

INSIGHT

ISSUE 20

Spring
2009

INSIDE THIS ISSUE

So near and yet so far p.1

Chairman's letter

p.2 & 3

It's the way I tell 'em) p.4

) p.5

Shareholder info p.6

Pension credits p.7

Commuting with p.8 & 9
commitment

New websites p.10

Attention Golfers p.11

*Company news &
general info* p.12

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subscription status
1) Standing Order
2) Subscription
due

MMMM/YYYY=date
your annual
subscription due.

3) FYI
(For Your Info)

DAYS SINCE LAST

SUPPLEMENTATION = 151

(at 1st May)

for Caltex (UK) Expatriate Pension Plan
pensioners it has also been 731 days.

What's occurring?

As usual this edition of Insight is cram packed with
stimulating and useful information! So get yourself a
cup of tea, sit down, relax and enjoy —
— I don't know how we do it for the money.

.....come to think of it - we don't get any moneyDooh!

So near and yet so far

*Yes it was nice to get our pension supplementation in
December, but why was it necessary to postdate it?*

*And remember, that increase was based on 2007
inflation statistics (yes the wheels do grind slowly in
Chevron) and with UK pensioner inflation in 2008 at
record levels we hope and expect that the 'Chevron
wheels' will be turning in our favour once again in 2009
to restore the spending power of our severely inflation
damaged pensions.*

Did you know?

The state pension was 100 years old last year. When introduced
by Asquith in 1908 it paid five shillings (25p) a week. If it had
increased in line with inflation it would now be £165 per week.

The actual state pension today? £95.25

So it's official, Chevron pensioners who also get a UK state pension
get shafted not once - but twice!

LETTER FROM THE CHAIRMAN

Easter weekend 2009 - and after a long winter, it is lovely to see all the daffodils out in full bloom! It really does one's heart good! Hopefully it'll be a good summer for us all too, wherever you happen to live!

This is by way of another 'first' for us all too, in that this is the first newsletter for the Chevron UK Pensioners Association, after the name of the Association was changed at the AGM in October 2008. However, I must stress that in spite of the change of name, we are only too pleased to welcome any former employees of any of the heritage companies to the Association, whether you worked for Caltex, Chevron, Gulf or Texaco – or any of the affiliates as well! Please don't hesitate to get in touch!

In our last edition in Autumn 2008, we were looking forward to an imminent pensions supplementation following a period of high inflation. Unfortunately this was not awarded until December 2008 - and was not backdated at all. This was very disappointing and as a result, it would appear unlikely that there will be a supplementation in 2009. Company bureaucracy is such that it can take many months to secure all the necessary approvals to achieve a pensions increase – and we agreed with David Medler of Chevron that it would have caused an even longer delay if the Company had gone back and tried to gain approval for a further increase to the already outstanding supplementation. Meanwhile inflation has returned to a very much lower level and while that is encouraging for retirees on diminishing incomes, it does in turn bring a very poor return for savers – sadly, we cannot have it both ways! But the issue of future supplementation remains very high on our agenda for a forthcoming meeting with the Company in May 2009.

This meeting with the Company will also include discussions on a number of other issues, including the recent performance of AON, the continuing issues of explaining GMP, the retention of medical records, overseas pensions, website links – and although not strictly a pensions issue, the recent difficulties with the US with-holding tax and administration of Company shares.

The normal winter committee meeting was held in March this year, postponed a month due to the difficult winter weather in February. During that meeting, we held an updated strategy exercise over a sandwich lunch! Very reminiscent of our time at work, I am pleased to say that we came up with a number of different issues to follow up and these were duly allocated to members of the committee to undertake. While a number of these issues are relatively straightforward, one of the most difficult is to encourage greater participation of former Texaco employees with the Association. As a result, we would ask all of our members to talk to and encourage any former Texaco colleagues, to come along and join us. Only with this increased participation, can the Association be as successful as we would all like.

