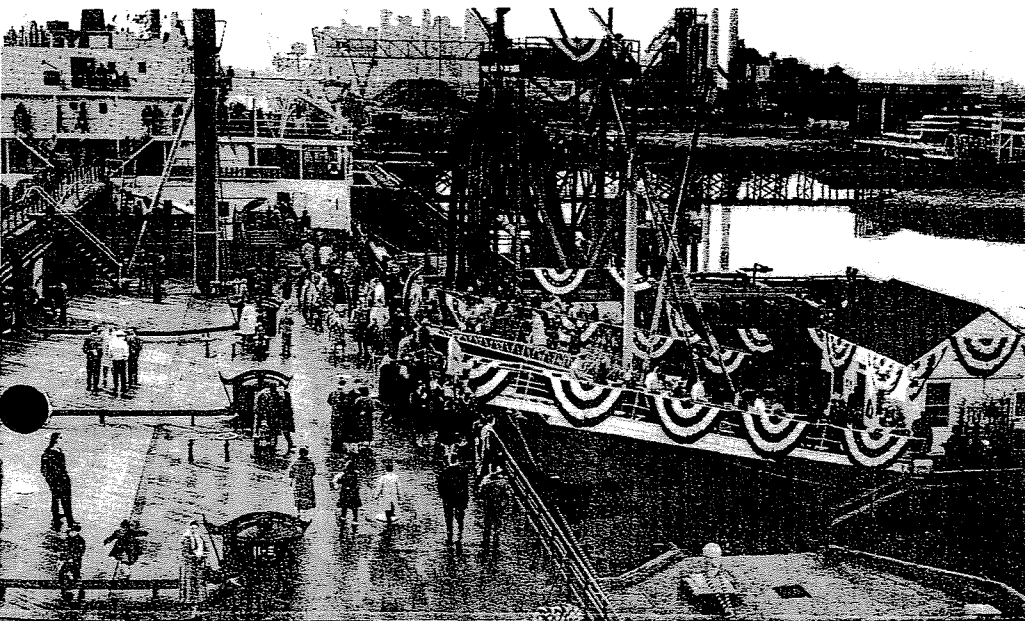
It was a lot of work and a long day for everyone



Durlands Photo Service

Captain Walter F. Andrews holds sterling Paul Revere bowl presented by Mrs. F. I. Shaw. Others in front row, l. to r. are: Patrick J. Breen, Chief Engineer; Basil O. Challenger, Bos'n, and Captain Shaw, Agent at Boston.

Crowds boarding and leaving the *Esso Boston* as the late afternoon sunshine casts long shadows on deck.



The First Noel

By ED. FITZGERALD

*Each Holy Christmastide
We venerate the birth
Of Christ, the Son of God,
Who came to us on earth.*

*Down from His Heavenly Court
Through love for us He came,
To redeem and save all men —
And not for wealth or fame.*

*A King He was, that's true
But chose a lowly birth.
No earthly bells or trumpets
Tolled forth with joyous mirth.*

*But the celestial choirs
Sang loud in praise and prayer.
Their glorious hallelujahs
Filled the tranquil air.*

*The shepherds saw the splendor
While watching o'er their sheep.
Guiding angels told them
Where the Christ they'd meet.*

*They hastened to the stable
While other mortals slept
And there in silent ecstasy
A peaceful vigil kept.*

*Before the break of dawn
They bid a fond farewell,
The rapture of that moment
O'er them cast a spell.*

*They went back to their flocks,
Their hearts alive with joy
At being chosen first
To welcome Mary's Boy.*

aboard but there were compensations. Eighteen of the men live in New England and most had the pleasure of showing the supertanker to their families and friends.

"You like my husband's ship?" one lady was heard to ask.

"Yes," another replied, "your husband's ship is sharp."

As a souvenir of the *Esso Boston's* first call at her namesake city, Mrs. Shaw, wife of Boston Marine Agent Captain F. I. Shaw, presented the vessel's Master, Captain Walter F. Andrews, with a 10-in. silver bowl, a replica of an original by Paul Revere. The gift was donated by the New England Marketing and Manufacturing Divisions. A matching pitcher was given to the Captain of the tanker by John J. Halloran, Manager of the Maritime Association of the Port of Boston.

Patrick J. Breen, who has nearly 30 years' service as Chief Engineer, couldn't help but think back to his first Chief's berth — the *Beaconhill*, with her 2,600 ihp. up-and-downer. "If anyone told me then," he said, "that some day I'd step out of my office and take an elevator down to the operating flat of a 19,000 shp. high pressure turbine job, I wouldn't have believed it."

Another "old-timer" who willingly conceded that the "good old days" were never like this was James McTaggart, father of Port Engineer T. J. McTaggart. The elder McTaggart was formerly in charge of the machine shop at Everett and worked on repairs for many tankers.

A show-piece in the machinery space is an aluminum-faced tool board, which was built in four days by Machinist Lincoln Swift and Wipers Lucio Oliveira, Louis Vincent, James Westmoreland and Marcelino Gomes, under the direction of First Asst. Engr. Michael Zencoe. Such a job usually takes several weeks.

