EXXON FLEET NEWS

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

Volume 15, Number 15 July 30, 1973

Be Sure You Choose Right Form To Use

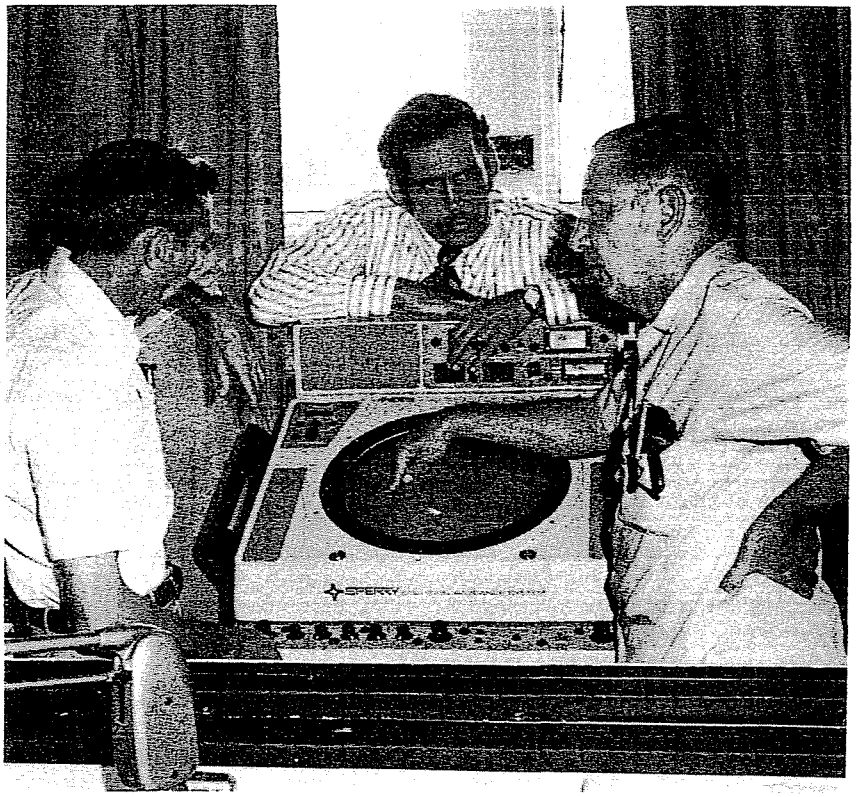
When you came to work for the company, you filled out employment forms. When you retire, you'll need to fill out retirement forms. In the years between the time you were hired and when you retire, you'll doubtless have occasion to fill out other types of forms dealing with stock sales, loans, and so forth. Of course, form-filling-out is a necessary part of doing business—how else can transactions be made as you want them?

Here's the point (really two points): To effect the transaction YOU want without delay, it's highly important that: 1) you use the right form; and 2) you carefully fill out the form, giving the exact information called for.

Now, as to Number 1—use the right form. There's a form for every Thrift Fund transaction and each has an identification number in the upper left-hand corner (you'll have to put on your bifocals to see it, but it's there). Be sure any forms you fill out are current, as listed on page 3. They can be obtained from the master on board ship or at any branch office. If you are at home, you can write or call the Marine Department Benefits Administrator in Houston for the form needed.

As for Point Number 2, carefully filling out the form, giving the exact information called for usually takes a little careful thinking and checking. You will find it helpful to refer to your "A Guide To Your Employee Benefits" booklet—it's

(See THRIFT FORMS, page 3)



Discussing new CA system in *Exxon Baton Rouge* are, from left, Emile Gibbons, field engineer, Sperry Rand Corporation; William T. Ballantine, project engineer in Marine Department's Engineering Section; and Captain George Beck, Jr.

New CA System Installed In 'Baton Rouge'

An updated Collision-Avoidance Radar System is now in operation in the *Exxon Baton Rouge*.

A similar system was installed in this vessel about mid-1971 for evaluation at sea. The new equipment contains a number of improvements, all designed to provide a video picture of navigational and traffic conditions surrounding the ship and to show safe headings to avoid targets, such as other vessels, buoys, and shoals.

