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NCAA Football Tapes Being Circulated In Fleet; Keep 'em Rotating

Video tapes containing action highlights of current NCAA college football games are being circulated in the ocean fleet, with more to come.

Every week, nine tapes containing three NCAA games played the previous Saturday will be made, one tape going to each of nine ships. Each game runs about 20 minutes on the 60-minute tape, with commercials and half-time ceremonies edited out. Tapes will be rotated from ship to ship so that during the season, personnel in all ships will have an opportunity to see the most current games at one time or another. On other weeks they'll see games played within the past two weeks or so—if everyone cooperates to keep tapes rotating.

"That's the key to making this experimental program work—cooperation," said Gene Crawford who is coordinating the distribution of tapes. "There's no program dealing with such a timely subject for distribution to oceangoing ships in the entire Merchant Marine. We think that through the efforts of personnel in the fleet we can make it work. Hopefully, each tape will be shown during the ship's first voyage after it has been received so that it can be returned at the next port of call for circulation elsewhere in the fleet," he explained. "As tapes are expensive, we're asking that they be handled carefully so that they can be passed on to other ships in good condition."

Mr. Crawford pointed out that the experimental program will be evaluated through December, when the NCAA football season ends, to determine the feasibility and value of making such programs available in the future.

To kick the football season off, nine tapes were sent to ships during the week of September 29. These tapes featured games played the previous Saturday. Tapes of games played on October 4 were sent to vessels on October 7.

"In most cases, video tapes of games will be ready for distribution to ships on Tuesday, following the previous Saturday's games," Mr. Crawford said.

I'm Your Eye; There's No Substitute

Eyes have been called the most precious of gifts.

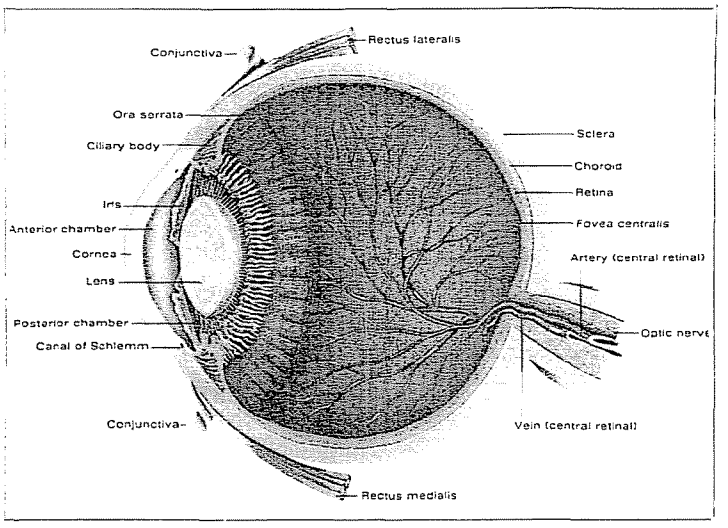
The Scriptures say that "The light to the body is the eye."

Poets have called us "Windows to the soul."

These quotes become even more meaningful when you realize that my partner and I bring you about 75 per cent of all the information you get from the outside world—the rest comes from hearing, smelling, tasting, and touching. You can easily determine just how important our 75 per cent contribution is to your emotional and aesthetic life by simply blindfolding yourself and spending five minutes or so walking from place to place. Obviously, you won't want to get carried away and try this experiment on the deck of your ship.

As long as we are in good working order, we function without making much demand on you—only a reasonable amount of daily rest and proper nutrition. Maybe that's why we are so often taken for granted and so little effort is

(See YOUR EYES, page 3)



Sideview shows many of the major parts of the eye that are thinly protected against outside contact. The optic nerve is the shortest opening in the body leading from an organ directly to the brain—all the more reason for taking extra safety precautions to protect your eyes, especially when working around chemicals, acids.

350 Review Benefit Plan Records So Far

More than 350 seagoing employees have reviewed their individual Benefit Plan records with Benefit Plan representatives who have visited 13 ships since April 4.

The fact that a large number of changes are being made indicates the need for employees to periodically review their benefit plans and update their coverage or beneficiaries. The ship visitation program is enabling crew members to do so with a minimum of effort on their part, but employees are still responsible for keeping their Benefit Plan records current. They should report changes immediately and not wait for a shipboard visit to do so.

