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Ships Using Gulf Stream Data Able To Improve Performance, Save Fuel

The Marine Department embarked upon an experimental program late last year to learn the answer to the question: "Given more detailed oceanographic data, supplied by the National Oceanic and Atmospheric Administration (NOAA), can ship's officers take better advantage of the Gulf Stream to improve vessel performance and fuel savings?"

The answer is "Yes."

Data compiled and evaluated after six full months of operation in the experimental program, in which 10 ships were involved, show that the five vessels furnished NOAA Gulf Stream Western Wall information were able to realize significant fuel savings over the five that were not given the information.

"When we calculated the average number of barrels saved by ships taking advantage of NOAA data and extended these to include all ships in East Coast trade, we found that we could save about $400,000 to $500,000 per year on our fuel bill," said Timothy R. Leitzell, Marine Department Operations port staff member who is coordinating the program.

"In addition to the money saved, the reduction in fuel would also make a valuable contribution to the Marine Department's energy conservation program, which, in turn, helps reduce the severity of

(see GULF STREAM, page 3)

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Watch for this green postcard!

New Postcard Call-In Procedure More Convenient For Unlicensed Personnel

Unlicensed personnel who have Baytown or Baton Rouge as their base port, and whose paid leaves end September 14 and after, will soon be receiving a green portcard containing the time, date, and toll-free phone number to call for their new assignment orders. These will be the first base ports to adopt a new centralized operation in which all unlicensed personnel will eventually be assigned to vessels by the Fleet Manning Section in Houston, instead of through the branch offices.

The new phone-in method will provide a more convenient way for unlicensed personnel to obtain assignment orders than the current one of reporting to the base port in person to get the orders.

Employees reporting to other base ports should continue to follow reporting-in procedures sent to them on the buff-colored postcards which they will receive until their base port is incorporated into the new system. The change will be made for the East Coast ports later in the year.

Under the new system, the employee will receive a green card about 8 days prior to the end of his paid leave notifying him of the telephone number to call to reach the Houston office. Employees living in the Houston area may call direct; those living in Texas, but outside the Houston area, may call collect; and those living in other states will be given a toll-free telephone number.

Ocean Fleet Completes July With 0 Injuries

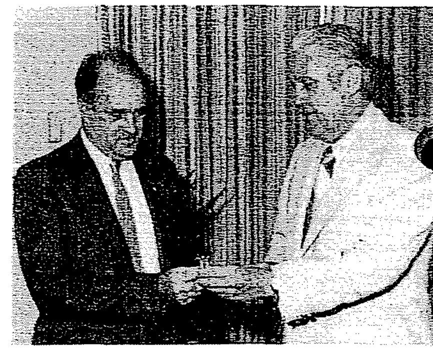
Congratulations to personnel in the ocean fleet. They worked all of July with 0 disabling injuries. The seagoing employees also worked the months of March and May with 0 DI's. Their total through July is 8, compared to 10 for this period last year.

"On this basis, there are two employees in the ocean fleet who have successfully avoided the pain and inconvenience of disabling injuries because they performed their jobs safely," said Safety Coordinator Gene Crawford. "Obviously, we don't know who they are, but we are pleased that the number of disabling injuries is coming down."

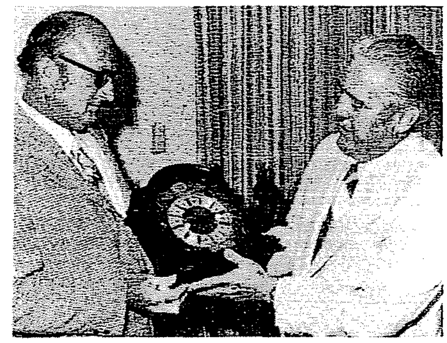
The inland fleet reported 1 disabling injury in July, bringing its total to 11 since January, 1 more than for all of last year.

