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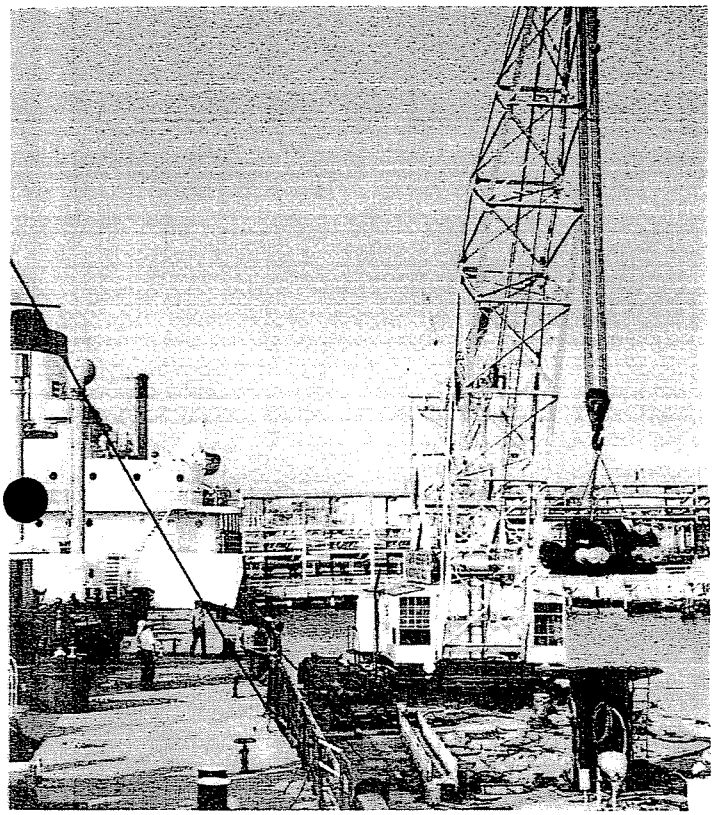
THE UNIVERSITY OF TEXAS AT AUSTIN

New Winch Repair Program Started



THIS MOORING WINCH, being hoisted from the deck of the *Exxon Gettysburg* by a barge crane at Baytown, marks the start of a new maintenance and repair program recently initiated by Operations to keep winches in good, safe operating condition.

The plan is to remove two winches from certain selected ships during turnarounds at Baytown. The winches will be completely overhauled and coated by a Houston contractor in about three to four weeks and returned to the vessel and two more winches removed, when appropriate. The work will be performed in New York for ships that do not call at Baytown, after some experience is gained at Baytown.

"This repair process will take some time to complete since we will be scheduling a reasonably smooth production line for the contractor," said Harvey J. Borgen, repair superintendent. "Each ship will be notified in advance of the removal time so that crews can blank off steam and exhaust lines, remove all but the four corner bolts holding each winch to its foundation, and make other preparations for quick removal of the equipment when the ship reaches port. All spare parts should be sent along with the winches," he said.

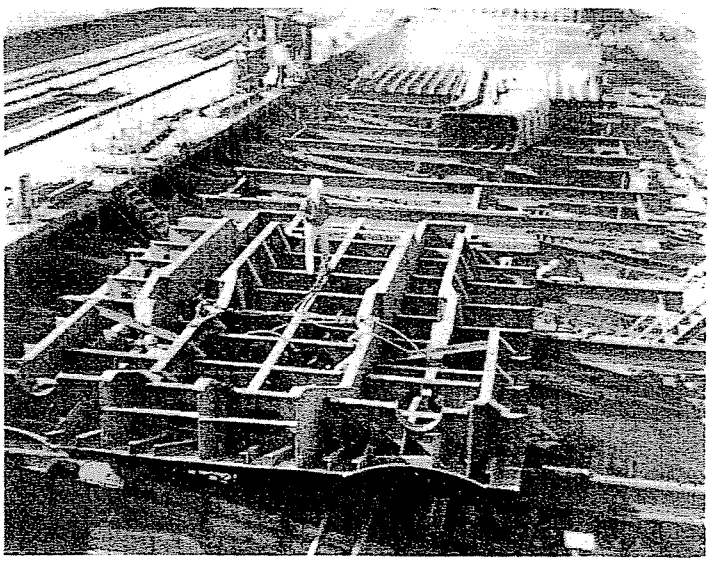
Two Engineers Write, Illustrate Detailed Instructions Pertaining To Steering Gears

