EXXON FLEET NEWS

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Applications For Scholarships Due By Janurary 1

Candidates for 1976 Teagle Foundation Scholarships to specified colleges and universities should file applications by January 1. Candidates for scholarships in medicine, theology, nursing, dentistry, osteopathy, and physical therapy will file later.

Applicants for scholarships must not be over 30 years old when the fall term begins and must be:

- Employees with at least three years of service.
- Children of employees with at least three years of service.
- Children of employees who died in the company's service.
- Children of living or deceased annuitants.

Qualifying students can submit applications to one or more of the following schools by filing a separate form for each: Cornell University, Massachusetts Institute of Technology, Rice University, Tulane University, Harvard University Graduate School of Business Administration, Wharton Graduate Division of the University of Pennsylvania and the Claremont group of colleges in California.

The foundation will forward the application of each candidate to his or her chosen school.

Application forms and additional information regarding scholarships may be obtained from Mrs. Betty Butler, Benefits & Compensation, Houston Office, Extension 2787.



PERSONNEL IN THE EXXON SEATTLE are shown here "unfurling" the National Safety Council Green Cross flag which was presented to them recently, along with a Jones F. Devlin certificate, for sailing two consecutive years without a disabling injury aboard. The vessel's good record is continuing with personnel working more than 925,000 manhours from April 30, 1972, through October 31, 1975. Port Engineer T. J. McTaggart, left, presented the awards to the ship on behalf of the Marine Department. Ship's personnel who helped celebrate the occasion were, from Mr. McTaggart's left, Marvin Walker, baker; James Galbraith, OS; Henry Hutto, Jr., chief cook; Walter A. Johnson, chief mate; James E. Fowler, chief engineer; and Captain J. A. Morrell. Others on deck for the ceremony included Albert Wooten, 3rd mate; James Sexton and Raymond Rokicki, both ABs; and Joao De Sousa Costa, chief steward.

6 Take Diesel Engine Course

You don't have to be an engineer or a super mechanic to know that nearly any engine lasts longer and runs better if it is kept properly lubricated, adjusted, and timed. Any automobile owner knows the value of this type of preventive maintenance.

However, it sometimes takes a little advanced "know how" to do these things, especially if the engines are large diesels such as those used to run our towboats and operate cargo pumps on barges and bow thrusters on tankers and barges.

To obtain this extra know-how, six employees involved in engine operation and maintenance aboard inland and ocean vessels have attended one of two four-day training courses conducted by Mustang Tractor & Equipment Company in Houston. The whole thrust of the course, conducted by highly-trained instructors, was on the kind of preventive maintenance steps to take, not only to keep

(See TRAINING COURSE, page 4)

15 Officers Participate In 5-Day Orientation Program



NINE NEWLY-HIRED Deck and Engine officers and six regular employees attended an orientation course in the Houston Office during the week of November 17. Third Assistant Engineers, seated from the left, are Gary G. Helfert and Thomas R. Harris, both from the State University of New York Maritime College; Leroy W. LeFlore, Texas Maritime Academy; Joseph F. Glennon, U.S. Merchant Marine Academy; and Thomas L. Campisi, State University of New York College. Third Mates, standing from the left, are Burnice E. Malpass, Jr., Stephen R. King, Richard N. Gardner, Robert M. Spear, Matthew L. Cote, and Ronald E. Gibson (all regular employees), Stephen H. Merrill, Maine Maritime Academy; William J. Skahan and Arthur H. Sulzer, both from the State of New York Maritime College; and Patrick J. Modic, U.S. Merchant Marine Academy. Malpass and Gibson obtained their licenses while working as ABs. King obtained his license from the Maine Maritime Academy; Gardner from the Texas Maritime Academy; Spear from Maine Maritime Academy; and Cote from the U.S. Merchant Marine Academy.

Chartering Coordinator Albert Reining Retires; Had Nearly 48 Years' Service



Albert J. Reining, left, and Stanley W. Bumgardner chat over a cup of coffee at Mr. Reining's retirement party in Houston Office.

Albert J. Reining, who for the past 25 years has been involved in the exotic world of tanker chartering, retired October 31 as chartering coordinator in the Exxon Marine Department in Houston.

Mr. Reining began his company career in January, 1928, when he joined the Personnel and Training Department of Standard Oil Company of New Jersey as a mail boy. Two months later, he transferred to Standard Shipping Company as office boy. He later held several positions in the Finance Department there before enlisting in the Army in October, 1942.

Following 3½ years in the Army, during which he advanced to first lieutenant, Mr. Reining returned to the company in May, 1946, as Port Information Clerk in the Operations Section. Later that same year, he transferred to the Traffic Department and on September 4, 1956, he became Senior Chartering Assistant in the Chartering Section. Since then, Mr. Reining has worked both sides of the street—chartering company ships to others and chartering ships from other companies for our own use—depending on the need at the time.