Samuel E. Charlton, *left*, Northeast Region marketing manager, admires Boston Branch inland waterways three-year safety plaque which Jack W. Bennett, center, presented to Captain Gene Crocker at Marketing Department safety jamboree recently.

30-Year Service Awards



Captain Robert J. Boxwell, left, master in the *Exxon Philadelphia*, receives 30-year watch and service emblem presented by General Manager O. R. Menton during service awards ceremony in Houston recently.



Robert J. Olsen, chief mate in the *Exxon Philadelphia*, receives 8-day key-wound clock from Mr. Menton who also presented him with 30-year service emblem.

Marketers See Marine Safety Presentation

You might well wonder what an official in the company's Marketing Department is doing with a Marine Department safety award plaque (above).

The story is this: The company's Northeast Marketing Region, with headquarters in Pelham, New York, held its first annual safety jamboree recently to recognize marketing employees in the region for their outstanding driving, in-plant, and off-the-job safety records. The jamboree was held at Danvers, Massachusetts, and Samuel E. Charlton, Eastern Region marketing manager, contacted Boston Branch Manager J. W. Bennett inviting him and others in the branch to participate as outstanding contributors to the company's safety operations in the area.

Although Mr. Bennett had already presented the plaque to employees in his branch, he took the opportunity to "reenact" the presentation at the jamboree where others could see that inland waterways employees set outstanding safety records, too. (He had received the plaque from company officials earlier this year during the annual Branch Managers conference in Houston.) He presented the award to Gene Crocker, captain of the *Exxon Bay State*, who publically accepted it on behalf of the crew. The plaque now hangs beside two others on the vessel, representing three consecutive years of work without a lost-time personnel injury.

The Boston Branch has had no disabling injuries since June, 1971.

20-Year Service Award

John Vieira, pumpman, is shown at left receiving 20-year service emblem presented to him by Captain Bertram O. Christensen during recent voyage north in *Exxon New Orleans*.

'Free Market Approach Is Best,' M. A. Wright Tells Group

One of the most important steps the U.S. can take to reduce its dependence on foreign energy sources is to decontrol the prices of all domestic oil and natural gas, M. A. Wright, chairman and chief executive of Exxon USA, said recently.

Speaking in New Orleans at the annual meeting of the American Petroleum Landmen, Mr. Wright said "a free market approach, by permitting oil prices to rise, would provide the double advantage of reducing oil demand while stimulating development of domestic energy supplies."

He suggested several other measures that should be taken:

- Phase out or put on a standby basis mandatory allocations,
- Relax statutory emission standards for 1978 automobiles,
- Improve automobile gasoline mileage 40 percent by 1980,
- Improve insulation standards for buildings and appliances,
- Make available federal offshore oil and gas leases as rapidly as industry can prudently develop them.

He also stressed the importance of creating an economic and political climate that will encourage formation of needed investment capital.

"The cumulative effect of these measures would be to reduce our dependence on imported oil," he declared. "We believe that the growth in imports could be halted by 1980 and that thereafter imports would actually begin to decline. By 1985, imports could be about 9 million barrels a day, compared to the 12 million barrels a day import level that is projected without a positive domestic energy development program."

Mr. Wright said the prospect of a steady increase in our dependence on foreign supplies is not a pleasant one.

"In fact," he said, "it poses one of the most serious challenges our nation has ever faced, having both economic and national security implications."

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GULF STREAM......................continued from page 1

the problem nationwide."

All Exxon USA vessels in East Coast trade have been requested to begin using the Gulf Stream Western Wall predictions supplied by NOAA and a procedure list has been sent to them.

Several "refinements" have come out of the experimental program. A major one concerns the set of the ship. Masters who allow their ships to set with the current, until they reach a point where it is no longer beneficial, tend to have a better transit record than those who keep vessels constantly on a projected course line.

