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M. A. Wright Asks Officers, Managers, Employees To Give Full Commitment To Conserving Energy

"Embargoes of energy supplies by the Arab nations have changed the energy outlook for this winter from tight to very serious, as President Nixon pointed out in his speech on November 7 . . . The nation is losing at least two million barrels per day of imported oil, or about 60 million barrels per month that the country will never get back into the energy supply system . . . If we continue to consume oil in this country at present levels, inventories will be depleted at the worst possible time—the months of January, February, and March—and the effect will be severe

. . . I ask you to give energy conservation your full commitment and actively encourage employees to make every effort to conserve energy at work and in other areas of their personal lives . . . We must take some difficult steps in the short term and at the same time get on with the long-term solution of our energy problems."

(Excerpts from Chairman M. A. Wright's letter of November 14 to officers and managers of departments, divisions, regions and refineries of Exxon USA.)

O. R. Menton Outlines Marine's Efforts To Reduce Energy Use

"We have determined that the greatest potential for savings lies in lowering our bunker fuel consumption and reducing cargo losses," says O. R. Menton, Marine Department general manager. "In regard to conservation of bunker fuel, we have issued to our fleet officers and branch managers a comprehensive list of suggestions and guidelines for more efficient operations and utilization of steam. As to cargo losses, we have since December 1972 retained the nonpersistent oil slops on board for return to our Gulf Coast refineries where they are reprocessed and the hydrocarbons reclaimed. This should save from

40,000 to 50,000 barrels per year and reduce pollution. We have set up a Marine Department energy conservation program, headed by Operations Manager Ames Smith, that includes a more detailed analysis of our energy consumption and definition of additional areas where savings can be realized. This ambitious program will require help and cooperation from all employees to make it work. Stewardship reviews will be established to insure appropriate targets are set and achieved for each area," he said.

Steps Taken To Help Industry Meet 5% Fuel Reduction Goal

The U.S. Maritime Administration has requested the marine industry to set an initial goal of a 5 per cent reduction in fuel requirements. In an effort to make a significant contribution to this industry goal, Marine Department management has sent letters to masters and branch managers containing suggestions for possible ways to conserve energy in oceangoing and inland waterways vessels. Some of the more important steps suggested are as follows:

OCEANGOING—eliminate steam

and oil leaks; keep steam plant in good condition; reduce speed when appropriate (see article on page 3); eliminate unnecessary tank washing; reduce quantity of ballast handled and carried (when sea conditions permit); prevent oil losses by evaporation and/or spills; fully discharge all cargo tanks and pipelines; improve load-on-top procedure; closely control lighting, heating, and air conditioning requirements (75 degrees F. for air conditioning, 68 degrees F. for heating); shut off lights, heating, and air condition-

ing in spare and vacated rooms; close doors to living quarters to conserve air conditioning and/or heating.

INLAND—some of the items above also apply to inland vessels and should be adhered to. In addition: when long delays are indicated, consider shutting down both engines; while awaiting locks, shut down one diesel engine and idle the remaining unit when possible; follow engine manufacturer's instructions concerning coolers,

(See CONSERVE ENERGY, page 3)

AMVER Awards Given To Ocean Vessels

Vessels in the oceangoing fleet have been recognized by the U.S. Coast Guard for their active participation in 1972 in AMVER, the Coast Guard's Automated Mutual-assistance VESSEL Rescue system. The Certificates of Recognition, received by the Marine Department about two weeks ago, have been mailed to branch offices for presentation to appropriate ships when they arrive at terminals in the vicinity.

The Exxon Fleet has voluntarily participated in AMVER since its inception in 1958, and our ships were among the first to receive pennants and Certificates of Recognition in 1970, the first year that the Coast Guard began making awards to companies whose ships contribute to the system.

Some 5,000 vessels in the world's merchant marine fleet participate in AMVER which is operated by the Coast Guard from Governors Island in New York Harbor. About 2,000 ships are on plot at any given time.

The success of AMVER depends on reports submitted to the center by ships at each sailing. The reports include the vessel's departure time, its course and speed, destination, and other related data which Coast Guard personnel program and feed into computers. Vessel characteristics that are valuable for determining search and rescue capabilities are also entered into computers—the ship's radio watch schedule, type of communication facilities, whether there is a doctor on board, and so forth.

If an emergency arises at sea, the AMVER center can provide a "surface picture" containing the computer-predicted position, course, and speed of each vessel in the area of trouble, along with her search and rescue capabilities—and do the job in about a

minute. The nearest ship with facilities most needed can then be called to help in rescue operations.

In commending personnel in Exxon ships for their cooperation in AMVER, Operations Manager F. Ames Smith said: "Those who are responsible for keeping the AMVER center advised are contributing both to the safety of their own ships and personnel and to the safety of others who might need assistance in an emergency. It's very comforting to know that such a system exists. We plan to continue active participation in this worthy program."

Ramey, Feehley Transfer



Ramey

Feehley

Third Mate William D. Ramey has transferred from the tanker fleet to the New York Branch, Paulsboro Office, as transportation allocator. He replaces Bernard J. Feehley who on November 1 transferred to the Baton Rouge Branch to work with transportation allocators there.

