

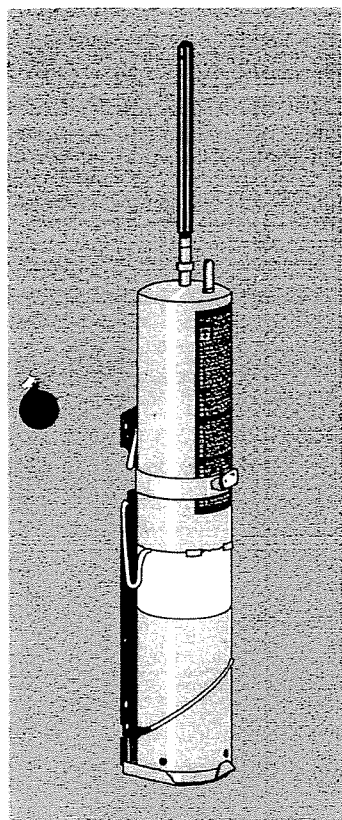
EXXON FLEET NEWS

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Radiobeacons Ordered For Ships, Vessels



Radiobeacon is about 4 inches in diameter and 27 inches tall.

The Marine Department recently ordered emergency rescue radiobeacons for each of its oceangoing ships and for certain vessels in the inland fleet which operate 20 miles or more offshore.

The radiobeacons have been developed for installation on seagoing vessels and are being tested now for certification by the FCC and USCG. The Marine Department placed its order early to insure prompt delivery of the beacons after government-

Employees Improve Disabling Injury Record In 1974

Employees in both the ocean and inland waterways fleets ended 1974 with a total of 24 disabling injuries; 14 in the ocean fleet and 10 in the inland fleet. This compares to a total of 46 injuries in 1973. The 1974 record represents about a 50 percent reduction in the number of disabling injuries in both fleets over 1973—a significant drop considering that about the same number of employees worked under about the same operating conditions last year as they did in 1973.

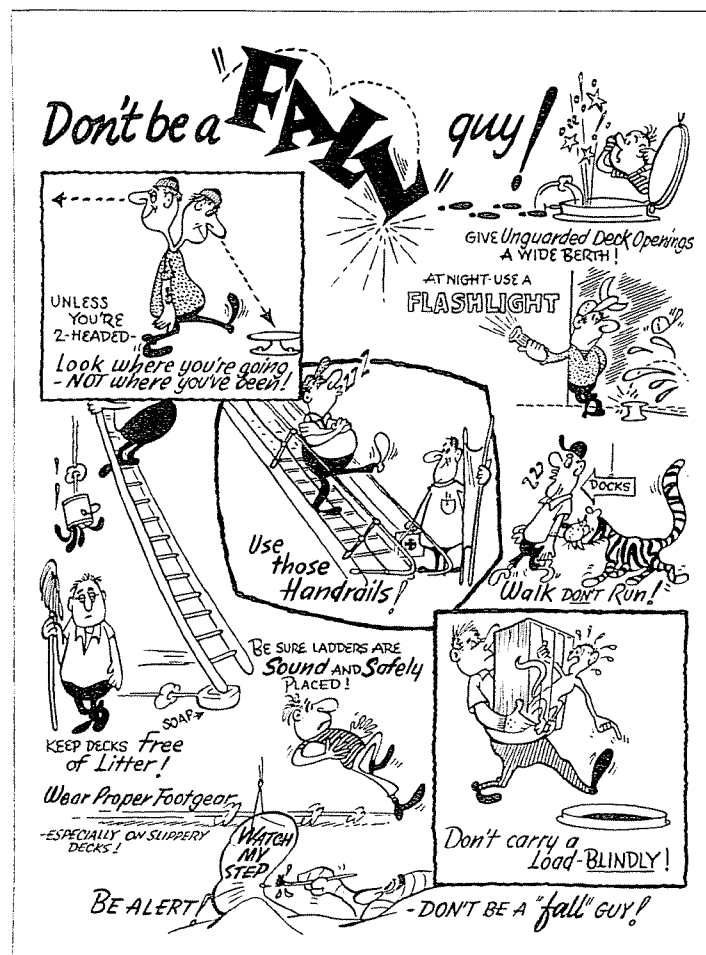
tal approval so that its vessels will be among the first in the U.S. merchant fleet to be so fitted. Plans call for radiobeacons to be installed on all vessels by March 1, 1975. Each radiobeacon is designed to emit a distinctive signal that will enable search and rescue ships and aircraft to home on survivors who have had to abandon ship. It has not yet been determined where the beacon will be installed on each vessel, but several locations, such as on bridge wings and on top of the wheelhouse, are possibilities. It must be able to automatically float free.