Elsewhere in this issue you will find an introduction to our Association 'Facebook' pages. I would like to commend this to you all, to share comments and ideas on not only pensions issues, but anything else you feel may be of interest to your colleagues and other retirees. I must stress that by accessing these pages will not bring you a heap of unwanted 'Spam' of any kind. The pages are exclusive to us and are a very easy way of staying in touch with the Association and other retirees, as well as passing on other snippets of information.

While not a pensions issue, we have found ourselves acting as 'information brokers' for many people on the difficulties currently being encountered with the changeover from HBOS to Capita for Chevron shares administration and also the problems with US with-holding tax. We will be raising this issue with the Company at our forthcoming meeting, as this transition in administration appears to have been very poorly handled and has been causing a lot of anxiety to many retirees in recent months. The need to complete US W8-BEN forms for both Capita and then in retrospect for HBOS, has also caused a lot of confusion, with some people receiving such requests and others not! Should you have such a problem, please do get in touch with one of us and we will do our best to bring you up to speed on the current situation. In the meantime, we will continue to pursue this issue with the Company!

In advance of the AGM in October 2008 at Thistle Marble Arch Hotel in London, we were extremely grateful to David Medler from Chevron for coming along and answering questions from retirees on a whole raft of pensions issues. This was the third year he has done this and it is much appreciated by all. We are hoping he will agree to continue the trend for 2009! At the AGM, we were very pleased to welcome Chris Morris to the Committee. Chris formerly worked in Human Resources for Texaco, as well in several other areas over the years and having retired from Texaco, worked for a number of years as the Secretary General of IPIECA, before finally retiring last year. We are very grateful to him for agreeing to join the Committee.

We would also like to extend our sincere and heartfelt thanks to Barry Freeman, who retired from the committee at last year's AGM, after some 14 years on the committee. Barry (and Shirley) were the mainstay of our letter-writing department and we are most appreciative of their magnificent efforts over the years. The Association wrote to Barry on his retirement, expressing our thanks and wishing both he and Shirley a long and fruitful retirement!

I would also like to thank all those members who came along to the AGM and supported us – it was great to see everyone as always – and to meet some new people as well! Thank you also for your continued confidence in returning me to office for a further term with the committee. Rest assured that the committee will continue its efforts to resolve as many pensions-related issues as possible - as well as any other issues members wish us to address.

At the moment, we are unsure of the where the 2009 AGM will be held. If it turns out that London is too expensive a venue for us, as has happened in the past, then we will probably return to Cheltenham, as this has proved a good alternative centre for most people. In advance of this year's AGM, we will be sorry to lose the secretarial skills of Alex McMaster, who is retiring from the committee, but would like to thank David Low for stepping into the breach as our new secretary! More on these changes in a future edition. Finally, thank you to all our members for your continued loyal support.

Alan Higgins

It's the way I tell 'em

Only in America....

These are from a book called Disorder in the American Courts, and are things people actually said in court, word for word, taken down and now published by court reporters who had the torment of staying calm while these exchanges were actually taking place.

ATTORNEY: Are you sexually active?

WITNESS: No, I just lie there

ATTORNEY: This myasthenia gravis, does it affect your memory at all?

WITNESS: Yes.

ATTORNEY: And in what ways does it affect your memory?

WITNESS: I forget.

ATTORNEY: You forget? Can you give us an example of something you forgot?

ATTORNEY: What was the first thing your husband said to you that morning?

WITNESS: He said, "Where am I, Cathy?"

ATTORNEY: And why did that upset you?

WITNESS: My name is Susan!

ATTORNEY: Do you know if your daughter has ever been involved in voodoo?

WITNESS: We both do.

ATTORNEY: Voodoo?

WITNESS: We do.

ATTORNEY: You do?

WITNESS: Yes, voodoo.

ATTORNEY: Now doctor, isn't it true that when a person dies in his sleep, he doesn't know about it until the next morning?

WITNESS: Did you actually pass the bar exam?

ATTORNEY: The youngest son, the twenty-year-old, how old is he?

WITNESS: Uh, he's twenty-one.

ATTORNEY: So the date of conception (of your baby) was August 8th?

WITNESS: Yes.

ATTORNEY: And what were you doing at that time?

WITNESS: Guess!