With the *Esso Boston's* open house at Everett,

the Company's two new supertankers have been exhibited to over 50,000 people. The *Baltimore* drew 25,000 in a two-day "stand" at Baltimore on July 16 and 17, 7,000 at Bayway on July 20 and 9,000 at Baytown on the 28th. About 5,000 visited the *Boston* at Baton Rouge on November 27 and over 5,000 at Everett.

Stanvac Properties to be Split Between Jersey and Socony

The business and assets of Standard-Vacuum Oil Company, a corporation 50% owned by Standard Oil Co. (N.J.) and 50% by Socony Mobil Oil Co., are to be divided between the two owners. The action is the result of a consent decree with the U. S. Government which terminates a 1953 lawsuit as it relates to Jersey's operations in foreign countries.

Stanvac operates oil fields, refineries, tankers and marketing facilities in the Far East, Southeast and South Asia, Australasia and South and East Africa. The company was formed in 1933 to bring together Socony's widespread Far Eastern marketing facilities and Jersey's crude supplies.

In the division of properties a Jersey affiliate, Esso Standard Eastern, Inc., will retain marketing businesses in Pakistan, India, Goa, Ceylon, Burma, Thailand, Malaya, Singapore, South Vietnam, Cambodia, Laos and Luzon Island. It will also hold 100% of the stock in two marketing companies, one operating in East Africa and the other in Australia.

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It will receive a majority of stock in a company marketing in Japan.

Other holdings of Esso Standard Eastern, Inc. will include 100% or part interests in refineries in India, Philippines, Japan and Australia; petrochemical and synthetic rubber companies in Australia and 50% ownership of a corporation that produces, refines and markets in Indonesia.

The existing businesses of Standard-Vacuum and its subsidiaries will all be continued, although under new names and ownership. With continuing growth of oil demand and expansion of the general economies of countries in the region, it is expected that new opportunities will be created for many of Stanvac's 37,000 employees.

Thrift Plan Questions and Answers

(Continued from last issue)

WITHDRAWALS

Q. How is it that the fund earnings are on a deferred tax basis and yet they are withdrawable?

A. You do not withdraw the fund earnings as such. You may withdraw an amount equal to those earnings provided the amount withdrawn does not exceed your tax-paid balance. As a result, you will not be withdrawing any amounts to which the deferred capital gains tax applies.

Q. Can I make a yearly withdrawal on an automatic basis?

A. No. The automatic withdrawal privilege is on a six-month basis only. You may still withdraw annually on a single application basis.

Q. Can I withdraw less than provided under the withdrawal formula?

A. Yes. You may request a specific dollar amount.

STOCK

Q. If I take an automatic withdrawal which is for cash only, can I withdraw stock and keep my continuing withdrawal in effect?

A. Yes. If your automatic withdrawal is due, for instance, in June—but you would like to withdraw stock in June—during May you should request a single withdrawal, but indicate that your automatic withdrawal should be kept in effect. It would automatically resume in December.

Q. Is it possible to keep my present stock in my name and future stock in the Trustees' name?

A. Yes.

Q. Why can't I purchase stock in my own name under the regular schedule (automatic) stock purchase arrangement?

A. The pooling of monies allocated by employees for the purchase of this stock and the periodic crediting of stock to the accounts of employees make it desirable that the stock not be broken up into separ-



BACK PAY ON THE WAY. On the table are about 1,200 checks, totaling over \$485,000*, ready to be mailed to Esso seamen. Most of the checks are over \$300 (one Bos'n's is over \$700). They cover pay in lieu of paid leave and docking and undocking pay from July 1, 1959 to October 30, 1960, as per the agreement negotiated by Esso Seamens Association and the Company.

The Ships' Payroll Section girls, who helped calculate the retroactive pay, are, l. to r.: Rose Cohen, Alice A. Gallagher, Virginia A. McGrath, Orsolina L. Fabbri, Helen G. Nurge, and Virginia L. O'Keefe.

All the checks were mailed from 156 William St. on December 9.

* This is the approximate net total, after deductions. Actual cost to the Company was close to \$700,000.

ate blocks registered in individual names. To buy stock in your own name, you can buy on single occasions.

Q. How do you value the stock bought through the fund and stock transferred to the fund?

A. Stock bought through the fund is carried at purchase cost. Stock placed in the fund by an employee is carried at the current market value at the time the transaction is made.

Q. Is there any restriction on how many times you can buy or sell stock?

A. You may purchase or sell stock as often as you wish.

Q. At what price will stock, transferred from the Regular and the Alternate Thrift Fund, be carried?

A. At the same price at which it is carried on your Thrift Funds' statements.

Q. If I sell stock held in the Thrift Fund after December 31, 1960, will I receive a check for any gain I might realize?

A. No, instead it will go into your Thrift Fund account. You may, however, immediately withdraw an amount equal to the gain, up to the amount of your tax-paid balance.

