



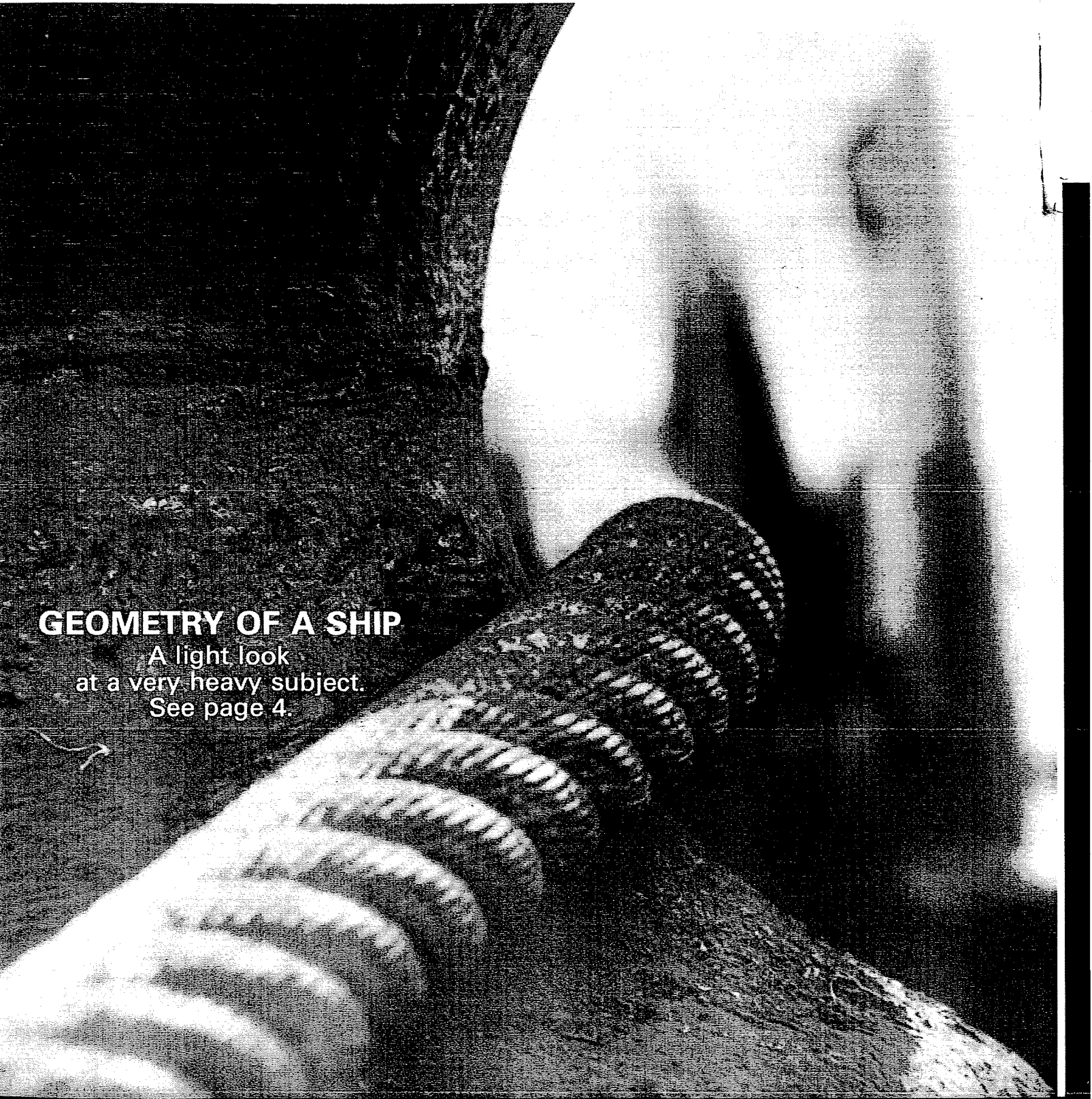
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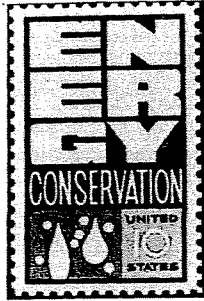
August 26, 1974



GEOMETRY OF A SHIP

A light look
at a very heavy subject.
See page 4.