NOAA compiles boundary line data supplied by satellite, ships, and planes and relays it to RCA Global Communications for radio transmission via WPA (Port Arthur) to the vessels. The data is the most recent available on the day of the request by the ship's radio officer.

S/S EXXON NEW ORLEANS AT 1447GMT 12/04/74

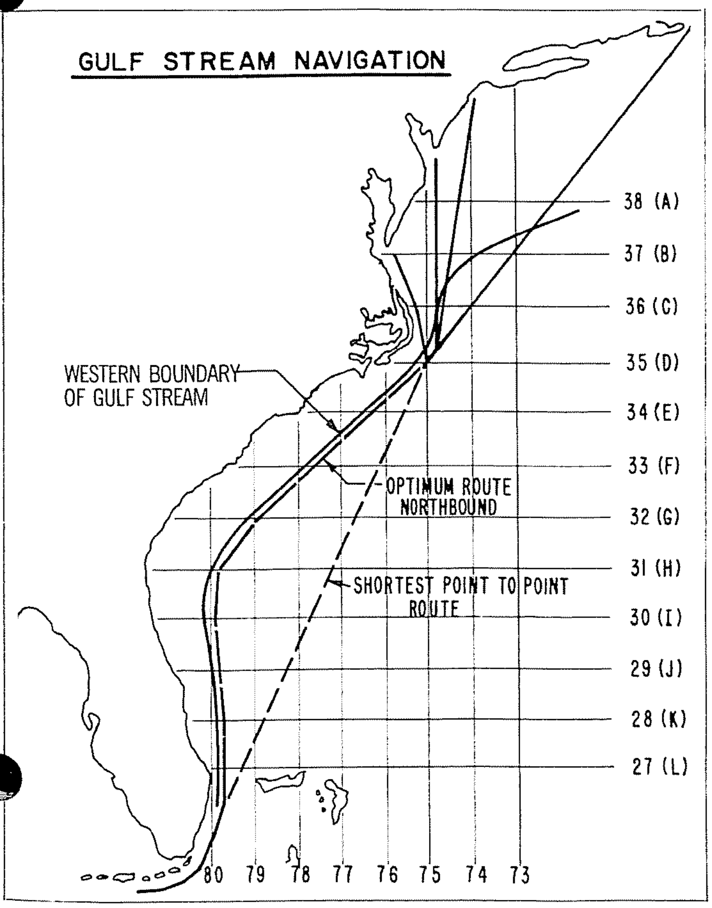
NR I SAN FRANCISCO CALIF CK 17 04 1444GMT

MASTER EXXON NEW ORLEANS WPA

GSWB 1203 A691 B735 C748 D752 E765 F779 G792 1802

J800 K799 L799 ----

How it works: From NOAA information in radiogram, above, Master of Exxon New Orleans was able to plot the optimum route, northbound, for his vessel. Although the distance between the Gulf Stream Western Boundary and the Optimum Route Course seems small on chart, it was enough for the vessel to save at least 60 barrels or some $700 in fuel costs on this one passage alone.



This May Not Settle The Rivalry, But It Makes A Point

There has long been a friendly rivalry carried on between the Deck and Engine departments aboard marine vessels. There's a story making the rounds that may fail to settle the argument, but it does make a point.

A certain sea captain and his chief engineer were having an argument as to which one of them was more important to the ship. Failing to agree, they hit upon a plan that might settle the dispute. They agreed to swap places for a day.

So, with each man's heart full of glee at the prospect of showing the other just how "easy" the job was, the chief ascended to the bridge while the master headed for the engine room.

Several hours went by and the ship failed to move. Suddenly, the captain appeared on deck, covered from head to toe in grime and sweat, and offering up enough oaths to make Satan himself blanch.

"Chief!" he yelled up at the bridge, wildly waving a monkey wrench. "You'll have to come down here; I can't make her go!"

At this, the chief stepped out on the bridge wing, tipping the ash from his cigar. "Of course you can't," he replied. "I've run her aground."

