

ESSO FLEET NEWS

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We're Here!

If you gentle readers of this peerless periodical should notice an influx of lofty ideals and high-sounding phrases in these pages, you can blame it on the fact that the offices of the Marine Division in Houston are now established in the new Humble Building, 34th floor. This is a high altitude for Houston and at times we will be literally in the clouds. (That's right — clouds, not fog.)

At any rate, we're here and y'all come by an' see us sometime. The view is terrific.

North side and main entrance of the new 44-story Humble Building. What looks like a swimming pool in right center foreground is a light-well. It contains a pool, two foot bridges, fountains and garden and borders on a large cafeteria at left and an auditorium at right. What appears to be a pool in left foreground is to be a pool, with fountains and colored lights. A 1,200-car garage, connected to the main building by an air conditioned tunnel, is in right background.

About 3,500 Humble employees will occupy the building, in addition to tenants leasing 10 floors. Sunshades around the building will save enough in air conditioning costs to pay for themselves every five years.

Fastest of the 28 passenger elevators can make the 600' trip from ground floor to top in 30 seconds. An observation deck will be open to the public.



Thrift Fund Earnings

Have you wondered how much interest or earnings you receive on the cash in your Thrift Fund account? It varies, of course, but for the six months ending Dec. 31, 1962 it was equal to 4.467% on a yearly basis. There were some one-time factors that helped to make this rate higher than the 3.83% earned during the Fund's fiscal year ended June 30, 1962.

The earnings come from income realized by the Trustee on security investments and from interest employees pay on loans. Each member's share of the earnings is based on the average unallocated cash balance in his Thrift account on the first of each month during the period.

The amount of Fund earnings credited to each account is shown in the Thrift statements mailed to members last week. The figure is on the ninth line under the heading "What went into your account after Dec. 31, 1960". This is a two-year earnings figure. To find out how much the Dec. 31, 1962 distribution was, subtract from the current figure the comparable amount shown on the June 30, 1962 statement.

You should *not* include Fund earnings in your current Federal income tax return. They will be included in the taxable value of the account when distribution is made at termination of employment.

Earnings were credited for the past six months because the Fund's fiscal year was changed to end on Dec. 31 instead of June 30.



Pumpman Rosendo Pena (left), ex-Esso Jacksonville, and Oiler Raul G. Villarreal, ex-Esso Bangor, with their trophies of the hunt. Rosendo shot a seven-point buck and Rudy bagged a good sized spike. They also got several wild boars, the largest of which is in the center of the picture.

Starting from Baytown early in December, the safari proceeded about 400 miles westward to a ranch near Ozona, in south-central Texas. The boys ran into some freezing weather and in spite of the comforts of Mr. Pena's new camper, they were ready to come home at the end of a week.

Job Placements Increase

In the past two weeks activities of the Job Placement Center at Baytown to aid employees subject to lay-off have shown an encouraging upturn. Seven more men have been placed in new jobs, doubling the previous figure. The number of jobs available increased from 67 to 81 and 54 more interviews with seamen were held, bringing that total to 162.

W. A. Scott, of the Baytown Marine Office, is still assigned to the Placement Center (and will be for several more months) especially to help seagoing men. He left Baytown Jan. 20 for visits to Marine Agents' offices (Boston, New York, Baltimore, Norfolk, Jacksonville and Baton Rouge) to assist in finding job opportunities for men living in those areas.

In Mr. Scott's absence, seamen may contact H. J. Smith at the Placement Center in the Baytown Refinery's Community House No. 2, Bayway Drive and West Main St.

The placement service's Marine "score" for the period Dec. 10 to Jan. 24 is as follows:

Interviews held with seamen	162
Job opportunities received	81
Personal resumes mailed	46
Interviews by employers	37
Jobs offered	21
Jobs rejected by employees	1
Employees rejected by employers	4
Job offers pending	2
Employees placed in new jobs	14

Additional Retirement Acceptances

Between Jan. 2 and 18, acceptances of the Company's Special Voluntary Early Retirement offer were received from 14 more men. This brings the total of such acceptances to 121. The effective date of one previous acceptance was postponed to make it a mandatory (65 yr. old) retirement instead of a special.

