



EXXON FLEET NEWS



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Baytown Branch To Get New Towboat

A contract has been awarded for the construction of a new twin-screw towboat for Baytown Branch inland waterways service. The new vessel, yet unnamed, is being constructed at Orange, Texas. She is scheduled for delivery in August.

The boat will be 75 feet long, 26 feet wide, and have an operating draft of 8 feet. Her two turbo-charged diesel engines will deliver a total of 1,200 horsepower and all engine room mufflers will be housed in the vessel's smokestack for quiet operation. The boat will have the latest navigational, safety, firefighting, and pollution control equipment; a separate hydraulic steering system for flanking and steering rudders; and air-operated winches. The pilot house and quarters, dining room, and galley will be air conditioned. Other features include a laundry room and bath.

The new boat will be used mainly to push two 15,000-barrel barges carrying products from Baytown to Corpus Christi, Texas; Lake Charles, Louisiana; and other terminals.

12 Graduate With Flying Colors In First AB/Lifeboatman Training Class This Year

Twelve Ordinary Seamen who completed the Marine Department AB/Lifeboatman training course at Galveston on Friday, March 31, had several good reasons for feeling like "Extraordinary" seamen on that date.

For one thing, school was over. They had finished two weeks of intensive study and drills covering all phases of the U.S. Coast Guard requirements for qualifying as Able Seamen. For another, they all passed the Coast Guard examination and they did so with a class average grade of 93.7, the highest of any previous group involved in a training program of this type. Two men, Jose C. Domingues and Thurbert Joseph, tied for top honors, each with a grade of 98.

And each man had yet another reason to celebrate: When sailing as AB, he received close to a \$200 per month increase in wages. "That's sure going to help at home," several of them said.

This was the second advancement for those taking the course. All had experience in the Stewards Department before progress-

ing to the Ordinary Seaman seniority list.

Class Instructor Michael Sharik, third mate, was beaming on Graduation Day also. "I don't grin very often, but today I can't help it," he said. "These men worked and studied hard, as indicated by their high marks, and I'm proud of them. I know that they will make a significant contribution to the fleet. Also, I'm happy that we work for a company that thinks enough of its employees to provide for advancement through training courses like this one."

F. Ames Smith, Operations manager, congratulated the men, described opportunities in the fleet as good and encouraged the new AB's to make every effort to continue studying to obtain officers' licenses so that when openings occur they can be filled by qualified men already in the fleet.

The training course, and others to follow, are held aboard the *Texas Clipper*, a Texas Maritime Academy training ship. The course consists of both classroom instruction and practical training in lifeboat handling, the use of firefighting equipment, and drills in rescue and first-aid procedures. The Marine Department pays all school-related expenses, including food and accommodations, and the student continues to earn his regular wages while in school.

A second AB/Lifeboatman course started on April 1 with the following men participating: Millage W. Becker, Lee C. Brown,

(See TRAINING, page 5)

