EXXON FLEET NEWS

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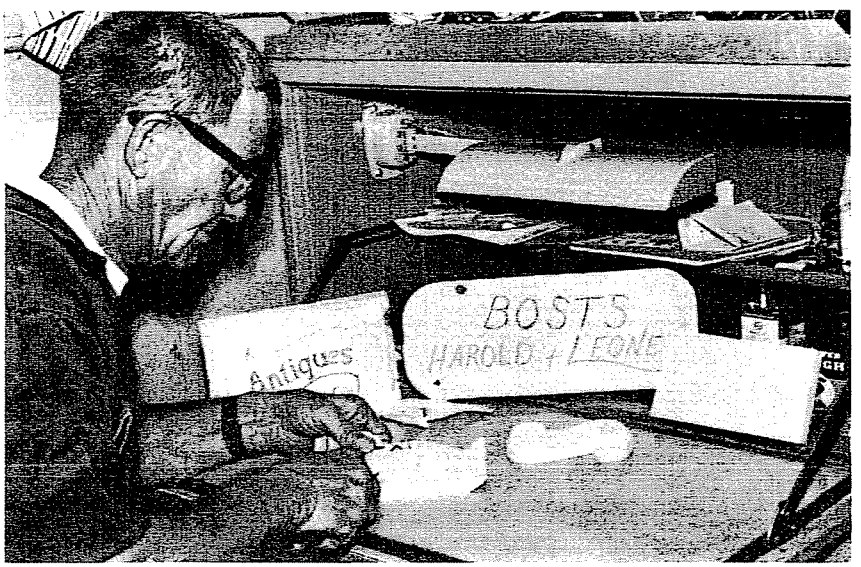
Baltimore, Philadelphia, Houston In Offshore Service

Three ships are currently engaged in offshore assignments. They are the *Exxon Baltimore, Exxon Philadelphia,* and *Exxon Houston.*

The *Exxon Baltimore* is due to arrive at Baytown on August 24 to discharge crude from Aruba. She'll then return to coastwise service.

The *Exxon Philadelphia* left the Norfolk Shipyard on July 1 for Arzew, Algeria, to load crude for discharge at New York on July 23. She then departed Bayway for La Salina, Venezuela, where she loaded a part cargo on July 31. She continued to Amuay Bay to load the balance of her cargo, leaving there on August 1. She discharged at Portland, Maine, on August 6 and left three days later for Puerto La Cruz, Venezuela, to again load crude for Portland. After discharging her Portland cargo, about August 27, she is expected to make another crude oil voyage from Puerto La Cruz to Portland.

The *Exxon Houston* completed a foreign voyage from Arzew to New York, arriving there on August 9 to discharge crude. She sailed from Bayway on August 11 for a return to Arzew, but due to a shortage of cargo there, she was diverted to the Arabian Gulf where she is scheduled to arrive about September 12 to load for Augusta, Sicily.



WHEN HE IS ABOARD SHIP, and has leisure time, he carves signs. When he is on paid leave, he goes looking for antiques. Floyd H. Bost, above, 2nd pumpman in the *Exxon Baltimore,* carves signs, mostly for friends—front door signs, mailbox signs, and the like. Occasionally, he'll carve a whale or some other form of sea life just to try something different. On paid leave, he and Mrs. Bost travel in "antique country"—places like South Carolina, Pennsylvania and the New England States. "We prefer our

(See ANTIQUE HUNTERS, page 3)

3 Masters Retire With Total Of 97½ Years' Service

Three long-time sea captains retire on September 1. Together, they have more than 97½ years of service. They are Captains Charles L. Llewellyn, Thomas K. Lawton, and William F. Steuart, Jr.

Captain Llewellyn began his seagoing career nearly 40 years ago when he joined the fleet on May 6, 1934, as AB in the *W. H. Libby,* earning $56 per month. It wasn't long before he jumped to $80 per month as bos'n in this same vessel.

He was bos'n in the *S/S Standard* in August, 1935, when he was promoted to 3rd mate and transferred to the *Christy Payne,* later becoming 2nd mate in this vessel.