Chief Engineer Keith V. Wintenburg and 3rd Assistant John S. Downey combined their efforts recently to write and illustrate a set of instructions pertaining to operating and change-over procedures for steering equipment in *Exxon San Francisco* class vessels. The instructions, written by Wintenburg and illustrated by Downey, are more detailed than those found in operating manuals that accompany the equipment. They have been put into booklet form for distribution to the Engine Department in 75,000-dwt vessels where personnel will find them helpful in conducting tests of their ship's steering gear and in changing over control and power units.



Wintenburg Downey

Keel Laid For First Of Five Towboats



THE KEEL FOR the *Exxon Louisville,* the first of five towboats being built for Marine, was laid on September 9. Michael R. Bennett, project engineer in Engineering & Planning, is shown standing on the bottom structure in way of the main engine foundations. All five towboats are being built in Brownsville, Pennsylvania. Delivery of the *Exxon Louisville* is scheduled during the first quarter of 1976, with the last delivery expected in early 1977. The first of 18 new barges was launched last June. The towboats and barges are for fuel oil service in the Gulf Coast Intracoastal Waterways and Western Rivers system.

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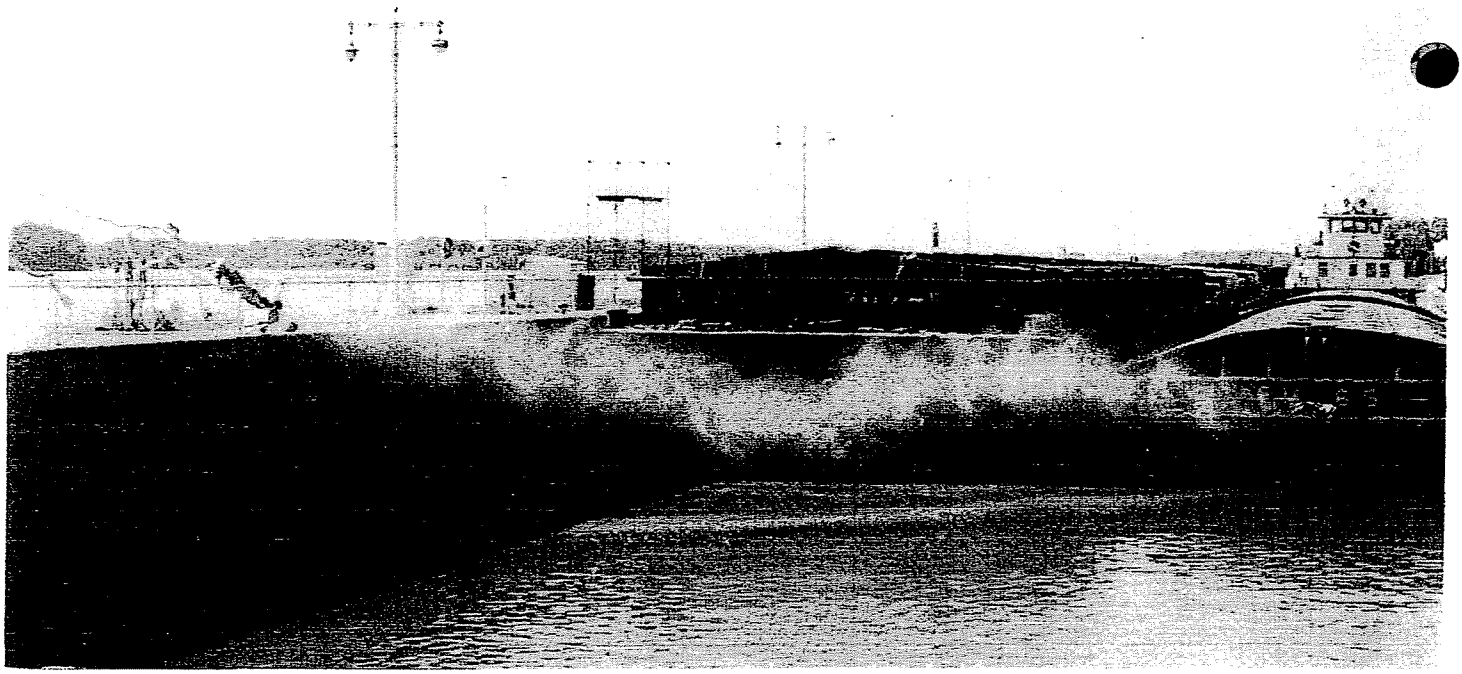
ZAP!



