

EXXON FLEET NEWS

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Company Announces 6 Per Cent Increase

In response to recent inflationary trends, Exxon Company, U.S.A. announced on May 23 a 6 per cent salary increase to eligible nonrepresented regular employees whose annual salary does not exceed \$40,000 and also offered a 6 per cent base pay increase to certain represented employees. As in the past, the Company will continue to monitor competitive developments in light of its policy of maintaining wages at a level among the leaders in industry.

Details of the Company's offer have been provided to all Marine Department bargaining units. The increase will be effective for JSTOA, EROA, ESO, and all inland bargaining units on May 1 if accepted within 30 days. For the ESA, the increase will also be effective May 1 and will apply to the proposed new rates in the Agreement now out for ratification, provided the Agreement is ratified. Payment to all represented personnel will be made as soon as practicable after acceptance.

Subsidy Deadline Extended For Shoes

The subsidy deadline for purchasing safety shoes at a 50 per cent savings has been extended to June 15. If you have not yet bought your FIRST pair of safety shoes, you are urged to do so before this date if you plan to use a subsidy card which means that the Marine Department will pay half the cost.

The subsidy deadline has been extended as an economical incentive to encourage you to try wearing safety shoes.

Orientation Program Initiated For New Officers



Deck and Engine Department officers who attended five-day orientation course in Houston are, **front row** from left: Joseph B. Crisante (Engine), U.S. Merchant Marine Academy, Kings Point; and Roger James (Deck)—Kings Point, employed in 1973. **Second row:** Gary A. Treadwell (Engine), Rex A. Redfern (Deck)—both Texas Maritime Academy graduates, and Michael A. Stalzer (Deck)—Kings Point, employed in 1973; **Third row:** Darrel C. Crane (Engine), Francis D. Buck (Engine), and Richard D. Smith (Engine)—all Maine Maritime Academy grads. **Fourth row:** Robert J. Fauvell (Engine), Neal E. King (Engine), and Larry C. Wonson (Deck)—all Maine Maritime graduates.

An orientation program has been initiated by the Marine Department in which newly hired Deck and Engine officers are invited to Houston for five days to meet with headquarters management and learn about the company and the Marine Department and its operations. The program, designed to help the officers better perform their duties as new employees, is conducted by Marine Department personnel.

The first such course was held during the week of May 13 when 11 officers, two of them hired in

1973, heard talks on subjects such as: the company, its policies and practices; the energy situation; the Marine Department and the operation of the fleet, including a description of how the fleet is manned and job and vessel practices and procedures; safety; performance and stewardship; environmental conservation; and other matters relating to the fleet and their jobs. The group was also given a tour of Baytown Refinery.

The next orientation course is scheduled for the week of June 3.



'Exxon Baltimore' Crew Practices Firefighting

FIRE!

That word will send chills up your back, especially if it's ever shouted aboard ship. Let's hope there's never an occasion for it.

But if a fire should break out, it is comforting to know that there are shipmates on board who can, by virtue of previous training received in firefighting classes, put it out in a professional manner. To insure that their ability is maintained, and to provide training to those who have not had it, the Marine Department is continuing to send employees to firefighting training classes.

Currently, training sessions are underway at Baytown and will start soon at Baton Rouge. Personnel calling at either of these locations will attend two-hour classes conducted by some of the best firefighting instructors available—highly trained men who make up each refinery's volunteer firefighting force. Arrangements are being made to provide firefighting training for personnel on vessels which do not normally call at Baton Rouge or Baytown. The classes are scheduled around ship arrivals.

Officers and men in the *Exxon Bangor* earlier this year attended

Oceangoing and inland waterways employees listen closely as instructor explains capabilities of CO₂ extinguishers and how they can be used to snuff out fires quickly by spraying chemical along base of blaze.



Team work is stressed and practiced here as seamen from *Exxon Baltimore* cooperate in extinguishing fire on each side of a partition.

a class at Baytown. On May 15, *Fleet News* photographed personnel from the *Exxon Baltimore* as they participated in a typical firefighting session at Baytown. Before the training class was completed, each man put out several types of fires, including one simulating a blaze in a galley or enclosed space in a ship; a fire around a leaky pipe; a packing gland fire; and a propane blaze in which seamen practiced "walking the fire out" by shooting chem-

icals along the base of the flame as they walked beside it. In addition, each man practiced using fresh air breathing equipment. This equipment may not be identical to that on board ships, but the use and principles are similar.

