

EXXON FLEET NEWS

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4 Injured In February

Two employees in the ocean fleet received injuries in February. One fractured a wrist when he fell on ice. The other struck piping, fracturing a foot. Two inland waterways employees suffered toe injuries during the month. One sprained his toe when he slipped and the other received a fractured toe when a loaded barrel cart backed onto his foot. Total DIs since January: 5 in the ocean fleet, 3 in inland waterways.

Ships Targeted To Save 170,000 Barrels Of Fuel

Most of us who have cars know that we can save fuel if we avoid jackrabbit starts and drive at slower speeds. It's not likely that any of our ships can ever take off like a jack-rabbit, even in a swift tide, but like cars, ships can save significant amounts of fuel by traveling at reduced speeds. With this in mind, personnel in the ocean fleet are aiming at a challenging new target in 1975—that of saving some 17,000 barrels of fuel, mainly via the ship slowdown method. The 17,771 barrels saved in January (see chart) are a good start toward meeting the 1975 goal. Not all ships have

the same opportunity each month to save fuel: some are out of service for short periods, some are affected by the general slowdown and some are not, others have greater opportunity to slowdown to make docking tides, and so forth.

Slowdowns Save Fuel

Of the 132,000 barrels saved in the ocean fleet last year, 105,000 barrels (about 80%) were saved by ships traveling at reduced speeds, either under general slowdown orders or on an individual basis when the master slowed down to make a docking tide or avoid other delays in port.

Further slowdown orders have already been sent to nine ships for the early part of this year. The *Exxon Houston* and *Exxon Philadelphia* have reduced their normal operating speeds by 30% and a 15% reduction has been ordered for the *Exxon Baton Rouge*, *Exxon Gettysburg*, *Exxon Jamestown*, *Exxon New Orleans*, *Exxon San Francisco*, *Exxon Seattle*, and *Exxon Washington*.

Higher Fuel Costs

The reason for the increased slowdowns is fuel costs. Bunker C is selling at about \$11 per barrel, up \$1 over 1974. There is a probability that fuel costs will go even higher. As a result, the savings in fuel costs through slowing down these ships is greater than revenue lost by making fewer trips per year.

Fuel Saved In January

Vessel	(Bbls.)
Exxon Baltimore	44
Exxon Baton Rouge	585
Exxon Bangor	346
Exxon Boston	3,381
Exxon Chester	567
Exxon Gettysburg	461
Exxon Florence	45
Exxon Houston	715
Exxon Huntington	237
Exxon Newark	187
Exxon Jamestown	1,736
Exxon Seattle	1,353
Exxon Lexington	591
Exxon New Orleans	664
Exxon Philadelphia	4,689
Exxon Washington	1,302
Exxon San Francisco	868
Total	17,771

Port Engineer T. J. McTaggart said: "Although the largest savings in fuel last year came from reducing vessel speeds, we're really proud of the 27,000 barrels saved through the efforts of shipboard personnel who kept these vessels running as efficiently as possible. We're counting on that continued help again this year."

Steps To Take

He said that careful attention must be given to such things as the condition of various control systems, burners, soot blowers, air ejectors, steam traps, and insulation. Steam and water leaks should be dealt with promptly and machinery and equipment should be shut down without delay when they are not needed. "All of these steps are necessary to meet the 170,000-barrel fuel savings goal in 1975," he said.

Joe Sarne Describes Major Repair Problems Facing Fleet In 1975

What is the repair situation? Why can't a ship's order be filled without delay? To learn the answers to these and other questions concerning problems being encountered in maintaining and extending the life of our fleet of ships, Fleet News interviewed Repair Superintendent Joe Sarne, right.



