

EXXON FLEET NEWS

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Oil Spill Record Greatly Improved

The ocean and inland fleets had fewer oil spills in the first six months of 1975 than in the same period last year. The combined total of the two fleets was 16 spills from January through June, 1975, as compared to 23 for this period last year.

The ocean fleet had 3 spills through June as compared to 4 last year and the inland fleet had 13 as compared to 19 for the same period. "A spill is anything from a sheen on the water to heavier concentrations of oil," said Don Cornett, environmental conservation coordinator. He pointed out that there is a tendency for more spills to occur in the inland fleet because of the larger number of oil transfers conducted by this fleet.

Spills resulting from personnel error in both the ocean and inland fleets totaled 6 through June of this year—less than half of last year's total for that period. "This reduction indicates that personnel conducting transfers are handling hoses, filling tanks, and lining up valves with more caution and awareness than ever before," Mr. Cornett said.

"The Marine Department is greatly concerned over oil spills, and commends employees for their successful efforts in reducing such spills. It is through their continued efforts that oil spills will be kept to a minimum," he said.

JUNE EQUITY \$10.50

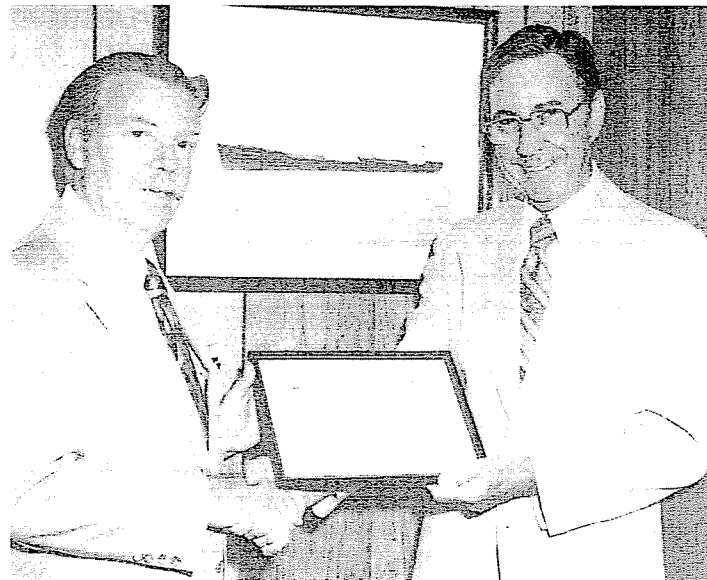
The value of each unit in the equity portfolio as of the last business day in June 1975 is \$10.50.

Devlin Awards Now Being Presented To Ships



PERSONNEL IN the *Exxon Houston* proudly display the National Safety Council Green Cross flag and a framed Jones F. Devlin certificate, both awarded to the ship for sailing two consecutive years without a disabling personnel injury. Operations Manager Ames Smith made the presentation aboard the *Exxon Houston* when she was in Baytown recently. From the left are Gene Crawford, safety coordinator; Edward P. Dolloff, chief engineer; Irvy H. Ebanks, chief mate; Captain Robert H. Stotts; Max W. Wilkerson, Jr., messman/utilityman; Daniel E. Alves, chief steward; George W. Wright, AB; Alexander M. Tepper, chef; Mr. Smith; Frederick G. West, Jr., oiler; and Rafael G. Rohena, Jr., 3rd mate.

Right photo: Captain Arthur W. Smith, master in the *Exxon*



Boston, receives the five-year Devlin award for this ship. The presentation was made to Captain Smith by Administrative Manager, E. W. McNeil, Jr., in New York recently. This

is the third consecutive time that the *Boston* has won the award.

The *Exxon Seattle* will be presented a two-year Devlin award within a few days.

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THE UNIVERSITY OF TEXAS AT DALLAS

No Clock Watcher, But Ray Edwards Builds 'Em Good

Raymond C. Edwards was never one to while away time by sitting around watching the clock—not when he was chief mate in the fleet and certainly not now, even though he's retired. Yet, he is surrounded by clocks, some of which chime on the hour setting up what he calls a "real racket."