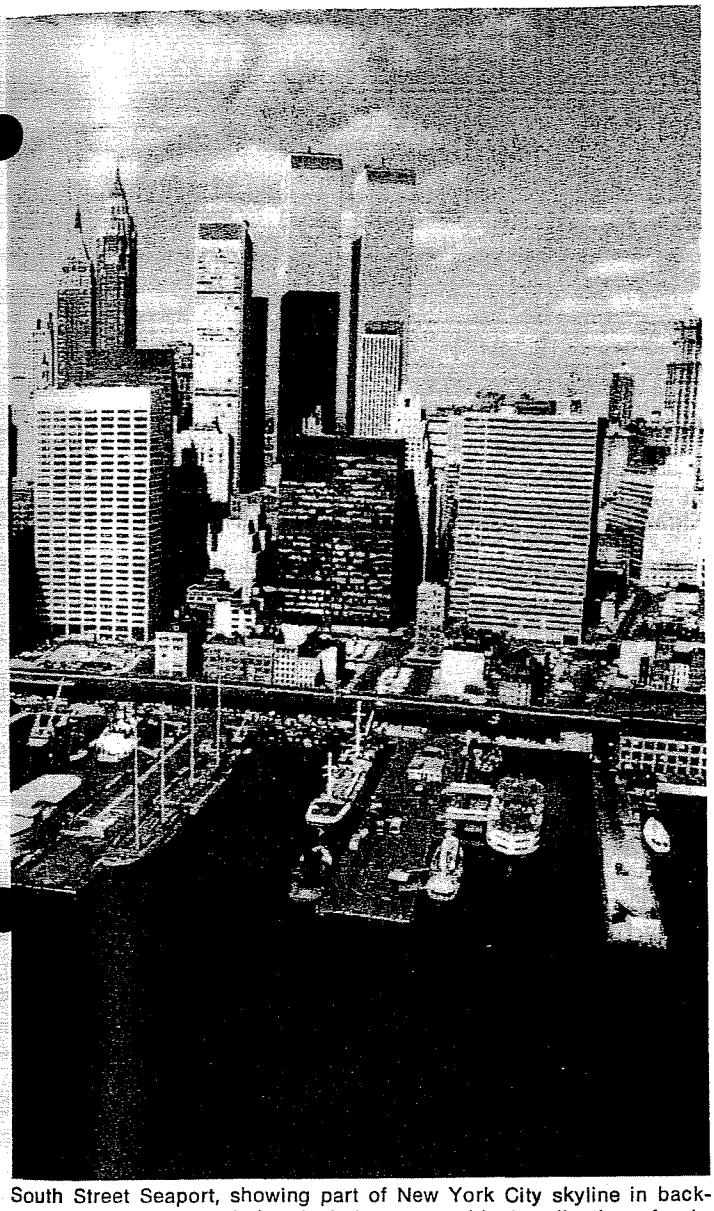
When he first became a chartering coordinator, Mr. Reining chartered ships worldwide for the Esso Shipping Company. The American tanker fleet has been his concern for the past 15 years, and during the past few years his biggest concern has been chartering out Exxon USA ships to keep the fleet busy. "Demand for petroleum products has dropped off all over the world, and a lot of tankers are tied up," he said. "So far, we've managed to keep our ships busy."

As for his own plans now that he has retired, Mr. Reining said, "I haven't decided definitely what I'll do. I'll just take things easy and see what develops."

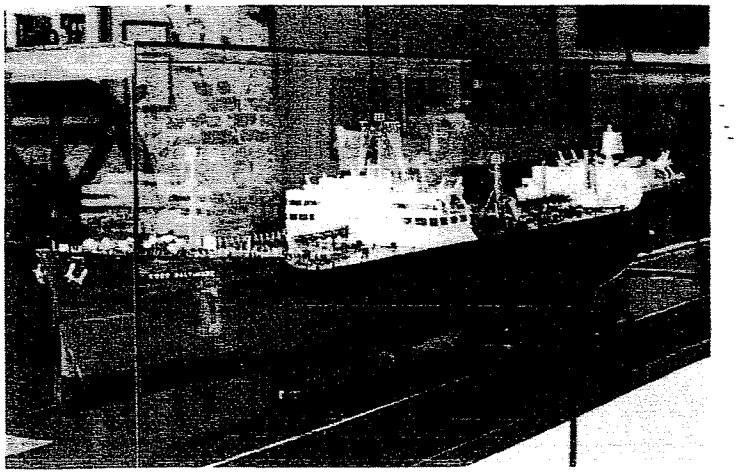
Bumgardner Assumes Reining's Duties

Stanley W. Bumgardner, senior staff analyst in Engineering & Planning, will assume duties performed by Mr. Reining. Mr. Bumgardner joined the company in 1967 as a process engineer at Baton Rouge Refinery. He later became section supervisor in the refinery's Mathematics, Computer & Systems Department. In 1973, he transferred to the Refining Department in Houston as senior staff analyst in the Fuel Products Planning and Technical group, the position he held prior to transferring to Marine. Mr. Bumgardner is married and has four daughters.