Q. We hear a lot of questions about repairs and part orders. Is there a repair communications problem?

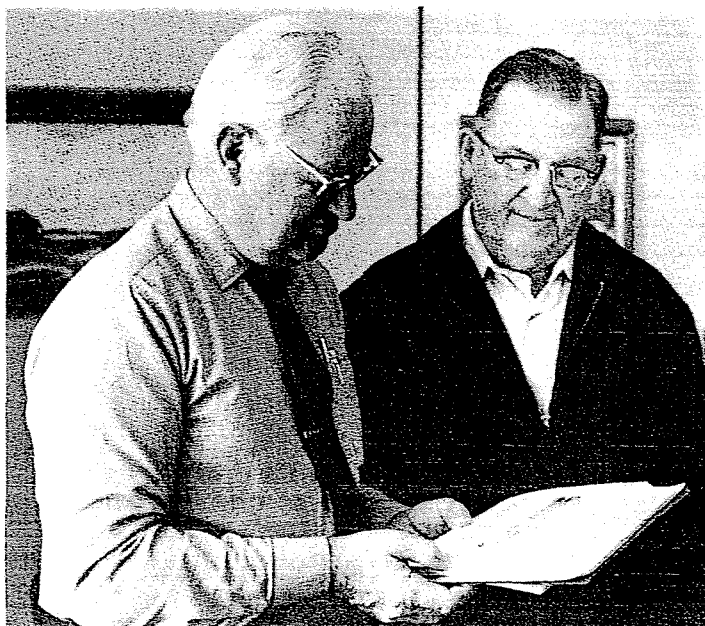
A. Yes. We are trying to improve this by closer contact between repair and shipboard personnel. I am visiting each ship to talk over procedures, problems, and ways to improve them. We need to more fully involve vessel personnel in developing better maintenance programs and also in both shipyard and

voyage repairs so that we can benefit from their experience and suggestions.

Q. What are the significant maintenance or repair problems facing us in 1975?

A. I think the major challenge facing us is extending the life

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T. J. McTaggart, left, and Edward A. Madsen discuss changes that have occurred in the ocean fleet since the old T-2 days when Mr. Madsen sailed as an Engine Department employee.

"I Needed To Get Busy, So I Bought A Trailer Court," Says Edward Madsen

"I retired in 1963 and didn't do much of anything for a couple of years. It was kind of boring. I laid around mostly, gained weight, and didn't feel very well. I visited the doctor who told me to get busy doing something. I was never much of a fisherman or hunter, so I tried working at various jobs, but I wasn't particularly happy. Then in 1967 I learned that a trailer park was for sale. My wife and I investigated it and the deal looked good. We sold our house at Indian Pass Beach, Florida, bought the trailer park and a mobile home to live in, and we've been happy ever since. That was seven years ago."

Events Recounted

These events were recounted recently by Edward A. Madsen, retired 1st assistant engineer with more than 28 years' service in the ocean fleet. Mr. Madsen was in Houston recently and took the occasion to visit Port Engineer T. J. McTaggart and others in the Marine Department.

Mr. Madsen's trailer park is

located at Mexico Beach, Florida, about 25 miles southeast of Panama City on Highway 98. "It is used mostly by tourists who take the West Coast route into the state," he said.

Retire "To" Something

Although Mr. Madsen doesn't recommend that every retired person buy a trailer park, he is convinced that everyone should retire "to" something. "This laying around gets old quick," he said. "I like to talk to people, and the trailer park provides me with ample opportunity to do that. And the park is not too large—just big enough so that I can maintain it at a leisurely pace. My wife and I can still take trips, like this one to Houston, and the park will run itself until we get back. The main thing is, I'm doing something that I like, I'm happy, and I feel great."

January Equity \$8.42

The value of each unit in the equity portfolio as of the last business day in January 1975 was \$8.42.

Government Controls Aggravate Rather Than Cure Economic Problems, Says M. A. Wright

M. A. Wright, chairman and chief executive of Exxon USA, called upon oilmen recently "to build awareness that, more often than not, government controls aggravate economic problems rather than cure them."

