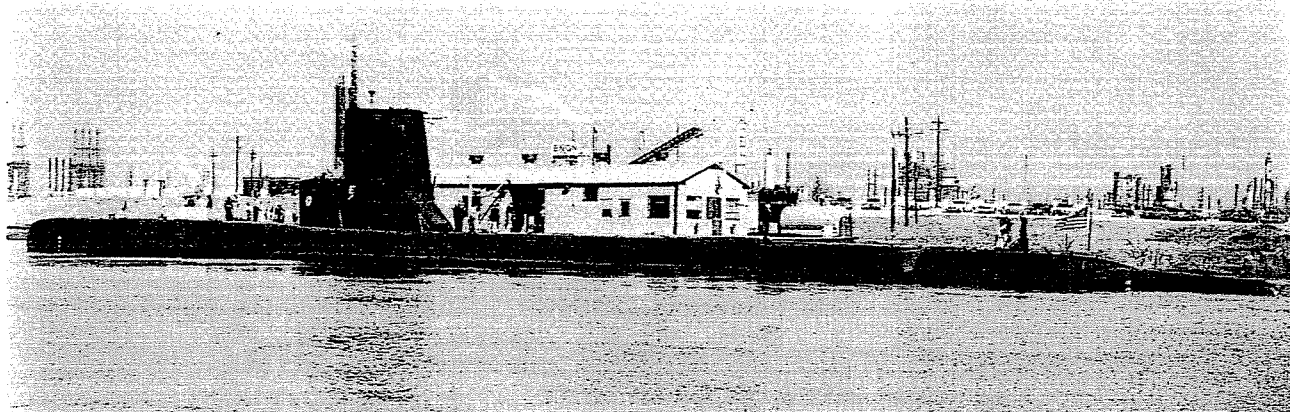


EXXON FLEET NEWS

PUBLISHED BY THE MARINE DEPARTMENT - EXXON COMPANY, U.S.A.

Volume 15, Number 3

February 12, 1973



Exxon provides the submarine *USS Quillback* a safe port in an emergency.

Officers To Use New Computer Simulator In Training Course

About six officers per year will be nominated to take a new ship-handling training course involving the use of a computer-controlled simulator at the TNO Technical Institute in Delft, Holland. This is in keeping with the Marine Department's policy of providing its navigating officers with the best, most up-to-date training available.

The simulator consists of a chartroom and wheelhouse mock-up with a visual display. The wheelhouse is equipped with all controls and navigation equipment normally found on a ship. The vessel's response to propeller, rudder, wind and current forces can be reproduced and these forces can be varied during a maneuver. Rudder, engine, and instrument failures can also be introduced—all posing problems that navigating officers must be thoroughly acquainted with and know how to solve as part of their

(See TRAINING, page 4)

Baton Rouge Branch Helps 'Rescue' Submarine From Perils of Mississippi

One thing for sure, officers and crew in the Navy submarine *USS Quillback* have a new respect for tug and barge personnel who operate on the Mississippi River. "I'll take the sea every time," says the skipper of the sub.

The craft was on her way to Baton Rouge as part of a Navy recruiting program during which she was to be open to the public. But before she got to Baton

Rouge, the mighty Mississippi presented some real problems—the likes of which submariners never encountered at sea.

First, she ran into fog. "In fog at sea," the skipper, Lt. Comdr. Jack R. Gladin, explained, "we can use radar to spot obstacles at great distances, then we have plenty of time to avoid them. But on this river, we were jammed into a narrow channel with all kinds of craft passing us on both sides. So our radar could not give us sufficient advance warning to maneuver safely. When the fog became so thick that we couldn't see the bow from the bridge, we decided to drop anchor."

Then another problem: The anchors wouldn't hold in the deep layer of silt on the river bottom and the sub began to drift. The *Quillback's* officers quickly arranged with a towboat captain to tie up alongside his barges, which were solidly anchored along the bank, and that ended the drifting

(See SUBMARINE, page 5)

Paul To New Post

Daniel J. Paul, who was formerly head of long range economics and planning in the Marine's Logistics and Planning function, is now operations manager in the New York Branch. He replaces Richard L. Vukin who has accepted a position in the Logistics Department of Exxon Corporation in New York City. Both assignments became effective January 1.



