

EXXON FLEET NEWS

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New Committee To Help Direct Safety Improvement Program

"I have put the improvement of our safety record on the top of our priority list, and we have a newly restructured Port Safety Committee to help bring this about," said O. R. Menton, Marine Department General Manager. "The committee will provide overall direction and guidance for improvement of safety performance in both the ocean and inland fleets and for units ashore. It will meet every month and report progress to me on a quarterly basis."

Committee members are Captain Leonard H. Earle, chairman, Ocean Operations Manager; A. D. Mookhoek, Port Operations Manager; Gene Crawford, Safety Coordinator; Captain Torrance Inman, Port Captain; T. J. McTaggart, Port Engineer; and John M. Burke, Engineering Manager.

Mr. Menton emphasized that the committee will not assume the safety responsibilities that must be exercised at each operating location, whether ashore or afloat. "The main purpose of the committee is to provide the catalyst for improving safety programs and activities throughout the organization," he said. "Although each employee must be accountable for his own safety and that of his co-workers, I consider it a major responsibility of branch managers, supervisors, and officers to insure that employees under their supervision perform their jobs safely."

In addition to establishing a definitive overall Marine Department safety program, the Port Safety Committee will recommend additions or changes needed to update the program. It will also

review monthly the accident experience in both fleets; consider safety suggestions from the fleet and/or branches; review accident investigations; recommend training and communications material for promoting safety improvements; and check designs of new marine equipment for adequate safety features.

"I have found that a good safety record usually reflects good performance in other areas of operations as well," Mr. Menton pointed out. "I am sure that with increased safety efforts and attention on the part of management and employees, we will see improvements in safety and operations that we can all be proud of."



Making up the newly restructured six-man Port Safety Committee are, standing from the left: T. J. McTaggart, Captain Torrance Inman, John Burke, and Gene Crawford. Seated, from the left, are: A. D. Mookhoek, Captain Leonard H. Earle, and O. R. Menton to whom the committee will report on a quarterly basis.

Equity Portfolio Unit Value Is \$12.68

The Thrift Fund Trustee reports the value of each unit in the Equity Portfolio as of the last business day in October 1973 is \$12.68.



At Agreement signing in New York were, seated from left: Alvin P. Bergeron, Chief Steward; F. Ames Smith, Operations Manager; and James Vierra, Chief Steward. Standing, from left, are: Captain Leonard H. Earle, Ocean Operations Manager, and John J. Collins, advisor to Esso Stewards Organization.

Company, Esso Stewards Organization Sign Agreement

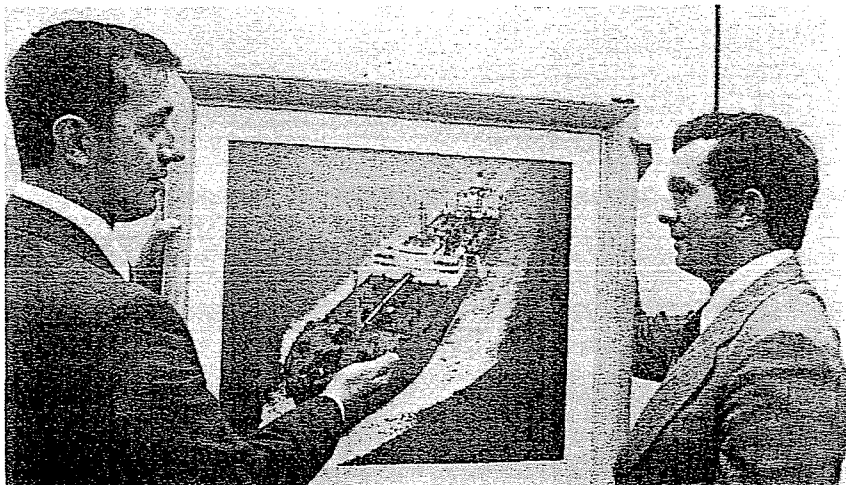
A new three-year Agreement was signed in New York on November 15 by representatives of the Company and the Esso Stewards Organization. The Agreement, effective October 1, 1973, includes improvements in the paid leave schedule and provides for increases in paid leave transportation; monthly wages and allowances for regularly scheduled work on Saturdays, Sundays, and holidays; and in hourly overtime rates. Also, the Company contribution to the Hospital/Surgical Plan was increased \$5, but the total Company contribution will not exceed the premium.

The Agreement also contains provisions for a paid leave reopener on or after September 30, 1974, and a reopener for wages, paid leave, and annuity on or after September 30, 1975. For the first time, a monthly cash supplement has been included.