Speaking to the Oklahoma Independent Petroleum Association in Tulsa, Mr. Wright said the oil industry is subject to the most stringent controls ever applied to a U.S. industry in peacetime history.

"Against this backdrop," Mr. Wright said, "it is encouraging that the energy proposals outlined by the President recently call for greater reliance on market forces rather than

rationing or the return of local lines at service stations." He said proposed energy conservation taxes should stimulate voluntary conservation efforts by both individual consumers and industry.

Mr. Wright expressed concern, however, that the proposed "windfall" profits tax would place additional financial burdens on oil and gas producers already having difficulties financing the capital expenditures essential to meet national energy needs. The President has estimated that the tax would absorb the profit flowing from decontrol of oil prices, plus an additional \$3 billion.

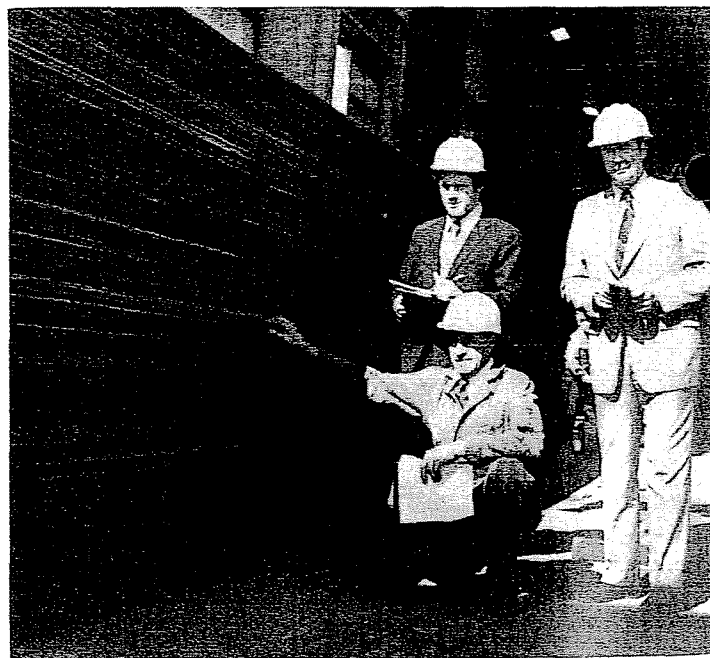


Plate Steel For New Barges

About 1,650 tons of plate steel were delivered to Bludworth Shipyard in Houston recently for use in the construction of six heavy fuel oil barges for the Marine Department inland fleet. The shipment, which represents about 45 per cent of the amount of steel required for building the barges, is being checked by William H. Taylor, left, and Robert E. Gordon, both in the Marine Controllers Office, and Arne Olsen, kneeling, construction inspector in the Engineering & Planning group. Other steel shipments will follow soon.

An additional 12 heavy fuel oil barges are planned for the inland fleet. They will be built at two U.S. shipyards—Ingalls Iron Works in Decatur, Alabama, and Dravo Corporation at Pittsburgh, Pennsylvania. The 18 barges, ranging in capacity from 10,000 to 20,000 barrels, are scheduled for delivery over a two-year period beginning in September. Rob A. Godfrey, Engineering & Planning, is project engineer for these vessels.

'Kids Are Curious About Ships', Says Captain Brelsford

As reported in the last *Fleet News*, masters in the *Exxon Baltimore* and *Exxon Chester* are participating in the Propeller Club's Adopt-A-Ship program. For several months, they have been corresponding with 5th and 6th graders in two schools describing their ships, cargoes carried, ports of call, and so forth—all to help these "citizens of tomorrow" learn in an interesting and exciting way about the Merchant Marine, history, and sea transportation. But even more thrilling to the youngsters is when the captain they have been writing to pays them a personal visit. Such was the case recently when Captain Walter S. Brelsford took time during paid leave to talk to 6th graders at Mascotte (Florida) Elementary School.