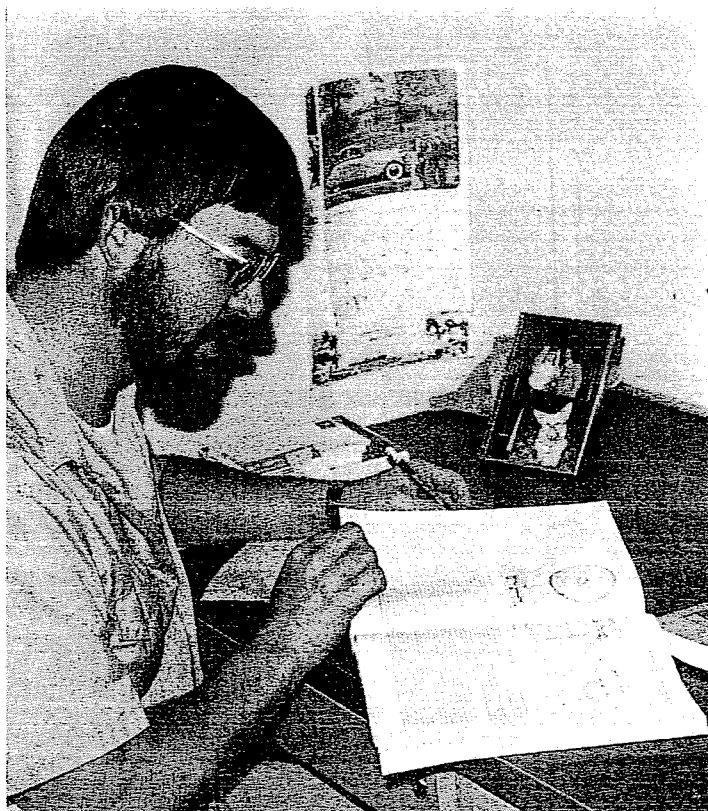
The beacons will transmit on 121.5 and 243 MHz (which also are monitored extensively by commercial and military aircraft); will operate for 48 hours minimum; will activate automatically in water; and will right themselves for signal transmission in about one second. They are powered by an alkaline-manganese dioxide type battery with a two year replacement life.

"As each man is mainly responsible for his own safety and that of his shipmates, I think that great credit must be given to each person who not only maintained a safety conscious attitude throughout last year, but who also took time to plan his work with safety in mind," said Operations Manager Ames Smith. "Although the record has been improved, 24 employees were still injured seriously enough to lose time. In order to reduce this number, we must

not relax our efforts this year," he said.

Of the disabling injuries in 1974, fully 1/3 resulted from falls from tripping or slipping. Already this year, two employees in the ocean fleet have been injured in falls. Thousands of words have been written on how to avoid falls, but as the old cliché goes, a picture is worth a thousand words—so we're running a series of them below in hopes that they will serve as reminders to help you avoid such mishaps in 1975.





Studying For Advancement

When Charles E. Ormiston, third assistant engineer, isn't on watch, he can often be found studying in preparation for a second assistant engineer's license.

"I plan on a seagoing career and I want to advance as far as I can in the Engine Department. The only way to do this is through study and on-the-job training," he said. "I not only like the raise in pay that comes with advancement, but I also like responsibility and the new challenges that each advancement brings. I hope to sit for the second assistant examination in the next month or so."

Mr. Ormiston joined the Marine Department in May, 1969, as A/Oiler in the *Lexington*. He became second pumpman in the *New Orleans* in June of that year, and sailed for the first time as third assistant engineer in July, 1971, in the *Huntington*.

