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Captain Roland E. Parkhurst receives money clip presented by General Manager O. R. Menton at retirement ceremony held in Houston.

Senior Master In Fleet Retires

Captain Parkhurst Sets Envious Record

Captain Roland E. Parkhurst, senior master in the fleet, retired August 1 with 37 years and 9 months of service.

"I believe that a person should retire to something and I have plans to do just that," he said during a visit to the Houston Office recently. "My wife, Dorothy, and I will continue with our church work, giving even more attention to it than in the past. We're also very interested in education, especially at the high school level, so we will continue our efforts along these lines at Deerfield Beach High School (Florida) where Dorothy is a substitute media specialist. We also have a son and a daughter, both married, and I'm going to be a full-time

grandfather to my three grandchildren."

Captain Parkhurst has been regular master in the *Exxon Baltimore* since September 5, 1969. His career with the company started on December 11, 1937, when he joined the *Wm. G. Warden* as AB. He was later promoted to Bos'n and on May 2, 1940, he joined the *T. J. Williams* as 3rd mate. Following a five-month assignment aboard the *Leda* in the Panama Transport Company fleet, he obtained his 2nd mate's license on January 22, 1942, and joined the *Esso Baytown* in that capacity the following month. His chief mate's license was issued on January 2, 1943, and he

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Names Chosen For Five New Towboats

The five new towboats to be built for the Marine Department will be named after cities. The names will be given to the boats in the following order: The *Exxon Louisville*, *Exxon Memphis*, *Exxon Lake Charles*, *Exxon Mobile*, and *Exxon Nashville*.

Delivery of the first towboat, the *Exxon Louisville*, is scheduled during the first quarter of 1976, with the last delivery expected in early 1977. Four

of the boats will be twin-screw 3,300-hp units and one will have a total of 2,600-hp. All are being built in Brownsville, Pennsylvania.

In addition to the new towboats, construction is already underway on 18 barges with a total capacity of 320,000 barrels. The towboats and barges will be put into heavy fuel oil service in the Gulf Coast Intracoastal Waterway and Western Rivers system.



Proud 'Pop' And Beautiful Daughter

"BEING A PROUD FATHER, I am sending you a picture of myself and my daughter, Debra," writes Chief Pumpman Kenneth P. Naley. "She was a semifinalist in the Miss New Jersey Contest held in Cherry Hill, New Jersey, on July 12—and I was there to see her compete," he said. Although she did not win the honor of representing the state of New Jersey in the Miss America Pageant at Atlantic City, she previously won the Miss Morris County Scholarship Pageant in which she was awarded a \$1,000 scholarship and other prizes. An aspiring professional violinist, Debra, 19, is a music major at Glassboro State College where she has been on the Dean's List for four semesters.

He's Been Helping People, Saving Lives For 23 Years



Rolling equipment includes three ambulances (one was on call when this photo was taken) and two rescue boats. From Joe's left are: Perry Noon, of the volunteer staff who is a mechanic by trade; George Lee Hill, high-school student who is a junior volunteer member; and Curt Nellis, volunteer who is in the U.S. Navy.

"One minute you're sitting here in the firehouse petting the dog and arguing politics with your buddies. Then the phone rings or the radio blares out and within a couple of seconds you're in the ambulance screeching hell-bent down the street to answer a frantic call for help. You won't know how bad the situation is until you get there," says Joseph V. Miskill.

He's A Rescue Chief

When Mr. Miskill isn't working on his company job as barge captain in the inland waterways fleet at Norfolk, Virginia (and when the grass at home doesn't need cutting), he can be found at Fire Station No. 4 in nearby Chesapeake Beach where he is rescue chief for the community's 60-member volunteer emergency rescue squad which headquarters there. Not everyone is on duty at once, but usually four or five are at the firehouse at any one time. Most members have radio monitors in their homes and cars and many, including Joe, carry "beepers" with them wherever they go.

The group is made up of



Chief Joseph V. Miskill

people from many sectors of the community's business life—doctors, nurses, contractors, mechanics, city employees, Navy personnel from the nearby Navy base, housewives, and others—all interested in giving of their time to serve their community as highly-trained first-aid specialists. Chief Miskill and other volunteer members have all completed American Red Cross standard and advanced first-aid courses. The rescue chief also holds a CPR card denot-



Chief Miskill shows young Chris Burkart, son of Norfolk Branch Manager J. S. Burkart, left, how electric shocking equipment is used to start stopped hearts. Watching is Bill Guy, right, chief pharmacist's mate in the Navy who serves on volunteer force.

ing his qualification for giving chest massages and operating the unit's cardiac shock machine used in starting stopped hearts. He has amassed some 75 hours of emergency room work in hospitals on his own time, is an experienced firefighter, and has 23 years of firefighting and emergency first-aid experience behind him.

Coordinates Efforts

As rescue chief, Joe Miskill coordinates the efforts of the group, drives ambulances, and supervises and aids in the res-

cue and handling of the injured, whether they are victims of auto accidents, fires, shootings, drownings, or suffer from heart attacks or overdoses of drugs.