In The Fleet



Energy Stamp Coming . . .

Here is a chance for stamp collectors throughout the fleet to get a first-day cover and at the same time show their support for energy conservation.

The U. S. Postal Service will focus attention on this international problem by issuing a new public service postage stamp September 23 during the World Energy Conference in Detroit.

The 10-cent design features the words "Energy Conservation" superimposed upon bright sunlight. At the lower left are molecules, a drop of gasoline and a drop of oil.

The Energy Conservation stamp will be printed by a combination of offset and intaglio methods on the Giori press. Its colors will be black, yellow, pink, green, orange and blue.

Requests for first-day cancellations should contain the proper payment and be addressed to "Energy Conservation Stamp, Postmaster, Detroit, MI 48233. Requests must be postmarked no later than September 23, 1974.

Rescue By Garden Hose — A First?

It was probably the first time that a garden hose figured in the rescue of a small boat, at least by one of our ships, when the *Exxon New Orleans* recently went to the aid of a floundering yacht off Florida.

Events leading up to the use of the garden hose were these: On 17 July the *Exxon New Orleans* was at sea on a voyage from Baytown to Baltimore. The 3rd mate on watch, David M. Whitty, was monitoring VHF Channel 16 when he heard the skipper of the yacht, *Ensign Marine One*, call the Coast Guard at Marathon, Florida, requesting assistance. His vessel had run out of fuel and the Coast Guard asked the skipper to blink his searchlight.

At 2020, when the *New Orleans* was about 13½ miles from Sombrero Light, Mr. Whitty spotted the blinking light about six miles to the starboard. He notified Cap-

tain Robert F. Stap and they immediately called the Coast Guard, informing them of the sighting. They were requested to proceed and standby until a USCG cutter could reach the yacht at about 2345. Chief Engineer Clyde O'Neal was notified to put the engines on standby and be ready to answer all bells.

It was thought that the fuel could be transferred to the yacht in five gallon cans. Then Mr. O'Neal suggested that the refueling would be quicker and easier if the *New Orleans* could be brought alongside the yacht and the transfer made via a garden hose. The *Ensign Marine One* was notified of the plan and her skipper agreed to it. The 4 to 8 watch was alerted to assist in the operation.

"It is to be noted that the entire ship's force, other than those on duty in the engine room, turned

Conserving Energy

A SHIPMATE in the *Exxon Boston* took this photo showing Mercedes Renteria securing a boiler in the ship's engine room so that tubes could be checked for a leak. The vessel was losing a great deal of boiler water which meant that more fuel had to be used to distill water to replace it. Thanks to the combined efforts of the engine room crew, repairs were made and the boiler was put back into its normal, efficient operation in a minimum of time.



out to help voluntarily," Captain Stap said.

With Mr. O'Neal handling the refueling and Chief Mate William R. Tyrrell protecting the yacht's hull with two rope fenders, the garden hose was passed to the *Ensign Marine One*, permission to start refueling was received from the Coast Guard, and about 50 gallons of diesel fuel were transferred by gravity in about 20 minutes time.

The skipper started one engine, the hose was retrieved, the yacht let go, and she proceeded to port. The yacht's skipper and his three passengers thanked the crew of the *Exxon New Orleans* and the Coast Guard radioed a "Well Done."

The very next day, at 1045, the *Exxon New Orleans* was sailing about 35 miles off Vero Beach, Florida, when she answered a distress call from the Coast Guard at Fort Pierce requesting assistance in rescuing two people in the water about one mile east of Bethel Shoals. Their yacht had sunk. The *Exxon New Orleans* changed course and proceeded full speed ahead to the scene. However, a Coast Guard plane had arrived and another yacht was in sight and the rescue situation was well in hand. The Coast Guard released the *Exxon New Orleans* with thanks, and this time she sailed on to Baltimore without further incident.

