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Jones Is First Unlicensed Man To Complete 40 Years

Cleveland A. Jones, the only unlicensed man in the fleet with 40 years of company service, was honored by Marine Department representatives at a special luncheon in Houston on May 11.

His shipmates on board the *Exxon Philadelphia,* where he is chef, previously congratulated him for his four decades of service.

"Never in the history of our Marine Department has an unlicensed employee achieved 40 years of service," General Manager Emmett A. Humble told the group attending the luncheon. "It is probably a safe bet that this is the only case on record in the United States Maritime Industry where a seaman worked for the same employer for such a long time. Cleveland has probably served more than 1½ million meals during his 40 years. Perhaps the number is closer to two million when we consider the extra people in port and additional personnel aboard, such as armed guard personnel carried during World War II," Mr. Humble said.

In recalling his earlier days, Mr. Jones said: "I joined the fleet over my mother's tears. I was only 15. I knew I was too young to go to work for the company, but on my application blank I upped my age to 16 and was hired. I think I was employed because of the good record that my Daddy had with the company. He had been in the Stewards Department aboard company ships since 1919. I remember going up the gangway of my first

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Humble Accepts VP Post At Esso Exploration Inc.

New Marine Department General Manager Named

The following announcements were made at *Fleet News* presstime:

E. A. Humble, General Manager, Marine Department, has accepted a position as Executive Vice President of Esso Exploration Inc.

O. R. Menton has been appointed General Manager of the Marine Department, replacing Mr. Humble. Mr. Menton is currently serving as Fuel Products Operations Manager in the Refining Department.

The above assignments are effective June 1.

A more detailed article, with pictures, will be run in the next issue of *Fleet News*.

2nd Mate Albert R. Galik Is Now Lawyer

Albert R. Galik, a former 2nd Mate in the fleet, is now Albert R. Galik, Lawyer. He has accepted a position with the Labor Law Section in the company's Pelham, New York, office.

"I first became interested in the field of law while a student at the U.S. Merchant Marine Academy at Kings Point," Mr. Galik said. "I enrolled in four law courses at the academy, enough to give me a feel for the profession. During my senior year, although committed to a three-year seagoing career, I completed the Law School Aptitude Tests in case I might desire to return to law school."

Mr. Galik was graduated from Kings Point in June, 1968, with honors. He joined the Marine Department, sailing as 3rd Mate in the *Exxon Florence* and later serving in the *Exxon New Orleans* and the *Exxon Houston.* After he completed his first paid leave he accepted a temporary shoreside assignment as Transportation Allocator in the Baytown Branch Office. While on this assignment he met a special girl and after a tour at sea, he married her. "Immediately afterwards, I was offered another temporary assignment ashore, this one in Operations in the Houston Office."

After three months here, Mr. Galik again packed his seabag and set sail in the *Exxon New Orleans* and then the *Exxon San Francisco.*

"Although I enjoyed sailing and was aware of opportunities ashore in the Marine Department, I still wanted to study law. Being a native of New Jersey, I applied for and was accepted at Rutgers University School of Law. Rather than close out my seagoing career,

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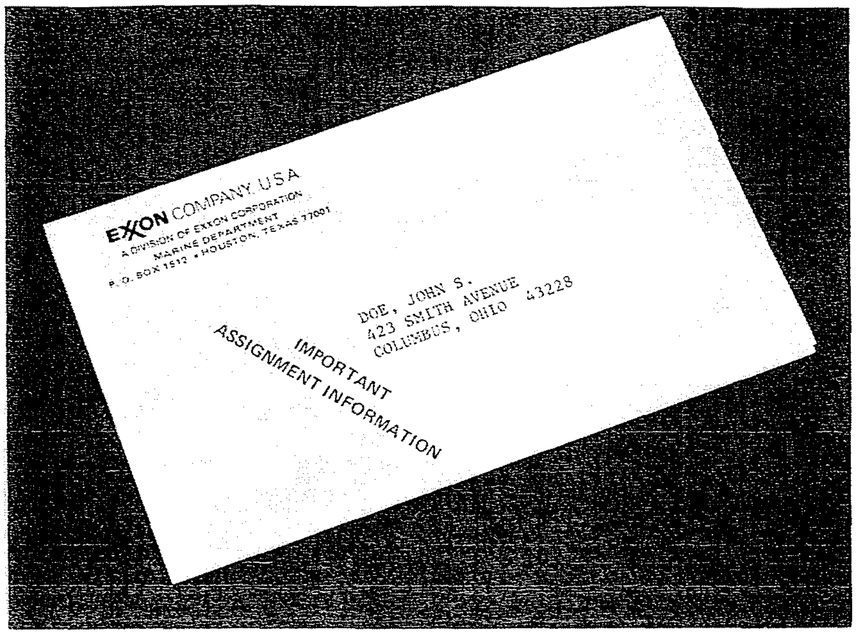
'Exxon Miami' Sold