ATTORNEY: She had three children, right?

WITNESS: Yes.

ATTORNEY: How many were boys?

WITNESS: None.

ATTORNEY: Were there any girls?

WITNESS: Your Honor, I think I need a different attorney. Can I get a new attorney?

ATTORNEY: How was your first marriage terminated?

WITNESS: By death.

ATTORNEY: And by whose death was it terminated?

WITNESS: Now whose death do you suppose terminated it?

ATTORNEY: ALL your responses MUST be oral, OK? What school did you go to?

WITNESS: Oral.

ATTORNEY: Can you describe the individual?

WITNESS: He was about medium height and had a beard.

ATTORNEY: Was this a male or a female?

WITNESS: Dooh!

ATTORNEY: Is your appearance here this morning pursuant to a deposition notice which I sent to your attorney?

WITNESS: No, this is how I dress when I go to work.

ATTORNEY: Doctor, how many of your autopsies have you performed on dead people?

WITNESS: All my autopsies are performed on dead people. Would you like to rephrase that?

ATTORNEY: Do you recall the time that you examined the body?

WITNESS: The autopsy started around 8:30 P.M.

ATTORNEY: And Mr. Denton was dead at the time?

WITNESS: No, he was sitting on the table wondering why I was doing an autopsy on him!

And the best for last:

ATTORNEY: Doctor, before you performed the autopsy, did you check for a pulse?

WITNESS: No.

ATTORNEY: Did you check for blood pressure?

WITNESS: No.

ATTORNEY: Did you check for breathing?

WITNESS: No.

ATTORNEY: So, then it is possible that the patient was alive when you began the autopsy?

WITNESS: No.

ATTORNEY: How can you be so sure, Doctor?

WITNESS: Because his brain was sitting on my desk in a jar.

ATTORNEY: I see, but could the patient have still been alive, nevertheless?

WITNESS: Yes, it is possible that he could have been alive and practicing law.

Pass the word

Remember the more members we have the more powerful our voice, so please mention the Association to any of your old colleagues who have not yet 'seen the light'.

Tell them how hard we work to help our members and don't forget to tell them about Insight. All it needs is a quick email to Dave Poulter - davepou@blueyonderco.uk - or a phone call 01245 601451.

Those were the days!

When a Chinese meal was the ultimate in exoticism

When a windows problem meant a jammed sash

When a people carrier was a double decker bus

When a website was a corner of the ceiling that hadn't been dusted.

Attention Chevron shareholders

The transfer of the Company share dealings from HBOS to CAPITA appears to have been plagued by problems and lack of adequate information. We hope to pursue the issues raised with the Company shortly and will try to report back in the next issue of Insight.

Below is some of the history as related to us by various retirees:

- The transfer/sell decision letter was sent out by HBOS in late October. This letter should have contained a stamped, addressed envelope with which to send replies. Not all letters contained SAE and the return address on the SAE was different from the reply address at the bottom of the option letter. Those people who had no SAE and used the address at the foot of the letter seem to be the people who have been lost in the transfer. Also, some personal addresses seem to have been corrupted with the wrong street but correct postcode or a completely incorrect address. At this juncture it seems appropriate to highlight that nowhere was it stated obviously to shareholders that the dividend payment would be some 30 days late.
- In January Capita sent out some form of "welcome pack" but not all shareholders received this for the reasons stated above. This contained the W8-Ben form which is vital if shareholders are to have the correct rate of US tax deducted. The date for return of this form to Capita was very tight and it again appears that a number did not receive the letter. Also to add to the confusion HBOS sent out a letter in February asking for a 2008 W8-Ben form to be completed but again not all shareholders received this.
- In Feb/March, those shareholders who were omitted from earlier mailings were informed by word of mouth from friends and contacts who were also shareholders and attempted to contact Capita. This has exposed further failings in the system which does not seem to provide a joined up service as yet to shareholders, there does seem to be a dedicated Chevron help desk but no admin. staff dedicated to answering the queries and sorting out the confusion. To add to the situation the Capita help desk kept giving different dates when dividends would be paid.