Mr. Edwards, who lives in Richmond, Virginia, builds Grandfather clocks and he's also an avid collector of pocket watches. He attends antique shows, visits flea markets, pawn shops, and jewelry stores in search of old and unusual watches. "My favorite watch is the Illinois. I have one Elgin key wind and key set which is 103 years old," he said. "Incidentally, the watches are kept in a lock box at the bank," he added.

"At present, I have four Grandfather and two wall clocks with Westminster chimes, one striking clock, and one ship's bell clock. Occasionally, they all strike at the same time—a real racket!" he said.

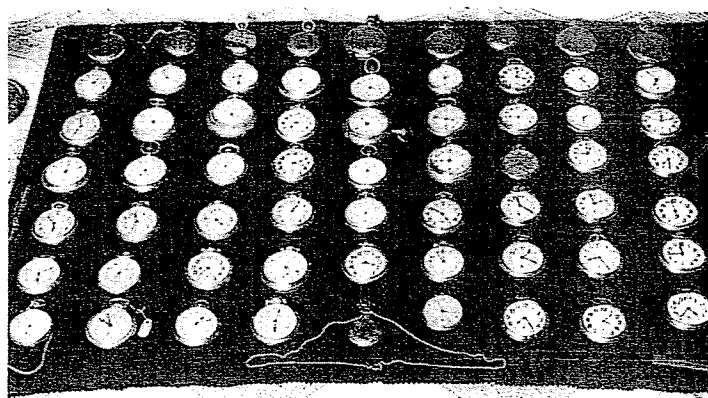
Mr. Edwards, who retired as chief mate in January, 1975, had wanted a Grandfather clock for a long time, but didn't want to buy one. Then, about four years ago, he purchased a Grandfather clock kit and built his own. It was so successful and so beautiful that someone made him an



Mr. Edwards shows his favorite Grandfather clock, built from scratch.

offer he couldn't refuse so he sold it. "From then until now I have built about 15 clocks, some of which I've kept. It takes about a week to complete a kit clock," he said. "My favorite Grandfather clock is a Mason & Sullivan which I built from scratch. I'm going to keep that one."

When Mr. Edwards isn't building clocks, or buying watches, he can often be found aboard a ship as a pollution control officer at Norfolk, Virginia, or Wilmington, North Carolina.



His watch collection is kept in lock box at bank.



He builds clocks, makes repairs in well-equipped workshop.

Exxon USA Counters Congressional Accusations

Exxon USA labeled as totally unfounded accusations made by various members of Congress that the oil industry recently manufactured a gasoline shortage to drive up prices.

Such accusations cannot be substantiated, said Exxon. No recent gasoline shortage has occurred, Exxon observed.

Also, the petroleum industry

has been under rigid federal price controls and allocation regulations since 1971. Those who have made the allegations should be well aware that under Federal Energy Administration regulations oil companies can only pass on actual increases in raw material and other specified operating costs and can do so

only once a month, said Exxon.

The company added that it had not raised wholesale gasoline prices since mid-June, a fact that does not fit the conspiracy formula that the critics would have the public accept.

Exxon noted that repeated Congressional investigations of oil company operations have revealed no wrongdoing. These investigations have served only to use up valuable time which should have been used more productively in developing and implementing a constructive national energy policy.

Largest Ship's Propeller

The largest ship's propeller built to date is a six blader measuring 31 feet in diameter and weighing 72 tons. It was built in Great Britain and installed on the 1,222-foot *Ioannis Colocotronis*, a Greek-flag tanker of 386,596 dwt, the largest tanker ever built in Europe.

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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 4045, Houston, Texas 77001.