Captain Llewellyn was 2nd mate in the *Wm. Rockefeller* when she was torpedoed and sunk by a Nazi sub off Ocracoke, North Carolina, on June 28, 1942. All hands survived, took to lifeboats and rafts, and came ashore at Ocracoke via a Coast Guard patrol boat. Undaunted, the tall lean deck officer joined the *Esso Bolivar* the following month and continued to sail for the duration of the war.

He was chief mate in the *Esso Bayway* on April 13, 1943. In January, 1945, he accepted a loan assignment to War Emergency Tankers Incorporated as master and commanded the *Palo Duro* and *Rum River.* He returned to our fleet on March 16, 1946, as chief mate in the *Esso Buffalo.*

(See OFFICERS RETIRE, page 5)

EXX-MOR-006491

Rescue Team Called To Remove Injured Man

There are times when it pays to rush to the aid of an injured person and, when necessary, help him get to the doctor.

There are other times, however, when the victim may be so badly injured that any attempt to move him could cause further serious injury.

Whether you should pitch in and help or call for someone more experienced in handling injured people often requires a snap decision on your part—a decision based on a quick assessment of the situation and your own good judgment.

Several men in the *Exxon Newark* faced such a decision when a shipmate fell to the bottom of a stairway and landed face down in a cramped area between decks when the vessel was at the Benicia Refinery crude dock recently. Because of the small area, the position the victim was in, and his complaints, shipmates feared that he had a broken neck and made the quick decision to call an ambulance. Upon arrival, ambulance attendants did not have the equipment necessary to move the man from the cramped location without changing his position, an extremely dangerous move if he had spinal injuries.

Another call was put through, this time to Benicia Refinery where four members of the refinery's BERT squad rushed to the scene in their specially-equipped van. They had, as part of their equipment, a break-down stretcher which they assembled around and under the victim with a minimum of body disturbance. Then they carefully and expertly moved him from the ship. Happily, the victim did not suffer a spinal injury after all, and he has now recovered.

In a letter to Benicia Refinery Manager R. L. Trusty, Marine Department General Manager O. R. Menton said, in part, "I am extremely pleased with the response of all people, including our own personnel, for having the foresight not to move the injured employee until professional help arrived. I would like to express my thanks for the expert assistance your team gave us."

BERT (Benicia Emergency Rescue Team) is an elite group of 16 refinery employees who voluntarily hold safety meetings and participate in rugged drills, mostly on their own time, in the interest of saving lives. Although members of the team will help anyone in distress, their main function is to perform "heavy-duty" rescue work —the kind that requires special skills and know-how for rescuing people who may become ill, injured, or trapped at the top of an operating unit, in a burning house, or land in some other difficult situation, such as the one involving our seaman in the *Newark*.



ONE RETIRED deck officer who really gets around is Captain Hans Bonte and his wife who spend much of their time traveling, both in the U.S. and overseas. Captain and Mrs. Bonte, who have just returned from an extended trip to Europe, are shown here standing on the bank of the Rhine River near Bonn, West Germany. Prior to their recent European jaunt, the couple spent nearly two months touring the U.S. "We plan to take frequent trips and those company retirement checks play a big part in helping us to carry out these plans," Captain Bonte said. In addition to their travels, Captain and Mrs. Bonte have managed to sandwich in enough time to move from Eden, Maryland, to Clearwater, Florida. Captain Bonte retired in July, 1962.

Licensed Officer Takes Assignment Ashore In Houston

"Considering everything, I felt that accepting a temporary shore assignment was an opportunity that I couldn't refuse," said Edward J. Stegle III who came ashore to the Marine Department Houston Office recently. He is assisting in Operation's allocation and dispatch activities.

