EXXON FLEET NEWS

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Leonard H. Earle, left, and A. D. Mookhoek hold job-briefing session.

Earle, Mookhoek Exchange Positions

Leonard H. Earle and A. D. Mookhoek, Marine Department Operations, have switched positions, effective April 1. Mr. Earle is now Port Operations Manager and Mr. Mookhoek is the new Ocean Operations Manager.

"The changes are in line with our original intent when these positions were established that individuals in either position would be prepared to assume the responsibilities of the other," said General Manager O. R. Menton.

In addition to his ocean operations duties, Mr. Mookhoek will continue to serve as chairman of the Alyeska Marine Advisory Committee which is formulating plans for marine operations in the Alaska area.

Pierce Comes Ashore



rk R. Pierce, above, has cepted a six-month shore training assignment in the Marine Department Houston Office where he is assisting in Operation's allocation and dispatch activities.

Mr. Pierce, a 1971 Maine Maritime Academy graduate, sailed for two other shipping companies before joining Exxon in January, 1973, as 3rd mate in the *Exxon Washington*. He raised his license to 2nd mate in December that same year and served for the first time in that capacity in July, 1974, in the *Exxon Newark*. He was on the *Exxon Houston* prior to his new shore assignment.

Ship Maneuvering Trials Set

A series of "maneuvering verification trials" is scheduled to get underway soon for ships in the ocean fleet.

The trials will be conducted in response to a U.S. Coast Guard requirement that operating characteristics of all vessels (not just Exxon) of 1,600 gross tons or over be verified. The purpose is to determine if the ship's maneuvering capabilities still match data obtained from sea trials when the ship was built or when last checked by a previous master.

As Time Permits

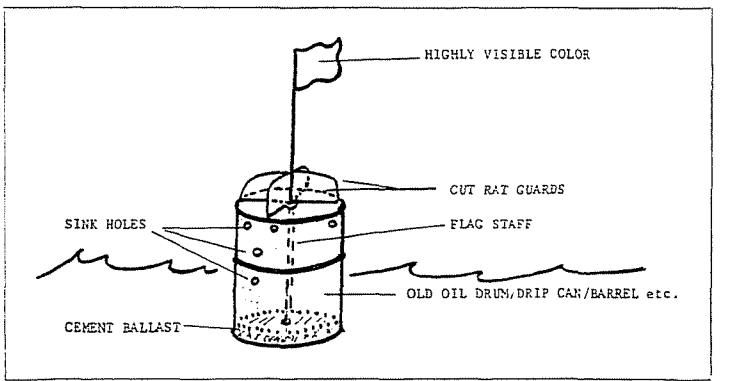
The sea trials will be held at opportune times by Exxon vessels, such as when a ship is directed to slow down to make a tide or berth. However, they must be completed by July 1 so that needed changes in diagrams and fact sheets can be made for posting in the ship's wheelhouse.

The maneuvering verification trials, most of which will be conducted under both ballast and load conditions, include checking the vessel's turning circle at sea speed, full speed, and half speed; determining the ship's stopping distance at these speeds; recording the vessel's speed at various RPM settings; and pinpointing the speed at which bow thrusters lose effectiveness.

It is recognized that wind, sea currents, depth of water, and other conditions affect ships differently at different times and the posted information can serve only as a guideline. But the master can use it as an aid in determining the best kind of evasive action to take at a critical moment, based on his ship's particular capabilities. Accurate data will help reduce chances of error.

Reference Points

A number of reference points, such as buoys, light towers, and other suitable navigation points will be used in conducting the verification tests. The ship may even "tailor-make" her own sea buoys for use as radar detectors as per the accompanying drawing. The buoy is designed to sink within a short time so as not to be a menace to other vessels or small boats.



Water flows through holes to sink tailor-made sea buoy after use.

EXX-MOR-007943

Maintenance Program On 'New Orleans' Keeps Repair Problems, Costs To Minimum

The March 10 issue of *Fleet News* featured an article which discussed major 1975 maintenance and repair problems. Mooring winches, deck cargo lines, lifeboats—all require regular maintenance if costly equipment renewals and time out of service are to be minimized.

An example of how a good ship's preventive maintenance program, carried out by an enthusiastic crew, has been set by the *Exxon New Orleans.*

Card File Established

The program, under the direction of Captain Robert F. Stap, started in the first quarter of 1973. The carefully thought out plans included the establishment of an index file containing a job description card for each area of the ship and its related equipment. There is space on the card to note the nature of the work to be performed, when it was started, completion date, manhours required, and materials used.