With the Dividend payments, received with US tax deducted (15%), came a UK Tax Voucher, and a Dividend Payment Instruction form (some people had already received this in a prior communication and sent it back to Capita).

This transfer should have been completed with relatively few problems but seems to have been rather badly handled. Chevron shareholders have been and continue to be inconvenienced by this mishandled task. There are also some other issues we will raise with the Company about this transfer. If you have anything you wish us to raise please send detailed information to Dave Poulter, 98 Goshawk Drive, CHELMSFORD, CM2 8XP.

BEWARE - the Capita helpline charges 10p/minute plus your network service charges. So if possible get them to ring you back, especially if they are taking there time finding an answer for you.

Pension Credits - do you qualify?

Pension Credit is an entitlement for people aged 60 or over living in Great Britain. This could mean extra money for you every week. Pension Credit guarantees everyone aged 60 and over an income of at least:

- * £130.00 a week if you are single
- * £198.45 a week if you have a partner

Also, if you or your partner are 65 or over you may be rewarded for saving for your retirement, up to:

- * £20.40 if you are single
- * £27.03 a week if you have a partner

If you apply for Pension Credit and are eligible, you may receive a payment backdated for up to 3 months from the day you were first entitled to the date you first applied.

To apply for Pension Credit, you must be at least 60 or within four months of your 60th birthday. It does not matter if your partner is under 60.

From 6 April 2010 the State Pension age for women will gradually start to increase from the current State Pension age of 60. The age from which people can get Pension Credit will increase in line with this.

We use "partner" to mean your husband, wife or civil partner, or the person you live with as if you are married to them or as if you are in a civil partnership with them. To apply for Pension Credit call 0800 99 1234

Your questions answered by our 'in house' experts

Q. I received a letter from Chevron stating that there would be a 4.9% supplementation from 1st December. Since I retired in Feb 2006 I've had no increase. It seems however from my December pension advise slip that I haven't got a rise at all - I wonder if you know anything about this?

A. The reason you have received no supplementation is most likely due to decisions you have made in the past, or due to poor advice. I suspect you took a large lump sum when you retired and that consequently you now only get the very basic pension which is largely not subject to increases by the company. For example - pensions earned between 1997 and 2005 get the GMP of 5% and after 2005 2.5%. Other parts may also get the guaranteed minimum pension (normally added in April) also there are options from various AVC alternatives. If you feel a mistake has been made you can always apply to have your increase reviewed by AON (see your payslip for the contact number)

Dave needs your help

Can you please help us trace the following people as we have no current addresses for them

- 1) **Mrs. M.E.C.S Margaret**
- 2) **P.G.Spear**
- 3) **G A E Stiles pays for W W Stiles (we think) but have no address for either of them**
- 4) **T.M.Thomas**
- 5) **J.L.Williamson**

If you have any information please tell Dave Poulter - 98 Goshawk Drive, Chelmsford Essex CM2 8XP, Phone 01245 601451 or email : davpou@blueyonder.co.uk

COMMUTING WITH COMMITMENT

Since becoming involved with the then Gulf & Chevron UK Pensioners Association some nine years ago, I have travelled to London several times a year for Committee meetings, meetings with the Company and our own AGM.

Travelling to work in London from my home outside Aberdeen can be boring, exciting, a bit of a trial and always different - and some of these all at the same time! *Boring*, because it can be the same old repetitive journey - *exciting*, as I do generally enjoy long journeys - *a bit of a trial*, as all travel at the dawn of the 21st century is full of some sort of hassle, be it by road, rail or air - and finally *different*, because even the most repetitive of journeys is never the same the next time, let alone the time after that!

From the north-east of Scotland, the journey south must also take into consideration the seasons of the year and the weather! From October to March, winter rules apply! One might manage to get to London, but then there is always the problem of getting home again! Hail the dawn of budget airlines and serious competition for British Airways! If you choose your travel time with care, air tickets can be quite reasonable and provide severe competition for the railway companies. Living just ten minutes from Aberdeen Airport and including checking-in time, one can be in London in less than two hours - even on a slow day! But even with on-line check-in, there is still the hassle of ever-increasing security checks, late inbound aircraft and air traffic control delays, even if the in-flight afternoon teas are still absolutely delicious!