"We do not compete with doctors," Joe emphasizes. "Our job is to get to the scene of the mishap as quickly as possible, give the kind of first aid we're qualified to give to keep the victim alive, and make his trip to the hospital as comfortable as possible."

The squad's three rescue ambulances are like hospital

emergency rooms on wheels. They are fully equipped for almost any kind of first aid service. In addition, one vehicle carries saws, jacks, axes, and a power plant unit for use in cutting, lifting, prying, and pulling. The volunteer squad also has two motor boats for use in bay and lake rescues. "The service we give is free, without one dollar of taxation," Joe said. "We get most of our operating money from Friday night Bingo games and the rest from donations and annual fund drives. We even buy our own uniforms."

Joe's personal car is equipped with a radio monitor and a red light, and in the trunk he carries a large chest full of bandages and other first-aid essentials for use in case he comes upon an accident when not on duty at the firehouse. "This has happened a number of times and I was able to have the victims all patched up and ready for the ride to the hospital when the ambulance arrived," he said. Average ambulance response time is about seven minutes.

Gives All Kinds Of Aid

"I've given mouth-to-mouth resuscitation to drowning victims, cut people out of cars and buildings, pieced arms, fingers, and legs together at the scene of accidents, and even brought several babies into the world on the way to the hospital," Chief Miskill said. "I've grown fairly used to seeing blood, except where young children are involved. There's something about an injured child, or one that has drowned, that still gets me."

Why He Does It

Why does he go through all this—giving so much time with no pay and very little praise? ("We get only a few letters a year from people we've helped," he says.)

"Working for Exxon and helping people are the two most important things in my life," Joe says. "It may sound corny, but the look of gratitude and relief an injured person gives me when I comfort

him is worth more than a thousand words on paper. I know that I've saved several lives and that fact alone is incentive enough for me to keep on making myself available to answer the next call for help."

Absenteeism In Both Fleets Down

During the first half of 1975, total absenteeism due to disabling on-the-job and off-the-job accidents for ocean and inland employees was 10% lower than for the same period in 1974.

Although absenteeism is still high, the downward trend is encouraging. Ocean employees lost 30% fewer days in the second quarter of this year than in the first quarter. Inland employees lost 13% fewer days during this period.

Downward Trend

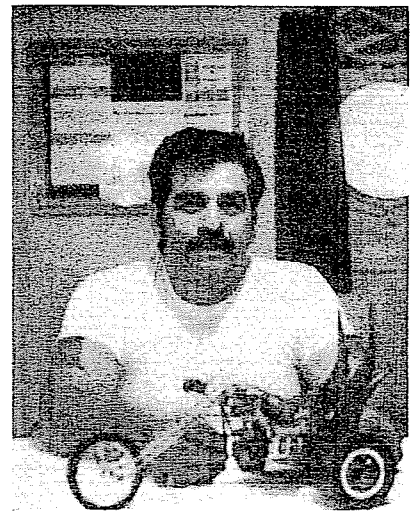
"We hope that absenteeism from off-job accidents (home, auto, recreation) will continue the downward trend and believe it will if employees on paid leave and/or time off will increase their efforts to eliminate or avoid hazards," said Gene Crawford, safety coordinator. He pointed out that a great number of safety hazards exist in the average home. "Many injuries occur because the person just doesn't think or plan the job right," he said. "This is evidenced by the number who fall off ladders that weren't braced or placed right; the person who is burned when he picks up a pan of boiling water; the number who lose or cut fingers and toes while mowing the yard; those who fall because they don't look where they are going; and so on."

Booklet Being Sent

As an aid to avoiding at-home accidents, a new booklet will be sent to employees containing illustrations and descriptions of common hazards that often exist around the house, and giving the steps to keep from getting hurt. It's for the whole family to read.

Builds Models For Kids

The scale model Dragonfire trike, built and shown here by Robert Garcia, should make his two young sons very happy. Mr. Garcia, AB in the *Exxon Lexington*, builds scale model cars and trikes during his spare time aboard ship, not only for his own relaxation but "because the kids get such a kick out of them," he said. The photo was taken by A/Oiler Sigmund F. Kosensky.



Obituary

Melvin F. Bomhoff, 64, died at Baltimore, Maryland, on July 31. He had been retired since April, 1968. Mr. Bomhoff, who was a machinist in the Navy during WWII, joined the ocean fleet in March, 1951, as oiler in the *Esso Augusta*. He served as pumpman or MM/2P for nearly all of his 16 years of company service. He is survived by his widow.

Captain Gunnar J. Borman died on July 22 at Vestantfjard, Finland. He was 78. Captain Borman retired in 1939 with nearly 16 years of company service. He joined the ocean fleet as AB and advanced through the Deck Department ranks, serving as master in various vessels from 1933 until his retirement.