"Most of the painting, overhaul, and repair work has been completed and the ship brought up to standard. This was Phase I of our program," said Chief Mate William R. Tyrrell. Phase 2 will involve maintaining the vessel to Phase I standards and keeping the index file up-to-date. "It takes time, effort, and cooperation of all hands to set up a program like this and make it work, but once established, it can be easily maintained," Mr. Tyrrell said. "The cards give us a running history of work performed and when they are filed in quarterly sequence, they tell us at a glance when the next maintenance period is due for each area and piece of equipment."

Advantages Listed

Captain Stap and Chief Mate Tyrrell see a number of other advantages that the card system provides:

- It enables the ship to carry a minimum of inventory and gives ample time for ordering needed supplies.
- It allows systematic and orderly scheduling of the work program.
- It helps in setting up a preventive maintenance schedule for each area.
- New officers coming aboard can easily carry on the program by referring to the cards when laying out work.

"Our men are proud of their ship," said Captain Stap, "and we can depend on them to do a consistently good job. I cannot commend our licensed and unlicensed personnel too highly for their efforts and the outstanding job they are doing, not only in bringing the ship up to standard, but keeping it that way."

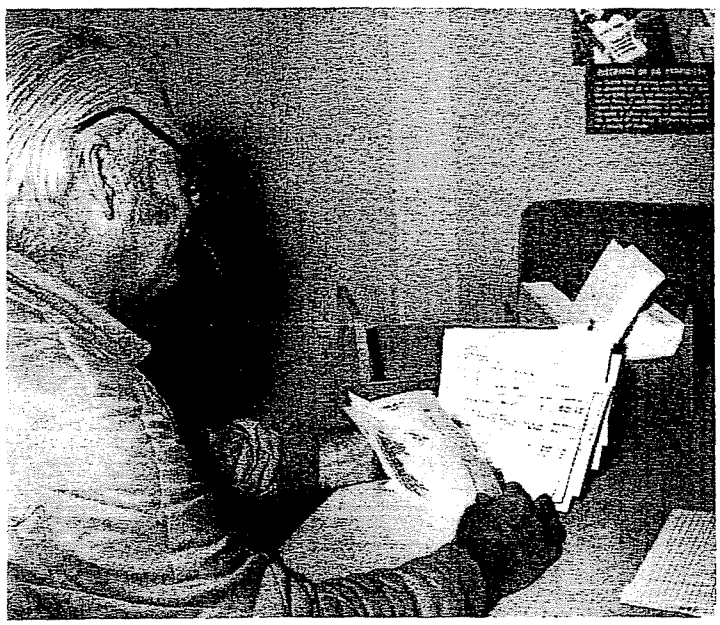
Priorities Set

One of the first priorities on the *Exxon New Orleans* was the complete overhaul of all mooring winches and anchor windlasses. All winch and windlass cylinders and other parts were scaled and then covered with *Rust-Ban 373* protective coating. All nuts and bolts on the cylinders were also renewed. Under the new procedures, all steam parts on winches are examined routinely and recoated, where needed, to prevent corrosion. This has eliminated the need for expensive part renewals on winches and other associated repair work during the vessel's current major two-year shipyard overhaul.