Equipment making up the newly-improved system, designed and installed by Sperry Rand Corporation, includes a digital computer and a control indicator console and display. This equipment requires about ¼th the space taken by the older model.

The CA unit operates in conjunction with the ship's radar and is located in the wheelhouse next to it. Target detection and acquisition are performed on the radar while the computer performs the tracking, makes computations, and displays the future track and predicted area of danger for each

(See CA SYSTEM, page 5)



Sailing Coach Earl Schubert keeps a close watch as one of his academy students maneuvers boat at sea.



Mr. Schubert, wearing shirt, instructs midshipman in the art of setting sail.

Schubert Teaches Small Boat Handling At Kings Point

Last March, when 3rd Assistant Engineer Earl P. Schubert visited his brother who is a midshipman at the U. S. Merchant Marine Academy at Kings Point, New York, little did he anticipate that he would soon become a part of the teaching staff at the academy —temporarily, that is.

"I learned of the academy's need for a small boat instructor to fill a temporary vacancy and, after talking with several academy officials, I was offered an opportunity to fill the vacancy. As a Kings Point graduate myself, I considered it quite an honor to be invited back as a member of the staff. I contacted the Marine Department and asked for a five-month's leave of absence. My request was granted under the company's Public Service Leave of Absence Policy, and in April I joined the staff at Kings Point," he explained.

"I have had to put in many hours of study in order to conduct classroom sessions in the theory of small boat handling, but my sea experience has helped a lot in teaching the practical side of the subject. I like to teach because it helps me keep alert and improves my ability to communicate with others, something that I can use throughout my career whether afloat or ashore," Mr. Schubert said.

Small boats aren't new to the young 3rd assistant. His interest in them began at the age of 8 when he was given his first sailboat. As he grew older, and as time and money afforded, he spent his energy either sailing or swapping for larger and larger boats. "Each swap depleted my bank account, but I finally got the one that I really wanted—a 40-foot cutter with a 58-foot mast and a 25-horsepower engine to get her in and out of port. I loved that boat so much that when I *was* home on paid leave, I slept in her," he said. His boat was anchored at a marina at Galesville, Maryland, near Washington, D. C.

We use the word "was" because one day last October, Mr. Schubert attempted to start the engine and an explosion followed that not only destroyed the boat but sent him to the hospital with serious injuries.

"I finally recovered from that mishap and plan to buy another boat when I complete my assignment at the academy," he said.

Not all of Mr. Schubert's involvement at the academy has been in teaching assignments. He recently participated in a 3-day ocean yacht race from Marblehead (near Boston) to Halifax. The boat was the *Indigo* and four of her 12-man crew were students of his at the academy. Mr. Schubert was navigator for the crew.

An engineer serving as navigator?

"Yep, but I've studied navigation and I've been navigator on my own boats which I've sailed from Maine to Virginia," Mr. Schubert said.

The boat finished 10th in the race—"but it wasn't because of my navigating. We ran into some heavy weather along the course and had to take evasive action that delayed us," he explained. "Even though we finished 10th, it wasn't bad considering that we were competing with some 130 other boats."