THE CREW in the *Esso Baltimore* may have been a little short on cocoa for a while recently, but for good reason—and there were no complaints. During the vessel's voyage from Baton Rouge to New York, radar trouble developed. Seems as though a servomotor belt in the 10 cm radar broke. As Captain R. E. Parkhurst tells it: "We had no spares and Radio Officer Rex G. Carpenter (called Mr. Fixit on our ship) scrounged all over the vessel trying to locate a rubber belt about 4 inches in diameter to get the radar going again. First he tried heavy rubber bands, but they broke. Then he tried plaiting a heavy cord out of twine, but that slipped off. Finally, he was telling Steward Leo Oliveira about his problem and Mr. Oliveira helped solve it. He took a small rubber gasket from the cocoa machine and although it was smaller than was needed, it

was quite strong and kept the radar working all the way to New York. Mr. Carpenter and Leo Oliveira did a good job, and both are to be complimented for their interest and persistency in getting the radar to operate," Captain Parkhurst said.

TO GET the "feel" for big ship operations, an associate editor of *Fortune* magazine boarded the *Exxon Baton Rouge* recently when she was at anchorage in the Narrows (near the Verrazano-Narrows Bridge) and rode her into Bayway. He was preparing an article on the need for a larger merchant marine and the development of deepwater terminals. During the voyage, he discussed ship operations and procedures with Captain Roger A. Steward and other officers. The article is scheduled for the March issue of *Fortune*.

Interest Rates On Loans Increased

The Trustee of the Thrift Fund is notifying all participants that there will be an increase in interest rates charged on loans made or recast on or after February 22, 1973. Loans amounting to \$15,000 or less will continue to be insured. The insurance charge will be 1/2 of 1 percent per annum, making a total charge for interest and insurance of 6 1/2 percent for loans of \$15,000 or less. This change in interest rates is in line with the

Trustee's objectives of maintaining a reasonable cost to borrowers and a fair return on participants' unallocated cash balances, and reflects the recent general increase in interest rates.

No changes have been made in other Thrift Fund loan regulations.

The Trustee has mailed a letter to the Thrift Plan address of each participant explaining the interest rate change in detail. If you have any questions, call the Benefits Section in the Marine Department Houston Office, Extension 2787.

95-Cent Dividend Declared By Exxon

The Board of Directors of Exxon Corporation on January 31 declared a cash dividend of 95 cents per share on the capital stock, payable on March 10, 1973, to shareholders of record at the close of business on February 9.

This dividend is the same as that paid in the first quarter of 1972. Dividend payments for the full year 1972 totaled \$3.80 per share.

Marion C. Willey Dies

Marion C. Willey, 54, died on February 5 at Mandeville, Louisiana. Mr. Willey joined the company on March 16, 1970, as 3rd assistant engineer in the *Esso Baltimore*. He sailed as 3rd and 2nd assistant in various vessels in the fleet during his comparatively short career with the company. His last assignment was as 3rd assistant in the *Esso Lima*. He is survived by his widow.

Irish Newspaper Salutes Company

GEORGE DAGG, who retired in 1958 as electrician in the *Esso Raleigh*, sent in a page from the newspaper, *Irish Independent*, which shows how well the company is thought of in the Irish Republic. The page, which Mr. Dagg received from a relative in Ireland (Mr. Dagg lives in Port Washington, New York), contains articles featuring the 50th anniversary of Esso in the Irish Republic.

"The Irish Free State was not yet a year old when Esso gave a massive boost to its morale and showed a remarkable confidence in its future by becoming the first major company to be registered in it," the lead article said. Other notable "firsts" the Irish Republic credits to the company include:

- First to introduce curbside petrol pump in Dublin, in 1923, which partly relieved motorists of the necessity of carrying their supply of fuel with them in two-gallon cans.

- It started the first major development of its kind in the South West of Ireland when in 1925 it erected an ocean terminal at Foynes, with a capacity of 4 1/2 million gallons of motor spirit and kerosine.

- It fueled the first trans-Atlantic aircraft to arrive at Foynes in 1927.

- In 1933, it was the first company to introduce bottled motor oil.

- In 1949, it brought into Foynes the first ocean tanker with a cargo of 2 1/2 million gallons of aviation spirit for fueling planes at Shannon Airport.