Mr. Stegle obtained his 3rd mate license from the Maine Maritime Academy in April, 1972. "Although I graduated high in my class, the employment situation was such that I took a temporary job as a private yacht captain on Long Island Sound. About two months later, I joined another ocean-going fleet. However, when an opportunity came in October to join Exxon, I made the switch and reported aboard the *Exxon Lexington,*" he said. Following his first paid leave, Mr. Stegle joined the *Exxon Huntington* and after several trips was transferred to the *Exxon Gettysburg.* "I felt a bit of accomplishment in getting to know both these ships in less than 80 days," he said.



"On my following paid leave, I was able to fulfill a long-desired ambition to see this beautiful country of ours. I spent three weeks of my leave driving some 8,000 miles covering about three-quarters of the U.S. After returning from this venture, I was prepared to go back to sea when I was offered this present position in the Marine Department.

"I've been here several weeks now, and I feel that what I'm learning under the watchful eye of two highly experienced men, Henry Goedeke and George Saunders, will be extremely helpful to me in my career," Mr. Stegle said.

EXX-MOR-006492

REMINDER

Have you recently gotten married or divorced?

Have you become a new parent or is one of your children now out on his own and no longer dependent upon you?

Has anyone in your immediate family died recently?

The reason for these questions is to remind employees and annuitants participating in the company's Medical Expense Program (hospital-surgical-medical and major medical) that any of the above changes can affect their type of coverage and their premium rate. All family status changes should be reported immediately.

A change in family status can also affect beneficiary arrangements under the various company plans—such as Contributory Group Life Insurance Plan, Family Adjustment Insurance, Thrift Plan, and Annuity Plan. Make certain your beneficiary designations are kept current. If you are not sure whom you have named as your beneficiary to these plans, be sure to check.

Ocean employees and all annuitants can report changes or check their records with the Marine Benefits Administrator's office in Houston. Inland Waterways employees should report changes to their respective branch offices.





SIDNEY SCHMIDT HAS BEEN traveling again. Nearly every paid leave, he and his family above take auto trips to some historic and scenic part of the country. On June 16, during his latest leave, the Schmidts left their home in Lake Charles, Louisiana, and drove to Mexico where they visited most of the major cities and a lot of small communities way off the main highways. While in one major city, Acapulco, Sidney saw an old boat on the beach behind a motel. Being a seafaring man, his curiosity led him to inquire about the history of the vessel, shown above. Seems that the boat was built in Hawaii several years ago by a hotel-motel owner. The owner bet an old sea captain that he (the captain) couldn't sail the vessel from Hawaii to Acapulco. The captain accepted the bet, but just 500 yards before reaching the beach at Acapulco, the vessel began rapidly taking water and sank. She was later raised and dragged up on the beach where she now serves as a tourist attraction. The captain still maintains the boat and keeps her polished up for tourists to see," Sidney said.

ANTIQUE HUNTERS .....continued from page 1

antiques to be at least 100 years old," he said. He is especially proud of five "Gone With The Wind" lamps that he and Mrs. Bost located during their travels. "I value them at about $350 to $400 apiece, now that I have shined them up, made a few minor repairs, and have them working," Mr. Bost said. "I also have a pre-civil war cast-iron bedstead that I cleaned up and painted. It takes two people just to lift one end of it." Although the Bosts, who live in Valdese, North Carolina, are interested in all types of antiques, they don't buy anything unless they have use for it—or perhaps they know of someone to sell it to. "There's always the temptation to over buy so that you'll end up with an antique-cluttered house," he said. "Maybe antique hunting isn't for everybody, but my wife and I find it a wonderful way to spend a part of each paid leave. We see a lot of beautiful country, meet many interesting people, and we have a purpose for getting out and going places. Who knows what we'll find in an old store or old house in some colorful little community off the beaten path," he said.

Sorry It's Late!

Due to a mailing error, this issue of Fleet News is late in reaching your homes. Sorry!

SERVICE AWARDS

20 Years



William J. Cain
AB
March 5, 1973



Carlos Spencer
AB
June 29, 1973



Yee Chee Siew
Messman
July 27, 1973

EXX-MOR-006493

Fewer Fatalities In Marine Transportation

People are proving that marine transportation is safer than any other kind. According to a release just out by the National Transportation Safety Board in Washington, D. C., there were 352 deaths in commercial shipping in 1972, as compared to 459 in 1971—a significant 23 per cent drop. There were 1,437 recreational boating deaths in 1972 as compared to 1,582 in 1971, a decrease of 9 per cent. The only other mode of transportation to have fewer fatalities last year were the railroads with a 3 per cent drop.