The new acceptances, with ranks and months in which retirement becomes effective are:

Deck Officers		Auslander, Jack		AB	7
Regan, John	Capt. 7	Unlicensed, Engine			
Chambers, Wiley	Ch M 6				
Poole, Luman	2nd M 7				
Engine Officers		Erwin, Clarence E.	Mach	7	
Schmehl, Knud	3rd A 7	Mollis, John	Mach	2	
		Marot, Louis	Oiler	3	
		Law, Jack	FWT	7	
Chief Stewards		Steward's Dept.			
Henry, Joel L.	2	Oliveira, Leopold S.	2nd Ck	6	
Unlicensed, Deck		Roderick, Manuel J.	2nd Ck	6	
Lange, Alexander	Bosn 3	Santos, Pedro E.	MM	6	

Teagle Foundation Expands Aid

The Walter C. Teagle Foundation, which gives scholarships to employees and to the children of employees, annuitants and deceased employees, has expanded the scope of its scholarship program for the third time in recent years. The latest development is the availability of a limited number of medical and theological scholarships.

Previously, the Foundation announced a nursing scholarship program and the inclusion of Rice and Tulane universities (in addition to Cornell, M. I. T. and Harvard's Graduate School of Business Administration) to its list of schools at which university scholarships are available.

Further information and application forms for all types of scholarships may be obtained from the Marine Division's Seagoing Personnel Section in Houston.

Fourth Quarter Stock Purchase Pool

Almost 11,000 employees received 124,332 shares of Standard Oil Co. (N. J.) stock as a result of their participation in the regular schedule stock purchase option of the Thrift Plan during the fourth quarter of 1962.

Shares were distributed to employee accounts at a price per share of \$55.14, the average cost of

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shares purchased for the pool during the last three months of 1962.

The number of participants increased slightly each quarter during the year.

Humble Credit Union in Baytown Offers Variety of Services

Seagoing men whose vessels call at Baytown have a "real good thing" available in the Humble Employees Credit Union. What's good about it? — here are some of the services offered:

Interest on savings. The current rate of interest on savings (dividends) is 4.56%, the same as for several years past. Members' accounts are credited with dividends on Dec. 31 each year on balances at that time. No dividends are paid on money withdrawn before the year end.

Loans. Interest charged on loans to members is 5/6ths of 1% per month on unpaid balances for most types of loans. This works out to 83.35 cents per month per \$100 owed. A straight 5% per year for some types of loans is also available.

Fast service. Members with good credit records may obtain same-day or even same-hour service on loans.

Transfer Agent. The Credit Union can act as an agent for you in buying or selling stock — much the same as a bank. The Union deals with a Houston broker and charges \$2.75 per transaction plus the brokerage costs.

Information service. While the Credit Union does not make recommendations or give advice, considerable information is available about buy-

ing and selling homes, business transactions and consumer goods ratings.

Business by mail. Deposits (by check or money order), withdrawals, in fact, almost all business may be done by mail.

Automatic savings. Though not entirely a Credit Union service, you may send a draw check order to the Ships' Payroll Section, Marine Division, and have a percentage of your pay deposited to your account each pay period.

The Humble Employees Credit Union is located at Blaffer and Market Streets, Baytown and office hours are 8:00 a.m. to 5:00 p.m., Monday through Friday. Mail address is P. O. Box 4239, Baytown, Texas. It costs 25¢ plus the purchase of one share (\$5) to join. The \$5 share is a deposit, earns interest and is withdrawable.

TAFFRAIL TALK

Deck Dept. men on watch in the vicinity of Miami might keep an eye out for a new 100-passenger, Norwegian-built hydrofoil craft that is supposed to start operating soon between Miami and the Bahamas. This is in addition to the U. S. hydrofoil *Dennison*, scheduled for similar service.

* * *

A giant bluefin tuna, tagged in the Cat Cay area of the Bahamas, was captured 50 days later off Bergen, Norway, about 5,000 statute miles away. According to Frank J. Mather, III, research associate at the Woods Hole Oceanographic Institution, the bluefin cruised about 100 miles a day, assuming an unlikely straight, uninterrupted trip.