- In 1955, it installed at Shannon Airport a hydrant system for speedy fuelling which was the first in Ireland, and the largest in Europe.

"In addition to the many notable achievements that our company made, not only overseas but in the United States as well, you can see why I am proud to say that I worked for it," Mr. Dagg said.



MANAGERS OF Marine Department branch offices attended a meeting in Houston on January 29 and 30, during which they reported on their respective areas of operation and heard talks by Marine Department managers from the headquarters office. Subjects discussed during the two-day session included operations and personnel procedures and pollution control measures. Marine General Manager Emmett A. Humble moderated the meeting which also included a number of question and answer periods. Branch managers attending the meeting are shown above, from the left, seated: Lawrence Roth, Benicia; Captain Sam V. Gardner, Baton Rouge; Al Giallorenzi, New York; and R. T. Williams, Jr., Baltimore. Standing, from the left, are: Jack W. Bennett, Boston; John M. Sachs, Port Everglades; and Stanley B. Haas, Baytown.

Mrs. Bentley Assails West Coast Strike

"The recent 41-day strike out on the West Coast did more to turn hard-won lucrative cargoes away from American ships than anything I've seen in the last three years," said Helen Delich Bentley, chairman of the Federal Maritime Commission. Speaking at a meeting of the Council of American Master Mariners in New York City recently, Mrs. Bentley said:

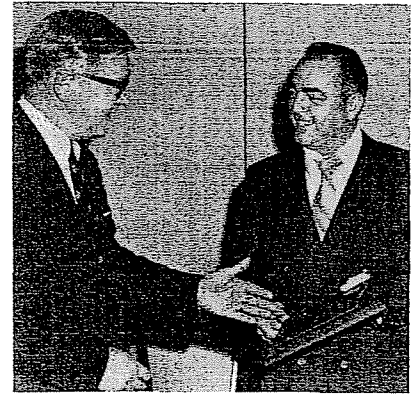
"I know there were ships' captains at fault. And much of the time, effort, and money put out by the Maritime Administration to lure cargoes back to our fleet and to urge shippers to give the American Merchant Marine another chance has all but gone for naught. The full effect of that MMPU strike has not yet been felt. It's going to take us ten years

to get over this one."

Mrs. Bentley said that the ramifications of the strike are staggering. "You know as well as I that it costs anywhere between 25 and 90 million dollars to build a ship in this country. How many companies do you think can foot that kind of bill without some assurance that the ships will be running?"

The chairman pointed out that as a result of the West Coast stoppage last fall, at least two American lines emerged shaky at best, near bankruptcy at worst. "An industry in severe danger of sinking obviously can't afford to be so regularly struck," she said.

Mrs. Bentley reiterated that labor must share the responsibility in keeping the U.S. Merchant



INLAND EMPLOYEES in the Boston Branch completed 1972 with no lost-time injuries to lead those in all other Marine Department branches and capture the "Best Branch Safety Award" plaque for the year. The plaque was awarded during the two-day meeting of branch managers in Houston in January. In the photo above, Stanley B. Haas, left, manager of the Baytown Branch, which won the award in 1971, congratulates Boston Branch Manager Jack W. Bennett. The record represents some 53,000 manhours of work. The entire inland fleet reported a total of 12 lost-time injuries last year—a 1/3 reduction over 1971. Baton Rouge Branch employees showed the greatest improvement, reducing their injuries from 6 in 1971 to 2 in 1972. Employees in the New York Branch also had a good record, reducing their injuries from 10 in 1971 to 4 last year.

Marine viable, and she warned that any further strikes or excessive union demands might do irreparable harm. "I call on you who are the leaders in this industry to act as responsibly as is necessary to insure the future of American shipping," she said. "We in government certainly cannot do it all. Neither can management, and neither can you (the Council of American Master Mariners). Together, though, we can pull all the diverse elements in the same direction, with the resulting benefactor being a stable American economy—and a prosperous national citizenry."

Marine Department Announces Organization, Personnel Changes

In the interest of more efficient operations, the Marine Department has realigned certain of its activities, effective February 1. The principal functions of the department are Operations, Engineering & Planning, Administrative, and Marine Controllers. Each function continues to be headed by its present manager who reports to the Marine Department General Manager.