Following graduation from the Texas Maritime Academy at Galveston in 1970, Mr. Ramey joined the company as 3rd mate in the *Exxon Bangor*. He served in various other ships and in several shore assignments before going to the New York Branch.

Bernard Feehley joined the Marine Department in 1967 as operations clerk in the former Baltimore Branch. Later that year, he became transportation allocator in the Paulsboro Office where he remained until November, 1973, when he transferred to Baton Rouge.

A Word About Pensions

The question has arisen as to how much retirement income an officer loses by taking a 15 day leave of absence in connection with his paid leave. Nobody loses pension income under the Exxon Annuity Plan for a leave of absence of 30 days or less.

An officer who chooses to retire under the Special Sea Service Retirement Income Program (Part B) may affect his retirement income if, during his last five years of service he takes a leave of absence when he might otherwise be sailing at a rank higher than his base seniority. He would then receive credit for the leave period at his seniority rank. This is the reason the master or chief engineer cannot lose, even under this program, because he could not serve in any higher rank. The company incurs retirement cost for both the man on leave and his replacement.

If you have questions concerning your own particular case, contact the Benefits Administrator's office in Houston.

Konn Gets 30 Year Awards



Edward A. Konn, AB, shows 30 year service emblem and watch to his wife. The awards were presented at a luncheon in Bayonne on November 6.

turbochargers, filters, intake manifolds, lube oil quality, etc., reduce ventilation in unmanned en-

gine room when possible; reduce preheating time of galley range, shut range off when not used.

Ames Smith Named To Coordinate Program

"Although personnel in our oceangoing and inland waterways vessels are taking every step to conserve energy, the effort cannot stop there. This is the kind of situation that requires the best efforts of everyone, including employees in all Marine Department offices and families at home," said Operations Manager Ames Smith.

Mr. Smith, who has been named to coordinate the Marine Department program to reduce energy consumption, said that in the Exxon Headquarters office in Houston, some 10,000 light fixtures have been turned off, air conditioning has been set for the 75-78 degree range and heating for 68 degrees. To further conserve heating and air conditioning, drapes are being drawn over windows facing the sun on hot days, and on cold days they are opened to let the sun help warm the room. Office machines and coffee makers are turned off when not in use. Standard size cars in the company's automobile fleet

in Houston and elsewhere are being replaced with intermediate sizes and a speed limit of 50 mph has been set. "Our Company automobile committee estimates that this will save some 500,000 gallons of gasoline per year in our nationwide fleet of cars," Mr. Smith said.

"Many of the suggestions sent to ships, along with those being implemented in Marine Department offices at all locations, can also be used at home—such as turning down heaters, reducing air conditioning, turning out lights when not needed, and so forth. We can save on gasoline by driving at reduced speeds, maintaining engines in good condition, and eliminating unnecessary trips. Car pooling will help, too," he said.

"I think that the most important step of all is for each of us to develop an *energy awareness*. Anything we do now to conserve energy will be a valuable and much-needed contribution towards reducing the severity of this situation later on," Mr. Smith said.

"We Saved 600 Barrels Of Fuel By Slowing Down," Says Captain Kirby

A few issues back (August 13, to be exact) *Exxon Fleet News* carried an article on "Fuel Saving Tips For Ships." In the article, Port Engineer Tom McTaggart pointed out that speed increases fuel consumption in a ship, just as in a car. "While we must maintain schedules, there are times when advance planning and checking can lead to reductions in speed that will save many barrels of fuel, such as slowing down to make a tide or to schedule arrival for immediate docking and avoid add-

ing to the congestion in the anchorage," he said. "A reduction in speed from 16 to 12 knots can save several hundred barrels of fuel over a 500-mile run."

Captain Robert G. Kirby, in a letter to the Marine Department, tells how advance planning and checking ahead paid off for his ship, the *Exxon Lexington*. Captain Kirby wrote:

"On a recent voyage from Baton Rouge to New York, I called our New York agent approximately 48 hours before our anticipated ar-

rival to determine if we would be able to dock without delay. I was informed by Mr. Glenn Shaw in the Bayonne Office that there was a lot of congestion at Bayway at the time and we would have a minimum of 12 hours delay. With this assurance, and after consulting with Chief Engineer William W. McKay, we reduced the speed of the ship from about 100 rpm to 75 rpm at 1200 hours and changed our ETA from 1000 hours to 2000 hours on the same date. Upon arrival in New York, we computed our fuel consumption at this reduced speed and discovered that we saved more than 600 barrels, and in addition, we avoided about 10 hours at anchor which would have further added to the congestion in the Stapleton anchorage."

Not only were hundreds of barrels of needed fuel saved to help meet the energy crunch, but some \$3,000 in fuel costs were also saved—all as the result of doing a little checking by calling ahead and planning a slowdown to arrive at the dock with a minimum of delay. Also, running at reduced speeds, when appropriate, has the additional benefit of reducing wear and tear on the boilers and machinery.