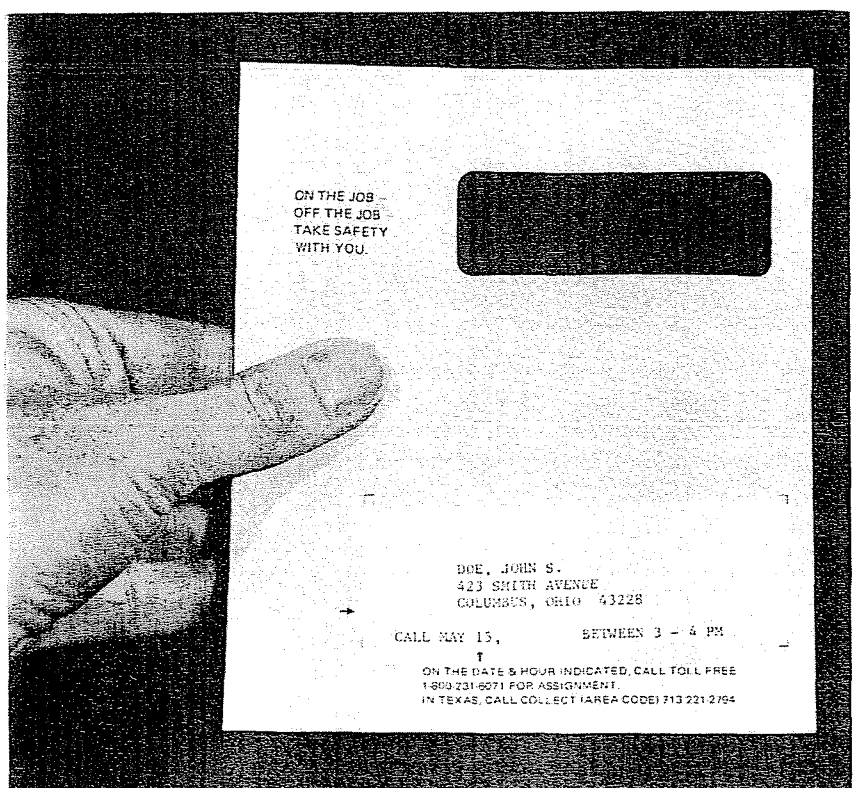
On May 14, the *Exxon Miami* was sold at Freeport, Bahamas, to the Sabine Towing and Transportation Company, Inc. Her regular crew remained on board and sailed the vessel to Mobile, Alabama, where the new owners will put her into dry dock for repairs and then return her to service.



Watch For This Postcard

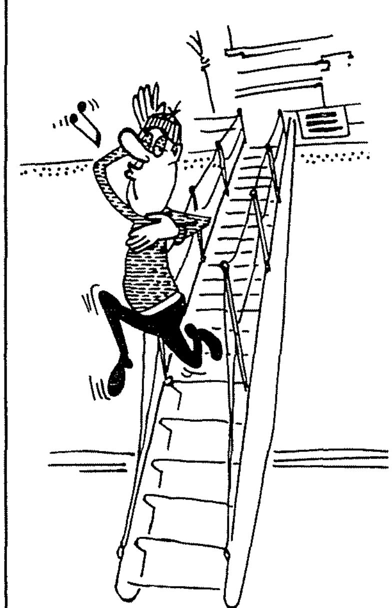
On June 1, one of our Deck, Engine, or Radio Officers, or Chief Stewards on paid leave will dial a toll free long distance telephone number located in Houston, thereby inaugurating a new and, we hope, a more convenient way of obtaining assignment information.

About ten days prior to June 1, he would have received a postcard, as shown above, which when opened displayed a time and date to call inward WATS phone number 1-800-231-6071, as shown below. Each postcard address label is produced by a computer program and a corresponding line is produced on a system operating log for the call-in date which will be maintained by the Fleet Manning Office. Because the personnel in this office will know the date and time each employee may be expected to call, every effort will be made to have an assignment set up at the time the call is received.