The 1972 total of 60,000 deaths from all forms of transportation, was 2.4 per cent higher than in 1971, making 1972 the second highest transportation fatality year in the nation's history. Highway fatalities, perennially more than 90 per cent of all transportation deaths, reached a record high in 1972 when there were about 56,300 traffic deaths. The previous high was 56,000 in 1969. The moral seems to be: Go by boat.

OBITUARIES

Houston A. Wilson

Houston A. Wilson, 65, died at Baytown on July 11. Mr. Wilson was a farmer and also worked as a guard for the Texas Department of Corrections before he went to sea in 1940 in the *John D. Archbold*. He resigned as ordinary seaman in 1942 and served in the Navy as seamanship instructor. He returned to the fleet in 1946 as able seaman in the *Esso Utica*. Mr. Wilson sailed as bos'n in 1952 in the *Esso Greenville* and continued in that rating until the early 1960s. He rounded out his career as able seaman, his last ship before retiring being the *Exxon Houston*. He is survived by his widow, two brothers, and three sisters.

Captain Jens G. Olsen

Captain Jens G. Olsen who retired in 1957 with 36½ years of company service, died on July 30 at Long Island, New York. When Captain Olsen retired, he was senior captain of Esso Shipping Company's fleet of tankers. He had been at sea 51 years, almost 37 of which were with the company. His career began when, as a 14-year-old runaway, he served as deckboy on a Danish topsail schooner. It ended with his commanding the then new *Esso Gettysburg*. He saw active sea combat in two world wars and was in command of the *George C. Henry* which happened to be at Manila on December 8, 1941, when Japan attacked Pearl Harbor. His ship survived the attack and was the last to clear the harbor—which she did under cover of darkness. The veteran seaman earned the four stripes of captain in the U.S. Navy while serving as master in the fleet oiler *Marias*. Captain Olsen won a citation for his service in the amphibious landings at Guam, Okinawa, and Iwo Jima. He is survived by two sons and two daughters.

Noel Willis

Noel Willis died on July 27 in Houston. He was 72. Mr. Willis joined the company in December, 1945 as 3rd assistant in the *Esso Rochester*. He sailed as 2nd and 3rd assistant engineer in various vessels of the fleet throughout his career. His last assignment before retirement in December, 1962, was as 3rd assistant in the *Esso Lima*. He is survived by his widow.

Captain Robert Evans

Captain Robert E. Evans, who retired in 1968, died on July 22 at his home in Baltimore. Except for two assignments as AB in 1927 and 1933 and one as Bos'n in 1930, all of his service was as a licensed officer. He was promoted to 3rd mate in the *I. C. White* in June, 1934, and to 2nd mate five years later. After surviving the torpedoing of the *Charles Pratt* off the west coast of Africa on December 21, 1950, he sailed as chief mate until August, 1944, when he was given command of the *Glenpool*. From December 1945 to December 1955, he was chief mate and relieving master in various ships in the fleet, and was master at the time of his retirement. He is survived by his widow.

Burial Arranged For Cale

Normally, if a man dies in a big city and he has no family and no burial insurance he will be assigned a grave in a potter's field. But when Albert W. Cale, 70, died in New York City under these circumstances on July 22, the Marine Department arranged for him to be buried in Cedar Grove Cemetery in Flushing, Long Island, in one of several graves alloted to the department by the Seamen's Church Institute 30 years ago.

Frank Hagan in the Marine Benefits Administration office learned of Mr. Cale's death on July 23. After checking with one of the dead man's friends in New York City, Mr. Hagan was told that the body was at Bellevue Hospital. A phone call to the hospital yielded the information that if no one claimed the body within seven days, it would probably be buried in a potter's field. Mr. Hagan quickly arranged with a New York funeral director to obtain release of the body and check with the Seamen's Church Institute for approval to open the grave at Cedar Grove Cemetery. Both missions were accomplished and Mr. Cale was given a proper burial on July 27.