The railway is also a serious option and with that, quite a few choices to be made. GNER trains are the oldest but the most comfortable, Virgin are the newest but do not impress in customer care or comfort for a prolonged journey and First Scotrail are extremely punctual as far as Edinburgh - but after that, you are largely on your own! Well, not quite completely! There is still the much-maligned First Scotrail Caledonian sleeper service, leaving Euston 6 nights a week, with a huge train for Fort William, Inverness and Aberdeen! With an 0745 arrival into Aberdeen, not too bad a service! The breakfasts aren't bad either!

But most of the year, driving down to the Manchester area and then a train to London is still an attractive option! Even at today's excessive fuel prices, it is still pretty competitive, especially if there are two of you travelling! A bit of a travelogue - from Aberdeen, Dundee, Perth, Stirling, Glasgow, then the M6 past Carlisle, Lancaster, Preston to Manchester. Over the years, one finds oneself becoming quite interested in a whole raft of different things about the journey. Trucking companies amalgamate, change and disappear, while Eddie Stobart, Norbert Dentressangle and Willi Betz continue to cover the country from one end to the other - and beyond! Long distance coach groups come and go, with 'Megabus.com' the current vogue, while police forces change their types of vehicles, as do the AA and RAC - and I would never buy a used white van from anyone, regardless of the make! Motorway services from the sixties suddenly sprout notices saying they are now 'fully open', traffic cones continue to proliferate and don't you just hate those road works where no-one is actually doing anything! One current road works sign tells of 'delays possible for the next 80 weeks'!

You can see just about anything and strange things really do happen away out there in the wilds! One trip I was unexpectedly joined in the front seat by a slow pigeon, (with a subsequent delay for a new windscreen to be fitted!), on another the whole southbound

motorway came to a halt while a family of ducks waddled to safety from the central reservation! A couple of years ago, a closed motorway and a prolonged tour of Lancashire on a wet stormy night, encouraged the purchase of a small satellite navigator! An early morning gunfight on the M6 at Parbold once necessitated a really nice coastal trip north from Liverpool to Preston, while approaching Glasgow, one always has to be ready to divert via Edinburgh for the Forth Bridge, to get a clear run north.

Over the last few years, especially at weekends, one could be forgiven for thinking there are more railway vehicles on the road than on parts of the national network, while perhaps one of the most bizarre sights was a herd of elephants from a circus, all waving their trunks over the fence from a field alongside the M6 near Carlisle! And truly great progress over the last 12 months, with both carriageways on the M6 Thelwell Viaduct over the Manchester Ship Canal open at the same time, for the first time in many years! Sadly the road surfaces at Bothwell Services south of Glasgow, which obviously predate the invention of tarmac, continue to provide a major hazard for motorists!

But in spite of enjoying the driving, after six hours of mainly motorways, it is always a bit of a relief to turn off the M6 at Lymn, park the car at a friend's house and board a train for London. Call me chicken if you like, but the roads are far too busy down there for me!

Sometimes Company friendships lead to diversions along the way. Visiting friends in the Wirral with a continued journey home through the Mersey Tunnel and the wilds of Liverpool was a bit of an adventure. Visiting friends in Peebles actually demonstrated the shortest route south. A long-term friendship has developed with a B&B farmhouse in rural Lancashire following repeated visits over many years on the way home from London after Association meetings. Sometimes, dependent on the day of the week, it is convenient to call in and have lunch with a cousin in Moffat – and a son living in Edinburgh is just about the right distance for a late night arrival and an early start going in either direction!