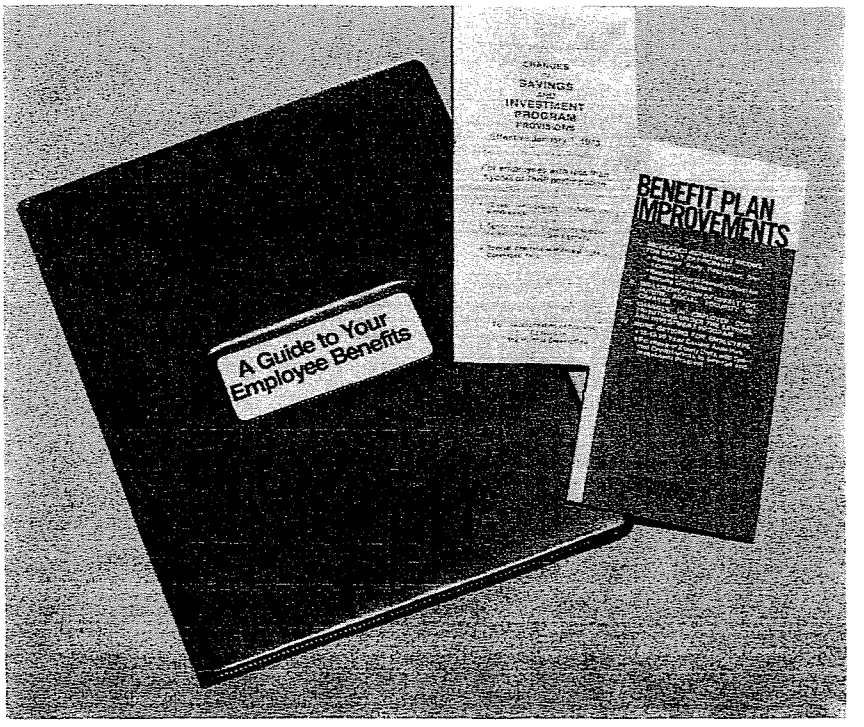
Mr. Schubert returned from the big race just in time to start preparing for the next class of plebes at the academy. "Starting on July 17, I began a two-weeks' period of indoctrinating the freshmen in waterfront operations, in addition to holding classes," he said.

"I take my teaching assignments seriously because a knowledge of small boat handling is necessary for a student to get a license. Someday, one or more of my students may come to work in the Exxon Fleet, and if they do, I want them to be the best trained seamen we've ever hired."

EXX-MOR-006486

THRIFT FORMS
(continued from page 1)

shown at the left in the picture and has a red cover. Also, the brochure "Benefit Plan Improvements" was mailed to your home earlier this year and a copy has been sent to each ship. Another brochure, "Changes in Savings and Investment Program" was sent to each employee with *less* than five years of service. They supplement and update the red booklet. The main point here is to make sure that you are armed with the right information so that you can check the right boxes and supply the detailed kind of information requested on the form. Be sure to sign the form.



The booklet, "A Guide To Your Employee Benefits" and the two brochures provide employees with up-to-date Thrift Fund information.

Save For Future Reference

Most transactions between employees in the fleet and the Houston Office Benefits Administrator concern stock purchases and sales, loans, and withdrawals. For these types of transactions, the current forms and their identification numbers are as follows:

SINGLE WITHDRAWAL (TF-4) Use Form Number 991-0154D. This form is pretty self-explanatory, but if you don't understand some part of it (or any other form, for that matter), get out your copy of "A Guide To Your Employee Benefits" and turn to the section titled "Using Your Thrift Fund" (page 16 for withdrawal information) and read up on the part that you are interested in. If you are an employee with *less* than five years of Thrift Fund participation, you will need to read the supplemental brochure "Changes In Savings and Investment Provisions." If you don't have a copy at home, the Benefits Administrator will send you one.

LOAN APPLICATION AND AGREEMENT (TF-2)—Use Form 991-0151F and Form G-3 (991-0318B). Be sure to give the *specific* reason for the loan. "To Pay Bills" is not acceptable because it doesn't describe what the bills *are* (sorry about that—it's a government requirement).

STOCK PURCHASE—SINGLE (TF-6)—Form 991-0155C is the one. Read this carefully. Get out the red guide book again and start reading on page 11 for more information. Check one (and only one) box on the form, but be sure it's the one you want.

STOCK/EQUITY UNITS PURCHASE—REGULAR (TF-44)—Form 991-0366C. Start reading on page 13 in the red booklet. Check only one box under STOCK and one under EQUITY UNITS (if applicable). You can also use this form to cancel regular schedule purchases.

STOCK SALE (TF-17)—Use Form 991-0160C. Again, be sure to check the right box. The form *must* reflect what is to be done with the cash created by the sale of stock. This is the form that gives employees the most trouble, so read up on how to direct the sale of stock (page 13 in the red booklet). If you still have questions, contact the Benefits Administrator in the Houston Office. This form is tricky, so watch it!

EQUITY UNITS PURCHASE—SINGLE (TF-46)—Use Form 991-0364. Read page 14 in the red booklet and the "Benefit Plan Improvements" brochure.