"One major purpose of the course is to help participants develop confidence in fighting fires," said Jim Boyd, Baytown Refinery fire chief. "When men understand firefighting equipment and know how to use it effectively,

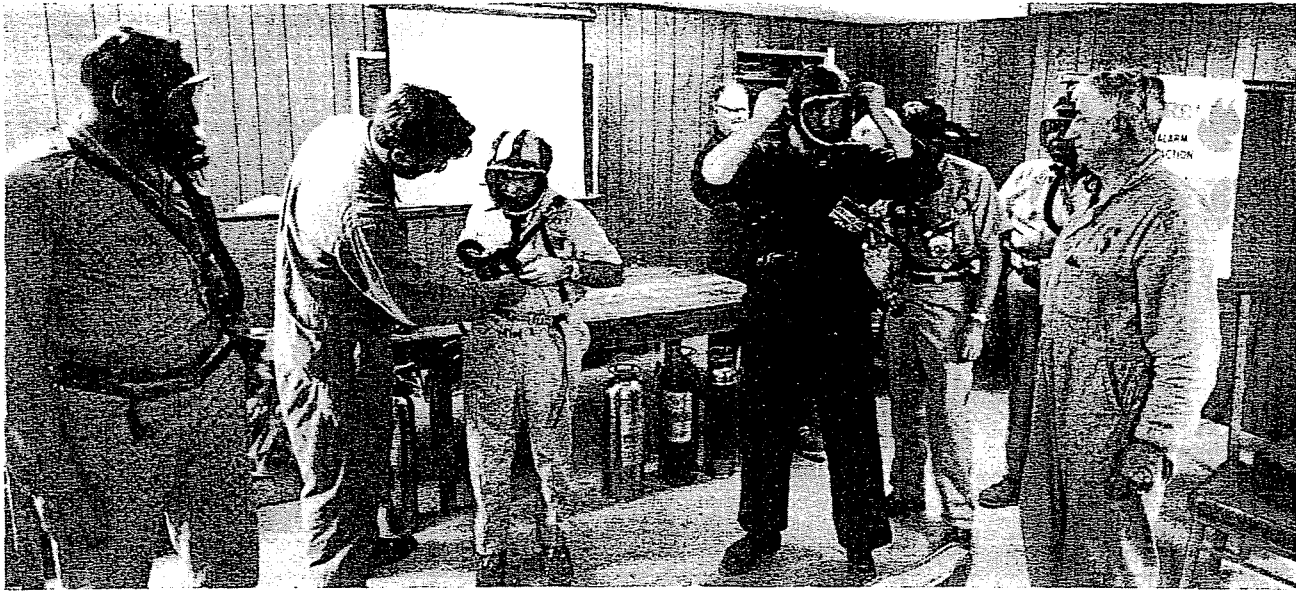
they will not be as afraid of a fire as they might otherwise be."

In addition to the demonstrations, Mr. Boyd and J. J. Ryan, captain of Fire Brigade No. 10 at the refinery, and others in the brigade conducted a classroom discussion in which they explained the various kinds of fire extinguishers and on what types of fires they should be used.

One of the main points stressed during the training was: Even though you think you have a fire extinguished, always back away from it. "Sometimes fire will flare up again and this could burn you if your back is turned and you are unprepared to shoot the foam to it," the instructors warned. They also stressed the value of teamwork in fighting fires and emphasized the importance of using a back-up man when trying to control a blaze.



Under the watchful eye of an instructor, left, seamen practice putting out flange fire, such as might occur aboard ship.



New Tire Coming

If your car will be needing new tires in another few months, you might want to replace them with high-quality steel belted radial tires that carry the Exxon brand name. The five-ply tire, named Exxon Steel Belted Radial 78, is being built to exacting specifications and carries a 40,000 mile tread wear guarantee. It will be competitively priced with compar-

able quality tires. Initial introduction of the tire is scheduled for early July in Houston and Los Angeles; later in the month and in August for the New York City area, Baltimore, Washington, D.C., Charlotte, and Memphis. By October, the new Exxon radial will be available nationwide through Exxon service stations.