As always, going home is slightly different! By and large, the traffic gets steadily less all the time, apart from the odd 'hot spots' around Glasgow and Dundee. I really do wonder if the trucks are all parked along the front at Blackpool enjoying the sunshine, as there are just so many less north of Preston! North through the Lune Gorge, over Shap Fell and across the wilds of Westmoreland – with the best motorway services in Britain at Tebay! Then with the mountains all around, it is across the border into Scotland, with well over half the journey yet to do! Everyone has their own preference for scenery and with the grandeur of the mountains, the sunshine on the heather or even huge thunderclouds darkening the sky on a showery day, I really love the far northeast of Scotland. That - coupled with a genuine interest in improving pensions and benefits for Company retirees and also maintaining a working link with the Company - are why I will continue to commute all the way to London for as long as my colleagues in the Pensioners Association feel I have something to contribute!

Alan Higgins

New Websites

Following the Associations name change to the : Chevron UK Pensioners' Association we have changed the names of our websites.

The members' site is now: <http://cukpa.tripod.com>

The introduction site is now: [http:// chevronukpensionersassociation.org](http://chevronukpensionersassociation.org)

Please use these names in the future, the old sites will be deleted shortly.

Please put these web addresses into your "Favorites" and delete the old ones.

Facebook Group

We have added a " CUKPA" Group to Facebook; this Group is restricted to members.

If you haven't joined already and have access to the internet please join.

There is also an introduction Facebook Group "ChevronUKPensionersAssociation".

You will need a Facebook login; this can be achieved by joining Facebook on

www.facebook.com

if you are worried about putting personal details on Facebook you can limit what you put up and what is displayed.

When you login, click on the "Home" page, and then you should find Applications on the bottom line , on the LHS as you look at the page. click on the Groups symbol (a two upper torso symbol) in

Applications. In the Groups page on the mid upper RHS, you should find a small box "Search for Groups" put CUKPA in this box and press enter. You should then find the CUKPA box which summarises the Group, you should find in the CUKPA box on the RHS "Request to Join", which is your invitation to join, press enter on this. It's then automatic, your request will reach us, and we will join you and notify you.

Facebook control the security.

Our intention is to use the Group for up to date news, info of events, problems etc. It will also allow members to communicate with each other, without necessarily disclosing their personal details and for us to communicate with all members.

The site also includes topics that members can hold a discussion on.

About Facebook

If like me you have never truly grasped the computer age by the throat , you may well ask what the h**l is Facebook and why should I bother . But not to bother would be to miss out.

'Facebook's mission is to give people the power to share and make the world more open and connected. .Millions of people use Facebook everyday to keep up with friends, upload an unlimited number of photos, share links and videos, and learn more about the people they meet.'

So give it a

try.

Always glad to hear from you

Any ideas you may have about the content of Insight or articles for inclusion are always welcome. Email me at trickydickym@googlemail.com write to me -

Dick Marland 2 Little Orchard Gardens, Rugeley, Staffs WS15 2ES or phone me on 01889 583682.

GULF CHEVRON & TEXACO GOLF SOCIETY PROGRAMME FOR 2009

(you saw how easy it was at Augusta now go and do the same!)

Monday 18 May at The Monmouthshire, Llanfoist, Abergavenny, Gwent

Monday 22 June at Naunton Downs, Naunton, Cheltenham, Glos,

Monday 27 July at The Worcestershire, Wood Farm, Malvern Wells

Monday 28 Sept at The Rolls of Monmouth, The Hendre, Monmouth

For details of all these events contact the Secretary - Terry Hann

26 Lanesfield Park, Greenhill, Evesham, Worcs, WR11 4NU. Tel: 01386 47535

FARMING SUBSIDIES –ARE WE MISSING OUT?

*The letter below was recently sent to the Rt..Hon Hilary Benn MP, Secretary of State ,
Dept. for Environment, Food and Rural Affairs (DEFRA)*

Dear Secretary of State,

My friend who is in farming at the moment, recently received a cheque for £3000 from the Rural Payments Agency for not rearing pigs. I would like to join the 'not rearing pigs' business.

In your opinion, what is the best kind of pigs not to rear? I want to be sure to approach this endeavour in keeping with all government policies, as dictated by the EU under the Common Agricultural Policy.

I would prefer not to rear bacon pigs, but if this is not the type you want not rearing then I will just as gladly not rear porkers. Are there any advantages in not rearing rare breeds such as Saddlebacks or Gloucester Old Spots, or are there too many people already not rearing these?