EQUITY UNITS SALE (TF-45)—Use Form 991-0365. It's pretty self-explanatory.

REQUEST TO DEFER PAYMENT (TF-42)—(for employees planning to retire before age 65) —Form 991-0042B. Also read supplemental brochure "Benefit Plan Improvements." The main thing to know about this form is that it must be filed three months *prior* to retirement.

The above forms are the ones used most by employees in the fleet. Here's a tip: If you plan to make a thrift transaction during paid leave, make certain to obtain the correct form from the master before leaving the ship. Otherwise, write the Marine Department Benefits Administrator in Houston, or call him. His area code is 713 and his phone number is 221-2383.

EXX-MOR-006487

Slips, Trips, Falls Cause Most Injuries

So far this year, more disabling injuries have occurred because of slips, trips, and falls than in any other category. More than a fair share of these accidents happened to employees who work around pipelines. Take these two recent cases as examples:

ACCIDENT

Employee stumbles over vent line of the foc's'le head, injuring his thumb and wrist so badly that he had to be sent to the doctor who determined him unfit for duty.

PREVENTION

"Watch Out On Deck," or "Take More Care When Out In the Air." Either or both of these slogans might be committed to memory as mind-joggers every time we go out on deck, especially when we are walking or working around pipelines. As Pumpman Bill Gardner says at right: "Stay Alert"—a practice that he has been using with complete success for over 30 years.

ACCIDENT

A seaman was standing on a pipeline when his left foot slipped and he fell to the deck, spraining his ankle.

PREVENTION

It's doubtful that the employee should have been standing on the pipeline in the first place. Most certainly, a pipeline should never be used in place of a ladder for reaching an overhead area. If it should ever become necessary to work on or above a pipeline, some kind of level platform should be provided to stand on. As AB Manuel D. Deafonscea, right says, "Don't Take Shortcuts."

Disabling Injury Box Score

	Total For June	Total Since January 1
Oceangoing	3	13
Inland Waterways	4	17

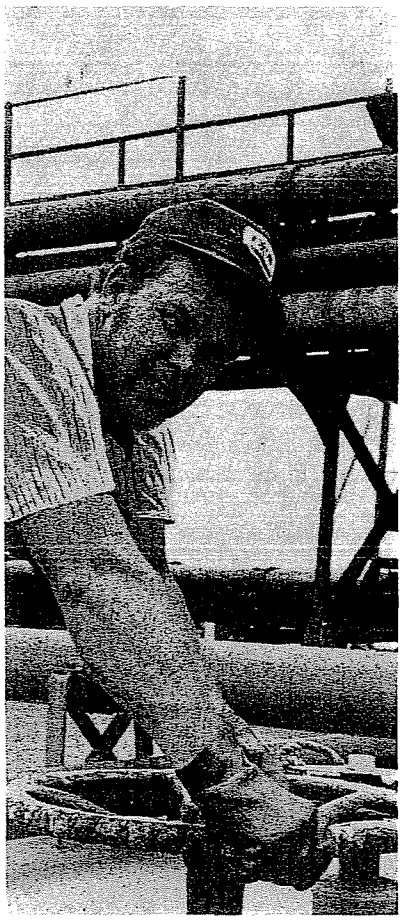




Top Photo: Manuel D. Deafonseca, AB, has a total of 15 years service in the fleet with no disabling injuries. He has a slogan that he made up to help him work safely. It's "Accidents Can Happen, But Don't Give 'Em A Chance." Mr. Deafonseca says that a shorter slogan might be, "Don't Take Shortcuts," and adds: "Sometimes these slogans may be kind of goofy, but they can serve as good reminders, especially when a job might become so routine that you start performing it carelessly and without thinking."

Top Right: William M. Gardner, pumpman, has had no disabling injuries in more than 30 years in the fleet—"and it's not all because of luck, either," he said. "I work on deck around pipelines all the time and I've avoided disabling injuries so far because I long ago developed the practice of Staying Alert on the job. Also, if I ever have to rush, I try not to let my feet go faster than my thinking. I pay attention to what's ahead of me, over me, and under me."