Glowacky To Instruct Midshipmen At SUNY

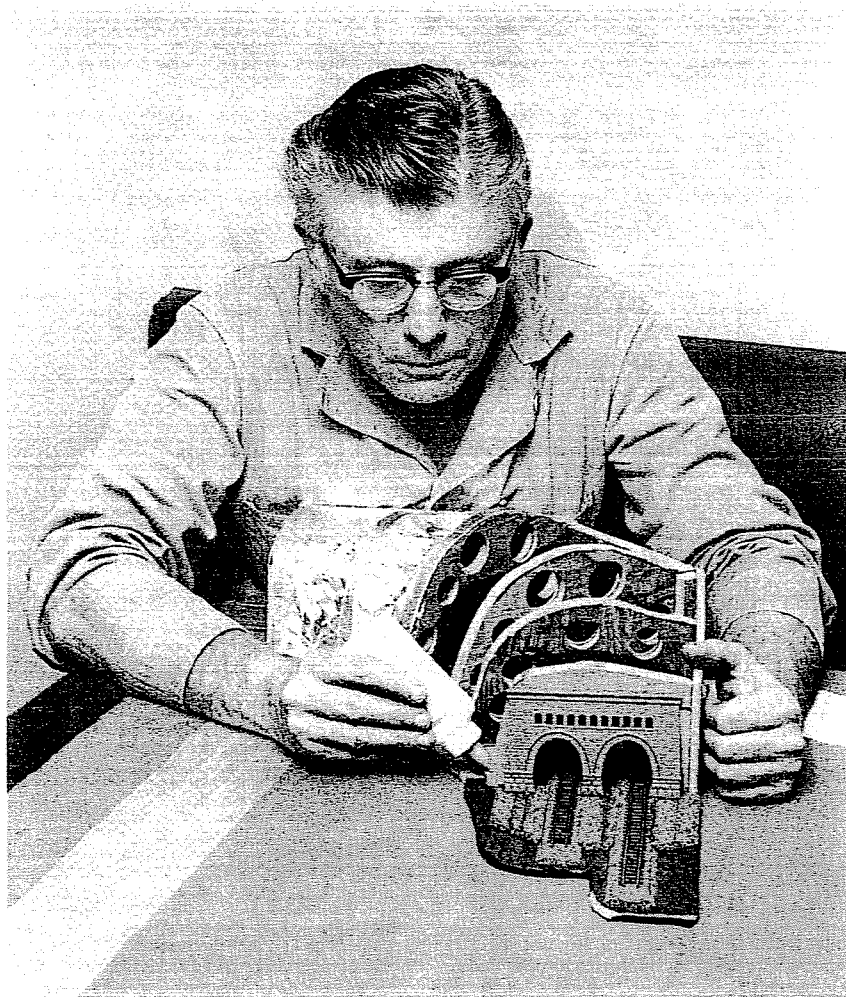


A former student of the State University of New York Maritime College will soon return to his alma mater, this time as an instructor. Jerzy B. Glowacky,

3rd assistant engineer, has been

granted a three month's leave of absence, starting May 13, to accept temporary employment as Watch Engineer/Instructor aboard the training ship, *Empire State*.

Mr. Glowacky joined the Exxon fleet in 1970, soon after graduating from SUNY with a BS degree in Marine Engineering. He later raised his license to 2nd assistant engineer. He lives in Rego Park, New York.



CHIEF ENGINEER Curtis W. Keech, Jr., is a real model railroad buff. He buys the trains and track, but he builds his own bridges, tunnels, passenger stations, loading platforms, and signal towers and even constructs and paints background scenes for his railroad. He's shown here building a plywood tunnel during his spare time aboard the *Exxon Washington*. Captain Edwin J. Fellows, himself a model fan, interested Mr. Keech in model railroading quite sometime ago. Mr. Keech does his model railroading at home in West Chester, Pennsylvania. "Now that I can't get all the gasoline I want when I'm on paid leave, I plan to spend more time improving my train setup," he said. "It's a great hobby and I have learned quite a lot about real railroading from it."

What Fringe Benefits Do I Carry With Me?

The following question was asked recently: If I retire with annuitant status, what fringe protection do I carry with me? The answer is: You carry with you your Contributory Group Life Insurance (voluntary) to age 65, Family Adjustment Insurance, Family Income Insurance, your

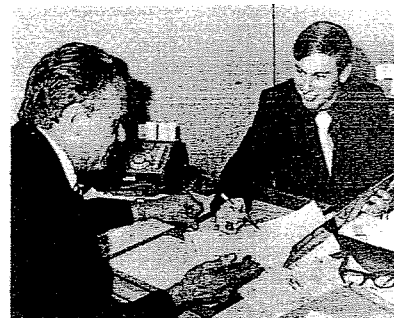
Blue Cross and Major Medical to age 65 or entitlement to Medicare, as well as the discount card privilege. If you are under age 65, your Contributory Group Life Insurance and Blue Cross and Major Medical premiums are the same as those you pay as an employee. They are deducted from your monthly annuity check.

Stephen R. King One Of Fleet's Newest Third Mates



Stephen R. King is one of the fleet's newest 3rd mates. After graduating from Maine Maritime Academy in April, 1973, he was employed in the oceangoing tow fleet of Hawaiian Tug & Barge Company, sailing out of Honolulu. He became a Marine Department employee on March 18 and sailed in the *Exxon Gettysburg* until April 1. He joined the *Exxon Newark* on April 2. Mr. King is single and lives in Old Town, Maine.