The MIS-Adventures of

J. STUMBLEPRONE MC FRACTURE



Old Stumbleprone was merrily clippity-clopping his way down the gangway recently, trying to knock about 15 or 20 seconds off the time that he usually took to get ashore, when his happy whistle turned to a yelp of pain. "I swear that I heard bones cracking and saw stars shooting through my head," he said later.

What happened was that dear old Stumbleprone missed a step and brought all his weight down on his left foot, which hit the next riser at an angle. The pain was sickening and it seemed an eternity from the time several of his shipmates got him to a cab until the cab reached the doctor's office. As it turned out, no bones were broken, but he suffered a mighty bad ankle sprain.

It was just a case where Stumbleprone was in such a hurry to get ashore that he forget to play it safe while going down the gangway. He would have made it o.k. if he had just watched his step, turned his body sideways so that his feet got maximum tread on the steps, and let his hand trail slightly behind him along the rail.

GALIK, continued from page 1

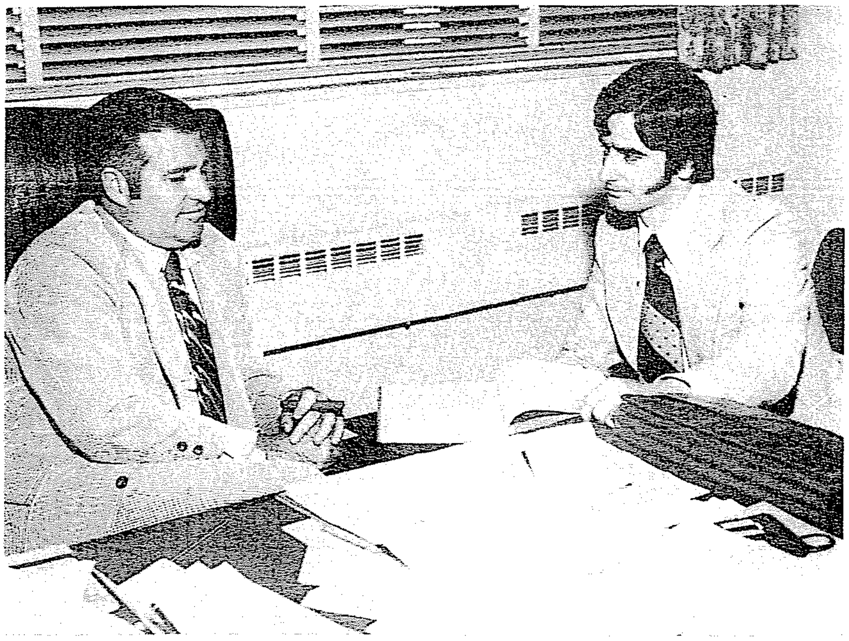
I raised my license to 2nd Mate in May, 1970, and was assigned to the *Exxon Philadelphia* when she was put in service the following month. I later obtained an educational leave of absence and entered law school. With my savings from the two years sailing and my wife's earnings, we managed quite comfortably during the first year at school.

"It was a relief to know that there was a position available during the summer inter session when I again sailed as 2nd Mate in the *Exxon Philadelphia*. Having purchased the books for my next semester's courses, I used the free time at sea to read and outline them. This made my semester at school the easiest of them all, and the savings from the three months at sea didn't hurt either."

During his second year at law school, Mr. Galik inquired as to possible Marine Department shore assignments that could offer him an opportunity to incorporate his marine and legal backgrounds. "To my surprise, the Marine Department came up with something for me. They again brought me to the Houston Office and put me to work reviewing state and federal water and air pollution laws and legislation to determine their applicability to Marine Department operations. It was during this job that Captain Sydney Wire introduced me to the General Counsel and Assistant General Counsel of the company's Law Department. Prior to departing Houston, I was interviewed by several members of the Law Department."

About a month ago, Mr. Galik was offered the position in the Labor Law Section at Pelham.

"My decision to join the legal staff of Exxon rather than go somewhere else was motivated by the outstanding relationship that I had with personnel in the Marine Department. They not only helped me during my employment, but they also encouraged me to further my education. I have a great feeling of appreciation in dealing with a large company whose management people take time to show concern for an individual," Mr. Galik said.



Albert R. Galik, right, discusses new duties at Pelham with David J. Mahoney, Jr., attorney in the Labor Law Department of Exxon Company, U.S.A.