Copies of the new Agreement, containing amounts and other details, will be sent to ships within a few days.

Personnel Changes

Burns Moves To Houston As Inspector For Ocean Fleet



Alton Burns, Jr., shown at the right discussing the *Exxon Boston* with Repair Superintendent J. C. Sarne, has transferred to Houston as repair inspector in the ocean

fleet. He was repair inspector on inland waterways vessels in the New York Branch.

Prior to joining the company, Mr. Burns attended the Newport

News Shipbuilding apprentice school from 1959 to 1963. He then entered Kings Point where he remained for three years before returning to Newport News Shipbuilding, this time as an atomic systems designer.

He joined the company in August, 1968, as oiler in the *Exxon Houston*. He obtained his 3rd assistant engineer's license in November, 1968, and was 3rd assistant in the SS *Manhattan* during her two Arctic voyages. In 1970, he came ashore to the Marine Department Houston Office where he worked in logistics and planning for about nine months before returning to the fleet. He later transferred to the New York Branch as repair inspector, the position he held upon transfer to Houston.

James G. Hoefflinger Named Repair Inspector In New York

Replacing Mr. Burns as repair inspector in the New York Branch, Inland Waterways, is James G. Hoefflinger. Mr. Hoefflinger was employed in December, 1946, as night oiler in the inland fleet. In April, 1947, he resigned to join the ocean fleet of another company to get his chief engineer's license. In July, 1949, he returned to the New York inland fleet as relieving chief engineer. In July, 1969, Mr. Hoefflinger transferred to Enjay Chemical Company as a technical sales representative for Rust-Ban Coatings, Marine Sales, in New York. He rejoined the inland fleet in New York on September 30 as repair inspector.



Brooks Comes To Houston; Jack Stillman Returns To Sea

Captain Gregory V. Brooks, from the Boston Branch Inland Waterways, has accepted a temporary assignment in the Houston Office as assistant to Port Captain



Torrance Inman. He is shown above, right, with Jack T. Stillman from the ocean fleet who has been assisting Captain Inman on special projects since August 9. He has returned to the fleet.

Captain Brooks is a 1968 graduate of the State University of New York Maritime College. He joined Exxon as mate in April of 1970 aboard the *Esso Connecticut* operating in the New York area. In April, 1971, he transferred to the Boston Branch where he was named master in the towboat *Exxon Bay State*. At 24, he was probably Exxon's youngest master since the war years. At the present time, besides his ocean license, Captain Brooks holds an inland master and first class pilotage for any gross tons for all waters from Sandy Hook, New York, to Portland, Maine. His present assignment in Houston will be from four to six months.

Jack Stillman joined the fleet in February, 1946, at age 16 as messman in the *Esso Nashville*. He advanced to OS, AB, and received his 3rd mate's license in 1958, sailing for the first time in that capacity in the *Esso Newark*. Mr. Stillman obtained his 2nd mate's license in 1967 and became chief mate in July, 1969, and sailed as chief in the *Exxon Baltimore*. He was chief mate in the *SS Manhattan* after her first Arctic voyage

and sailed as 2nd mate in the *Manhattan* on her second Arctic voyage. In February, 1972, he received a master's license. He was chief mate in the *Exxon New Orleans* when he accepted the temporary assignment in the Houston Office.

John A. Mazza Gets Chief Mate's License



John A. Mazza, right, is the newest chief mate in the fleet, having obtained his license on November 9. He is shown here discussing the license with Ernest D. Seddon, 2nd mate, who is currently serving on a temporary assignment in the Marine Department Houston Office.

"It takes study and determination to get a chief mate's license, but it's well worth the effort and gives me a real feeling of accomplishment," Mr. Mazza said. "I'm on paid leave and I'm really enjoying it, now that I have my exams behind me."

Mr. Mazza joined the fleet in the *Exxon Boston* in 1969, soon after graduating from Kings Point. He later obtained his 2nd mate's license and served for the first time in this capacity in the *Exxon Baton Rouge*. He filled a shore assignment in the Marine Department's allocation and dispatch function in Houston from March

22, 1971, to July 26, 1971, after which he returned to the fleet.

Mr. Seddon, also a Kings Point grad, joined the fleet as 3rd mate in the *Exxon Boston* in 1968. He received his 2nd mate's license in July, 1970, and sailed for the first time in this capacity in the *Esso Washington*. Later in 1970, he accepted a brief shore assignment at Baton Rouge as transportation allocator. He returned to the fleet where he sailed until September 15, 1973, when he again joined the Baton Rouge Branch as transportation allocator, this time for a one-month period. He returned to sea as 2nd mate in the *Exxon San Francisco* where he remained until a few weeks ago when he accepted his present assignment as allocation and dispatch assistant in Operations.