The functions, their managers, and a brief summary of basic changes follow:

OPERATIONS—F. Ames Smith, Manager. Two new operating positions have been established: 1) Ocean Operations with Captain Leonard H. Earle as Manager and 2) Port Operations with A. D. Mookhoek as Manager. Both report to the Operations Manager.

Captain Earle is responsible for tanker fleet operations and reporting to him are: Port Captain—Captain Torrance Inman

(Acting); Port Engineer—T. J. McTaggart; Repair Superintendent—J. C. Sarne; and Allocation & Dispatch—H. L. Goedeke and George Saunders.

Mr. Mookhoek is responsible for inland operations and agency services for the ocean tanker fleet. Reporting to him are the following branch managers: J. W. Bennett, Boston; R. T. Williams, Jr., Baltimore; Captain S. V. Gardner, Baton Rouge; S. B. Haas, Baytown; L. D. Roth, Benicia; A. Giallorenzi, New York; and J. M. Sachs, Port Everglades. L. D. Hughes, Inland Waterways Coordinator in the Houston Office also reports to Mr. Mookhoek.

ENGINEERING & PLANNING—R. R. Hemminghaus, Manager. The Technical Section was moved from Operations to Engineering & Planning and retitled Engineering Section. K. W. Waldorf remains as Engineering Manager. He is responsible for engineering design and tech-

nical service and reports directly to the Engineering & Planning Manager, as do the following: Environmental Conservation Coordinator—L. G. Cox; Economics & Planning Manager—to be announced; Ocean Tonnage Coordinator—W. F. Robinson.

ADMINISTRATIVE—E. W. McNeil, Jr., Manager. All fleet benefit plans administration activities have been consolidated into other benefit work to form a single unit under the Benefits Administrator, E. C. Fischer, who reports directly to Mr. McNeil. Also reporting to him are: Labor Relations Coordinator—Captain D. E. Graham; Materials & Services Coordinator—D. M. Sears; Safety & Training Coordinator—B. E. Crawford; and Fleet Manning Supervisor—P. J. McEwan.

MARINE CONTROLLERS—W. F. Atwood, Controller. There were no changes in this function.

TRAINING

(Continued from page 1)

duties involving the safety of their ships.

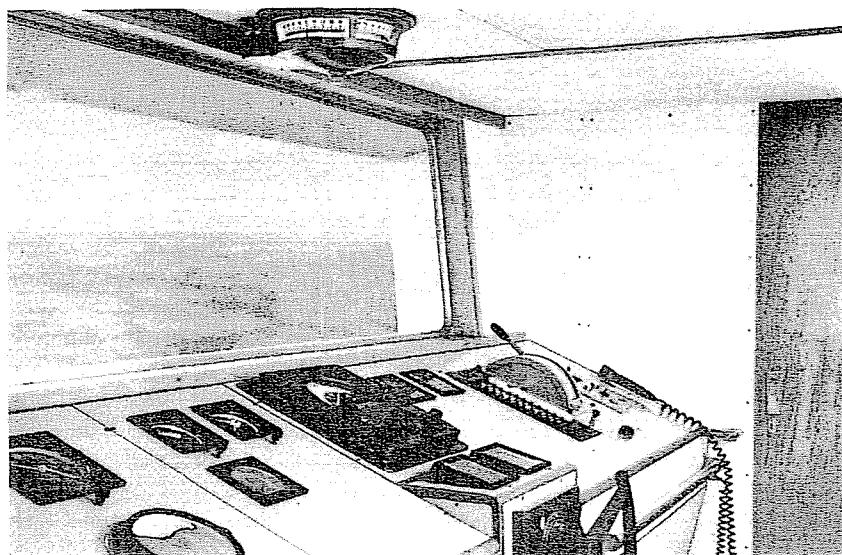
Two officers have already completed the week-long course. They are L. H. Staar and Jean S. Brower, both chief mates and relieving masters.

"I feel that during the six days of intensive training and instruction, I gained experience that would normally take years to attain," Captain Staar said. "We received training in anchorage approach, entering a narrow channel, picking up a pilot, approaching a single point mooring, and the Williamson turn. Various wind and current conditions were effectively simulated in both loaded and ballast conditions and a recorder provided a record of speed, rudder angle, course, and position for evaluation of each maneuver," he explained. The need for planning a maneuver and

the value of teamwork were also stressed during the course. Classes are small and officers are encouraged to work closely together as a team so that all may benefit from the experience of others as a means of preventing

one-man errors.

