

EXXON FLEET NEWS

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'Exxon Kentucky' Christened, Now In River Service

The company's newest towboat, *Exxon Kentucky*, was christened on March 1 in a colorful ceremony held at Louisville, Kentucky. The vessel was named in honor of the Blue Grass state.

The towboat, designed by the Marine Department's Engineering Section, will operate on the Mississippi and Ohio Rivers from Baton Rouge to Pittsburgh. She is 150 feet long, 52 feet wide, 11 feet in depth, and has an operating draft of 8½ feet. Propulsion power is furnished by two 20-cylinder marine diesel engines, each developing 3,300 horsepower at 850 rpm. She's capable of pushing a triple-string tow of 12 barges having a capacity of about 350,000 barrels (34,000 tons) of petroleum products. The towboat, with barges, is 1,190 feet long (equivalent to about four football fields end-to-end) and is 156 feet wide.

Five-bladed stainless steel propellers, 117 inches in diameter in stainless steel-lined Kort nozzles, are driven through reverse-reduction gears with air clutches. Two powerful hydraulic steering systems are provided, one controls the two steering rudders and the other handles the four flanking rudders. All of the major machinery is controlled and monitored from the pilot house with backup control and detail monitoring from the engine room area. Fire fighting is provided by a total flooding CO₂ system for all machinery areas. This is backed up by two independent 250 gpm electrical fire pumps and 17 hand portable fire pumps and 17 hand portable fire pumps and 17 hand portable fire pumps.

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Esso Newark off-loading *Sylvania* in San Francisco Bay.

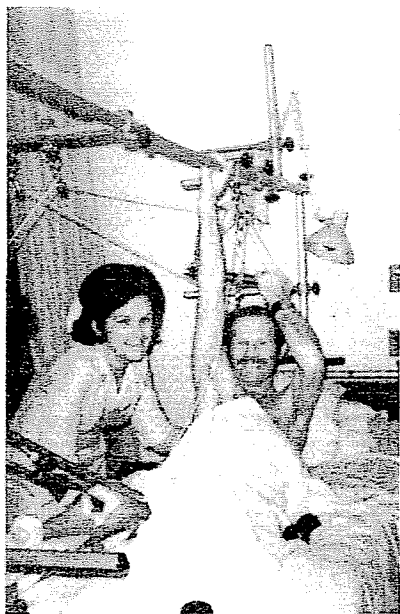
'Esso Newark' Used To Off-Load Tanker

Tankers carrying crude oil from overseas ports are often so large that they need to be lightered before they can dock in the U.S. Such was the case recently when the 85,000-dwt *Sylvania* arrived in San Francisco Bay with 600,000 barrels of Arabian crude for our refinery at Benicia. She had to be lightered to meet draft requirements at Benicia, and as no barge capacity was available to off-load her without making costly repeat trips, the *Esso Newark* was called on to do the job. Fitted with heavy-duty fendering, hose, and other equipment, the *Newark* moored alongside the *Sylvania*, at anchor in the

lower bay, where the crew off-loaded some 158,000 barrels of crude. They did so in one operation in 8 hours and 20 minutes pumping—and performed the job with no adverse effects to the environment. Captain Louis H. Staar is master in the *Newark*, Robert Armstrong, Jr., is chief mate, and Ronald W. Thompson was the chief engineer. Port Captain Torrance Inman and San Francisco Branch Manager Lawrence Roth, both of whom were aboard the *Newark* during the lightering operation, commended the officers and crew for a job well done.