Second Generation Of Fernandes Family Is Exxon Employee

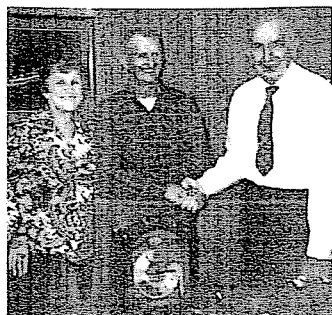
"We now have a second generation of the Fernandes family working for Exxon," said John J. Fernandes who retired from the fleet as chief steward in November, 1924. "My son, John, Jr., recently joined Exxon's internal audit staff, Baltimore Office, after graduating with honors from Babson College in Wellesley, Massachusetts, Mr. Fernandes wrote from his home in New Bedford, Massachusetts. Welcome to the Exxon family, John, and may you equal or beat your father's enviable career record of 27 years of company service.

Paul Joins Exxon Corp.

D. J. Paul, has accepted a position as senior analyst in the Logistics Department of

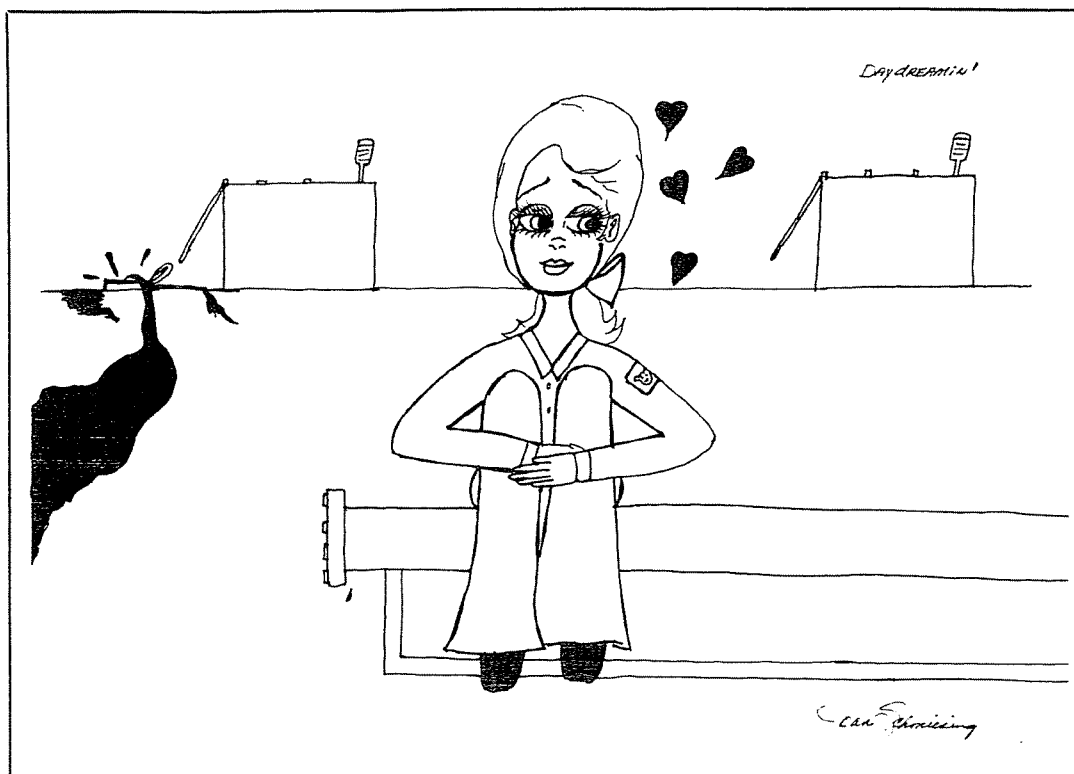


Exxon Corporation in New York City, effective July 1. Mr. Paul has been operations manager in the New York Branch Office since January, 1973. L. T. Snead, assistant department head in Process Engineering, Bayway Refinery, replaced Mr. Paul as operations manager.