The third relieving master to take the course is John B. Sappington who joined the class starting February 12. Other officers will be selected for training and named later.



View of bridge console. Scene on big screen is open sea.

SUBMARINE

(Continued from page 1)

problem. When the fog lifted, pilots conducted the submarine up the meandering river as far as downtown Baton Rouge. It was dark when the craft arrived. As she attempted to berth, a check soon revealed that the berth had only 12 feet of water, instead of 25 feet as the *Quillback* had been informed previously (full afloat, the craft draws 20 feet of water).

Because of darkness, the threat of more fog, and the lack of a safe place to dock, the *Quillback's* situation became critical. At a downtown dockman's suggestion, the sub churned her way on up-river to the Exxon Marine Department dock to ask for a safe mooring. Permission was quickly granted, but in the available dock space, the river current was so strong that it broke the sub's mooring lines. The critical situation became an emergency.

Someone on the refinery dock suggested that a nearby Exxon barge was more sheltered from the current, so that's where the *Quillback* went.

"After 22 straight hours on the river, I was never happier to see anything than I was to see that friendly tiger and that Exxon barge," the sub skipper said. "And little did I know that gracious hosts the Exxon people were

going to be during our stay here when we held open house. They put up safety rails to protect the hundreds of visitors to the *Quillback*, covered an embankment with white shell to facilitate parking, and refinery and Marine Department supervisors and security people were on hand to help however they could. I will be eternally grateful for the safe refuge and all other courtesies that Exxon extended to us," the captain said, and added: "If Navy regulations permitted, I'm sure our crew would vote to be known from now on as the *Quillback Tigers*."

BEST HOSPITALITY

In a letter to Captain Sam V. Gardner, Baton Rouge Branch Manager, Lt. Comdr. R. Riedel, commanding officer of the Naval and Marine Corps Reserve Training Center at Baton Rouge, said: "Recently *USS Quillback* (SS 424) was an unexpected guest at Exxon. You and the others at Exxon helped make the visit most enjoyable and successful.

"Nearly 10,000 people toured the submarine and many more would have if time permitted.

"Captain Gladin and his crew told me that the hospitality shown them by Exxon employees was the best they had received in any port."

Nolan, Broussard On New Assignments Ashore



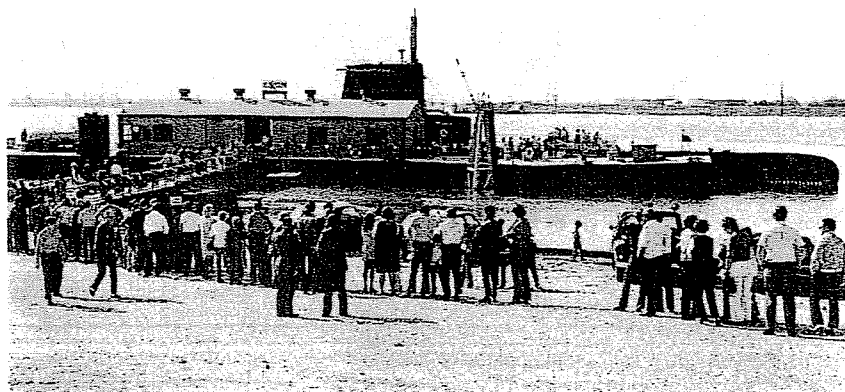
Nolan

Broussard

Peter A. Nolan, who has been serving as senior personnel assistant in the New York Branch Office since April 1, 1972, transfers to the Marine Department headquarters office in Houston as analyst in the Economics & Planning Section, effective February 15.

Mr. Nolan graduated from the New York State Maritime Academy in 1968 and joined the fleet as third mate in the *Esso Boston*. He came ashore to Marine Department headquarters in June, 1970, to work in Logistics & Planning and later in Administrative where he was program coordinator for the Marine Officers Conferences. He returned to the fleet as third mate in the *Esso Huntington* in October, 1970, and in June, 1971, he transferred to the New York Branch where he served first as transportation allocator and later as senior personnel assistant.