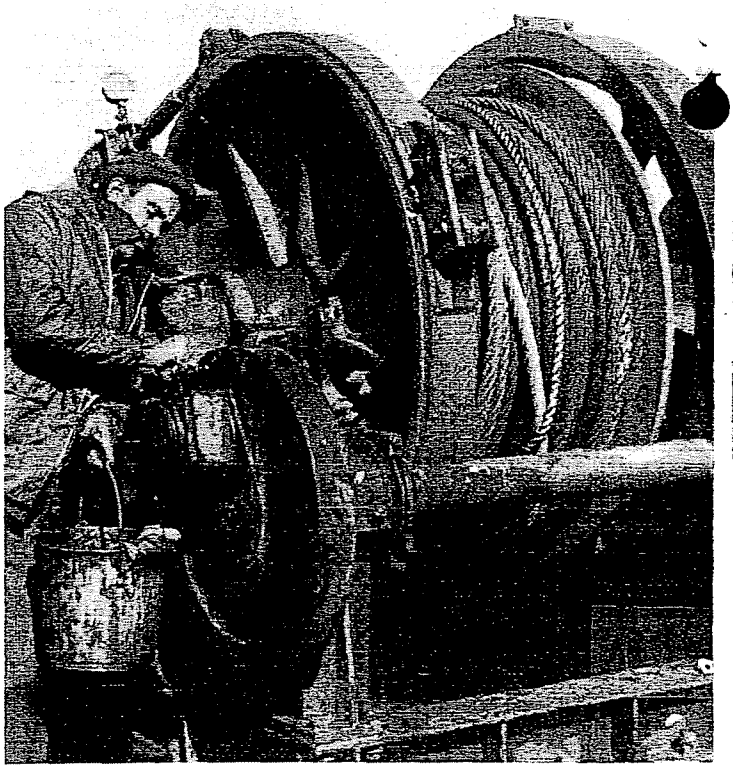
Shipyard Work Reduced

Joe Sarne, repair superintendent, says, "The outstanding maintenance on the *Exxon New Orleans* has reduced the shipyard repair specification from the usual two hundred items or so to less than one hundred. Corrosion control alone has afforded a notable reduction in renewal or repair work on deck plating, cargo piping, winches, and miscellaneous other on-deck equipment. This work is a large part

(See MAINTENANCE, next page)



Chief Mate William R. Tyrrell shows card index file used in systematic, orderly scheduling of work on vessel. Other chief mates involved in the initial stages of the program aboard the ship were Jack T. Stillman, Walter A. Johnson, and Richard A. Nicholas.



Most of the maintenance work in the *Exxon New Orleans* is performed when vessel is at sea. Here, Axton G. Excell, OS, prepares steam winch for *Rust-Ban* protective coating while ship was on voyage from Baltimore to Baytown recently.

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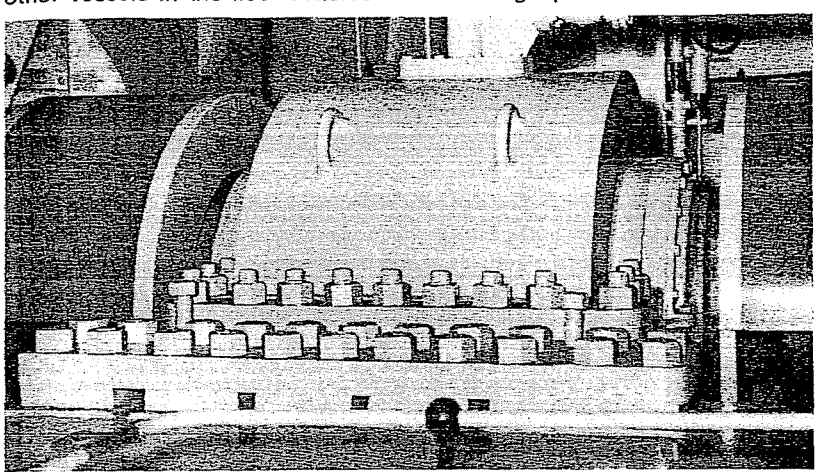
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MAINTENANCE.....**continued from page 2**

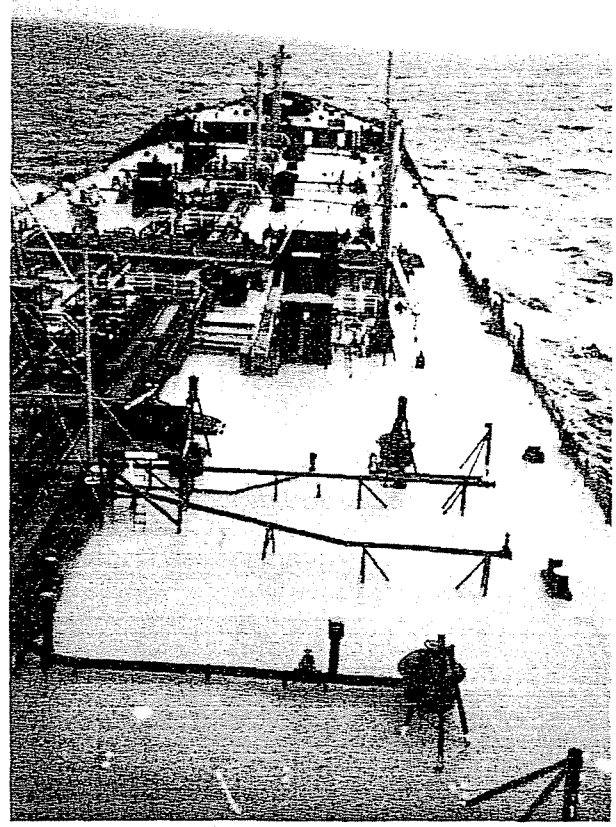
of many other shipyard jobs. "Now only major repairs that obviously require shipyard facilities must be made to the vessel in the yard. These include work to meet Coast Guard and American Bureau of Shipping requirements, and such things as drydocking for hull painting, tailshaft work, and so forth," Mr. Sarne said.