IF YOU BELIEVE that line breakage isn't very dangerous, take another look at the photo above. It was shot with a high-speed camera by Dave Steinbeck of the Canton (Missouri) Press News Journal during the production of a 14-minute safety film being prepared by an industrial safety film company for later distribution. The incident above was staged at the Canton Lock where a store mannikin was placed near one end of the line (at left above) which was then stretched until it parted. It was literally "the end of the line" for the mannikin as the snapped line recoiled with such sudden and awesome force that it whipped off the mannikin's arm quicker than an eye blink and then backlashed, cutting the dummy in half, tossing both parts into the water.

Although no Exxon ocean or inland employee has been killed by a parting line, several have been injured, some seriously, when working around lines and hawsers. A man was recently injured when a hawser started running out too freely. It caught his foot and threw him to the deck, bruising his arm. Another injury occurred when a line popped off a timberhead, skinning and bruising the leg of the employee trying to free it. Yet another employee recently suffered a broken arm when struck by a line while making up a tow.

It is obvious that lines are dangerous and require a great deal of respect and care when working with them and around them to avoid injuries.

About 225 Miles Of Pipeline In Place

About 225 miles of the nearly 800-mile Alaska pipeline had been installed as of the week ending September 26. Included in the 225 miles are 164.1 miles of below ground pipe, 55.6 miles above ground, and 5.1 miles installed at river crossings. The pipeline portion, including work pad construction, right-of-way clearing, vertical support installation, pipe installation and other elements was 43.7 per cent complete as of September 26. More than 70,000 eighteen-inch-diameter supports are being installed above ground for some 400 miles of the line.

At Valdez Terminal, the foundation for the control building at the ballast water treatment area has been completed and deck section work on the berth is continuing. Tank erection of the facility's ballast water and skimmer tanks is essentially complete, while erection of eight chemical storage tanks is about 30 per cent finished.

About $1 Trillion Needed To Meet Energy Needs

Unprecedented capital spending will be necessary over the next ten years for this nation to move toward energy self-sufficiency, Exxon Senior Vice President W. T. Slick, Jr., told the annual meeting of the Society of Petroleum Engineers in Dallas recently. In absolute terms, he said, this suggests roughly $1 trillion in current dollars.

To generate or attract this kind of capital, Mr. Slick pointed out, one thing that will be necessary is a greater reliance on market forces. Unless and until government policy takes a turn back toward market economics, the energy outlook of the nation must be a matter of deep concern.

"We are now approaching the bicentennial year of our independence as a nation," he noted, "and at the same time, we face the formidable task of trying to win a larger measure of energy independence—one that will make us less vulnerable to the concerted actions of a few foreign oil producing countries.

"We cannot resolve our country's energy problems and make the most of our energy capabilities until the tough decisions are forthcoming from Washington," he told the SPE. "Unfortunately, the energy proposals that have emerged so far resemble a Rube Goldberg contraption."

Equity Unit Is $9.10

The Thrift Fund trustee has advised that the value of each unit in the equity portfolio as of the last business day in September is $9.10.