Michael A. Stalzer Accepts Temporary Assignment Ashore



A seagoing licensed officer, Third Mate Michael A. Stalzer, is serving in a temporary shore assignment in the Marine Department Houston Office where he is assisting in Operation's allocation and dispatch activities. He is shown here with Henry L. Goe-deke, left, working on a cargo layout problem for one of our ships. Mr. Stalzer joined the fleet in the *Exxon Lexington* on July 3, soon after graduating from Kings Point. He later served in the *Exxon Newark* and was aboard the *Exxon Baltimore* at the time he accepted his current assignment.

"It Happened So Quickly....."



Notice anything wrong with Ralph Maupin's little finger?

It is shorter than normal (those under his collar are o.k.).

It's shorter because it got caught between a belt and a motor-driven pulley and before he knew it, the finger was mashed.

Mr. Maupin, A/Oiler, described the unfortunate accident for *Fleet News* in hopes that his true-to-life experience will help shipmates become more safety conscious, particularly when working around moving machinery. When repairs need to be made, the general rule is to shut the piece of equipment off whenever practical. Mr. Maupin made an exception to this rule

and describes the accident as follows:

"The injury occurred about 0100 during my regular round in the *Exxon Bangor* en route from New York to Baytown. During the voyage, the forward wash water pump started stalling. The motor would keep running, but the belt to the drive wheel would slip. To restart the pump, it was necessary to move the belt out of the stalled position. Unfortunately, we didn't have a spare belt.

"As I made my round, I found the pump was stalled so I pushed the spoke of the wheel with a stick and the pump suddenly started. The momentum of the push caused my little finger to catch between the belt and the turning wheel. It happened so quickly! I jerked my hand loose and when I removed my glove I found that part of my little finger was mashed.

"I went to the captain's office (Captain Roy J. Merritt) where he and Chief Engineer Ralph Sullivan cleaned the wound, sprinkled sulfa powder on it, applied a pressure bandage, and gave me penicillin. They were very professional in their doctoring and did all they could to reduce the pain.

"Well, the pain's gone now—and so is the end of my little finger. I don't worry that it will hinder my work, but I still shudder

when I think how narrowly I missed seriously mangling my whole hand. On some previous occasions, I had stopped the motor to correct the problem. However, sometimes the belt would slip, stalling the pump again. Shoving the wheel was the quickest way to get it started. If I had continued stopping the motor, I'd have all my finger and I would have avoided a lot of pain," Mr. Maupin concluded.

In reviewing the accident, B. E. Crawford, Marine Department safety coordinator, pointed out the safety lessons to be learned from this experience: 1) Although no spare belt was available in this case, faulty equipment should be replaced or repaired as soon as possible; 2) all moving parts or pieces of equipment should have guards at all times they are in operation, except while repairs are being made and the equipment cannot be shut down; 3) before working on moving equipment, try to arrange to shut it down. In the event that this is not practical, the job can usually be performed safely if all the risks are properly considered in the planning stage.

"I want to thank Mr. Maupin for letting us tell his story to help remind employees to always keep alert to safe practices and above all to never take shortcuts in doing a job," Mr. Crawford said.

Obituary

Harvey A. Theriot died at Port Allen, Louisiana, on March 18 at age 65. Mr. Theriot began his company career in 1937 as deckhand in the old stern wheelers operating in the Mississippi. He retired in September, 1968, as mate in the *Esso West Virginia*.

Captain James W. Fraser, 82, died on March 23 at Port Washington, New York. He had 34 years of service when he retired from Esso Shipping Company on May 1, 1955. During this period, Captain Fraser took military leave to

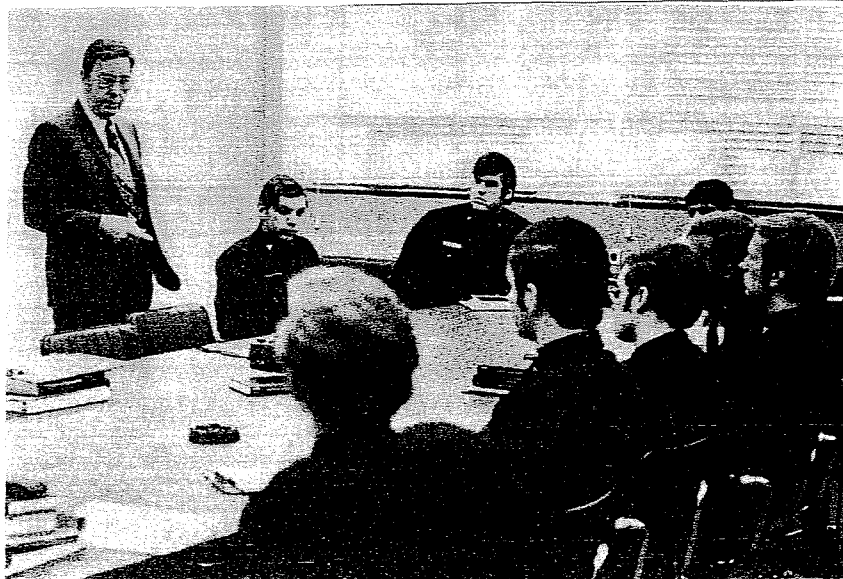
serve in World War II as captain in the U.S. Navy. After a distinguished war record, he returned to Esso Shipping Company and was serving as port captain when he retired. He is survived by one son.