Obituary

Robert D. Cain, 59, died on July 28 at Brooklyn, New York. Mr. Cain was chief engineer in the fleet when he retired on July 1, 1971, with 31 years of service that began in 1938 when he joined the fleet as fireman in the *A. C. Bedford*. He advanced to oiler that same year. After a hitch in the Army, he returned to the company in October, 1942, as 3rd assistant engineer in the *C. A. Canfield* and served in numerous ships in WWII. He advanced through the engine room ranks and retired as chief engineer in the *Esso Dallas*. He is survived by his widow and 5 children, two of whom are at home.

Manuel P. Casais, 78, died on July 26 at Bayonne, New Jersey. He retired in 1962 as fireman/watertender. Mr. Casais was born in Spain and after years at sea as a fisherman and with other companies, he joined the Marine Department in June, 1932, as OS. He sailed in the engine room of numerous ships, finishing in the *Esso Gettysburg*. He is survived by his widow.

John Hnath, retired tug mate in the New York Branch, died on July 25 at age 76. Mr. Hnath worked for Socony in New York Harbor from 1922 to 1946 when the equipment was acquired by Exxon. He continued to serve on New York tugs as mate and captain until his retirement in October, 1963, with more than 41 years of service. He is survived by two daughters. Mr. Hnath lived in Massapequa, Long Island.

William A. Houseman, 72, died on July 19 in Houston. He began his career with the company in 1946 when he sailed as purser/pharmacist's mate in the *Esso Providence*. He served in this position in various ships until 1949 when he came ashore to work as assignment processing clerk in the seagoing personnel section in New York. He later became claims adjuster in the Annuity & Benefits section in New York where he remained until 1961 when he transferred to Houston. He retired as senior claims adjuster in January, 1964.

Howard Stroebel, transportation allocator in the New York Branch, died May 25. He lived in Jersey City, New Jersey. Mr. Stroebel started his career with Butterworth Systems in New York in 1942. He was an employee in the Marine Repair Section from 1945 to 1955 when he became transportation allocator, the position he held at the time of his death. He is survived by his widow and eight children.

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Retirements

Shipmates Give Kelly Big Sendoff

Edward F. Kelly, chief steward, retired on August 1. He is shown here with shipmates in the *Exxon Boston* who met on deck to wish him well and present him an envelope full of money to help meet retirement "expenses." From the left are Leonard J. Scholato, chief cook; Millard E. Stanford, 2nd cook; Mr. Kelly; Charles D. Amyett, OS; James A. Roach, 2nd pumpman; James Reinninger, AB; Captain William L. Straley; Julio R. Rodriguez, pumpman; Joy C. McHenry, messperson; Nello Leavins, chief engineer; James E. Robinson, utilityman; and Louis D. Smith, 1st assistant engineer. Mr. Kelly was employed as messman in the *Fred R. Kellogg,* in Feb. 1936, and sailed in various Panama Transport Company vessels. He became 2nd cook in the *George H. Jones* in August, 1938, and sailed as chief cook for the first time in the *Esso New Haven* in August, 1947. His first assignment as chief steward came in the *Esso Bayonne* in February, 1952. He served in this capacity in various company vessels until retirement.

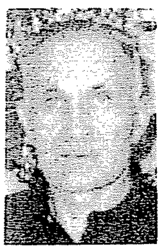
Warren J. Allison To Take Life Easy

"I'm going to take life easy and spend a lot more time with my wife," said Warren J. Allison who retired July 1.

"We plan to take a few short trips and will visit some of the shipmates I sailed with during my career in the fleet. It's the best fleet in the world," he said. Mr. Allison joined the Marine Department in October, 1951, as messman in the *Esso New Haven.* He resigned in July, 1965, and rejoined the fleet as messman in August, 1968. He later sailed as OS, the rating he held at retirement.