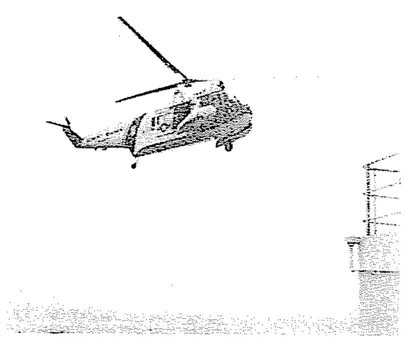
While in law school at Rutgers, Mr. Galik ranked near the top of his class. He was active in the International Law Society, concentrating his efforts in the area of ocean law; he was selected as the student commentator on a panel discussing Marine Environmental Problems at the regional meeting of the American Society of International Law; and he was selected to the team representing Rutgers in the Jessup International Moot Court Competition. In addition, he was employed part time by the New York admiralty law firm of Hill, Rivkins, Warburton, McGowan & Carey.

"That's the story up until now," Mr. Galik said. "While in the Labor Law Section at Pelham, which also does environmental work, I'd like to get maximum exposure to the specific areas dealt with by this office and then appraise what move would be best for me to make in the future."

AB Gets Chopper Ride To Hospital

When Robert A. Fagerstrom suffered an appendicitis attack recently, he not only got his first helicopter ride, but he was also the subject of a newspaper article. "Bob had been complaining from time to time about a little stomach trouble, but he didn't think that it was anything serious," reports Captain Robert J. Boxwell, master in the *Exxon Philadelphia* where Mr. Fagerstrom is AB—or was.

"It wasn't long before we suspicioned that he had appendicitis so we radioed the Coast Guard in Portsmouth, Virginia, to send a helicopter. We were about 25 miles Northeast of Cape Hatteras when the chopper arrived, picked Bob up, and flew him to the hospital at Elizabeth City, North Carolina," Captain Boxwell said. "We later heard that he was operated on and was in satisfactory condition. It was sure a tough way to get a helicopter ride and get your name in the newspaper (the *Virginia-Pilot* published at Norfolk), but we're glad Bob is o.k."



Fagerstrom on way to hospital.

(JONES, continued from page 1)

ship, the *John Worthington,* in New York. It was on November 25, 1930, when my Daddy, Henry Jones, and I were assigned to the same ship. I followed him up the gangway. He was Chief Cook. We sailed together and were practically inseparable. He taught me all about cooking and I sort of followed him around every chance I got—including one time when he and I went ashore and we both missed our ship."

Both Cleveland and his Dad served through the war together. "The angels must have been watching over Cleveland and Henry. They both came through without a scratch. Perhaps all the angel food cakes they baked had something to do with it," Mr. Humble said.

"I remember December 1, 1945. That's when my Dad left his last vessel, the *Fred W. Weller,* for vacation and retirement. I followed him down the gangway thinking then that 26 years was a long time to work, but I decided to equal it. I passed the 26 year mark in 1959. Dad died in 1960. I decided to stay on and try for 30. Then I headed for 40—and here I am. Mr. Hodges (Port Steward D. A. Hodges) offered to promote me to Chief Steward several times during my career, but I like my present job and want to keep it," Mr. Jones said.

The veteran chef has announced his plans to retire on April 1, 1974. "I have a 14-year-old son and he wants me to spend more time with him, which I want to do. My brother, my son and I will continue to live in a house that we own in Mt. Vernon, New York. I plan to get back into church work. I used to be an altar boy. I want my son to be active in church and when he is old enough, I want him to go to college. He doesn't know what kind of work he wants to follow yet, but if he wants to go to sea for Exxon, I won't try to discourage him. It is a great company."

Port Steward DeWitt A. Hodges admires tie bar presented to Chef Cleveland A. Jones who has 40 years of company service. Mr. Hodges, who also recently completed 40 years, received a similar tie bar when he was honored earlier in the month by Marine Department personnel.

DeWitt A. Hodges Completes 40 Years

Port Steward DeWitt A. Hodges is now a member of a small elite group of Marine Department employees whose ranks are getting thinner with each passing year.

He completed 40 years of service on March 12. Only six other shore-based employees in the department, including those in branch offices, have 40 years or more with the company (see box). In the oceangoing and inland waterways fleets, only two employees have over four decades of service. Cleveland A. Jones, Chef in the *Exxon Philadelphia,* completed 40 years on December 18, 1972, and Willis S. Cannon, Tugboat Captain in the New York

(Continued on next page)

Branch, completed 43 years on June 23, 1972.