As I see it the hardest part of this programme will be keeping an accurate record of how many pigs I haven't reared. Are there any government or local authority courses on this?

My friend is very satisfied with his business. He has been rearing pigs for 40 years and the most he ever made on them was £1,422 in 1968. That is until this year when he received a cheque for not rearing any.

If he can get £3,000 for not rearing 50 pigs, will I get £6,000 for not rearing 100?

I plan to operate on a small scale at first, holding myself down to about 4,000 pigs not raised, which will mean about £240,000 in the first year. As I become more expert at not rearing pigs I plan to be more ambitious, perhaps increasing to, say, 40,000 pigs not reared in the second year, for which I should expect about £2.4 million from your department. Incidentally, I wonder if I would be eligible to receive tradable carbon credits for all these pigs not producing harmful and polluting methane gases?

Another point: these pigs that I plan not to rear will not eat several thousand tons of cereal . I understand that you also pay farmers for not growing crops. Will I qualify for payments for not growing cereals to not feed the pigs I don't rear?

I am also considering the 'not milking cows' business so please send any information you have on that too. Please could you also include the current DEFRA advice on 'set aside fields'?

Can this be done on an e-commerce basis with virtual fields (of which I seem to have a limitless supply)?

In view of the above you will realise that I will be totally unemployed and will therefore qualify for unemployment benefit.

I shall of course be voting for your party at the next general election . Your sincerely

Chevron UK Pensioners Association

Contact the Treasurer
C/o 98 Goshawk Drive
CHELMSFORD
Essex CM2 8XP
Phone: 01245-601451
Email: davpou@blueyonder.co.uk

***Fighting for you
Helping You
Informing You***

Your Committee

Chairman Alan Higgins
Secretary Alex McMaster
Treasurer Dave Poulter
Insight Editor Dick Marland
John Charnock
Trevor Jones
David Low
Sid Richards
John O'Donnell
Chris Morris

**Don't forget to visit the
Association Web site**
<http://cukpa.tripod.com>

Contact information Re Chevron shares

Email: chevron@capita.co.uk
Helpline: 020 8639 3333
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COMPANY NEWS

April 9th 2009 SAN RAMON, Calif., Chevron Corporation (NYSE:CVX) today reported in its interim update that earnings for the first quarter 2009 are expected to be sharply lower than in the fourth quarter 2008. Upstream earnings are expected to decline substantially, in part due to lower prices for crude oil and natural gas. Downstream earnings are also anticipated to be much lower than in the previous period, with average margins on the sale of refined products off significantly.

Feb 5th 2009 SAN RAMON, Calif., Chevron Corporation (NYSE:CVX) today announced a new deepwater oil discovery at the Buckskin prospect located in the deepwater U.S. Gulf of Mexico. The block is approximately 190 miles southeast of Houston, Texas, and 44 miles west of Chevron's 2004 Jack discovery, which is also in the Lower Tertiary. The Buckskin No. 1 discovery well encountered more than 300 feet of net pay. The well is located in approximately 6,920 feet of water and was drilled to a depth of 29,404 feet.

Repsol, with a 12.5 percent working interest in the prospect, was the operator of the Buckskin discovery well. Chevron, with a 55 percent working interest, will become operator and conduct all future work. Other Buckskin co-owners are Maersk Oil America, with 20%, and Samson Offshore Company, with a 12.5% working interest.

Feb 26th 2009 SAN RAMON, Calif., Chevron Corporation (NYSE:CVX) announced today that Chevron Vice Chairman Peter J. Robertson will retire from the company and its board after more than 35 years of distinguished company service. Robertson will be succeeded by [John S. Watson](#), currently executive vice president of Strategy and Development.

Chevron Share price at 23rd April = \$ 65.53

Your Pension

Don't forget any pension queries, address changes or bank changes, should be advised to AON Ltd. 25 Marsh St. Bristol BS1 4AQ - 0800 585824 or from outside the UK +44 117 929 4001 or
Email: chevron.pensions@aonconsulting.co.uk