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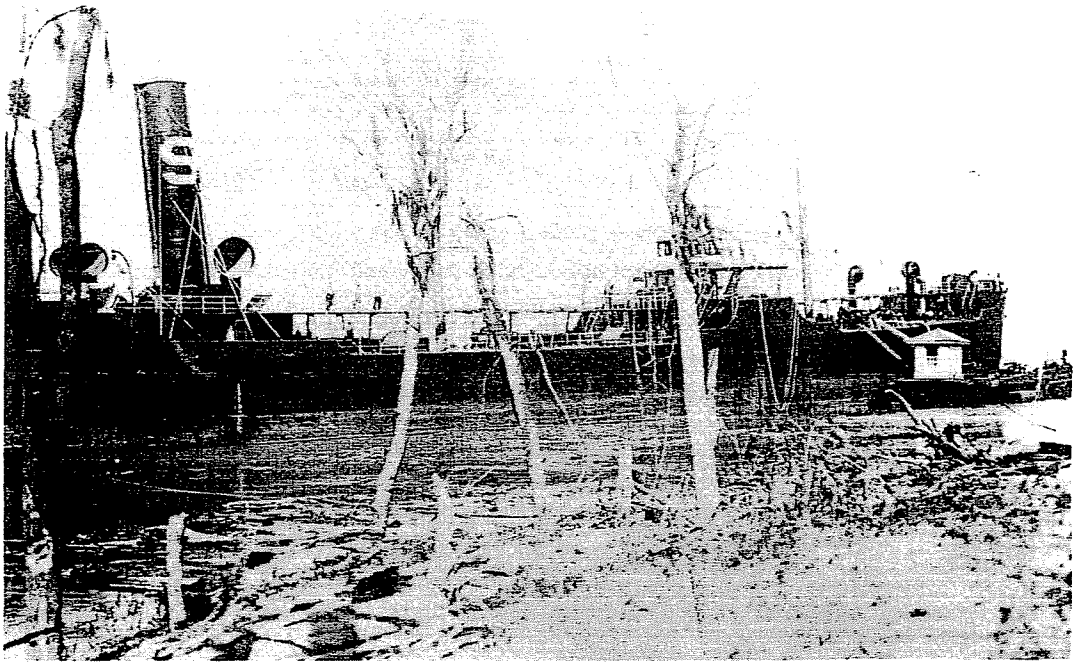
A Bit Of History -- From 1909 To 1975