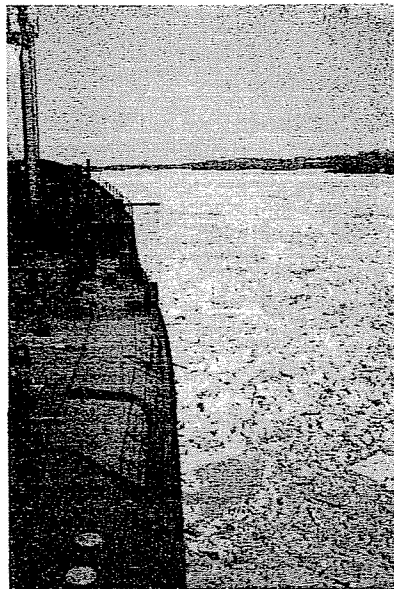
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TAFFRAIL TALK



"IF YOU have to spend time in a hospital, a beautiful "Angel of Mercy" can help make your stay more enjoyable," says Nathan Carr, AB, who is in Wentworth Douglas Hospital at Dover, New Hampshire, recuperating from a broken leg and other injuries. Mr. Carr was involved in an automobile accident during paid leave recently . . . "which proves to me that ships are safer than cars," he said. J. W. Bennett, Boston Branch manager, took the picture showing Mr. Carr who managed to smile for the camera. "Actually, Nathan found it rather easy to smile and look his best, especially when Nurse Bonnie Searles

agreed to pose with him. Naturally, being bachelors, we both have her phone number," Mr. Bennett said. Nathan, who finds it somewhat lonely when the pretty nurse isn't around, has asked that his shipmates write him at the hospital.



"PALM TREES and geese are rather scarce in these parts," writes Captain James D. Lawton who sent in the photo above showing the *Exxon Florence* plowing through heavy ice on the Hudson River, just a bit south of Kingston, New York. He took the picture about mid-February when "no launch was needed to get from ship to shore at this time."

Retired Chief Engineer, Pumpman Die

PATRICK J. BREEN, who retired in 1961, died at age 76 in West Roxbury, Massachusetts. Chief Engineer Breen had more than 34 years of service and was chief all but seven months of his seagoing career. He started as 2nd assistant engineer in the *Beaconhill* in April, 1927 and became chief that November. Ten years of his career were spent in the *Beaconhill*. He was the senior chief engineer in the fleet at the time of his retirement. He is sur-

vived by his widow and two sons.

SIGURD ANDERSEN, who retired as pumpman in 1962, died on February 22. He was 72. After sailing for years in the U.S. Coast Guard and for several shipping companies, he joined our fleet as machinist in the *T. J. Williams* in June, 1930. He became pumpman in April, 1946, and was serving in this capacity in the *Esso Lima* when he retired. Mr. Andersen, who lived in Hempstead, Long Island, is survived by a sister.

Torrance Inman Is Named Port Captain

Captain Torrance Inman, who has some 27 years of seagoing experience, was named port captain in Marine Department-Operations, effective March 1. He replaces Captain Leonard H. Earle who became Ocean Operations manager on February 1.

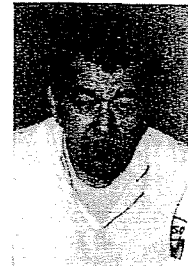
Captain Inman served in his first master's assignment in June, 1961, in the *Esso Huntington*. Although he filled this position briefly in three other vessels, he was assigned primarily to the *Huntington*. It was from this ship that he transferred to the Houston office to become acting port captain in February, 1972, the position he held until his new assignment.

SERVICE AWARDS

30 Years



Daniel G. Fernandes
Steward
January 15, 1973



Edward Wilson
Steward
January 9, 1973



A/Oiler Joseph J. Sokolowski, who completed 30 years service on October 14, 1972, received a watch and service emblem from Mr. Humble during recent visit to the Houston Office.

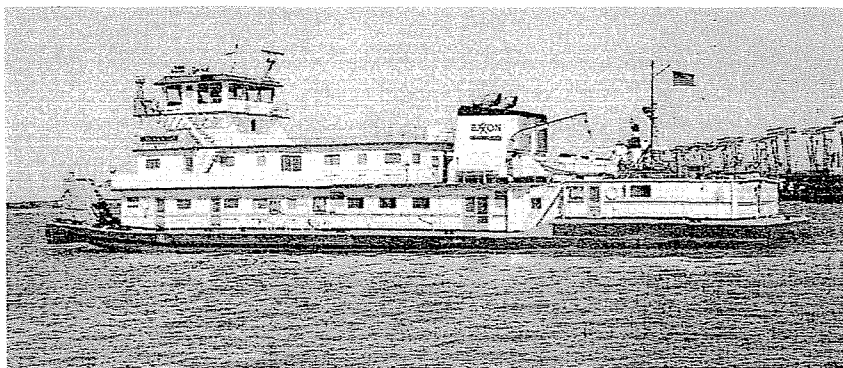
TOWBOAT

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fire extinguishers. The vessel is equipped with the latest in communications and navigation equipment. The quarters are designed and equipped for comfort of the crew with individual rooms provided with wood grained paneling, carpeting, desks, and matching furniture. All quarters and operating areas are air conditioned.