Exxon Tugboat Crews Featured In Elizabeth, New Jersey, Newspaper

Tugboat crews in the New York Branch came in for some extra newspaper publicity when the November 25 issue of *The Daily Journal* of Elizabeth, New Jersey, carried an entire page of pictures featuring Exxon tugboats at work in the New York area. The short article accompanying the photo page said: It may not be the biggest fleet in the world, but the Exxon Company U.S.A., Marine Department's tugboats certainly rank among the

busiest along inland waterways. Although the "fleet" operating out of Exxon docks at Bayway Refinery and Bayonne boasts only three tugs, each has a tight schedule operating in the Arthur Kill, Kill Van Kull and Lower New York Bay. The 105-foot tugs are charged with moving oceangoing tankers to and from their berths from a point near the Verrazano Bridge and, in between those runs, move inland waterway oil barges.

New Port Information Manuals Give Data On Both U.S. And Foreign Ports

New Port Information Manuals, containing details of facilities and conditions which masters may encounter when entering and leaving certain major U. S. and foreign ports, are being sent to Exxon affiliated ships, including those in the Exxon USA fleet. The manuals were compiled by the Supply and Transportation Department of Exxon International Company. Those who participated in the survey included our own port staff, branch office representatives, and masters and retired masters of the ocean fleet.

Who Manual Helps

The manual will be helpful to a master whose vessel is required to enter an unfamiliar port in the U. S., or more especially if his ship is sent to a foreign port. In addition, the manual will help watch officers who can use it to familiarize themselves with port conditions and special requirements for safe navigation and berthing within a port.

The manual is intended to supplement, rather than substitute for, information which is generally available to masters. On-the-spot appraisals

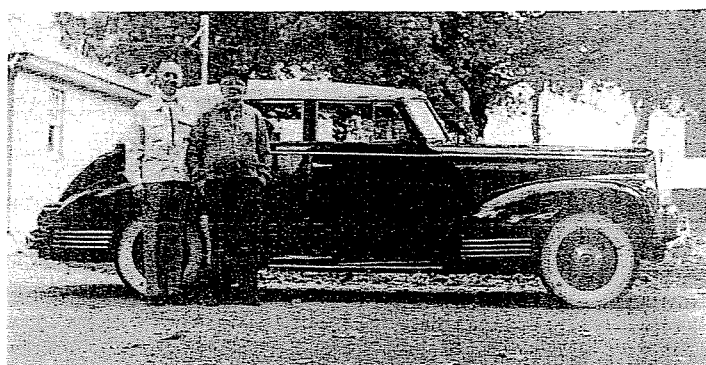
have been made with particular emphasis placed on identifying conditions which will alert a master to critical features in a port, thereby making it possible for him to increase his margin of safety. Such information, for example, may permit him to better monitor the actions of a pilot or the performance of tugs. The manual will also provide officers with information on changes in port conditions and facilities.

Other Data Given

The data in the manual contain information in compact form which may be of use to masters covering communications, expediting turn-arounds, pollution control, bunker availability, and other services. Mooring diagrams of individual berths are included. Additional ports will be added to the manual as information on such ports is compiled. The manuals will be updated as required.

Carney In New Job

James J. Carney, Jr., 3rd assistant engineer, has accepted a position in Marine sales, Exxon International Company, effective January 13, 1975.



She's Better Than New

This 1941 Packard Super Eight convertible sedan was restored to "better than new" condition about three years ago by Maurice J. A. Belhumeur, left, who drove it recently from Greenwich, Connecticut, to Jamesport, Long Island, to visit Guy L. Bennett, shown with him. Mr. Belhumeur, who retired from Esso International Inc. in 1970 as fleet engineer, is a long-time friend of the 89-year-old Mr. Bennett who retired in 1949 as assistant manager of the Port of New York office.

Cadets, Students Get Sea Training In Exxon Ships

For more than 30 years, the Marine Department has been cooperating with various maritime institutions to help cadets and students obtain the shipboard training they needed for graduation. This year, four cadets from the Texas Maritime Academy at Galveston, four from State University of New York Maritime College, and four students from the Webb Institute of Naval Architecture are working as deck and engine cadets aboard Marine Department ships during winter semester breaks at each school.

One of the deck cadets from TMA is Susan J. Carter who is receiving her training in the *Exxon Baltimore*. She's a junior at TMA where she is studying marine transportation. "I plan to take my 3rd mate's exam in December, 1975, and then keep right on studying for advancement," she said, and added: "Who knows, maybe I will become the first woman master." She completed AB/Lifeboatman training at the academy this past year. She also holds a USCG operator's license for vessels up to 15 tons, 100 miles offshore. Susan said that her interest in a seagoing career began several years ago when she discovered that she liked small boats. She was one of the first women to enter TMA from where she will graduate in August, 1976. She calls Galveston her home port.