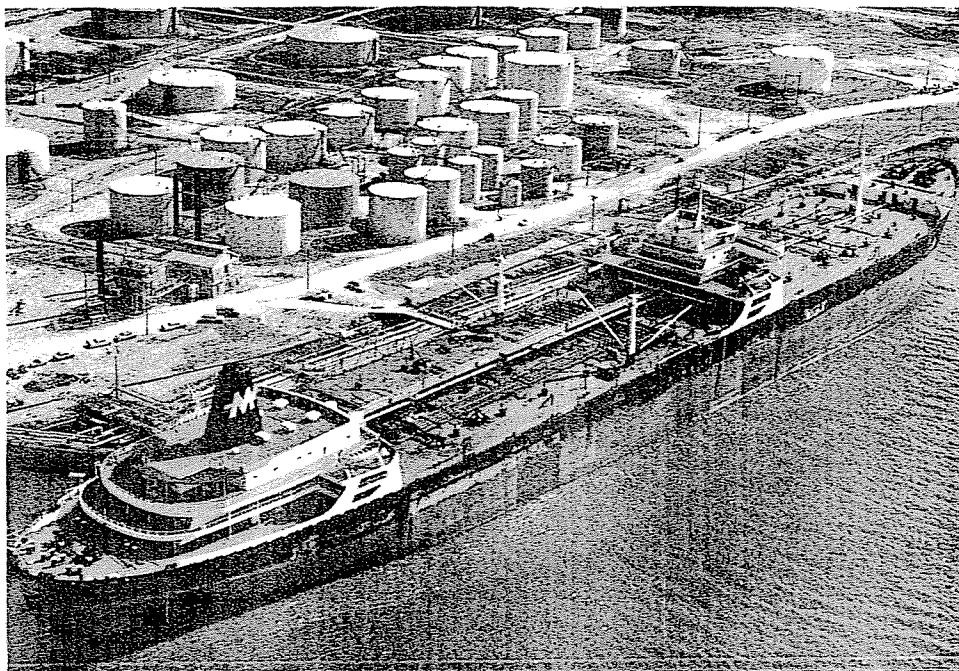
The 108,500 dwt. tanker *Manhattan*, largest ship in the U. S. Merchant Marine, at the Baytown Refinery's Docks Nos. 1 and 2, Jan. 11. The mammoth vessel sailed Jan. 14 with 455,651 bbls. of heating oil, the largest cargo ever loaded in a single ship at Baytown. (The previous mark was 360,361 bbls. lifted by the 48,800 dwt. *Esso Boston*.)

Despite the size of the cargo, it was only about half the *Manhattan's* 910,000-bbl. capacity. It was loaded into 14 of her 15 center tanks and only 4 of the 30 wing tanks. Draft was 34'3" forward, 37'5" aft and 35'10" amidships. She touched bottom going out the Houston Ship Channel but did not require assistance.

All of the cargo was destined for New York, where the ship arrived Jan. 19. Part of the cargo was lightered into barges off Stapleton, S. I. and the balance was discharged at Bayway.

The January loading is the first of three for the *Manhattan* under charter to Humble. Factors contributing to the decision to charter her are an unusually heavy demand for heating oil in northeastern states and the India voyages of the *Esso Scranton* and *Esso Jacksonville*.

Chester Rogers, "Houston Chronicle"



WORDS OF THE WISE

Undertake something that is difficult; it will do you good. Unless you try to do something beyond what you have already mastered, you will never grow. — *William James*

— * —

Contentment is a pearl of great price, and who ever procures it at the expense of ten thousand desires makes a wise and a happy purchase. — *Balguy*

— * —

The discovery of what is true and the practice of that which is good, are the two most important aims of philosophy. — *Voltaire*

RECENT RETIREMENTS



CAPTAIN JOHANNES BOJE. It was nearly 40 years ago that Captain Boje answered the call of the sea and shipped out of Bracke, Germany as deck boy in the sailing ship *Regina*. He was an AB before he was 20 and had 14 years of sea service when he joined the Company's *Livingston Roe* in June 1937. He became Third Mate in that ship within two months, Second Mate in the *Esso Providence* two years later and had that berth in the *Esso Nashville* when she was torpedoed and broken in two in March 1942. During the War he served in nine vessels, of which the *Fred W. Weller* became his first command. From that time (June 19, 1945) until his retirement Jan. 1, he sailed as Chief Mate and relieving Master. His service totaled 25½ years.