Mr. Hodges' career in the department began on November 12, 1932, when in the depths of economic depression he left the red clay of Brinson, Georgia, and joined the *SS Dean Emery* at Savannah, Georgia.

"I was hungry at the time so I elected to fill a vacancy in the Stewards Department in order to be close to the food supply," he said. The pay in those days was $45 per month. What he didn't know at the time was that the Port Steward had adopted a feeding system comparable to that of Sing Sing prison. "A messman didn't get any more to eat than any other crew member," Mr. Hodges recalled. "But I noticed that Cooks had the first opportunity to sample the menu so I set my sights on becoming a Cook."

His eagerness to reach this goal is reflected by the fact that he took correspondence courses in baking, cooking, and butchering to help prepare himself for advancement. And for a while, he even got up at 4 o'clock in the morning to light the big coal stove in the *C. J. Barkdull* for the 2nd Cook, who, in turn, gave him baking lessons. On November 20, 1934, Mr. Hodges became 2nd Cook in this vessel, and in less than a year, while serving in the *John Worthington,* he was promoted to Chief Cook and then to Chief Steward.

In 1940, he came ashore as food inspector and delivery clerk at Bayonne where he worked his way up to the position of Senior Assistant Port Steward. In June, 1944, he accepted a loan assignment to the War Shipping Administration in Washington and was sent to the Panama Canal Zone to set up a stockpile to store all vessels transiting the Panama Canal for the Pacific war zone, and to see that these vessels were properly stored, provisioned, and dispatched without delay. When the war ended, he returned to the company as Senior Assistant Port Steward and served until September, 1952, when he was named Port Steward in New York. He transferred to Houston in this capacity in 1961.

In addition to developing one of the best Stewards Departments of any shipping company, Mr. Hodges over the years has made a number of other noteworthy contributions. For example, he was largely instrumental in helping organize the Esso Tankermen's Association, the first independent unlicensed union in the fleet. He has been a member of the Port Stewards Association of New York for some 20 years.

In addition to Mr. Hodges, other Marine Department shore-based employees who have 40 or more years of service are:

Albert J. Reining, Chartering Coordinator, Houston, 45 years on January 19, 1973.

Frederick F. Newton, Senior Assistant Port Engineer, Bayonne, 43 years on August 7, 1972.

Amund Gelland, Senior Transportation Allocator, Bayonne, 41 years on July 1, 1972.

Thomas J. McTaggart, Port Engineer, Houston, 41 years on March 23, 1973.

John B. Ireland, Repair Inspector, Houston, 40 years on January 8, 1973.

Arthur W. Mueller, Voyage Analyst, Houston, 41 years on February 22, 1973.

Only three other employees will round out four decades of service by the end of this year. Sydney Wire, Assistant General Manager, completes 40 years on July 7; Paul J. McEwan, Fleet Manning Supervisor, Houston, gets his 40 year emblem on August 20; and Howard W. Ball, Senior Transportation Allocator, Bayonne, receives his 40 year emblem on September 30.

$400 Million Refinery Expansion Program Announced

A $400 million expansion program to increase refining capacity by 350,000 barrels per day has been announced for three company refineries, all regular ports of call for vessels in the Exxon Fleet.

Involved in the expansion are Baytown Refinery and Baton Rouge Refinery on the Gulf Coast, and Bayway Refinery at Linden, New Jersey.

In announcing the program on May 15, M. A. Wright, chairman and chief executive officer, Exxon Company, U.S.A., said that the expansion will increase the company's total refining capacity from its present level of 1,150,000 barrels daily to more than 1,500,000 barrels per day. Investments in supporting facilities—such as pipelines, tankers, and industry offshore terminals—could increase potential capital commitments to a significantly higher level.

The largest part of the expansion will be a major project to increase capacity by 250,000 barrels of crude a day at the company's Baytown (Texas) Refinery. Baytown Refinery's present capacity is 350,000 barrels daily. These new facilities estimated for completion by late 1976, will be able to process either domestic or foreign high-sulfur crude oil, and will produce low-sulfur residual fuel oil, low-sulfur heating oil, diesel fuel, gasoline, and jet fuel.