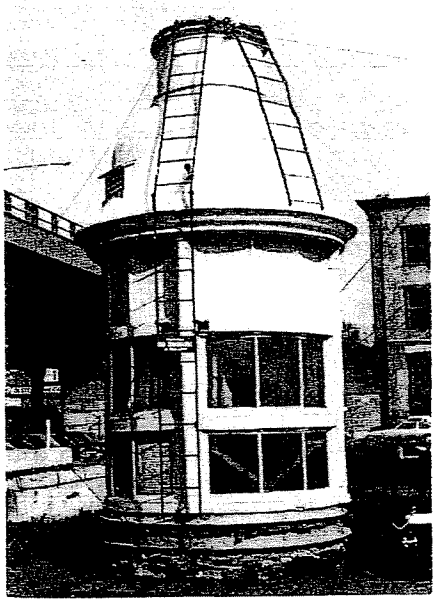
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South Street Seaport, showing part of New York City skyline in background, will be expanded to include a seven-block collection of cobblestone streets, old buildings, restored sailing ships, and busy shops.



Model of *Exxon Baltimore*, in glass case, is popular attraction for tourists visiting the Steam Room at South Street Seaport museum.



Titanic Memorial Lighthouse, in storage since 1968 when old Seamen's Church Institute was torn down, will be major feature in new park at entrance to seaport.

South Street Seaport Features Old Ships, Buildings, Museum

The next time you are in New York and have a few hours to spare, you may want to visit South Street Seaport at 203 Front Street. It's located in a setting of old buildings surrounding the Fish Market block built from 1811 on. Public displays include a Gloucester fishing schooner of 1893; the Ambrose Lightship, which was stationed at the main ship channel into New York Harbor for 28 years beginning in 1908; and the *Wavertree*, one of the last surviving square-rigged, iron-hulled ships that carried cargo under sail. There is no charge for viewing these and other ships from the pier, but there is a charge of $1 for adults and .50¢ for children when boarding several of the old vessels. The buildings on South Street are proudest of all—from old warehouses and second floor counting houses to shops including art galleries offering maritime prints, paintings, books, charts, and everything for model-making. The South Street Museum at No. 16 Fulton Street contains paintings, a figurehead, and a number of models of ships, including the *Exxon Baltimore* which the company donated to the museum in 1971. Ships, shops, and galleries are open to museum visitors from 12-6 every day except Thanksgiving and Christmas.

Exxon Corporation recently announced a $200,000 grant to South Street Seaport as part of the company's bicentennial program. The gift will be used to construct a park at the entrance to the seaport. A major feature of the park will be the Titanic Memorial Lighthouse, which will be fully restored. The old lighthouse was dedicated in 1913 atop the old Seamen's Church Institute as a monument to the 1,517 people who died on the ocean liner *Titanic* on April 15, 1912, after a collision with an iceberg. From 1913 until 1967, the lighthouse's beacon and time ball were visible 10 miles out to sea. Each day at precisely noon, the ball would slide down the pole and mariners within sight would set their chronometers by it. In addition to the lighthouse, the park's plans call for a flagstone and Belgian block plaza, with benches and trees. The walkways will be bordered by appropriately styled lamp posts.