The port staff suggests that other vessels in the fleet consider adopting a similar program, if they have not already done so. The staff is preparing a number of guidelines, giving top priority to *mooring winches, cargo pipe, vent lines,* and lifeboats.

A following article in *Fleet News* will explain how the Repair Section arranges for necessary turnaround repairs at loading or discharge ports.



All bearing and turbine casings have been put into like-new condition by Engine Department personnel. Guards over belts and other moving parts are freshly painted in India Orange.



Deck of *Exxon New Orleans* is kept in top condition, thanks to the cooperation and effort of Deck Department employees who maintain it on a regularly scheduled basis.

Baytown Branch Has No Disabling Injuries

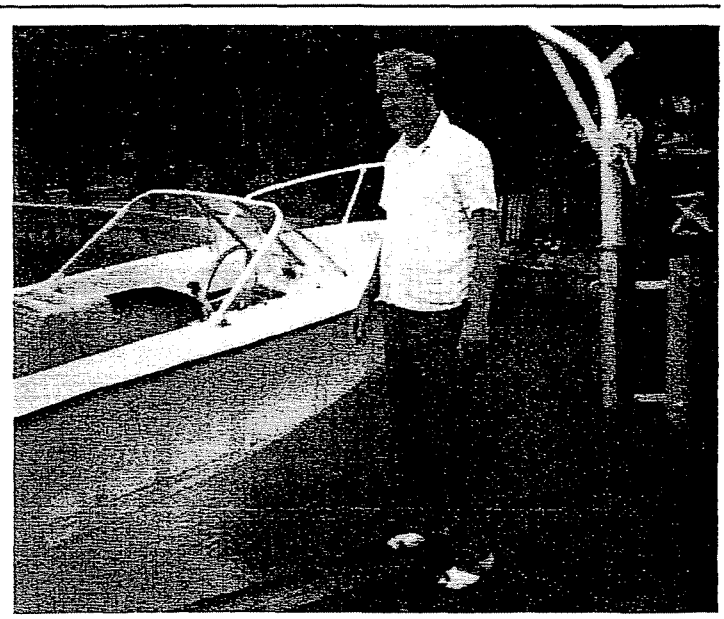
Congratulations are extended to employees in the Baytown inland waterways branch who completed one year of operation with no disabling injuries on April 5. The group worked more than 97,000 manhours during this period.

Obituary

Captain Christian W. Tolfsby, 68, died on March 19. He lived in Deerfield Beach, Florida. He began his seagoing career as a youngster of 16 when he sailed from his native Norway as an apprentice. He joined the Exxon Fleet in 1929 as AB in the *T. J. Williams* and filled his first licensed assignment in 1931 as 3rd mate in the *Princeton.* He sailed as chief mate in the *Esso Baton Rouge (1)* and the *Esso Gettysburg* (the first T-2 tanker) in 1941-42. Later in 1942, he joined the shore staff at Bayonne and returned to sea in February, 1947, in his first command as master in the *Esso Parkersburg.* His last four years of service were as master in the *Exxon Newark* and finally in the *Exxon Lexington.* He is survived by his widow.

Victor Erice, 79, died on March 1 at Brooklyn, New York. He had nearly 28 years of service when he retired in 1960. A native of Chile, Mr. Erice saw short service as a wiper in 1925 and rejoined the company as AB in February, 1932. He sailed 11 years as AB and then 17 years as Bos'n, the rating he held at retirement. He had no survivors.

Charles Garber, who retired in 1956 with 26 years of company service, died in a Long Island hospital on March 25. He was 81. Mr. Garber served 18 years with Mobil Oil before coming to Exxon when the New York tug fleet was acquired in 1946. His entire career was as fireman on various tugs in New York. He is survived by his widow.



Murphy Happy In Florida

While on paid leave recently, AB Ian G. Harrison visited George F. Murphy, above, who retired from the fleet as 3rd mate in 1972. Mr. Murphy lives on Treasure Island in the St. Petersburg area of Florida. "George is very happy in retirement and spends a lot of time running his boat and fishing," Mr. Harrison said. "He also has a large garden to help keep him busy ashore, and as a member of the Retired Persons Club of Washington, D. C., George is now planning a six-week trip to Spain."