Other TMA Cadets On Ships

Three other TMA cadets who are training in other ships in the fleet are Scott W. Craig, deck cadet; and Daniel B. Stone and Joseph R. Sybille, both engine cadets. Mr. Craig, is in the *Exxon Bangor*.

Daniel B. Stone is aboard the *Exxon Boston*.

Joseph Sybille is furthering



Susan J. Carter, from the Texas Maritime Academy, plots course in chartroom of the *Exxon Baltimore* as part of her deck training.

his training aboard the *Exxon Bangor*.

Four SUNY Cadets Train

Four cadets from SUNY who are now sailing aboard Exxon ships are Kenneth K. Greig who is deck cadet in the *Exxon Washington*; Stephen Sadler, deck cadet, and Alan M. Stern, engine cadet, both in the *Exxon Jamestown*; and Jonathan B. Andrews, deck cadet in the *Exxon Florence*.

Four From Webb Institute

Four students from Webb Institute of Naval Architecture on Long Island are also receiving training in the fleet between semester breaks. All are engineering cadets.

Gary R. Zane is receiving training aboard the *Exxon Chester*.

Douglas M. Wolff is on the *Exxon Washington*.

Gregory M. Griffin is aboard the *Exxon Huntington*.

Scott Orlosky is on the *Exxon Lexington*.

Others Assigned

Earlier this year, students from USMMA, Maine Mari-

time Academy, and Massachusetts Maritime Academy had training assignments in the fleet. The Fleet Manning Section was also able to arrange assignments for a MARAD naval architect/marine engineer trainee.

Maritime academy graduates may be found in all licensed levels aboard Exxon vessels.

Obituary

Russell H. Venn, 62, died in Houston on January 4. He retired May 1, 1972, as a company vice president and director. He was also contact director for the Marine Department from November, 1965, until his retirement. Mr. Venn began his career with the company in 1934 as a junior chemical engineer at Baytown Refinery, rising to manager of the Refining Department in 1955 and to manager of the Marketing Department in 1958. He held senior management positions in Houston and New Orleans before being named a vice president and director in

April, 1963. He is survived by his widow, three daughters, a granddaughter, and a brother.

Juan M. Lerma, 3rd mate, was lost at sea from the *Exxon Lexington* on November 23 off the Florida coast. His body was recovered on November 25. Mr. Lerma joined the fleet in 1966 and later obtained an AB endorsement after taking an Able Seaman's training course sponsored by the Marine Department. He began studying for a 3rd mate's license which he obtained in 1972. He is survived by his mother, two sisters, and three brothers. He lived in Brownsville, Texas.

Joseph R. Henderschott, who retired on August 1, 1974, as AB in the ocean fleet, died on December 1 at age 50. He is survived by his widow who lives in Cadiz, Ohio. Mr. Henderschott joined the fleet as OS in the *Esso Annapolis* in December, 1952. He sailed for the first time as AB in June, 1955, and continued in this rating in various ships in the fleet until his retirement.

Leopold S. Oliveira, 76, died on December 21 at East Fairhaven, Massachusetts, where he lived. Mr. Oliveira retired on June 1, 1963. He joined the company in March, 1948, as second cook in the *Esso Binghamton* and continued in that rating and as chief cook for nearly all his 15 years' service. He was in the *Esso Chester* over four years, beginning with her maiden voyage in October, 1952. Among his survivors is Leopold Oliveira, Jr., chief steward in the fleet, who sailed with his father in the *Esso Chester*, *Esso Gettysburg*, and *Esso Boston*, among other vessels. They were one of the few father and son teams in the fleet at that time.

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Uftikowich, Fernandes Retire, Plan To Fish, Take Life Easy For A While



William Uftikowich



John J. Fernandes

William Uftikowich and John J. Fernandes retired from the ocean fleet on November 1.