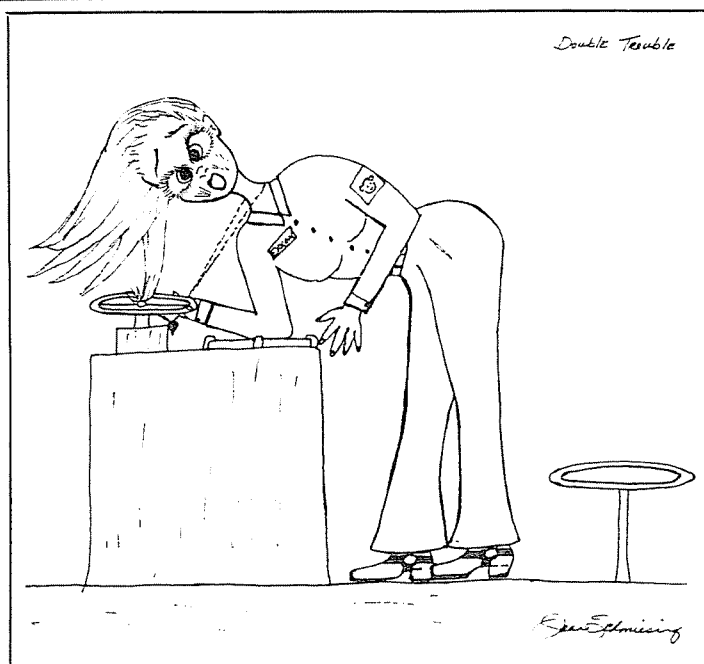
EDMUND J. SABOWSKI, center, chief mate in the *Exxon Chester*, was presented a service emblem and clock on June 19 in recognition of 30 years of company service. Giallorenzi, New York branch manager, made the presentation on behalf of the company as Mrs. Sabowski looked on.

Pollution Prevention, Safety Posters Submitted By New Employee



THE TWO POSTERS shown here were drawn by Joan Schmiesing, tankerman in the Exxon Bayport (towboat in the Baytown Branch), who aptly titled them *Daydreamin'* (pollution) and *Double Trouble* (safety). The two posters, selected from several that she submitted to *Fleet News*, are being forwarded to the Marine Section of the National Safety Council for entry in the NSC annual safety poster contest. The NSC makes copies of the winning posters available to the marine industry.

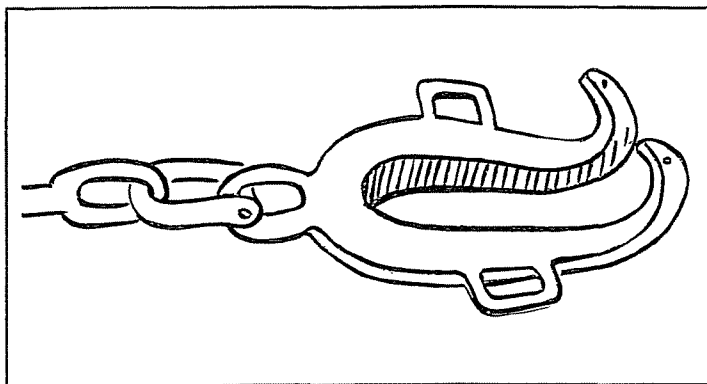
"We are always interested in new ideas in safety and pollution posters, especially those sent to us by employees," said Safety Coordinator Gene Crawford. "Miss Schmiesing and others who devise imaginative and eye-catching posters can take justifiable pride in the contribution they make to the welfare of others, not only in our own fleet, but, if selected by the NSC, to personnel in other vessels in the marine industry as well," he said.



Obituary

Thorvald (Tom) Thorsen, 61, barge captain in the New York branch, died on June 2. He had 38 years of company service. Mr. Thorsen joined Socony-Vacuum Oil Company in May, 1937. He worked on that company's New York

barges as deckhand and mate until his services were acquired by Exxon, along with the New York equipment, in February, 1946. He continued to work as mate and later as captain on the various Exxon barges in New York Harbor. Mr. Thorsen is survived by his widow and three grown children.



Sketch shows location of handles welded on anchor's devil claws.

Gaylord Gay Devises New Method For Handling Anchor's Devil Claws Safely

AB Gaylord J. Gay is continuing his inventive ways. Last year, while on the *Exxon New Orleans*, he devised a method to add a third wheel to a two-wheel handcart so that a person could move particularly heavy objects without undue



strain on his arms, legs, and back. Now he has come up with another idea relating to safety—one that has been recommended for consideration in all our ships.