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'Working Was Pleasure,' Says Cowart



In addition to receiving best wishes for a happy retirement from his shipmates aboard the *Exxon San Francisco,* Colon W. Cowart was given a fond farewell recently by Herman Teller, left; W. A. Scott, who is presenting a company retirement watch to Mr. Cowart; and Don DeLozier, all Baytown Branch personnel and long-time friends of his. "I shall always remember my fellow seamen and friends ashore with great respect," Mr. Cowart said. "It was a real pleasure working with them and I am sorry to have to retire now because of a health problem. I plan to go fishing and camping as much as I can." Mr. Cowart joined the fleet in August, 1956, as OS in the *Esso New Haven.* He became AB in the *Exxon Lexington* in 1969 and sailed continuously in this rating in various ships until his retirement on January 1. He lives in Cleveland, Texas.



Inland, Seagoing Employees Honored

Two inland waterways employees in the New York Branch and two seagoing employees who live in the New York area were honored recently by New York Branch employees at a retirement luncheon and awards presentation ceremony. The retirees are, from the left, George W. Simpson and Mrs. Simpson, Gustaff Vanthillo, Hans Torgersen and Mrs. Torgersen, and William Uftikowich. Mr. Simpson retired as chief engineer in the inland fleet with 37 years' service; Mr. Vanthillo, AB, retired from the ocean fleet with 15 years service; Mr. Torgersen had 22 years' service as deckhand on various inland tugs, and Mr. Uftikowich had 27 years service in the ocean fleet where he was a regular relieving 1st assistant engineer.



Hedgepeth Served In Various Vessels

Durwood J. Hedgepeth retired on January 1. He joined the fleet in May, 1956, as wiper in the *Exxon Chester* and became oiler in this vessel a month later. He served in various ships during his career as wiper, oiler, and fireman prior to transferring to the Stewards Department in 1967. His last vessel was the *Exxon New Orleans.* Mr. Hedgepeth's home address is Henderson, North Carolina.

Juan Aurelio To Raise Chickens In Pensacola

Although he lives in a mobile home, Juan J. Aurelio plans to remain "immobile" in Pensacola, Florida—at least for the time being. He and his wife will enlarge their garden and raise a few chickens. "Otherwise, we have no other plans at present," he said. Mr. Aurelio joined the ocean fleet as oiler in the *Exxon Bangor* on March 28, 1966. He sailed in various vessels in the fleet as oiler and later as A/Oiler, retiring in this latter rating on February 1 from the *Exxon New Orleans.* He was oiler in the *S.S. Manhattan* during her maiden voyage through the Northwest Passage in 1969, and again during her second Arctic voyage in 1970.

Charles Fearon Was AB In Ocean Fleet

Charles Fearon retired January 1 as AB. His last vessel was the *Exxon Baton Rouge.* Mr. Fearon joined the fleet as AB in the *Esso Montpelier* in June, 1945. He continued to sail in this capacity in various vessels until retirement.

'I Might Cut My Grass,' Says LaMotte

"I'm tired of working and it's possible that I just might get around to cutting my grass some day—if I feel like it," said Bertrand L. LaMotte who retired with 37 years of company service on March 1. Mr. LaMotte was employed in 1937 at Baton Rouge Refinery. He later transferred to the refinery's Lighterage Department as a cook and cabin boy in various inland vessels. He advanced to 2nd cook in 1941 and became chief cook in 1945. He worked as chief cook and 2nd cook on Western Rivers towboats for the remainder of his company service. He also served part of his career aboard the steamboat *Sprague,* the early-day stern wheeler, largest in the world, used by the then Standard Oil Company (N.J.) to tow barges carrying products from Baton Rouge to Memphis and points in between.



John Barrett Retires From Huntington

John D. Barrett, who lives in Mobile, Alabama, retired on December 1. He began his career in the ocean fleet in June, 1956, as messman in the *Esso Reading.* He served as messman/utilityman in various vessels until his retirement. His last ship was the *Exxon Huntington.*

Fluitt Retires, Was Member Of ESA Board

Clyde C. Fluitt, Jr., who lives in Beaumont, Texas, retired on March 1. He first joined the fleet in March, 1957, as OS in the *Esso Binghamton.* He later resigned, returning to the fleet in June, 1959, as AB in the *Exxon Lexington.* He served in this capacity in various ships since then and was a member of the ESA Board of Governors when he retired.

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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 4193, Houston, Texas 77001.

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