Obituary

ELMER POWERS, who had nearly 23 years service when he retired in 1969 as fireman/watertender, died at Framingham, Massachusetts. He was 56. Mr. Powers joined the company in 1941 as messman, sailed briefly as wiper, and moved up to fireman/watertender in February, 1942, all in the *J. H. Senior*. He also shipped out as oiler and storekeeper in the early 1940s. He went to work as an operating engineer at Harvard University in 1945, but returned to the sea in 1950 as fireman/watertender in the *Esso Burlington*. He is survived by a son, Bruce.

Disabling Injury Box Score

	Total For October	Total Since January 1
Oceangoing	3	19
Inland Waterways	2	24

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"HAPPY BIRTHDAY to M. Vieira, F. Martins, J. Rachal." That's the message written in icing on the large cake, above, baked and decorated by the Stewards Department in the *Exxon Philadelphia*. "I'm sending this picture for *Fleet News* to run so that the families of these men will know that even though we are thousands of miles from home on their birthdays, they were still honored with a cake," wrote Captain Robert J. Boxwell, master in the *Exxon Philadelphia*. Cakes were also baked for four other crew members on the voyage. One was for Idilio F. Gomes and William B. Page; the other was for William B. Boruch and Ayres Gonzales. It seems that the cakes were a surprise to everyone but Mr. Gomes and Mr. Gonzales. They are both in the Stewards Department and helped prepare their own cakes.

The *Philadelphia* was at Ras Tanura in the Arabian Gulf when Captain Boxwell wrote on November 3. "We are having a smooth, routine trip so far. We are loading now and should be leaving here tomorrow morning to arrive in Augusta, Sicily, in about a month," he said. (At *Fleet News* presstime, the vessel was on schedule, due to arrive at Augusta about December 5.)

"If you print this letter, it will help our families at home know how we are doing and where we are in case our mail to them goes astray. We want them to know that, thanks to Marine Department efforts, our mail from home is arriving okay."

Teagle Applications Due By January 1

Candidates for Teagle Foundation scholarships, other than those for medicine, theology, and nursing, should file applications by January 1 with the Marine Benefits Administrator's Office in Houston. Application forms may be obtained from that office.

Those who can apply for Teagle scholarships, to become effective in September, 1974, are:

- Employees with at least three years credited service when the fall term begins.
- Children of employees with at least three years service.
- Children of annuitants.
- Children of deceased employees and annuitants.

Except under a combined degree program leading to bachelor's and master's degrees at the same institution, scholarships will be continued until the attainment of one degree and normally for not more than four years.

Scholarships will be available for study at:

Cornell University—undergraduate and graduate level.

Massachusetts Institute of Technology—undergraduate and graduate level.

Rice University—undergraduate and graduate level.

Harvard University Graduate School of Business Administration.

Claremont, California Group of Colleges—undergraduate and graduate level.

The Wharton School, University of Pennsylvania—graduate division.

Applications for study at medical and theological institutions which are acceptable to the Foundation will be received through June 1. The Teagle Foundation also makes available a number of nursing scholarships. Information on these will be announced at a later date.

Cold Bird Gives Retired Chief Mate Cold Shoulder

It's fairly common for John H. Corrigan to shoot a "birdie" on the golf course. Since retiring as chief mate in 1968, he spends a lot of time golfing and has become quite good at it. But a birdie in the refrigerator is about as rare for him as a hole-in-one.

Mr. Corrigan, who lives in Daytona Beach, Florida, was watching the Miami-New England game on TV recently when he got some ice cubes from the freezer during a commercial. He later missed the Corrigan parakeet, Corkie, who had been flying around in the living room.

On his next trip to the freezer, when he opened the door, out flew Corkie. "Must have been in there an hour," John told his wife. "Probably more like 15 minutes," she replied in the tone most wives use on husbands who tie up Sunday afternoons watching football.

Corkie? Well, he survived, but he limped around on a slightly frostbitten right leg for a few days. "One thing for sure," John observed, "he stays clear of the refrigerator and he hasn't been very friendly to me, either."

Capt. Stotts Has 30 Years



CAPTAIN ROBERT H. STOTTS, left, was recently honored by the Marine Department for 30 years' service. He was presented with a handsome clock by O. R. Menton, Marine Department general manager.