His suggestion is to weld a handle on each side of the anchor's devil claws, thus providing a place for a firm, safe hand grip for men working with this equipment. "The last time the *Exxon Florence* was in the shipyard, with the approval of the master, chief mate, inspector, and Coast Guard, I made handles and had them welded on the anchor claws," he said. Mr. Gay said that the handles are much appreciated by men who have used them because they greatly reduce the difficulty of moving the claws and turn-

buckle assembly which previously had to be done by "finger tips" on the angle iron structure of the claws. "There was no place for a good grip," he said.

Sketches like the one shown here, have been sent to the fleet. "The claws should be detached from the foredeck and taken to the engine room where the handles can be made from 3/4-inch diameter cold rolled steel and welded on by ship's personnel," said Port Captain Torrance Inman.

Charles W. Ryan Retired On June 1 With 32 Years

A number of Charles W. Ryan's shipmates congratulated him during a retirement ceremony aboard the *Exxon Washington* recently. Chief Cook Raymond McGrath baked a cake with 32 candles representing Mr. Ryan's years of service, and Chief Steward Joaquim G. Pina provided the table setup and other decorations. A purse of money was collected from the crew. "Everyone was very liberal so Charlie did okay," said Captain Edmund F. Mahoney, a long-time friend of Mr. Ryan's. They attended elementary school together "too many years ago to talk about."

"Charlie went down the

gangway on May 27, receiving hardy shouts of Good Luck and Long Retirement from his shipmates. I gave him three blasts on the ship's whistle

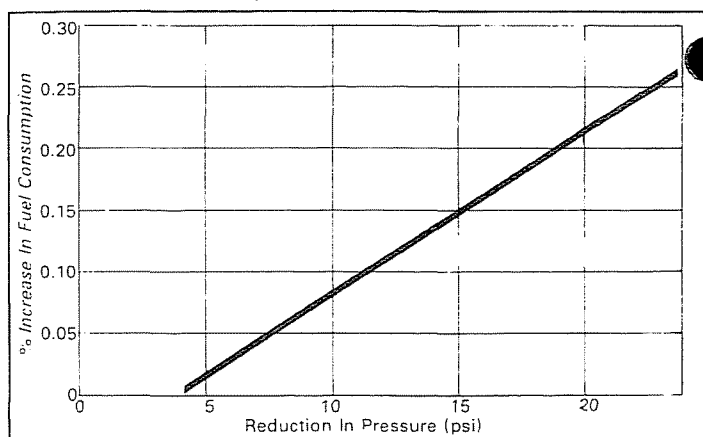
as he went. He was always a good shipmate," Captain Mahoney said.

Mr. Ryan lives in Chelsea, Massachusetts.



Several shipmates who congratulated Mr. Ryan for his years of service are shown in this last photo taken aboard the *Exxon Washington* before his retirement. From the left are AB Marvin E. Day, AB Bobby Lyons, Messman Robert M. Kagan, Mr. Ryan, Steward Joaquim G. Pina, and Captain Edmund F. Mahoney.

Superheat Steam Pressure



Saving Energy:

Effect Of Superheat Steam Pressure On Fuel Economy

Increase in fuel consumption in barrels per day and costs in dollars per year when steam pressure at superheater outlet is 20 psi below normal. (Assumes vessel at sea 60 per cent of time and fuel price is \$11.73 per barrel.)

Vessel	Bbl. Per Day	Cost Per Year
Exxon San Francisco	1.39	\$3,587
Exxon Baton Rouge		
Exxon Philadelphia		
Exxon Houston	1.44	\$3,711
Exxon New Orleans		
Exxon Baltimore	1.31	\$3,377
Exxon Boston		
Exxon Gettysburg	1.78	\$4,563
Exxon Jamestown		
Exxon Lexington		
Exxon Washington		
Exxon Seattle	1.00	\$2,589
Exxon Bangor		
Exxon Chester		
Exxon Florence		
Exxon Huntington		
Exxon Newark		

Disabling Injury Box Score

	Total For April	Total Since Jan. 1
Oceangoing	1	8
Inland Waterways	4	10