Mr. Cale began his career with the company in 1942 when he signed on as messman in the *Esso Bolivar*. He made World War II voyages in three other vessels and continued in the fleet until his retirement in June, 1968.

EXX-MOR-006494



O. R. Menton, left, Marine Department general manager, presents silver serving sets, chosen by each retiring master, to Captains Llewellyn, Lawton, and Steuart.

OFFICERS RETIRE
(continued from page 1)

It was in this ship that he stepped up to master on July 4, 1946, for his first command in our fleet.

For about the next ten years, Captain Llewellyn "homesteaded" as chief mate and master in the *Esso Chattanooga.* He has had continuous assignments as master since November 25, 1957, including four years as regular master in the *Exxon Miami.*

His final command was the *Exxon Boston.* On his last day aboard this vessel, the ship's Stewards Department, under the direction of Steward John P. Gomes, prepared a special meal in his honor. Chief Mate Harald Ronhave had earlier taken up a collection and purchased a Seth Thomas clock which the crew presented to the captain during a tea and crumpets ceremony in the crew's mess later that evening.

"Now that I am retired, my wife and I plan to travel, but just when the mood strikes us," Captain Llewellyn said. "I also have a 59-foot boat that I will use on fishing trips, and I may do some charter work." Captain Llewellyn lives in Savannah, Georgia.

Captain Lawton Has 31 Years Of Service

Captain Thomas K. Lawton retires on September 1 with 31 years of service that began on July 2, 1928, when he went aboard the *S/S Glenpool* as messman. "After several months in this job, I switched to the Deck Department as ordinary seaman at the unheard of sum of $47.50 per month, big money to me in those days," he recalled.

Apparently, he was unable to stand prosperity for long because he quit two months later, but rejoined the fleet in January, 1935, this time as AB in the *Polarine.* Later that year, he again sought greener pastures. Then, in February, 1941, he decided to cast his lot permanently with the company and joined the *Allan Jackson* as AB. He also had a 3rd mate license in his seabag and in June, 1941, he transferred in this capacity to the *E. T. Bedford.* About two years later, he joined this same vessel as 2nd mate.

In 1944, Mr. Lawton accepted an assignment to War Emergency Tankers Incorporated, as chief mate in the *C. A. Canfield,* returning to our fleet in February, 1946, as chief mate in the *Esso Charleston.*

On April 12, 1946, he joined the *Esso Annapolis* and was promoted to master in that vessel in June, 1948. With the exception of short assignments to the *Red Canyon* and *Esso Memphis,* he sailed in the *Annapolis* until February 25, 1955. He also had long service aboard the *Esso Charlotte, Exxon Baltimore,* and *Exxon Lexington,* his last command when he retired. The *Lexington's* officers and crew held a special cake presentation ceremony for the veteran master, and gave him a portable color TV. As Captain Lawton was leaving the *Lexington* at Baytown, this vessel and the nearby *Exxon Baltimore* each saluted him with blasts on the whistle. "That brought tears to my eyes," he said.

Captain Lawton will still have ties to the fleet. His brother, Captain Jim Lawton, is still sailing, and his son, Thomas Kirk Lawton, Jr., is also sailing with us.

Captain Steuart To Ranch, Raise Cattle

Captain William F. Steuart, Jr., joined the company in August, 1943, as ordinary seaman in the *Esso Raleigh.* He became AB in this vessel about two months later.

Mr. Steuart obtained his 3rd mate license on July 16, 1945, and accepted a loan assignment to War Emergency Tankers Incorporated. By June 25, 1946, he had his 2nd mate license and a month later he returned to our fleet, becoming 2nd mate in the *Paul H. Harwood* on September 14. He obtained his chief's license on June 30, 1948, but it was not until May 19, 1951, that he had his initial assignment as chief mate in the *Marine Leader.* His goal was to obtain the license of master, which he did on February 5, 1952.