Captain and Mrs. Boje live in Winter Park, Fla. They have three children — Claudine, 27, Jean, 25 and John R., 19. Gardening, fishing and boating, to the extent consistent with "taking life easy", are among the Captain's plans for the future.

CHIEF MATE CLARENCE E. O'HARA. Immediately following his retirement Jan. 1, Mr. O'Hara joined the staff of Gibbs & Cox, Inc., well-known naval architects and marine engineers, as a hull inspector and is presently located in Quincy, Mass. As a Chief Mate in the fleet for more than 15 years, including five months in hull inspection work during the construction of the *Esso Baltimore* and *Esso Boston*, he should know more than a little about how a ship is put together.

Mr. O'Hara had nearly 30 years' service with the Company. He started as OS in the *S. M. Spalding* in Oct. 1931 and sailed in nine vessels throughout World War II, winding up as Chief Mate in the *Esso New Orleans*. He was regularly assigned to the *Esso Boston* ever since she entered service.

SECOND ASST. ENGINEER MELVIN W. BENSON. "We intend to do a lot of camping," Mr. Benson said, "all over the U. S., Mexico and Canada. And in between I'll have plenty of work keeping my home and grounds shipshape." Mr. Benson and his wife, Charlotte, live in Pine Bush, N. Y., (nice country) about 15 miles NW of Newburgh.



Mr. Benson worked as a steam fitter and iron worker on construction jobs before going to sea. He began his 19 years in the fleet as Machinist in the *Thomas H. Wheeler* in Sept. 1943. He advanced to Third Asst. two years later and from 1948 on, sailed as Second and First Asst. and Chief Engineer. His last ship before retiring on Jan. 1 was the *Esso Gettysburg*.

The Bensons have two sons, John and Robert; a daughter, Edith, and nine grandchildren.

ABLE SEAMAN MATTHEW J. LISSMAN. A native and resident of New York City, Mr. Lissman is thinking about going into some small business — perhaps a bar.

He joined the Esso fleet in Oct. 1943, following 16 years of Naval service during which he was a Chief Petty Officer. His first Company ship, the *E. G. Seubert*, was a torpedo victim in the Gulf of Aden but Matt came right back and sailed in four more tankers during the War. His service in the Company — 19 years — was continuous and all as AB except for 1½ years as Bosn.



ABLE SEAMAN JAMES MACRIVER. Born in Sweden, Mr. MacRiver went to sea in an English sailing ship in 1916 and spent 16 years aboard trading schooners around Australia. His 21 years of credited Company service began in May 1934, when he joined the *Geo. H. Jones* as AB. During World War II he shipped out in four vessels for a total of 23½ months and

served continuously in Deck Dept. ratings since Oct. 1947.

Now, Mr. MacRiver expects to spend a good part of his time working in, on and about his home in Georgetown, S. C. Also planned is a trip to Scotland to visit his brothers and sister.

OILER RAYMOND EDGE. A friend once told Mr. Edge that the last ten years of a man's life should be his own — to do the things he most enjoys — before he hits the rocking chair. Intending to practice this philosophy himself, Ray is moving from Hoboken, N. J. to the Snake River country in Idaho, near Buhl and Twin Falls. He loves hunting, fishing and outdoor life and figures his annuities and stock dividends should suffice for his needs.

Mr. Edge went to sea for almost 40 years, shipping out of both East and West Coast ports. He sailed in the Esso fleet, mostly as Oiler, from 1947 until his retirement, Jan. 1. He was in the Navy from Oct. 1941 to May 1946, serving as a Lieut. in the Atlantic and Pacific and with the occupation forces in Japan.

Though he looks forward to a full and pleasant retirement, Ray was somewhat reluctant to leave the good friends, good food and "the delight of a clean, well-run engineroom". "If any of the gang finds himself in Idaho," he said, "just come to the foothills of the Sawtooth Mts., start shouting 'Esso' (it's 'Enco' out thataway, friends — Ed.) and I'll soon be down."