Obituary

MANUEL J. LOPEZ, 71, died on October 20 at Danbury, Connecticut. He is survived by his widow. Mr. Lopez joined the fleet as messman in the *Cerro Azul* in 1925. He sailed as messman, 2nd cook, and steward in the *Esso Aruba* (ex *Pan Bolivar*) and was later regularly assigned to the *Esso Bolivar* for five years and the *Esso Gloucester* for nearly 12. He completed his career in the fleet with a trip around the world in the *Esso Miami*.

JAMES G. GILCHRIST died recently at age 75. He retired in May, 1963, as utilityman in the *Esso Florence*. He lived in Brooklyn, New York.

No Doubt About It, This Boat Was In Trouble

The sea was rough and building. Giant waves, whipped by 45 mph winds, rolled over the deck of the heavily-loaded *Exxon Newark* as she sailed some 60 miles south of San Francisco on the night of November 1. It was a bad night for anything smaller than a ship the size of the *Newark* to be out in.

Little wonder then that OS Thomas S. Votsis, stationed on the flying bridge, couldn't believe his eyes when he first saw a blinking white light and a red glow in the distance. He took another look and quickly reported to 3rd Mate Craig E. Reeder who called Captain Donald E. Graham to the wheelhouse. Captain Graham gave the order to change course to bring the *Newark* closer to the wildly bobbing light. About that time, two red flares zoomed into the sky and as the ship approached, her searchlight picked up a small boat which flashed back an SOS.

Radio contact was made with the Coast Guard at Monterey (no radio contact could be made with the boat) giving them a description of the stricken craft. The Coast Guard radioed that it was probably the 57-foot fishing vessel *Searunner*. Her skipper had filed a distress call a few moments earlier, stating that his boat was on fire and without power.

"The *Newark's* crew, lead by Chief Mate Robert E. Armstrong and Chief Engineer Oscar H. Dorbacker, performed with their usual efficiency," Captain Graham said. "Mr. Reeder monitored the 2182 distress frequency, aided by 3rd Mate Michael A. Stalzer who was off watch. They maintained contact with the Coast Guard's C-130 airplane that had been dispatched immediately and was on the scene in 40 minutes, a Coast Guard helicopter that reported within the hour, and a patrol boat that was due in about 1½ hours. Over this frequency, used at Coast Guard request, all operations were coordinated."

The *Newark's* two searchlights were pointed skyward and crossed to assist the 'copter in locating the vessel and the ship's loudspeaker was used to keep the skipper and a passenger informed in the *Searunner*. When the helicopter arrived, the two men had the small fire extinguished and were in no real danger. They chose to remain with their boat until the Coast Guard could take them in tow.

"At 2315, the helicopter advised us that the patrol boat was in the area and we were released to proceed on our way," said Captain Graham. "However, the patrol boat was observed some distance away proceeding past the fishing vessel and we were asked to return, shine our light on the small boat, and wait until the rescue boat made positive contact. Finally, by 2352, it was apparent that the Coast Guard had located the *Searunner* and we were again released to resume our voyage.

"We lost some time, but this became insignificant when we saw on TV the next day a similar boat with her bottom ripped out and pounding on the rocks, a total loss. We felt good in that we were able to help save the *Searunner* from similar destruction," Captain Graham said.

'Lexington' Stands By To Aid Disabled Sailboat

A second vessel, the *Exxon Lexington*, also participated in a small boat rescue, this one in the Gulf of Mexico. The *Lexington*, with Captain O. A. Staples, master, Wesley F. Besse, Jr., chief mate, and Boleslaw I. Roman, chief engineer, departed Southwest Pass, Louisiana, about 0400 on November 8. At 1009, about 105 miles from departure, a distress flare was sighted. It was from a 30-foot sailboat which came alongside when the *Lexington* stopped. Her two owners told

New Phone Numbers

The New York Branch Office will be moved from Bayonne to the office building just inside the main gate at Bayway Refinery on December 18. The following telephone numbers for seagoing personnel become effective on that date:

Agency Office: 201-474-7718
Seagoing Personnel: 201-474-7089
201-474-7092

Captain Staples that they had struck an object on the previous night, knocking a hole in the boat's hull. They had been operating their bilge-pumps continuously to keep the boat dry. Their radiotelephone would not transmit and they had only about a five-hour supply of gasoline left when the *Lexington* came to their rescue. "The gasoline was used to run a generator that kept a 12-volt battery alive in order to operate the pump," Captain Staples said.

The *Lexington* contacted the Coast Guard Rescue Control Center in New Orleans and stood by until a Coast Guard airplane arrived and dropped a bilge pump and a small supply of gasoline. Later, a Coast Guard helicopter arrived with additional fuel, a fresh 12-volt battery, and some material to be used in slowing the boat's hull leak.

Rendezvous was soon established between the sailboat and the Coast Guard Cutter *Point Sur*, and at 1530 the *Lexington* was released from standby duty and proceeded toward New York.

3 Promotions Announced

Three employees in the Stewards Department have been promoted recently. They are: Fernando A. Ferreira from chief cook to chief steward, and Robert L. Bearden and William H. Lilley from messmen to 2nd cooks and bakers.

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