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Audubon Prexy Makes Voyage On Exxon Gettysburg

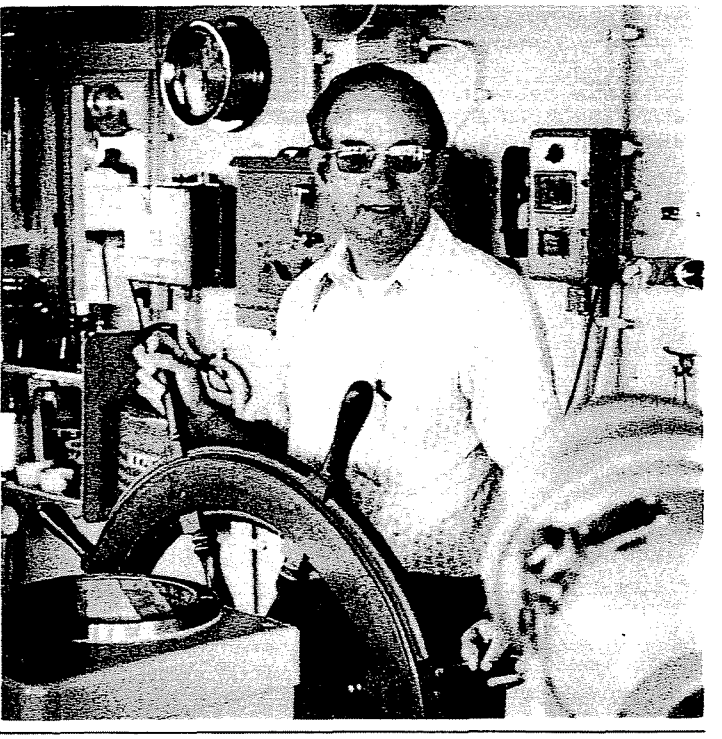
Hal Scott, president of the Florida Audubon Society, recently spent several days aboard the *Exxon Gettysburg* studying tanker operations, especially as they relate to environmental conservation efforts being taken by personnel in oceangoing vessels.

"I came away with a much better understanding of the problems which those who operate tankers have to face, and a clearer perception of the kinds of changes which I can advocate that will be productive of a meaningful reduction in accidents and polluting incidents," Mr. Scott said in a letter to Operations Manager F. Ames Smith. The two men boarded the vessel at Galveston and sailed in her to Baytown and then to Miami. "The experience has given me an entirely new perspective on the problems of the sea—one that I hope will prove useful in the months and years ahead in my organization's attempt to free the sea of those polluting incidents that might have been avoided."

In a letter to Captain Herbert J. Swift, Master in the *Gettysburg,* Mr. Scott said, in part: "I want to thank you for the graciousness with which you treated me during my pleasant stay on the *Exxon Gettysburg* and ask that you convey to the officers and men of the ship my sincere thanks for their helpfulness . . . Having had the chance to watch a superb group of officers and men in action, I now know better than ever that the key to safe operation of tankers—and consequent reduction of pollution—is to be found in seamanship . . . I could not help but be impressed by the standards which you have established for yourself and for those who share responsibility for the *Gettysburg* with you, and for the way in which you met those standards."

Mr. Scott is writing an article of his experiences aboard the *Gettysburg* for publication.





Florida Audubon Society President Hal Smith, above right, visits with Captain Herbert J. Swift on the flying bridge. At right, he takes a turn at the wheel.

"It's Good To Plan Early For Retirement," Says Lotz

"I can speak from experience: It's good for a person to start early in his working career to plan for retirement. Sometime along the way he may find, as I did, that his original plans and ideas are not going to pan out and he can better afford to make changes while he's still drawing his Exxon paycheck," said Frederick H. Lotz, 2nd pumpman in the fleet.

Mr. Lotz, who lives in Fair Play, Missouri, about 35 miles northwest of Springfield, bought 40 acres of land about three years ago. "I had several big ideas then about using that property," he explained. "I planned to raise horses to rent for riding, as we live near a large reservoir which I thought would attract fishermen and their families on vacations and weekends when horseback riding would be popular. I also planned to build a large boat storage shed so that I could rent stalls. Fortunately, I decided to move slowly while I was still drawing a full paycheck to make sure that my dreams wouldn't turn into nightmares after retirement. Well, my side of the reservoir didn't develop as fast as I thought it would so over a year ago I sold several horses that I had previously purchased and bought three cows and two calves.