As Refinery Grew, So Did Baton Rouge Dock Facilities

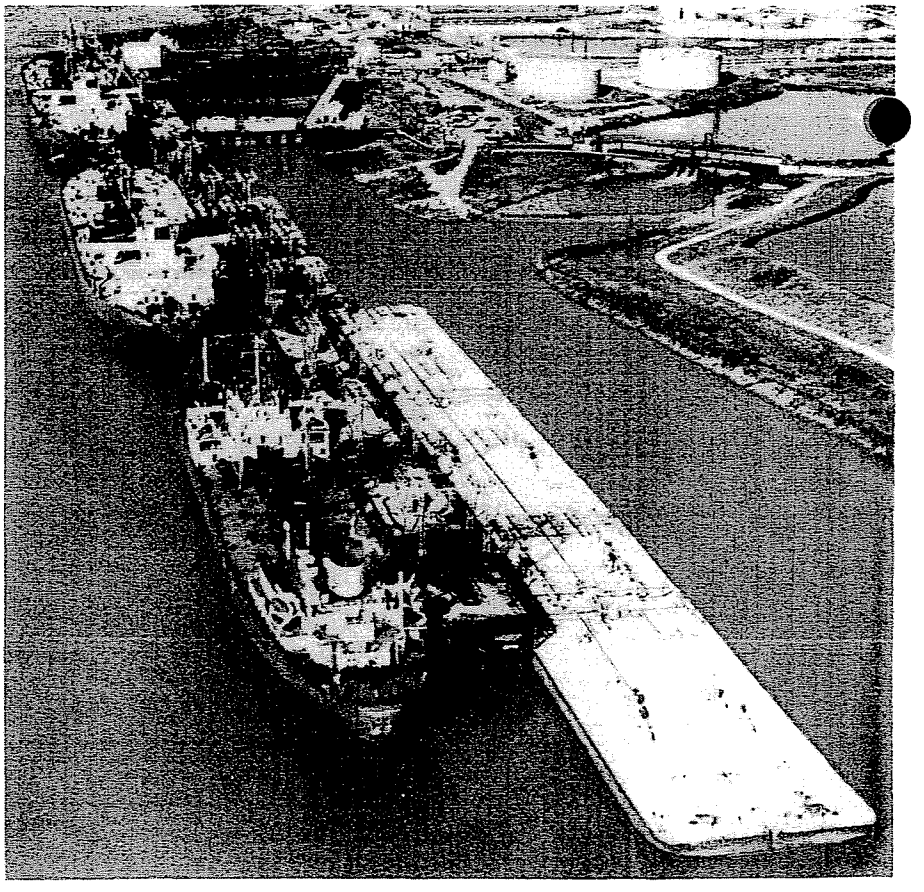


THE FIRST SHIP to call at Baton Rouge Refinery was the *Captain A. F. Lucas,* a 5,882-dwt tanker, shown at anchor near the somewhat primitive dock facilities of the new refinery. She came in November, 1909, with a cargo of crude oil from Mexico. At far right in the photo is a small pumphouse at the end of a narrow wooden wharf that supported pipelines through which crude was pumped to the refinery. In those days, the refinery (actually a small plant) processed an average of 2,000 barrels of crude per day and manufactured only three products—nearly all of which were dispatched to customers via tank trucks and railroad tank cars.

More Ships Start Bringing In Crude

As the refinery grew (it now has a capacity of 450,000 barrels per day and turns out more than 500 different products), an increasing number of ships began bringing in crude—and leaving with cargoes of refined products for delivery to other ports. To handle the growing tanker business and an increasing number of inland waterways vessels serving customers up and down the Mississippi River, the old original wooden wharf was replaced by a 1,500 foot steel dock in 1941 and was expanded to 2,260 feet in 1952. The dock has been expanded and modernized since then and is now 2,750 feet long—long enough to easily accommodate a string of barges and three large tankers at one time, as shown at right.

Last year, more than 82 million barrels of refined products were loaded in ocean and inland vessels at Baton Rouge. Some 52 millions barrels of this amount were shipped in inland equipment to company and customer terminals in a 10-state area from Louisiana to Pennsylvania and to terminals on the Gulf Coast, making Exxon one of the largest transporters of petroleum products of any major oil company on the Mississippi River and its tributaries.



Vincent L. Jervis Dies Aboard 'Baton Rouge'

Vincent L. Jervis, pumpman in the *Exxon Baton Rouge,* died aboard the vessel on September 26. He was 59 and had nearly 28 years of company service. Mr. Jervis was born in the Cayman Islands and worked as an engineer on U.S. Army tugboats from 1943 to 1947. He joined the fleet as oiler in the *Esso Syracuse* in November, 1947, and served as oiler with short periods as MM/2P and pumpman until 1955. His service since then had been as MM/2P and Pumpman in various vessels in the ocean fleet. Mr. Jervis, who lived in Queens Village, New York, is survived by his widow and one son.

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Back To The Needle & Thread



SEWING CANVAS in making sail repairs used to be a common task for seamen in early-day sailing vessels. But times have changed greatly since the Merchant Marine was under sail and nowadays the job of sewing canvas in a vessel at sea is practically nonexistent. However, three members of the Deck Department in the *Exxon Newark* recently demonstrated that the art of sewing canvas is not entirely lost—yet. They are shown here sewing patches on a lifeboat cover that needed repairing. "Even today a good sailor may be called upon to do a task that requires knowledge of something in the past," said John A. Mazza, chief mate in the *Newark,* who sent in the above photo showing, from the left, Arthur T. Koller, Gilbert Luna, and Arthur Ponte busily sewing on the patches in the ship's repair shop.

Meets Brother Coming Over Side



OS ROBERT LOSCH, left, was on his first trip to sea in the *Exxon Lexington* and who did he meet up with? His brother, Richard. It's not that Robert hadn't seen his brother for a while, but he didn't expect to see him coming aboard the *Jamestown* in Long Island Sound. Richard, a former 2nd mate in the Exxon fleet, who is now a pilot in Long Island Sound, boarded the *Lexington* when she arrived off Block Island with a cargo of No. 2 heating oil from Baytown and Texas City. Ernest D. Seddon, 3rd mate, sent in the photo showing Robert greeting his brother as he came aboard.