Antone Joaquim, who retired in July, 1971, as chief cook in the fleet, died on March 5 at Rhode Island Hospital. He was 56. Mr. Joaquim had nearly 20 years of service at the time of his disability retirement. He had been a chief cook since 1967. He is survived by his widow, a daughter and a son.

Thomas Acheson died at age

63. He had been retired since September, 1967. After 14 years sailing on Socony tugs, he joined Exxon as assistant engineer and continued to sail on various New York Harbor tugs until his retirement. He is survived by his widow.

James MacRiver died on February 20 at Georgetown, South Carolina. He was 71. Mr. MacRiver joined the company in May, 1934 as AB in the *George H. Jones*. During World War II he sailed in four vessels for a total of 23½ months. He served continually in Deck Department ratings from 1947 until he retired in January, 1963. He is survived by two sons.



E. W. McNeil, Jr., discussing job opportunities in the Exxon Fleet with midshipmen at State University of New York Maritime College.

McNeil Describes Job Opportunities

Administrative Manager E. W. McNeil, Jr., met with senior midshipmen at four maritime academies recently to discuss job requirements and opportunities in the Exxon seagoing fleet. He also interviewed candidates interested in possible employment and invited those most qualified for positions in the Deck and Engine departments to visit Houston for further interviews by Marine Department personnel. Interviews will be conducted through April and May.

It is anticipated that about 50 new Deck and Engine department officers will be hired this year to fill positions opening up as the result of normal attrition in the fleet. It is planned to fill these vacancies with the best trained, highest qualified officers available.

Academies visited by Mr. McNeil were Maine Maritime Academy, Massachusetts Maritime Academy, U.S. Merchant Marine Academy at Kings Point, and State University of New York Maritime College.

Midshipmen from Texas Mari-

time Academy were also interviewed recently by Captain Torrance Inman port captain; T. J. McTaggart, port engineer; and Paul J. McEwan, fleet manning supervisor.



Mr. McNeil, above left, presented an Exxon USA Foundation grant for \$1,500 to Maine Maritime Academy during his visit there. The grant, given for the 1973-74 school year, was accepted by Admiral E. A. Rodgers, academy superintendent. The money will be used to support the academy's tanker simulator training program and in the general development fund. Grants were also given to the State University of New York Maritime College, the Massachusetts Maritime Academy, U.S. Merchant Marine Academy at Kings Point, and Texas Maritime Academy at Galveston for use in their educational programs.

The grants, awarded annually to selected educational institutions throughout the nation, are designed to support a variety of programs such as scholarships, research, purchase of equipment, and other projects to promote excellence in education.

Completes 40 Years



HERMAN A. THOMPSON, senior materials specialist in the Marine Department Houston Office, was congratulated by General Manager O. R. Menton upon completing 40 years service on March 7. Mr. Thompson began his career in 1934 as office boy with the Standard Shipping Company in New York. He later headed the Repair Materials Unit for the Standard Oil Company (N.J.) Marine Department, became section head of the Repair Division, and advanced to repair materials supervisor. He transferred to the Exxon Marine Department in Houston in 1961.

30 Years Of Service



AB Ralph V. Giove, center, holds a sparkling new clock presented to him recently when he completed 30 years service. Jack W. Bennett, left, Boston Branch Manager, made the presentation on behalf of the company. Mrs. Giove is on the right.