(See LOTZ, page 4)

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LOTZ, continued from page 3

I also bought an additional 20 acres of land. I still believe that land in this area is a good investment provided that it's put to the right use. I want to develop a real good herd of about 25 breeding cattle because I think the demand for calves will increase. This is good farmland and more people are buying with the idea of raising their own cattle for sale and for food. Also, I'll have plenty of good meat for my own table," he explained. "The thing is, I discovered fairly early that raising horses and building a boat storage facility for future income would have been pretty futile. I was able to change my original plans before I had made any expensive investments. There's no guarantee that I'm on the right track now, but I feel that based on past experience I'm now better able to plot a course for a more profitable, enjoyable retirement life when that time comes. At least, I'm doing it while I'm still working and can afford it."

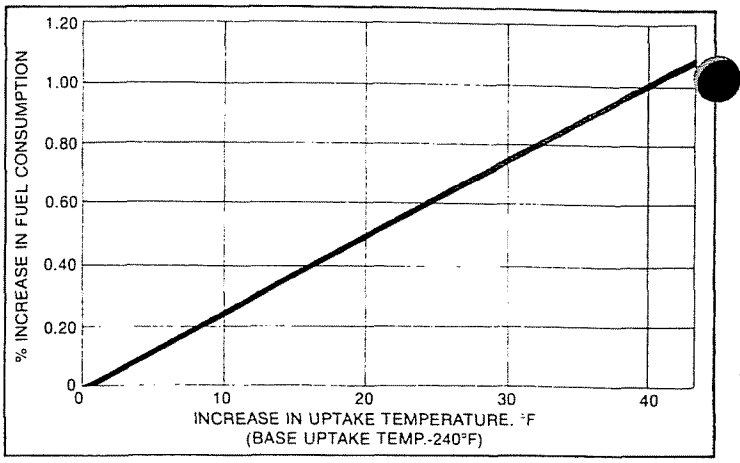


Frederick H. Lotz proudly inspects two of the 10 cattle that he now owns. His brother-in-law, Auriel T. Hall, who retired as chief pumpman in January, 1974, is shown at right. Mr. Hall, who spends his spare time as maintenance man at a mobile home park in his home town of Toms River, New Jersey, and his wife visited the Lotz family recently.



"I really have a busy future ahead of me," Mr. Lotz said. The day before his 49th birthday, he became the father of a daughter, shown here with Mrs. Hall and a tableful of "little folks" furniture. Fred made the furniture while aboard ship for a dollhouse that he plans to build for later use by little Robin Stacy, now four months old.

BOILER UPTAKE TEMPERATURE



Saving Energy

Effects Of Above-Normal Boiler Uptake Temperature On Fuel Use

When the boiler uptake temperature goes above normal, fuel consumption increases. For example, a temperature rise of 20° F. increases fuel consumption as shown on the chart. The increase in barrels and cost per vessel is shown at the right, assuming that the ship is at sea 60% of the time and fuel is $11.13 per barrel.

Vessel	Bbl. per day	Cost per year
Exxon San Francisco Exxon Baton Rouge Exxon Philadelphia	3.32	$ 8,113
Exxon Houston Exxon New Orleans	3.44	8,394
Exxon Baltimore Exxon Boston	3.13	7,638
Exxon Gettysburg Exxon Jamestown Exxon Lexington Exxon Washington Exxon Seattle	4.23	10,32[illegible]
Exxon Bangor Exxon Chester Exxon Florence Exxon Huntington Exxon Newark	2.4	5,856

Obituary

Bernardo Castro, 70, who retired as FWT in 1959, died on September 11 at Tampa, Florida. Mr. Castro entered the Esso fleet as OS in the *Charles G. Black*. He sailed in the same rating aboard the *Wm. Rockefeller* and was messboy in the *John Worthington* before joining the *Pan Bolivar* as wiper in October, 1935. All of Mr. Castro's assignments from that time until his retirement were in the engineroom. He is survived by his widow.

Arthur C. Debetaz, 61, died in New Roads, Louisiana on October 2. He retired as mate in the inland fleet at Baton Rouge on July 1, 1970. Mr. Debetaz joined the company's inland fleet at Baton Rouge in 1943 as deckhand. After a brief period of uninterrupted service, he became pumpman in 1945, bargeman in 1952, and senior bargeman in 1954. He was promoted to mate in 1964. He is survived by his widow.

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 4045, Houston, Texas 77001.

Disabling Injury Box Score

	Total For September	Total Since Jan. 1
Oceangoing	1	10
Inland Waterways	0	12

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