Salute To Ships Means Lot To Crew



"OLD TIMERS" will no doubt remember the 'Waving Girl' of Savannah, Georgia. She would speak each vessel as it passed. Although she has long since departed these shores, she will be long remembered by many of us," said Captain James D. Lawton, master in the *Exxon Florence,* who sent in the accompanying photo showing another lady who salutes our ships.

"She is Mrs. Jack Mickley who lives on the north bank of the Port Everglades, Florida, ship channel. She is just as kind and considerate and come rain or shine, she is there to greet us and fly the Exxon Flag as we pass. This means a lot to us," Captain Lawton said.

YOUR EYES, continued from page 1

made to protect us. Records kept by the Society for the Prevention of Blindness indicate that of the approximate 120,000 Americans who suffer eye injuries nearly every year, about 90 per cent of these injuries could have been avoided if safety glasses and other eye-protection equipment had been worn.

Accidents At Home

Most eye accidents happen to employees at home who for some reason tend to let down their protective guard, as though dangers do not exist there as well as on the job. We eyes receive a lot of injuries in home workshops where various power tools are used, such as whirring bench grinders that spew sparks at us and sometimes break and send rock-hard particles into us. Even the hand-held wood chisel is a threat to unprotected eyes as it sends chips or splinters flying in our direction. Do you know that wood splinters are harder to remove from the eye than metal? And there's always the almost irresistible urge to rub us hard when saw dust, paint chips, or foreign particles land in us. This is very bad because rubbing can cause scratches or further embed the particle in the eyeball. If tears won't wash the object out immediately, get to first aid or an eye doctor as soon as possible.

Vulnerable To Injuries

Although we normally operate with very little attention from you, there still remains the fact that we are vulnerable to injuries—probably more so than any other part of the body. Only very thin eyelids stand between us and flying objects, burns from welding torches, and the like. That's why I appeal to you to provide the extra protection my partner and I need by wearing safety glasses, goggles, face shields, or other protective equipment (depending on the type of work being performed), whether at home or on the job.

Right here, I'd like to point out two interesting and very important sidelights that may make you appreciate us even more. First, it's the brain that makes sight possible, but only through your eyes can light patterns be received and transformed into nerve impulses which the brain interprets as visual images. Without us, the brain couldn't do this and you'd be blind. Second, by looking into us, doctors can often note irregularities that could indicate a brain problem, such as a tumor. He can also detect signs of kidney disease, arteriosclerosis, anemia, diabetes, hypertension, and leukemia. So, it's really more than your poetic soul that a doctor sees when he looks deep into your eyes.

There's an important but tragic fact that I've left until last to mention: We're one of the few organs of the body that cannot be replaced by a "substitute" and made to function again. Certain parts of us can be repaired, but if you completely lose an eye, that's all! There are no transplants.

Two excellent films on eye protection are now being circulated among ships in the Exxon fleet. If you haven't seen them, I hope you will. They are titled: "You Bet Your Eyes" and "Don't Push Your Luck." Their theme is: When you bet your eyes and push your luck, you have nothing to gain but a whole lot to lose.

Who wants to gamble with odds like that?

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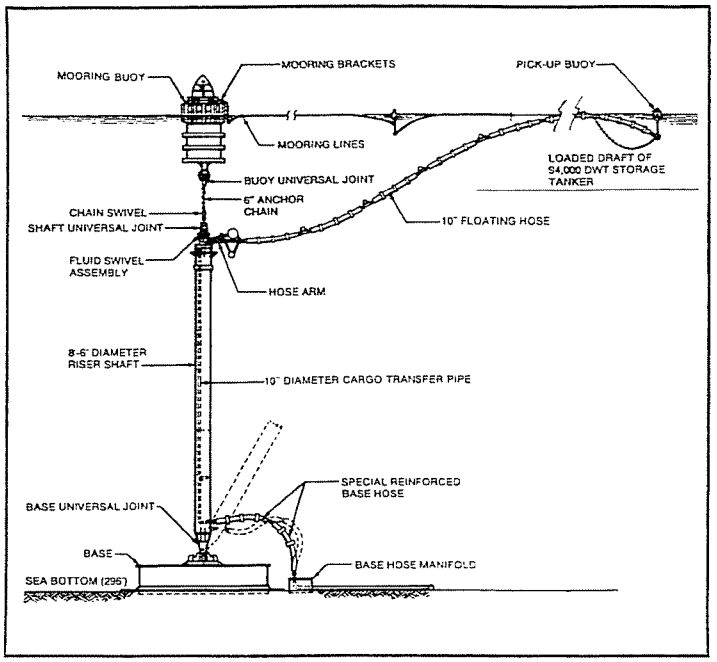
Deepest Single Anchor Leg Mooring In Operation



Single Anchor Leg Mooring designed by ER&E.