Think Christmas

Children of seagoing employees still have time to submit a drawing for the cover of this year's Christmas menu for ships in the ocean fleet.

The Stewards Department said in July that it plans to feature a Christmas scene on the cover drawn by a boy or girl whose



Devlin Award Presented Exxon Jamestown

NO LOST TIME INJURIES for the past two years merited the *Exxon Jamestown* the Jones F. Devlin award for its outstanding safety effort, one of five ships in the ocean fleet so honored this year. In shipboard ceremonies, Captain Charles Parker, master of the *Jamestown*, received the award on behalf of the crew from General Manager O. R. Menton.

father or mother sails in one of our ships. The youngster whose drawing is selected, in addition to having the drawing reproduced on the menu, will receive a nominal prize.

For those who missed them, here are the rules again:

- Child must be 12 or younger and the dependent of a seagoing employee on active duty.
- Only one drawing per child. Pencil, pen, crayon or brush are acceptable.
- Drawing should be on an 8-x 10-inch sheet of paper or illustration board. It need not fill the whole sheet, but should be as square as possible.
- The child's name should appear on the bottom right hand corner so that can be reproduced with the picture.

• Entries should be mailed not later than September 15 to Exxon Fleet News, Room 4178, Exxon Company, U.S.A., P.O. Box 2180, Houston, Texas 77001.

Advancement

John M. Spear received his chief mate's license on June 28 at Portland, Maine. Mr. Spear graduated from the U.S. Merchant Marine Academy at Kings Point in June 1970 and joined the fleet as 3rd mate in the *Esso Chester* on June 15 of that year. He advanced to 2nd mate on April 3, 1974, in the *Exxon Bangor*.

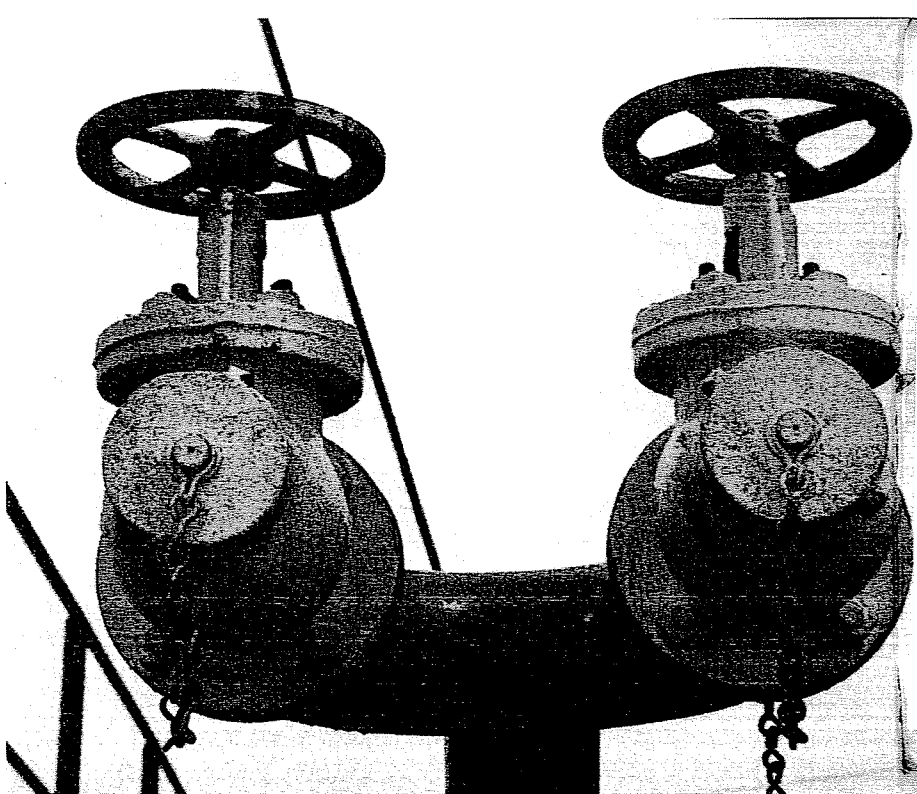


Geometry Of A Ship

Sometimes we don't appreciate the everyday things around us. Are our ships really as inanimate as they seem? A *Fleet News* photographer poked his camera around the deck of the *Exxon Philadelphia* last week and came back with these impressions.