Lower Right. Terrell W. Blackman, AB, is a relative newcomer to the fleet when compared to 15- and 30-year employees. He has five years of service and no disabling injuries. He hasn't even had to take a day of sick leave. "I mention this because I place a lot of confidence in good health. By this, I mean that good health is related to good safety. I include mental attitude as part of good health. If a man approaches his job in the right frame of mind and he has no aches or pains to distract him, he's well on the way to performing the job safely."



EXX-MOR-006488

CA SYSTEM
(continued from page 1)

selected target on the CA screen. This eliminates time-consuming manual plotting and reduces chances of human error that may occur when decisions must be made quickly and under pressure. The radar and the CA unit provide the officer on watch with a picture of his ship's situation and limitations with respect to other obstacles about him.

A safe-heading marker, also part of the system, shows the deviation the ship might take from its existing course to avoid a target. Also, the officer can use the system to show results of intended changes in speed, should he want to consider this method of avoiding targets. He can insert trial speeds via the CA display unit and within a few seconds the results of the proposed speed changes will show up on the CA screen. From these, he can determine if changing speed is the solution, and if so, the appropriate speed to use.

The system is being evaluated as part of the Marine Research Program and as such is funded by contributions of all affiliates.

J. D. Peyton Named Senior Staff Analyst

J. D. (Dave) Peyton has joined the Marine Department's Engineering & Planning function as Senior Staff Analyst. He is working in the area of operating efficiencies and investments as they pertain to the Inland Waterways Fleet. Mr. Peyton began his career with the company in the Technical Department at Bayway Refinery in 1960. In 1967, he transferred to Refining Headquarters in Houston as Senior Staff Planner, and later served as a coordinator in Refining Fuels Products Operations, the position he held prior to his new assignment in the Marine Department.



Dividend Declared

The board of directors of Exxon Corporation on July 25 declared a cash dividend of $1.10 per share on the capital stock, payable on September 10, 1973, to shareholders of record at the close of business on August 8, 1973. This will bring dividend payments for the first three quarters of 1973 to a total of $3.00 per share, which compares with $2.85 per share for the same period in 1972.

'Thanks For Help' Writes New Nurse

Paula Roman, daughter of Boleslaw I. Roman, 1st Assistant Engineer and relieving Chief in the fleet, graduated from the University of Florida recently with a BS Degree in Nursing. In the fall of 1971, she was initiated into the National Honor Society of Nursing, Sigma Theta Tau, and just prior to graduating with honors, she became a member of the National Honor Society of Phi Kappa Phi.

"I would like to express my deep gratitude and appreciation to Marine Department personnel who helped me obtain a Teagle Foundation scholarship. I shall always remember the Teagle Foundation because it helped make it possible for me to learn the skills and abilities related to nursing so that I can now apply them where they will make the most effective contribution to mankind," Miss Roman wrote.

She is now applying her nursing abilities to patients in the Veteran's Administration Hospital in Miami, Florida.

Equity Portfolio Unit

The Thrift Fund Trustee reports the value of each unit in the Equity Portfolio as of the last business day in June is $12.42.



Tom K. Meier, left, discusses some pending correspondence with his successor, Robert E. Joyce.

Robert E. Joyce Is New ER Specialist

Robert E. Joyce has been named Employee Relations Specialist in Marine-Administrative, replacing Tom K. Meier who transfers to Bayway Refinery as Staff Employee Relations Coordinator, effective August 1.

Mr. Joyce was graduated from Ohio University in 1953 with a BS degree in prelaw. He moved to Texas where he entered the University of Houston and obtained his Law degree in 1956. He then joined the Company's Exploration Department where he served as a Landman involved in purchasing oil and gas leases, correcting titles, negotiating unitization agreements and joint operating contracts. In November, 1966, Mr. Joyce transferred to the Headquarters Employee Relations Office as Recruitment Coordinator. He later became the company's first Equal Employment Opportunity Advisor.

In January, 1970, he accepted the position of Employee Services Coordinator for Monterey Coal Company in Carlinville, Illinois, and was serving in this capacity prior to joining the Marine Department in Houston.

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; 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.