In addition to the new facilities at Baytown, Mr. Wright announced that Exxon USA is also developing plans to increase the capacity of existing units at Baytown Refinery and at the company's Baton Rouge Refinery in Louisiana and Bayway Refinery in New Jersey. In total, these smaller projects could increase the company's overall refining capacity by an additional 100,000 barrels of crude

(See REFINERY, page 6)

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); Emmett A. Humble, general manager; Sydney Wire, assistant general manager.
GENE LEGLER .... Editor

REFINERY EXPANSION ....continued from page 5

oil a day. Desulfurization facilities to permit refining increased volumes of high-sulfur crude in both new and existing capacity also are included in these projects. Some of this additional capacity will be available by late 1974.

Mr. Wright pointed out that facilities will be installed to meet all local, state, and federal air and water quality standards and that all plans are contingent upon receiving proper environmental and other necessary permits.

The chief executive stated that the current and expected shortage of refining capacity in the U. S. creates a need to bring the facilities on stream promptly. These expansions, he said, will help increase the nation's self-sufficiency in refined products.

More About Refinery Expansion Program

The announcement of the company's refinery expansion program gives rise to several questions of interest to the fleet. *Exxon Fleet News* has obtained answers to the following anticipated questions from various company managers.

Q) Where will the additional crude required by these refineries come from?

A) Most of it will come from foreign sources.

Q) What if foreign crude shipments are stopped?

A) This is certainly a potential problem. The President's recent Energy Message pointed out the need to encourage additional domestic production and refining capacity as rapidly as possible. Nevertheless, the ability of the U.S. refining industry to operate at maximum capacity will depend on the availability of foreign crude. The new facilities at Baytown refinery, where the greatest expansion will take place, will be capable of processing either domestic or foreign crude.

Q) Assuming that ample supplies of foreign oil are available for use at Baytown, won't the rate of expansion there still depend upon the construction of a deep sea terminal off the Texas Coast in order to get the foreign crude into port for processing?

A) No, but such a terminal would certainly help alleviate a problem that will become more difficult, not only for Baytown, but for other Gulf Coast refineries as well. In light of the increasing demand for oil importation, Exxon USA believes that the most economical and environmentally-safe way to bring foreign oil to the U.S. is by very large tankers—somewhere in the 250,000-ton class or over. These tankers will require from 80 to 100 feet of water. Very few existing terminals on the U.S. East Coast or on the Gulf of Mexico can handle even a 75,000-ton tanker. The U.S. has no ports capable of handling tankers over 100,000 tons without lightering. So as refining capacity increases, the need for deep sea terminals becomes more critical.

Q) Is Exxon doing anything to encourage the construction of such terminals?

A) Exxon, working through industry and individual contacts with governmental agencies and officials, has participated in every serious industry study of U.S. deepwater terminals which has been proposed. Most recently, the company has become a member of SEADOCK, Inc., a group of 12 major oil companies organized to study and design a deepwater terminal off the Texas Coast. Another organization is LOOP, Louisiana Offshore Oil Port, formed by 14 companies, including Exxon Pipe Line Company, to build a similar terminal off the Louisiana Coast. Approvals from various state and federal government agencies must still be obtained.

Q) Will expansion at Baytown make it the largest refinery in the U.S., or in the world?

A) A number of companies are considering expansion of their refineries. Thus, it is difficult to determine at this time whether Baytown will be the largest U.S. refinery. The expansion projected for Baytown will raise its capacity to more than 600,000 barrels per day, which will make it the largest Exxon USA refinery, and possibly the largest in the U.S. It will certainly be one of the largest in the world.

Q) How will the expansion of the three company refineries affect the Marine Department?

A) No significant affect on Marine is anticipated since most of the crude will come from foreign sources and a considerable volume of the products will be consumed relatively close to the refineries. Some increased tanker movements of products from Gulf to East Coast terminals could occur, depending upon the outcome of pipeline studies. Also, some increases in inland waterway shipments are possible.

Beats Her Own Record

On April 19, the *Exxon San Francisco* left Baytown with 558,136 barrels of clean products—a new record for the ship. On May 14, she beat this record by 1,739 barrels when she left Baytown with some 559,875 barrels of refined products for discharge at Everett Terminal.

Transfers Announced

Edmund A. Merriam, Transportation Allocator at Boston, and Harvey C. Nielsen, Transportation Allocator at Port Everglades, will transfer to the New York Branch Office at Bayonne where they will be involved in agency work. Their assignments become effective June 1.

Equity Portfolio Unit Value $12.43

The Thrift Fund Trustee has advised that the value of each unit in the Equity Portfolio as of the last business day in April 1973 is $12.43.