Disabling Injury Box Score

	Total For April	Total Since Jan. 1
Oceangoing	1	4
Inland Waterways	2	5

Second In Series

Boston Branch Covers Three States

Snuggled deep within Boston Harbor is Exxon's Everett Terminal, home of the Marine Department's Boston Branch Office. It is from here that Branch Manager Jack W. Bennett and his staff, Ellis Bessels, senior transportation allocator, and Karin McNeely, secretary, perform the duties required for coastal deliveries of products to Exxon terminals and industrial customers in the three-state area of Massachusetts, New Hampshire, and Maine (see map). Six licensed and seven unlicensed personnel assigned to the Boston Branch deliver products in the company's largest single barge (excluding the *Exxon Port Everglades*)—the 61,000-barrel *Exxon Barge No. 5* and her tug, the *Exxon Bay State*.

Last year, the crew in the *Bay State* delivered more than 9 million barrels of products to terminals in Boston Harbor; Salem, Massachusetts; Portsmouth, New Hampshire; Bucksport, Maine; and other locations in the three states. The branch also arranges for charter deliveries of products which in 1973 accounted for an additional 2.8 million barrels.

Most terminals and industrial customers served by the Boston Branch have limited storage capacity, so they depend on more frequent deliveries than normally is the case. This adds to the delivery problem for the branch, especially during winter months. When a delay occurs, such as when a barge gets stuck in the ice or has to "heave to" in a storm, it sometimes becomes a real jigsaw puzzle in devising new schedules, reroutings, and even arranging for the use of additional barges which are generally hard to obtain at a moment's notice. "At times like these, our office and home telephones get a real workout," Mr. Bennett said.

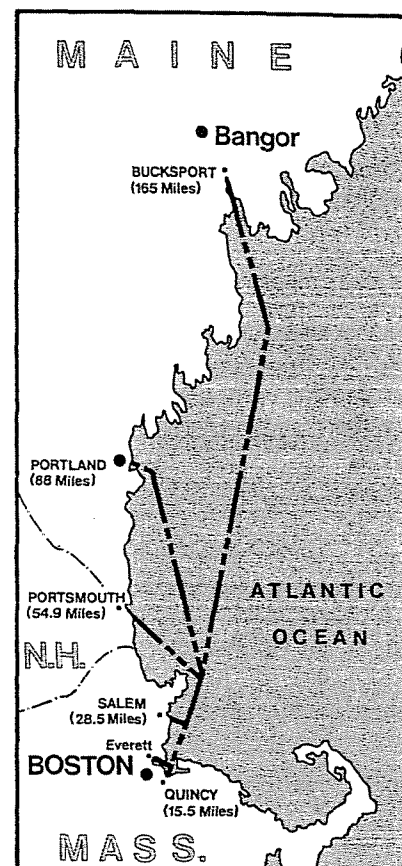
In addition to performing regular inland operations, Mr. Bennett and his staff provide services

for company tankers and Foreign Flag vessels delivering crude and products to Exxon and customer terminals, some located as far as 250 miles north and 90 miles south of Boston. Last year, they arranged for docking and undocking some 230 U.S. and Foreign Flag vessels. They also assigned pollution control officers to board a number of foreign tankers upon arrival in harbors in the three-state area with oil consigned to Exxon. Their task: to assist ships' officers in complying with national and local environmental protection laws while in port.

As Boston is baseport for about 120 Exxon seagoing personnel, the staff helps facilitate crew changes and assists employees in various other matters ranging from emergency medical aid to Benefit Plan transactions.

The *Exxon Baton Rouge* and *Exxon San Francisco* call regularly at Everett Terminal delivering products from Baytown and Baton Rouge Refineries. The branch office staff places supply orders for these vessels with ship chandlers when necessary, and arranges for minor repairs. The staff also works with the Coast

Guard and the various environmental and other marine agencies involved in the operation of company owned, foreign affiliated and chartered vessels in Boston Harbor and adjoining areas.



Terminals served regularly by Boston Branch inland vessels.



Making up the administrative staff at the Boston Branch Office are, from the left: Ellis B. Bessels, senior transportation allocator; Manager Jack W. Bennett, and Karin McNeely, secretary.