Andenes Plans To Enjoy Grandchildren

Johnny Andenes, barge captain in the New York Branch, retired on July 1. "My wife



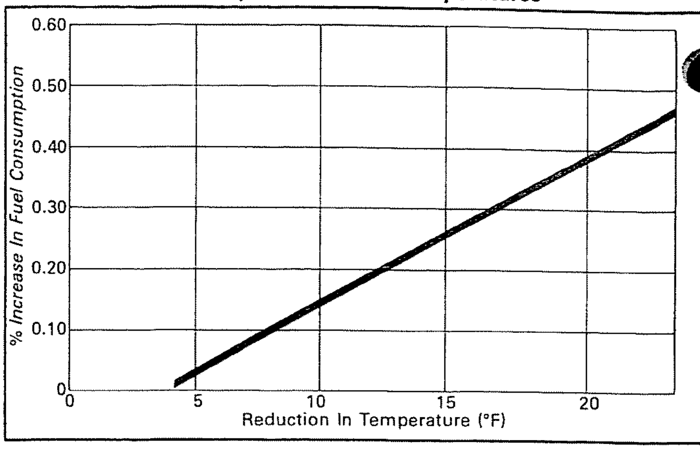
and I intend to enjoy our grandchildren as much as possible and when the opportunity occurs, we would like to do some traveling around our beautiful United States," Mr. Andenes said. He began his career in the inland fleet in March, 1957, as a deckhand. He sailed in various deck department ratings in the New York fleet, later becoming barge captain in Exxon Barge 24.

Prusich Retires As Inland Fleet Steward

Anthony Prusich retired June 1. He was employed in April, 1947, as tug steward in the New York inland fleet. He served in this capacity in inland waterways vessels throughout his career. Mr. Prusich lives in Brooklyn, New York.

Saving Energy

Superheat Steam Temperatures



Below-normal superheat steam temperatures (like below-normal superheat steam pressures, as indicated in the July 14 *Fleet News*) will increase a ship's daily fuel consumption, as shown by the chart above. As an example, steam temperatures 20° F. below normal would increase the daily fuel consumption and the annual fuel cost of each ship in our fleet as shown at right. (Assumes vessel is at sea 60% of time and fuel price is $11.73 per barrel.) Add up the additional costs per year and the bill comes to over $100,000—a sizable expenditure that can be avoided, or at least greatly reduced, if engine room personnel will be sure to check the superheater outlet temperature every time they make their rounds to catch any abnormal changes.

Vessel	Bbl. per day	Cost per year
Exxon San Francisco Exxon Baton Rouge Exxon Philadelphia	2.59	$6,662
Exxon Houston Exxon New Orleans	2.68	$6,892
Exxon Baltimore Exxon Boston	2.44	$6,271
Exxon Gettysburg Exxon Jamestown Exxon Lexington Exxon Washington Exxon Seattle	3.30	$8,475
Exxon Bangor Exxon Chester Exxon Florence Exxon Huntington Exxon Newark	1.87	$4,809

JULY EQUITY UNITS $9.76

The Thrift Fund trustee has advised that the value of each unit in the equity portfolio as of the last business day in July 1975 is $9.76.

FISH DINNER: James E. (Jim) Fowler, 1st assistant engineer in the *Exxon Philadelphia,* shows a string of 4- and 5-pound black bass he caught while on a fishing trip during paid leave recently. He hooked the beauties in Toledo Bend Reservoir located on the Northeast Texas-Louisiana border. Of course, Jim may be a little more experienced at catching fish than many of us because during his paid leaves he occasionally serves as a fishing guide. "If you haven't fished Sam Rayburn or Toledo Bend, you have missed some good times," he said.

EXXON FLEET NEWS is publish[illegible] every other Monday for active a[illegible] retired employees of the Marine Department, Exxon Company, U.S.A. (a division of Exxon Corporation); O. R. Menton, General Manager.
GENE LEGLER .... Editor

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