Gustav Pedersen
1st Asst. Eng.
Ocean Fleet



C. J. Sheelen, Jr.
Personnel Asst.
IWW
New York Branch

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. Contributions and suggestions are invited and should be addressed to the Editor, EXXON FLEET NEWS, Exxon Company, U.S.A., P. O. Box 2180, Room 4193, Houston, Texas 77001.

Conserving Energy

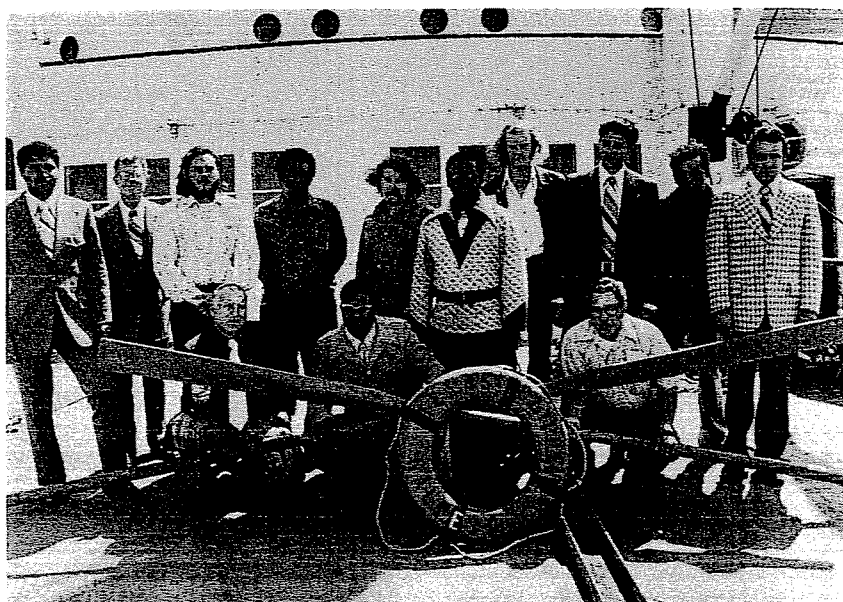


Using the main engine throttle to control propeller speed is satisfactory for maneuvering in port, but should be avoided for long operating periods because it wastes fuel. For example, closing the throttle $\frac{1}{4}$ of the way will reduce efficiency 5 percent. If closed half way, there will be a 7 percent reduction in efficiency.

If the nozzle combinations available will not give the desired propeller speed, then select the combination which will give the next higher speed and close in on the hand valve which controls the smallest number of nozzles until the correct R.P.M. is attained, as Robert E. Howard, 3rd assistant engineer in the *Exxon Lexington*, is doing. This will not damage the hand valves and will help save fuel. And saving fuel is what energy conservation is all about.

Agreements Call For Increases In Rates

Agreement was reached between the New York Branch and the Independent Unlicensed Maritime Union (Mid-Atlantic area) calling for an increase in base wages, overtime rates, and other improvements. The package,



Graduates of the first AB/Lifeboatman training school held this year in Galveston are, standing from the left: John M. Soares, Walter C. Sherwood, Gustavo Garcia, Genaro Salazar, Robert L. Koncher, Thurbert Joseph, William C. McCroken, Joaquim Fortes, John Valles, and Jose C. Domingues. Kneeling, from the left are Instructor Michael Sharik, III, Mike G. Johnson, and Genaro R. Lopez.

TRAINING, continued from page 1

Manuel L. DeBrito, Antonio Gomes, Ulisses Gomes, Manuel P. Goncalves, William Jenkins III, George A. Mathewson, Victor Molina, Jr., Alberto Monteiro, and Walter Siminski.

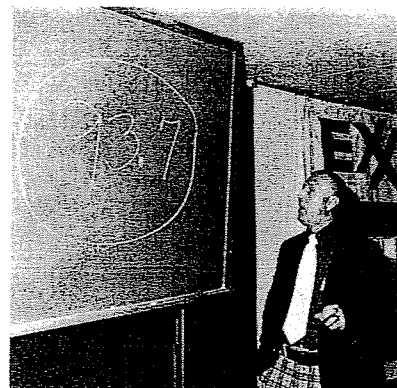
A third and final school for the year starts on April 15.

agreed upon in March, runs to November 15, 1974, the anniversary date of the contract.