The deepest Single Anchor Leg Mooring in the world (SALM) is now operating in the deepwater "Tembungo A" oil field in the South China Sea. Installed in approximately 300 feet of water, SALM is connected to a drilling platform by a 7,000-foot-long, 10-inch-diameter, submarine pipeline and is secured to the seabed with 3,500 tons of granite ballast. Design specifications for the SALM were prepared by Exxon Research and Engineering Company. The unit has a single articulated "leg" between the surface and the sea floor consisting of a self-buoyant riser, chain swivel, and only one chain connected through three universal joints between the mooring base and buoy (see diagram). Originally designed as a semi-permanent mooring for a 94,000-dwt storage tanker, SALM is currently being used by two shuttle tankers to load oil and deliver it to refineries of Exxon affiliates. Exxon is planning on constructing additional SALM's at Paulai, in the South China Sea, and at Santa Barbara, California. The design is also being considered for single point moorings at the *Loop* and *Seadock* offshore terminals being planned for the Gulf of Mexico.

Contract Awarded

The company recently awarded a $5 million contract for construction of a single-leg anchoring system for an offshore oil terminal in the Santa Barbara Channel off the California coast. It will be used to load crude oil aboard tankers for shipment to refineries.

The crude will be produced in the Santa Ynez Unit in the channel. It will be moved ashore by pipeline for treatment in a plant Exxon plans to build about 1½ miles inland. After treatment, the crude will be transported to the offshore terminal by pipeline for loading aboard tankers. The anchoring system is scheduled to go into operation about mid-1977.

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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 4045, Houston, Texas 77001.



Among other shipmates who extended their best wishes to Chief Mate William A. Greene were, from the left, Alberto Monteiro, AB; Patrick McLaughlin, AB; Idilio Gomes, 2nd cook and baker; Jose D. Gomes, utilityman; Captain Gregaitis; John E. Valles, 2nd pumpman; Johnny B. Barros, 2nd cook and baker; Mr. Greene; Norman Stephens, OS; and Joseph J. Sokolowski, oiler.

Greene Retires; Gets Grand Sendoff

Practically the whole ship turned out to say good bye to Chief Mate William A. Greene when he made his last voyage in the *Exxon Huntington* before retiring on October 1. "The crew presented Bill with a new wallet containing enough money to buy the ship," said Captain A. Gregaitis. "The Steward's Department put out extra effort by preparing and serving a delicious dinner of prime roast beef in his honor, followed by a large cake which they baked and decorated. Crews from the engineroom to the bridge gave Bill a real send-off."

Mr. Greene hired on in March, 1948, and sailed as 3rd mate in the *Esso Richmond* a few days later. He filled his first assignment as 2nd mate in the *Esso Bethlehem* in December, 1950, and sailed as chief mate for the first time in September, 1958, in the *Esso Brooklyn*.

"As to my future plans, I hope and pray that my family and I will continue to have good health and I am sure that we can find more than enough to do to enjoy life," he said. The Greenes live in Spring Lake Heights, New Jersey.

Saving Energy

Effect Of Above-Normal Electrical Load On Fuel Economy

Additional fuel burned in barrels per day and costs in dollars per year when the electrical load on the turbo generator is 100 K.W. above normal. (Assumes vessel at sea 60% of time and fuel price is $11.13 per barrel)

Vessel	Bbl. per day	Cost per year
Exxon San Francisco Exxon Baton Rouge Exxon Philadelphia	5.87	$14,325
Exxon Houston Exxon New Orleans Exxon Seattle	5.87	$14,325
Exxon Baltimore Exxon Boston	5.57	$13,608
Exxon Gettysburg Exxon Jamestown Exxon Lexington Exxon Washington	5.57	$13,608
Exxon Bangor Exxon Chester Exxon Florence Exxon Huntington Exxon Newark	5.57	$13,608

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