EXX-MOR-006489

Seven Take Retirement



CHARLES M. NESBITT, senior repair inspector, Inland Waterways, New York Branch, retired on May 1. He had 36½ years of service. He and Mrs. Nesbitt are shown with Al Giallorenzi, left, New York Branch manager who presented gifts to him during a retirement ceremony.

Mr. Nesbitt joined the fleet in July, 1936, as oiler in the *Norman Bridge.* Four years later he was junior engineer in the *Esso Annapolis,* advancing to 3rd assistant in the *H. M. Flagler* in January, 1941; to 2nd assistant in the *Esso Richmond* in March, 1943; and to 1st assistant in the *Esso Hartford* in June of that year. In October, 1945, he became chief engineer in the *Esso Raleigh.* In February, 1946, Mr. Nesbitt transferred to the inland waterways fleet, New York Branch, as oiler/assistant engineer in tugs. He soon became chief engineer in the fleet, and in January, 1951, he accepted the assignment of port engineer and later as repair inspector. After a period on loan to Esso Transportadora de Petroleos, S.A., he returned to the New York Branch as repair inspector. In October, 1960, he again went on loan, this time to Esso Standard Oil, S.A., Ltd. A short time later, he returned to the New York Branch as repair inspector, the position he held until retirement.

ARTHUR A. PAYNE retired June 1 as 3rd Assistant Engineer in the *Exxon Florence.* He joined the fleet as Wiper in the *Esso Buffalo* in July, 1948. In May, 1949, he began work as Maintenanceman in the tied up fleet in James River fleet. In August of that year, Mr. Payne became Oiler in the *Esso Camden.* In April, 1950, he joined the *Esso Concord* as FWT and in December, 1951, he went aboard the *Fort Fetterman* as Storekeeper. He obtained his original 2nd Assistant Engineer license on August 5, 1967, and sailed as 3rd and 2nd Assistant Engineer during the remainder of his career in the fleet. Mr. Payne lives in Shelter Island, New York.

JOHN STUPI retired as Pumpman on June 1. He joined the Company as Chief Pumpman in the *Esso Scranton* in June, 1947, and served in this capacity in many vessels in the fleet during his career. Mr. Stupi, who lives in Randallstown, Maryland, was highly regarded by Deck and Engine officers for his knowledge, efficiency, and devotion to duty. His last ship upon retirement was the *Exxon Boston.*

ROLAND E. MOONEY retired on June 1 as Deckhand in the tug *Delaware Valley.* He joined the inland fleet at Baltimore in November, 1947, as Operator No. 2 in a sulfuric acid barge. He served in all unlicensed ratings in various pieces of inland equipment, all in the Baltimore Branch, until his retirement. Mr. Mooney lives in Baltimore and plans to do some traveling and sight seeing.

JOHN S. FINNEGAN, Chief Engineer in the *Exxon Connecticut,* retired on June 1 with 26 years of company service, all of which were in the New York Inland Waterways Fleet. His first assignment was a 3rd Assistant Engineer in *Esso Delivery 13* (later renamed *Esso Hudson)* where he advanced to Chief Engineer. He was named Chief Engineer in the *Exxon Connecticut* when that vessel replaced the *Esso Hudson.* Mr. Finnegan, who lives on Staten Island, says he has hopes of moving to a warmer climate, but beyond that, his plans are indefinite.

PERCY L. RUIZ retired as Mate in the Inland Waterways fleet, Baton Rouge Branch on July 1. Mr. Ruiz began his career with the company as a deckhand in February, 1943. He served in various Deck Department ratings until May, 1953, when he transferred ashore as Barge Supervisor. He remained in that capacity until June, 1961, when he returned to the barges as Mate and sailed in that capacity until his retirement. He lives in Baton Rouge, Louisiana.



HERBERT D. SEXTON retired on July 1 as 3rd Mate in the *Exxon Newark.* He was employed in April, 1952, as AB in the *Esso Augusta.* He became Deck Maintenanceman in the *Esso Bangor* in April, 1958. In May, 1967 Mr. Sexton obtained his 3rd Mate license, and has been serving in this capacity in various ships in the fleet. He lives in Baltimore, Maryland.

EXX-MOR-006490