The New York Branch Esso Bargeman's Union recently concluded a three-year Agreement which supersedes their existing contract. The Agreement adjusts base wage and overtime rates for the period through March 21, 1974, and mainly calls for additional increases in base wages and overtime rates effective April 1, 1974, and April 1, 1975.

Disabling Injury Box Score

	Total For March	Total Since Jan. 1
Oceangoing	0	3
Inland Waterways	0	3



Instructor Sharik proudly congratulated the class on the 93.7 class average they set in the U.S. Coast Guard Examination.

Chapman Joins Fleet



Elizabeth Ann Chapman on March 16 joined the Stewards Department in the *Exxon Lexington*. She lives in Califon, New Jersey, and holds a BS Degree in wild-

life biology from Colorado State University. Ms. Chapman says that she desires to work toward a radio officer's license.

5 IWW Employees Retire, One From Seagoing Fleet



Capt. Cannon



Capt. Cloughsey



Capt. Svendsen



Johnny Horgen



Hans Torgersen

Three licensed and two unlicensed personnel recently retired from the New York Branch inland waterways fleet. They are Captains Willis S. Cannon, David J. Cloughsey, and Arne Svendsen. The unlicensed men are Johnny Horgen and Hans Torgersen.

Captain Willis S. Cannon, retired from the inland fleet at Baltimore on February 1. He began his career in 1929 as AB in the *Standard No. 5*. He became permanent mate in March, 1935, in the *Socony No. 1* and later served as relieving captain and mate in *Esso Delivery No. 11*. He was named permanent captain in August, 1941, and served in this capacity in various tugboats and self-propelled barges in the Baltimore area until his retirement. Captain Cannon also served as docking pilot, having attended a one-week docking



William J. Murphy retired on March 1 as AB in the seagoing fleet. He is shown in the photo above taken during his last watch in the *Exxon Jamestown*. From the left are AB Dennis L. Marble, Mr. Murphy, 3rd Mate George R. Henderson, and OS Robert Razo. Although this was the last watch for Mr. Murphy, it was the first regular mate-standing watch for Mr. Henderson who had been serving as temporary 3rd mate in other vessels until he came aboard the *Lexington* in his first regular 3rd mate capacity. The Stewards Department baked a retirement cake for Mr. Murphy and his shipmates presented him with a sizeable cash donation as a going-away present. Mr. Murphy joined the company on July 27, 1953, as deck maintenance man in the *Esso Zurich*. He advanced to AB in August, 1954, in the *Esso Portland* and sailed in this rating in various ships in the fleet until retirement.

pilot school in Grenoble, France, in 1968.

As for retirement plans, Captain Cannon said: "I have plenty of work to do around my new house in Urbana, Virginia, but in my spare time, I plan to travel, hunt, and fish. To my many friends and shipmates throughout the fleet, good luck and good sailing. If you are ever down this way, stop by for a chat."

Captain David J. Cloughsey retired from the New York Branch on March 1 as barge captain in Barge 16. He began his career in the inland fleet in February, 1946, as deckhand on barges, mostly in New York Harbor. He advanced to barge mate in 1949 and became captain in 1969. He lives in Staten Island.

Barge Captain Arne Svendsen says that he will visit his brothers and sisters who live in Norway soon after he catches up on a few jobs around his home in Roseland, New Jersey. He worked for 12 years for Socony before joining the New York Branch in 1947 as deckhand on equipment in New York Harbor. He became mate in May, 1947, and permanent barge captain in August, 1964, the rank he held on Barge

25 at retirement on March 1.

Johnny Horgen was employed in June, 1948, as steward in the tug and barge fleet in New York Harbor. He served throughout his career in this capacity. His last vessel upon retirement on March 1 was the *Empire State*. "I am active in church work, especially in youth activities, and I plan to devote much of my time during retirement to this cause," he said. Mr. Horgen was born in Norway and served in his early youth in Norwegian ships. He came to the U.S. in 1945, and worked for a towing company until 1948 when he joined the New York Branch. "I want to thank everyone for their help and kindness over the years and ask them to remember me. I enjoyed being part of the inland fleet," Mr. Horgen said. He lives in Staten Island.

Hans Torgersen, who also retired March 1, joined the New York Branch in March, 1951 as deckhand. After several periods of broken service, he returned as deckhand and served on various tugs in the branch. On August 31, 1965, he joined the *Exxon Pelham* where he served as deckhand/tankerman until his retirement. He lives in Brooklyn, New York.