Victor J. Jakubowski, 63, died in New York City on August 22. He had 15 years of service when he retired in October, 1967, as AB in the ocean fleet. He is survived by two brothers and two sisters. Mr. Jakubowski made a few voyages as OS in the fleet in 1936 and 1937. He left the fleet, returning in 1951 and sailed as deck maintenanceman and AB until his retirement from the *Exxon Bangor*. He lived in Staten Island.

Joseph W. Kuehner, retired oiler, died on August 2 at Metairie, Louisiana. He was 64. Mr. Kuehner, who had 20 years of company service when he retired in June, 1963, joined the *Esso Bayonne* as FWT in September, 1942, and sailed in that rating through WWII. He then sailed as oiler for the remainder of his career, retiring from the *Esso Newark*. He is survived by his widow.

Reginald S. Patten, 76, who retired in May, 1955, as chief engineer in the ocean fleet, died on August 10 at Jacksonville, Florida. He is survived by his widow.

After service with other steamship companies, Mr. Patten signed on the *J. A. Moffett, Jr.* as 3rd assistant engineer in 1924. He soon advanced to 2nd assistant and became 1st assistant in the *S. B. Hunt*. He was promoted to chief engineer in 1936 in the *George G. Henry*. Mr. Patten's WWII experience included surviving the torpedoing and sinking of the *R. W. Gallagher* and the *Esso Harrisburg*.

Manuel J. Roderick, 72, died at Lynn, Massachusetts on July 19. Mr. Roderick was 2nd cook in the ocean fleet when he retired on July 1, 1963. He was a chef in several restaurants and had 5½ years in the Navy where he served as chief commissary steward in a mine sweeper during the war, before joining Exxon. He had a continuous 15 years in the fleet from June, 1948, to his retirement, sailing mostly as 2nd cook and baker. He is survived by his widow.

John H. Trainor, AB, died on August 11 in the hospital at Newport News, Virginia. He was 54 and lived in Seekonk, Maine. Mr. Trainor joined the Panama Transport Company as AB in the *Beaconhill* in December, 1942. His wartime voyages included at least one convoy on the dangerous Murmansk run. He was employed by Esso in 1948 and sailed as deck maintenanceman, AB, and Bos'n. He had just joined the *Exxon Houston* in the Newport News Shipyard when he died. Survivors include a brother and four sisters.

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GENE LEGLER..... Editor

Captain Parkhurst Never Off Pay

served for the first time in that capacity in May, 1943, in the *Esso Concord*. He obtained his master's license in June, 1944, and on July 3, 1946, Captain Parkhurst took command of the *Esso Utica*.

Captain Parkhurst has a reputation for keeping the same ship for a long period of time. In addition to the nearly six years spent in the *Exxon Baltimore*, he spent three years in the *Esso Utica*, three years in the *Esso Memphis*, five years in the *Esso Chester*, over four years in the *Esso Jamestown*, and six years in the *Esso Lima*. Several of his earliest ships, all "big" for their day, were in the 10,000- to 16,000-dwt class, as compared to his last ship, the 51,000-dwt *Exxon Baltimore*.

"God Has Blessed Me"

At a retirement ceremony in Houston on August 12, Captain Parkhurst said: "God has blessed me in that I have never had to take sick leave during all the years that I have been with the company. I am also very appreciative that I was never off pay during all this time." Captain Parkhurst was also recognized for his perfect safety record. He completed his entire career without a disabling injury.

Finest People In World

General Manager O. R. Menton, who presented retirement gifts to Captain Parkhurst on behalf of the company, congratulated him for his outstanding service and invited him to visit the Marine Department and any of its ships in the future.

"I appreciate your offer," Captain Parkhurst said. "We have some of the finest people in the world in the Marine Department and aboard its ships. I'll miss them a lot, so I'll probably be requesting permission to visit a ship from time to time."



A coffee service was presented to Captain and Mrs. Parkhurst at retirement ceremony attended by Marine Department representatives. From the left are Captain Torrance Inman, Captain Leonard H.

Earle, Tom J. McTaggart, Captain Parkhurst, Gene Crawford, Mrs. Parkhurst, Paul J. McEwan, Roger R. Hemminghaus, and Mr. Menton.

All Honored In New York

Sheelen, Prusich Retire; Webster Completes 30 Years



TWO EMPLOYEES in the New York Branch were honored at retirement ceremonies recently and a third was presented 30-year service awards.

Retiring were Charles J. Sheelen, Jr., shown at left in the **top left photo** receiving best wishes from Branch Manager Al Giallorenzi who congratulated him for his 32 years of outstanding service. Mr. Sheelen, whose retirement became effective August 1, plans to devote more time to civic participation in the town of Fanwood, New Jersey, where he works with the Board of Health and is a charter member of the fire department. He is also looking forward to enjoying his summer cottage in Maine.

The **top right photo** shows Mr. Giallorenzi congratulating Anthony Prusich, left, for his 28 years of company service. Mr. Prusich who retired June 1 as steward on floating equipment in the New York area, has property to maintain in Brooklyn, New York, and eventually hopes to take a trip to Europe.

At right, the branch manager presents a 30-year service emblem and clock to Robert L. Webster, personnel assistant in the New York Branch.