Q. If I withdrew a gain from sale of stock immediately, would I have to wait six months for my next withdrawal?

A. No.

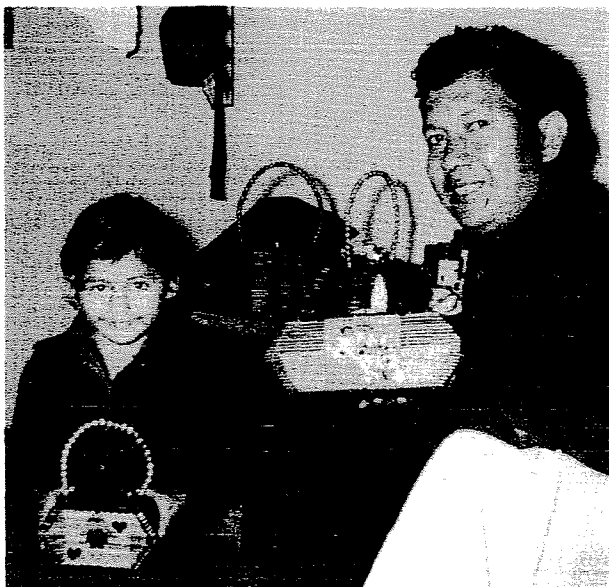


Photo by Tom Kinney

This is supposed to be a photo of Jesse Estrada and some of his attractive ice cream stick purses but Anna Marie, his cute four-year-old daughter, steals the scene.

Jesse is Crew Messman in the *Esso Bridgeport* and has over 14 years' service in the fleet. He and his wife, Frances, residents of Baytown, also have a son, Eddie, aged three.

Taking up the hobby of making ice cream stick purses several years ago, Jesse has expanded into jewel boxes and lamps. Pocketbooks are the most popular, however, and he has orders for all he can make.

Reporting Personal Injury Accidents

Four men presently on sick leave may have to wait some time before they receive their full Company benefits. It seems they claim that their disabilities are due to shipboard accidents. But the Annuities & Benefits and Claims Section, 156, finds no records of the accidents — they were not reported. Did they happen? And if they did (one was over a year ago) are they the cause of the present disabilities?

The answers to these questions require a lot of investigation and that takes time. If the injuries are the result of a shipboard accident, then accident benefits are payable, if not, sickness benefits. It sometimes makes quite a difference.

The moral here is to **REPORT ALL ACCIDENTS PROMPTLY**. The Company's policy is to give every man all the benefits to which he is entitled but there must be a few facts to go on. That is the reason for the following rules (Section 4, Part V) in the Disability Benefit Plan:

"When injured, an employee shall promptly notify his foreman or immediate superior and follow instructions as to first aid treatment.

"Give to the employer promptly full and correct information regarding the accident and injury or

disease (occupational) and the circumstances under which the accident and injury or disease was incurred."

In addition to delay, failure to report an accident may result in benefits being denied, all or in part.

Nine Esso Men Answer Calls For Blood

Third Mate James J. Spring and Oiler Jose A. Nava recently needed blood transfusions to assist them after surgery. The following shipmates responded:

For Mr. Spring at the USPHS, Stapleton — Chief Mate Robert J. Boxwell, Jr. Third Mates Mangor Hagen and Robert J. McGovern and Jr. Third Asst. Engr. Bertram L. Bisantz.

For Mr. Nava at the Galveston USPHS — Second Mate John H. Corrigan, Able Seamen James S. Brown and Walter J. Doran and Deck Maintenance men Willem Kuyl and John Senteleck.

Mr. Spring is now at home convalescing and Mr. Nava is expected to leave the hospital shortly.

TAFFRAIL TALK

According to Steward Lester Payne, men in the *Esso Baltimore* enjoyed a "strictly fresh" fish dinner on December 4—the result of about 40 good sized black snappers caught by crew members while the vessel was bunkering at Freeport.

* * *

Copies of a 32-page booklet describing the new *Esso Boston* are available while the supply lasts. If you would like to have one, write to the FLEET NEWS (address on page 2) or, if handier, stop in at the Everett Marine Office.

* * *

Next year's International Lifeboat Race will be held in New York on Tuesday, May 23, and an Esso crew will be among the challengers. A new trophy, donated by M. G. Gamble, former President of Esso Shipping Co., will be placed in competition, in addition to the perpetual Joseph W. Powell Cup.

* * *

Captain Walter F. Andrews, formerly editor of THE GETTYSBURG GAZETTE, now publishes a new shipboard bulletin, THE BOSTON BUGLE. The BUGLE "blows" once each passage with news of the *Esso Boston's* schedule, mail addresses, paid leave dates and other items of interest to the ship's personnel.

* * *

The *Esso Gettysburg* broke into the records again on November 2, loading 251,130 bbls. of Southwest Texas Crude at Harbor Island in just eight hours. The loading rate of 31,391 bph. was 546 bph. higher than her previous record at that port. Two 20" shore lines and four 10" hoses were used. Time in berth was 12.55 hrs.; time in port, 15 hrs.