Captain Steuart is proof that patience is a virtue and things come to him who waits. Gradual reduction in the number of vessels

(See STEUART, page 6)

EXX-MOR-006495

STEUART, continued from page 5

in our fleet and low attrition of masters and chief mates delayed his first assignment as master until April 25, 1969, when he took command of the *Esso Gloucester.* He served in several other vessels in this capacity and was master in the *Exxon Washington* when his retirement became effective. He has 28 years, 7 months of service.

Captain Steuart lives in Odessa, Florida, with his wife and daughter, both named Martha. "I'm going to be a half-way rancher," he said. "I have 50 cows on 290 acres. Some of the acreage needs clearing and fencing, which will keep me busy for a long time. I'm also planning to take drafting and engineering drawing courses at one of the nearby colleges, something I started before WW II and never got to finish."



Charles Zeman receives a wallet from his shipmates during the last fire and boat drill that he attended before retiring from the *Exxon Lexington.* The wallet contained Mr. Zeman's name and the ship's name in gold. It also contained a goodly amount of cash. Captain Thomas K. Lawton presented the awards on behalf of the crew.

Zeman Leaves Fleet; 'I'm Going Fishing,' He Says

Charles Zeman, 2nd mate in the fleet, retired August 1 with more than 27 years of service that began on September 12, 1945, when he was hired as AB in the *Beaconhill.* About a year later, Mr. Zeman was bos'n in the *Esso Rochester* and in May, 1950, he obtained his 3rd mate license and served for the first time in this capacity in June, 1951, in the *Esso Bayway.* He sailed as 2nd mate in the *Esso New York* in August, 1968, and as chief mate in this same vessel a short time later. "I'm going to start my retirement simply by going fishing. I'll make more plans later," he said. He lives in Baltimore, Maryland.

Three 3rd Assistant Engineers Retire

George F. Miller who lives in Jersey City, New Jersey, retired July 1 as 3rd assistant engineer in the *Exxon Chester.* Mr. Miller began his career in the fleet in February, 1948, as electrician in the *Esso Annapolis.* From September, 1950, to November, 1951, he was on active duty in the Navy, after which he resumed his electrician duties in the fleet. He joined the *Esso Linden* as oiler in February, 1953, and obtained his 3rd assistant engineer's license in October, 1954. Mr. Miller continued sailing as oiler and 2nd pumpman until he was promoted to 3rd assistant in the *Esso New Haven* in July, 1955. He sailed in this capacity in various company vessels until retiring.

Leuign W. Osier retired on August 1 as 3rd assistant engineer in the *Exxon Gettysburg.* Mr. Osier started his career in the fleet as OS in June, 1952, in the *Esso Binghamton* and became wiper that same year in the *Esso Little Rock.* In August, 1953, he was FWT in the *Esso Wilmington* and about three years later joined the *Esso New Orleans* as oiler. Mr. Osier obtained his 3rd assistant engineer license on November 22, 1968, and served for the first time in this capacity in January, 1969, in the *Esso Gloucester.*

Howard J. Ottmann had a 3rd assistant engineer license when he joined the company in February, 1951. He served for short periods as FWT in the *Red Canyon* and as oiler in the *Esso Hartford* before sailing on his license in the *Esso Bayway* on December 22, 1951. Since then, Mr. Ottmann has sailed as 3rd assistant in a great number of our ships. He lives in Watertown, Wisconsin. His last ship before retirement on August 1 was the *Exxon Miami.*

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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.

Edenfield Retires as AB

Talbert L. Edenfield retired in July as AB in the *Exxon Newark.* Mr. Edenfield, who lives in Savannah, Georgia, joined the company on July 12, 1951, as deck maintenance man in the *Esso Charleston.* Three months later, he became ordinary seaman in the *Esso Montpelier.* After serving in this capacity for several years in various vessels, Mr. Edenfield transferred to the *Esso New Orleans* (1) in December, 1954, as AB. He served in this rating in various ships until his retirement.



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