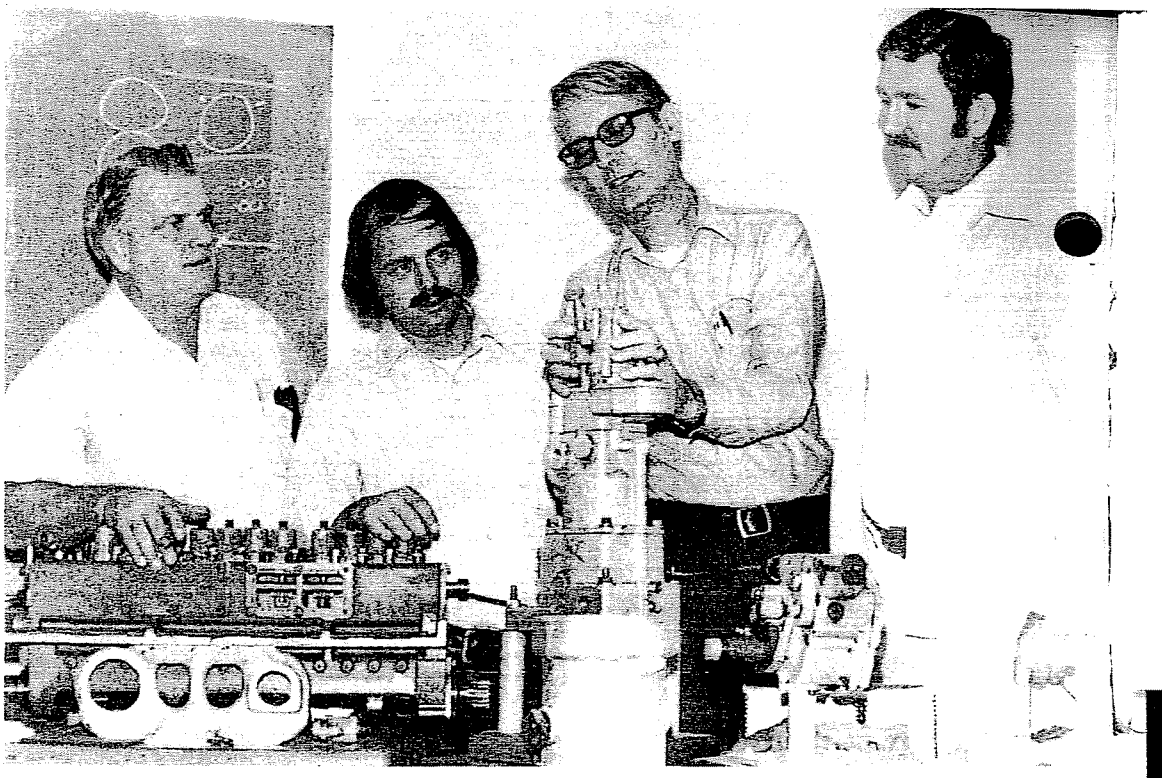
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TRAINING COURSE
(continued from page 1)

Caterpillar diesel engines operating efficiently and economically, but also to keep them running longer to reduce costly, time-taking overhaul periods.

Attending the four-day session in September were Aubrey H. Smith, captain of the *Exxon Crystal River,* and David W. Costill, mate in the *Exxon Garden State,* both vessels in the New York Branch; and Antoine L. Berard, utilityman in the *Exxon Mississippi,* Baton Rouge Branch. Attending the course in November were W. R. Breshears, inland construction inspector, Houston; Elam MacConnell, chief engineer in the *Exxon Connecticut,* New York Branch; and Ralph D. Brooks, III, mate in the *Exxon Garden State.*

The course included classroom studies where instructors used blackboard diagrams, training films, and parts of diesel engines to show how to perform maintenance procedures. The group later moved outside where entire engines were stored for further demonstrations and instructions. Subjects studied included air induction and exhaust systems; fuel flow and fuel injection systems; lubrication; cooling system maintenance; engine timing; removal and installation of fuel injection pumps, valves, and cylinder liners; and other related maintenance procedures. Each participant was given a detailed engine service manual, and at the end of the course he was presented a "Completion Certificate."



Caterpillar Training Instructor Dave Forest explains how to set diesel engine governor to Elam MacConnell, left, Ralph D. Brooks, III, and W. R. Breshears, right.

For Emergencies Only

The Fleet Manning Section has a personnel coordinator on call nights and weekends to handle emergency situations only, such as a serious illness or a death in the family. To keep this telephone line free for handling emergencies, please do not call for routine information such as vessel arrivals, departures, and paid leave questions during non-office hours.

OCTOBER UNITS $9.77

The Thrift Fund trustee has advised that the value of each unit in the equity portfolio as of the last business day in October 1975 is $9.77.

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); O. R. Menton, General Manager.

GENE LEGLER Editor

Service Awards

30 Years

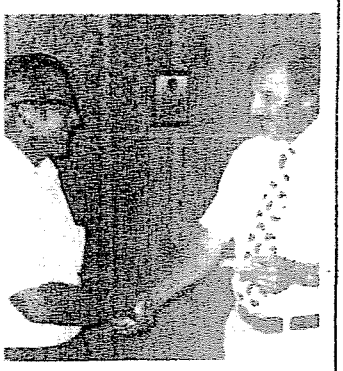


A number of shoreside and inland waterways employees at Norfolk helped Barge Captain Raymond H. McCoy celebrate his 30th anniversary recently. Shown from the left are; J. S. Burkart, operations supervisor; Mrs. McCoy and Captain McCoy; Willie G. Berry, barge *captain; Mrs. Freda Smith, transportation allocator; and Cecil Tebo,* annuitant and former barge captain.



Peter Kustishock, right receives 30 year service emblem from Al Giallorenzi, New York *Branch Manager. Mr. Kusti*shock, captain of Barge 17, was also presented a clock and honored at a luncheon.

20 Years



Harry Grady, Jr., left in photo, repair inspector in the New York Branch, receives congratulations and a 20-year service emblem presented on behalf of *the company by Operations* Manager L. T. Snead.

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