Mr. Uftikowich said: "My retirement plans are simple: I plan to live each day as it comes, doing whatever I feel like doing that day." He was employed in the fleet on July 24, 1947, as FWT in the *Esso Bayway*. He became oiler in the *Esso New Orleans (2)* in December of that same year. About two years later he obtained a 3rd assistant engineer's license and sailed in that capacity for the first time on October 14, 1949, while aboard the *Marine Leader*. He obtained his 2nd assistant engineer's license in November, 1951, and his 1st assistant's license in August, 1954. At the time of his retirement, Mr. Uftikowich was a regular relieving 1st assistant engineer. Mr. Uftikowich lives in Newark, New Jersey.

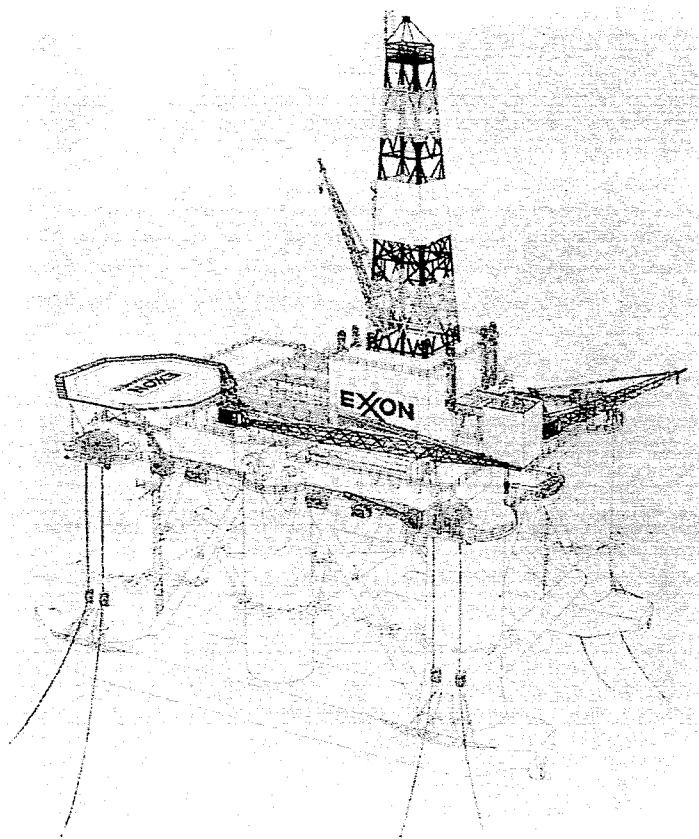
John J. Fernandes, who lives in New Bedford, Massachusetts, said, on his retirement, that he planned to take life easy and enjoy his new house. "My wife Helena and I will also do some fishing, as we live one block from the ocean. It has been a pleasure to work for the company where I met a lot of fine

men and made many good friends during my years at sea. I wish them all good sailing." Mr. Fernandes first began his seagoing career in August, 1941 as 2nd cook aboard the *Josia Macy*. He resigned later that year and returned to the fleet in January, 1947, as chief cook. He was promoted to chief steward on the *Esso Everett* a short time later and served in this capacity in various ships in the fleet until his retirement.

Service Award



JOHN E. RHEM, left, AB in the *Exxon Baltimore*, completed 10 years' service on December 18. He was congratulated by Captain Walter Brelsford who presented him with a tie tac on behalf of the company.



She'll Be A U.S. Flag Vessel

Exxon USA has awarded a contract for construction of a deepwater, semi-submersible drilling rig to Mitsubishi Heavy Industries of Japan. The self-propelled rig, shown in the artist's rendering, will be outfitted to drill in water up to 1500 feet deep and can be used in deepwater drilling in the Gulf of Alaska and other areas off the U.S. West Coast. Scheduled for delivery late in 1976, it will meet U.S. Coast Guard specifications and will be registered as a U.S. flag vessel. Its operation will be coordinated by the Headquarters Exploration-Production Drilling Organization. This is the first of three floating vessels that Exxon plans to build to help ensure the company of adequate rigs during an anticipated period of accelerated offshore activity.



Makes Own Decorations

Frank V. White, right, A/Oiler in the *Exxon Chester*, brightened up his room over Christmas by purchasing a tree ashore and making his own decorations. He encircled the tree with popcorn strings, attached slices of lemons and oranges, added red cherries for more color, and cut large ornaments out of paper. He kept a pail filled with popcorn for visitors, like Captain Edwin J. Fellows who dropped by to admire the tree.