'Houston' Included In New York Times Magazine Article

Captain Robert H. Stotts and the *Exxon Houston* were included



in a lengthy feature article in the April 21 New York Times Magazine section which traced the journey of one barrel of oil from the Conroe (Texas) oilfield

to a Manhattan gasoline tank. The article was later reproduced in the *Houston Chronicle*. In describing the vessel and her voyage to Bayway, the writer said: "The *Exxon Houston* has 21 main cargo tanks, each taller than a five-story building. Three of the tanks contain the 43,000 barrels of Conroe crude. Total cargo: 439,757 barrels of oil.

"That's a sizable quantity, enough to produce more than 9 million gallons of gasoline. The *Houston* might have done better. But if she had been loaded with an extra 100,000 barrels at the Baytown terminal, she could never have left: Her keel would be dragging mud in the Houston Ship Channel," the article said, and continued:

"In the story of The Barrel, the *Houston* is prima ballerina of the elephantine dance of 17 Exxon USA tankers, a sequence right out of 'Fantasia.' She had left New York on February 10, bound for the Baton Rouge refinery; on the 11th she was diverted to Baytown. Meanwhile, the *Exxon Jamestown*, originally scheduled to go direct to Baytown, had been diverted to Baton Rouge to pick up gasoline components to help get production going at the fire-struck Baytown refinery (the fire on February 8 closed the refinery temporarily). Thus, the *Jamestown* arrived late at Baytown, and was late getting loaded and out from Berth No. 2. The word went out to Captain

Stotts at 4:15 p.m. on February 14—he was south of New Orleans—and he cut the *Houston's* speed from 17 to 11 knots, at a saving of about \$1,500 a day in fuel costs.

"At 10:45 p.m., February 15, the *Houston* docked at Baytown. Exactly 21 hours and 10 minutes later, she was clear of the dock and en route to Linden, 1,800 miles distant, The Barrel of Conroe crude in her hold."

The article described the ship's voyage as a smooth one from Baytown to New York where she moved ponderously up the Narrows, west along Kill Van Kull and under the Bayonne Bridge, then south down "Gasoline Alley" to Bayway Refinery.

"The captain already has his next orders," the article continued. "Tomorrow, at about 10 p.m., an Exxon tug will shove the giant *Houston* away from her Bayway berth. Next stop: Baton Rouge, to

Fees Announced For Radar Course

Beginning August 1, tuition fees for the Collision Avoidance Radar courses offered at Maritime Administration Regional Training Centers in New York City, New Orleans, and San Francisco will be increased to the following:

8- and 5-day courses...\$50.

3-day refresher course...\$30.

Recertification exercise...\$10.

Payment for the course desired shall be to the registrar at the school attended in the form of a check or money order made out to "Maritime Administration—Commerce."

Returns To Company Service

The *Exxon Seattle*, which has been on charter to the U.S. Navy for the past 10 years, returned to company service on May 20 upon completion of discharge of a Navy cargo at Yokosuka, Japan. The vessel and her crew are now on a ballast voyage to Ras Tanura, Saudi Arabia, to load a cargo of naphtha about June 8 for an Exxon affiliate in Europe.

pick up some South Louisiana crude. The dance of the tankers continues.

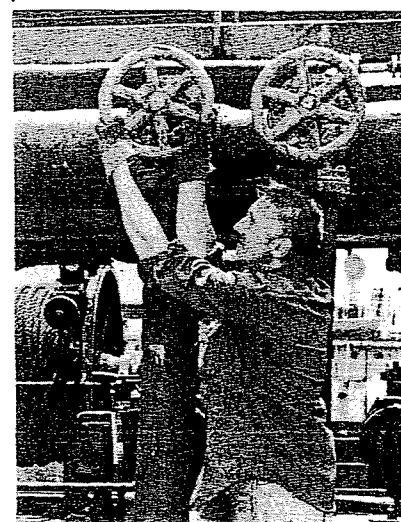
"Meanwhile, the crude oil has started flowing from the tanks of the *Houston*, pushed by a pump on the tanker up through 60-foot-high cranelike steel tubes called Chicksan arms that line the New

The *New York Times* magazine article, "One Barrel of Oil," is being reprinted by the company. If you want a copy, drop a line to the editor of *Fleet News*.