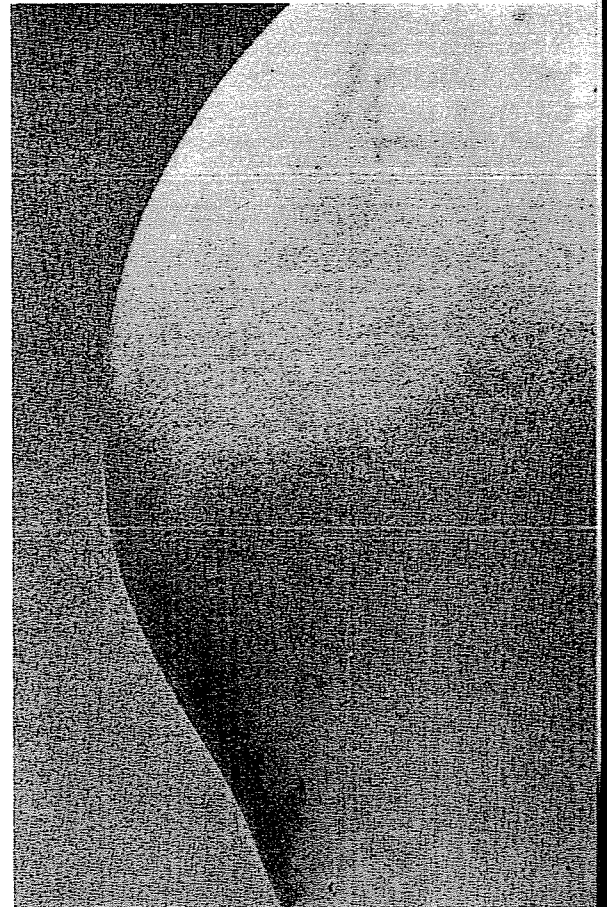
Who's in charge here?

Your first time at sea, mate?



Photos by Milton Alberstadt

Uhhmm, good.



Bald is beautiful.

Now hear this! Now hear this!

Oiler COS Rating Implemented

DETAILS of the new Oiler Central Operating System rating and training program were reviewed August 2 aboard the *Exxon Baton Rouge*. The COS program is designed to increase the skills of A Oilers serving aboard 75 MDWT-class vessels and includes training in maintenance and repair and an eight-hour work schedule. Among those at the meeting were, from left below, Robert McKinley, Esso Seamen's Association, Captain George Beck, *Exxon Baton Rouge*, Chief Engineer William Dundon, *Exxon Philadelphia*, Leonard Earle, ocean operations manager, and Chief Engineer Tom Hall, *Exxon Baton Rouge*. Also participating were the first two oilers to be selected, Oskar Gronaas and Rudy Villarreal. The Oiler COS rating program is open to A Oilers based on seniority.



Gronaas



Villarreal



Disabling Injury Box Score

	Total For July	Total Since Jan. 1
Oceangoing	1	10
Inland Waterways	0	6

Mercer Recovering

LLOYD MERCER, who retired from the fleet April 1, is recovering from lung surgery, his wife reports in a letter to *Fleet News*.



"His last ship was the *Exxon Baltimore*," she says. "If any of the guys would like to drop him a note he would love to hear from them." Mercer's home address is 3317 Winston Blvd., Wilmington, N.C. 28401.

EQUITY UNIT IS \$8.83

The value of each unit in the Thrift Fund equity portfolio as of the last business day in July was \$8.83.

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.