More than 100 guests and Exxon executives witnessed the 11 a.m. christening ceremonies and toured the new tow. Emmett A. Humble, Marine Department general manager who presided over the ceremony, said that the new tow would be joining a fleet of three other company-owned tows which work the Mississippi-Ohio River system. The tows last year delivered 17 million barrels of petroleum products to a 10-state area from Louisiana to Pennsylvania.

"The movement of such large volumes of petroleum products naturally poses a number of problems, not all of which are related to logistics," he said. "One problem that we are all well aware of is that of potential pollution of the waters by accidental spill." He explained that the company's clean seas program is directed towards the prevention of such incidents and the built-in safety features of all Exxon vessels are designed to help maintain the environment. "For example," he said, "the *Exxon Kentucky* has a separate holding tank into which oily bilge wastes and other contaminants are pumped and retained for discharge into a collecting facility ashore. This retention method is unique to the industry. The vessel also has another separate tank and pump to handle all wastes from the wash basins, showers, and so forth for later discharge into a sewage facility ashore. New fuel injectors for the engines are installed to reduce smoke emission. Our engineers designed the stack and installed



The company's new towboat, the *Exxon Kentucky*, is now in service.

the largest spark-arresting mufflers of any towboat on the river to help reduce noise."

Other company towboats work-

ing the Mississippi-Ohio river system are the *Exxon Tennessee*, *Exxon Pennsylvania*, and *Esso West Virginia*.

Conrad Eberling Retires; Survived Shelling, Served Heroically In World War II Fleet

Stories of heroic rescues and brave exploits performed by officers and men who sailed in the ocean tanker fleet during World War II would fill volumes. One man who helped save lives when his ship came under enemy fire and who later helped save the ship itself is Conrad S. Eberling who retired on March 1 as pumpman in the *Exxon New Orleans*.

Mr. Eberling began his career with the company peacefully enough when he joined the *A. C. Bedford* in June, 1932, as wiper. He later served in various company vessels as fireman, storekeeper, 2nd pumpman, and pumpman—all without major incident. Then on December 4, 1941, Mr. Eberling joined the *Esso Bolivar*—and a few months later ran into action that he'll never forget.

On March 8, 1942, the *Esso Bolivar* was sailing routinely along about 30 miles southeast of Guantanamo, Cuba, when suddenly, at 2:30 in the morning, gunfire shattered the silence. A shell whistled by, narrowly missing the vessel and throwing up a column of water ahead. It was a submarine attack!

Mr. Eberling quickly took his station at the valve of the steam smothering line on the aft deck where he performed his duties until a fire started spreading and all hands were ordered forward. Even though the *Bolivar* was zig-zagging at top speed, enemy shells

found their mark. Every few minutes someone was getting hurt or killed. Mr. Eberling, working under a barrage of shells, helped give first aid to the injured. Finally, when a well-placed shell put the *Bolivar's* steering gear out of commission, causing the blazing, heavily-damaged vessel to go around in circles (a perfect target for the sub), the order came to abandon ship. Only one bullet-riddled lifeboat and two rafts were in good enough condition to lower. They were soon filled with men, some of whom had jumped overboard or left the ship via the Jacob's ladder. Mr. Eberling, on one of the rafts, helped search for other survivors who were swimming around in the dark, shark-infested waters. The enemy continued shelling the *Bolivar*, even sending a torpedo into her starboard side, causing her to list dangerously. Fortunately, the ship was in ballast. Then two star shells exploded, lighting up the area and the sub submerged and left the scene. It

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EBERLING

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was later learned that the star shells were fired by a naval vessel.