Jersey dockside. Another mile-and-a-half journey by pipeline and The Barrel from Conroe comes to rest in tank No. 545 in the Tremley storage area—one of six such tank farms at Bayway Refinery."

The article then traces The Barrel through Bayway processing units and takes gasoline manufactured from The Barrel through pipelines to distribution terminals for delivery by tanktruck to the Manhattan service station and a customer's car.

Conserving Energy



CONSERVING FUEL is what energy conservation is all about—and conserving fuel is what AB Walter Siminski is doing. He checks to make sure that the valve in a line carrying steam to a mooring winch is tightly closed after the brake has been set to prevent the waste of steam and condensate. It takes fuel to make steam and any little bit that can be saved helps.

This Fish Is A Real Sticker



AB Joseph S. Marino holds 2-foot-long remora or shark sucker caught when *Exxon Baltimore* was in the Bahamas.

"I heard an unusual sound so I looked over the stern of the ship and saw a big turtle flip flopping his flippers in a fast, furious fashion. He broke water several times, gasping for breath. You better believe that I was startled." So said George A. Mathewson, who was OS on watch in the *Exxon Baltimore* when she was loading at Ras Tanura on her last voyage there. "A large remora was stuck to the turtle's shell, hitching a free ride," he added, leading to a description of the remora or shark sucker shown in the accompanying photo.

Mr. Mathewson became so fascinated by this type of fish that he studied up on it and passes the benefit of his knowledge along to the fleet—"in case someone catches a remora when his ship is in Ras Tanura or some other tropical area," he said.

"Remoras grow three or four feet long and have powerful vacuum mats atop their heads. They attach themselves to some pretty perilous as well as peculiar places, like inside the mouths of large ma-

rine sunfish, swordfish, and sharks, and even to ships. Once a remora locks on it cannot be removed by pulling its tail, but must be slid off forward or sideways by lifting the vacuum mat to break the suction. "I recall a chief cook once who caught a remora and although he gutted the fish, it locked on to the bulkhead and supported its own weight.

"At one time, remoras were used by fishermen in places like southeast Asia and western Africa to catch fish. A line was made fast to the remora's tail and it swam about until it locked on to a fish or turtle. The fisherman hauled in the remora with its catch securely fastened to its head," Mr. Mathewson said.

Mr. Mathewson knows a lot more about this unusual fish, and he will be glad to pass the info along to anyone who might be going to a tropical zone where remoras abound. "The information I have makes catching remoras much more interesting," he said.

Giallorenzi Honored



THIS PLAQUE was presented to Al Giallorenzi, New York Branch Manager, who resigned recently from the board of managers, Seamen's House Branch of the YMCA of greater New York. Mr. Giallorenzi served for nine years on the board which is made up of maritime executives. He was presented the plaque at a luncheon meeting of the Whitehall Club in New York City.

SERVICE AWARD



Rex B. Williams, center, pumpman, completed 30 years of company service on December 14, 1973. He was honored recently at a luncheon at Baytown when W. A. Scott, left, and Don Delozier, from the Baytown Branch Office, presented him with a service emblem and watch.

Obituary

Theophilus A. Bodden, 73, died on April 7 at North Miami Beach, Florida. Mr. Bodden retired as pumpman in February, 1964, with 36 years service. He was born in the Grand Cayman Islands and worked as a carpenter, AB in several schooners and as a Mobile, Alabama, pilot before sailing in the *Herbert G. Wyllie* in 1925. He was promoted to pumpman in 1934 in the *Livingston Roe* and his service included eight years as pumpman at Bayonne, New Jersey. He was senior pumpman in the fleet at retirement. He is survived by his widow and one son.

Robert E. Couturier, 64, died of a heart attack on March 8 at his home in Saratoga Springs, New York. He had been retired since 1965. Mr. Couturier joined the company in 1947 and sailed as OS and deck maintenanceman in numerous ships before his retirement. He is survived by two married daughters.

EXXON FLEET NEWS is published every other Monday for active and retired employees of the Marine Department, Exxon Company, U.S.A. (a division of Exxon Corporation); O. R. Menton, General Manager. GENE LEGLER.....Editor