Joseph A. Broussard has been named to replace Mr. Nolan in the New York Branch. Mr. Broussard graduated from St. Mary's Seminary in Houston with degrees in Philosophy and Theology. Later, on October 25, 1968, he joined the Stewards Department in the *Exxon New Orleans*. He was serving in the *Exxon San Francisco* when his new shoreside appointment became effective.



Part of crowd of 10,000 who visited submarine tied up to Marine Department landing barge.

Safety Officer, 4 Seagoing Employees Retire

ALBERT B. RANDALL, Jr., retired on February 1 as Marine Department safety officer. Mr. Randall



joined the company in April, 1933 as OS in the *W. S. Farish*. Later that year, he transferred to the *F. Q. Barstow* in which he served successively as wiper, fireman, and oiler. In October 1934 he became pumpman in the *Beaconoil* and a year later he joined the *Chester O. Swain* as oiler. From February, 1935 to October, 1936, he worked in a special shoreside assignment as a staff member in the company's dispatch office in New York. From October, 1942 to September, 1944, Mr. Randall was a Lieutenant (jg) in the Navy at Norfolk, Virginia, where he served as fueling officer. He returned to the company's New York office in March, 1947, and served in Operations, including the position of chief of ships performance analysis and demurrage and port information sections. He was made material control supervisor in April 1961 when he transferred to the Houston Office. In October, 1963 he became an assistant to the port staff. Mr. Randall was named safety officer in December, 1967. He lives in Spring, Texas.

HUGH D. GRACE retired January 1 as A/Oiler in the *Esso Houston*. Mr. Grace joined the fleet on October 6, 1952 as wiper in the *Queenston Heights*. He became fireman/watertender in the *Esso Allentown* in January, 1954 and about nine months



later he transferred to the *Esso Utica* as OS. He joined the *Esso Jamestown* as oiler in December,

1958 and served in this capacity in a number of company vessels. Mr. Grace lives in Vidalia, Georgia.

JOHN B. SAYLORS, who retired January 1, joined the Marine Department on April 7, 1946 as pumpman in the *Esso Richmond*. He left the fleet several months later and was reemployed in January, 1951 as fireman/watertender in the *Esso Greenville*. He became 2nd pumpman in the *Esso Montpelier* in February, 1951 and advanced to chief pumpman about a year later and served in this rating for the first time in the *Crown Point*. He was 2nd and chief pumpman for the remainder of his career in various company vessels. His last ship was the *Esso Lexington*. Mr. Saylor's lives in Chester, South Carolina.

WILLIAM L. JONES retired January 1. Mr. Jones, who lives in Frostburg, Maryland, began his seagoing career with the company in November, 1952 as wiper in the *Kern Hills*. Two years later, he was OS in the *Esso Asheville*. He joined the *Esso Gettysburg* in December, 1959 as fireman/watertender and became oiler in the *Esso Suez* in April, 1960. He served as oiler in various company ships and was A/Oiler in the *Esso Huntington* when he retired.

JOHN HUNTLEY, began his career with the fleet in 1952 as messman in the *Esso Linden*. He served as messman or utilityman during his 20 year career and was messman in the *Esso Lexington* when he retired on February 1. Mr. Huntley lives in Baytown, Texas.

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); Emmett A. Humble, general manager; Sydney Wire, assistant 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.

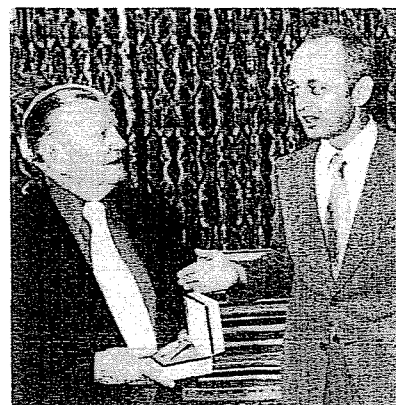
SERVICE AWARDS

40 Years



John B. Ireland, Jr., repair inspector, completed 40 years service on January 8. He is shown being congratulated by General Manager Emmett A. Humble.

30 Years



Captain Thomas K. Lawton received his 30-year service emblem and watch from Mr. Humble during a recent visit to the Marine Department headquarters office in Houston.



Edward B. Maher, right, in headquarters Administrative-Fleet Manning Section, was congratulated by Administrative Manager E. W. McNeil, Jr., for 30 years of service completed on January 10.