Meanwhile, the raft came alongside the shrapnel-riddled lifeboat and Mr. Eberling helped stop the leaks by stuffing pieces of clothing and rubber boots through the large holes and plugging the smaller ones with vegetables that were floating around—part of the refrigerated cargo hurled out of the tanker when she was struck by the torpedo. Parsnips and carrots made excellent plugs.

About noontime, a minesweeper arrived and took Mr. Eberling and others to the hospital at Guantanamo. Seven officers and men of the 45-member merchant crew had been killed in the attack, plus one U.S. Navy Armed Guard seaman.

Mr. Eberling was one of the ship's crew who the next day returned to the *Bolivar* to save her. By expert handling of the right valves in succession, he gravitated the ballast to tanks on the port side until the burning ship was practically on an even keel. After several temporary repairs were made, steam was raised and the vessel sailed under her own power into Guantanamo Bay where she lay at anchor while her crew and a Navy salvage party battled the fire that burned in the cork insulation in the refrigerated spaces. The fire was extinguished three days later and the *Bolivar* was docked for further temporary repairs.

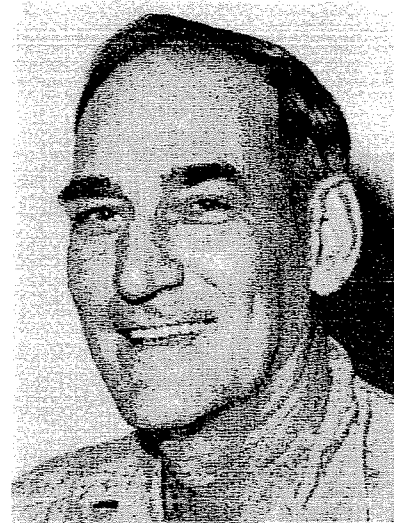
But Mr. Eberling was not to rest yet.

The *Bolivar* was lower in the water than if she were fully loaded. Her hull had to be raised so that it could be strengthened for a voyage to the U.S. for permanent repairs. To do this, it was necessary to pump water out of the flooded pumproom. As the valves were deep underwater, and since the Navy had no diver available to reach them, Mr. Eberling (who was acquainted with the valves) volunteered for the job.

The ship's fresh-air breathing apparatus was quickly converted to a diving mask and an air line was attached to it from the ship's air supply. Mr. Eberling donned the makeshift mask, tied a 24-inch pipe wrench to his belt for extra weight, dove to the bottom of the lower pumproom, and lined up the valves so that water could be pumped from the vessel. He later made a similar dive in the starboard wing tank (which was open to the sea), even though a crewman reported seeing a large octopus there earlier that day.

Temporary repairs were made and the ship sailed to Mobile, Alabama, where she was permanently repaired and returned to service, resuming her regular voyages from New York to Aruba.

Mr. Eberling was not aboard, however. He took a vacation. He later returned to the fleet where



Conrad S. Eberling

he had relatively smooth sailing for the remainder of his career.

Mr. Eberling lives in North Bergen, New Jersey.

Jespersen Honored By Ship's Personnel



REIDAR N. JESPERSEN, who retired on March 1 with more than 25½ years of service, says: "I have enjoyed my career in the fleet and I'm probably proudest of the fact that I got through all these years without a single day of sick leave. Right now, I'm doing what I do best—resting and enjoying every minute of it. I intend to do that until winter is over when I'll probably start planning and building a new house." Mr. Jespersen joined the fleet as junior engineer in the *J. A. Mowinckel* in June, 1947. He sailed for the first time as 3rd assistant engineer in the *Peter Hurl* in July, 1947, and about five months later he became 2nd assistant in this same ship. He advanced to 1st assistant in the *Esso Augusta* in March, 1953 and in August, 1968 he filled his first chief's job while serving in the *Esso Newark*. He is shown above (heart on shirt) with Captain Edward Crawford (speckled shirt) and other shipmates who gave him a farewell party in his last vessel, the *Esso Seattle*.