Kids Are Fun

"Kids are a lot of fun to talk to and they are really curious about ships, the life seamen lead, and the jobs they perform," Captain Brelsford said. "They ask very meaningful questions about such things as time zones, oceanography, and navigation because they study these subjects in school. And sometimes, the teacher and the kids surprise you by calling in a local newspaper reporter to write an article about your visit and take your picture for publication. (The photo above was run in the *South Lake Press* published at Clermont, Florida.)

In a letter to Captain Brelsford, thanking him for coming to the school, Mrs. Shirley Presley, 6th grade teacher, said: "Your visit was really a treat for all of us, students and teachers alike. I am sure that your appearance here will make future correspondence much more meaningful for the students." She sent along notes from the 6th graders



Captain Walter S. Brelsford is shown in this newspaper photo taken during his recent visit to Mascotte Elementary School. Posing with him are two 6th grade teachers and three students.

who apparently "adopted" Captain Brelsford right along with the *Baltimore*. Every student commented favorably upon his talk and one little girl even went so far as to write: "I liked the way you looked." Another wrote: "I never did know how old you are, but you look pretty."

Come Back To See Us

Other quotes from letters were: "We were very happy when you came to our room. Now we have moved to another room."

"I just might join the Mer-

chant Marines because I like girls. I hope your tanker never sinks."

"I like the charts you brought and would love to see you again."

"If anyone was rude during your visit, I am sorry. We really want you to come back."

In a lengthy newspaper article featuring Captain Brelsford's visit, the reporter for the *South Lake Press* wrote: "He became so popular with the students that before he left he was asked many times for his autograph."

Benefit Plan Statement Contains Valuable Financial Information

The annual Benefit Plan Statement entitled: "A Statement of Your Financial Security Under the Benefit Plan of Exxon Company, U.S.A." was mailed during the week of February 24 to the homes of all regular employees.

This statement contains valuable information about your financial security under the following parts of the Plan: Savings and Investment Program, Family Income Protection Program, Disability Income Protection Program, Disability Annuity Plan, and Retirement Income Program. This statement does not reflect other retirement benefits negotiated by associations

representing seagoing employees. Consequently, you should also familiarize yourself with those benefits your particular association has negotiated with Exxon.

It is also pointed out that the total monthly retirement income figure on your statement is based on present normal earnings and does not consider future increases in pay through higher wage rates or promotions.

Figures in the statement under "Vacations" are calculated for shore employees and do not apply to seagoing personnel.

If you have any questions, feel free to discuss them with

any branch office representative or by calling the Compensation & Benefits Office in Houston on Extension 6511. Report any figures that do not appear correct.

Good Loading, Discharge Times Reported By Ships

Two ships calling at Baytown in February had better than normal loading times. On February 13, the *Exxon Washington* loaded approximately 300,000 barrels of mixed grade products in 10.3 hours, about two hours less than normal.

On February 3, the *Exxon Houston* loaded 459,172 barrels of heating oil in 14.8 hours. On February 20, the vessel loaded 460,141 barrels in the same time period, give or take a few minutes. "The loading times were a coincidence—something that I have never known to happen before," said Don Delozier, loading coordinator at Baytown.

A third vessel, the *Exxon Jamestown*, set a good discharge record on February 20 when she offloaded some 300,000 barrels of J crude in 12.8 hours, about 2½ hours better than normal for the vessel. The records were made possible because all equipment was in good operating condition and through close cooperation between ship and shore personnel who "had everything ready to go" when each vessel arrived.

Obituary

Herman A. Dahlke, 67, died on December 18. He lived in Port Charlotte, Florida. Mr. Dahlke retired as radio officer in January, 1963, with 32½ years of service. He joined the *W. H. Libby* in 1930 and served through World War II in the *Esso Baytown*, *Dartmouth*, and *Esso Nashville*. His last ship was the *Esso Tampa*. He is survived by a brother and two sisters.



Whitson Given Money, Luggage

"This Samsonite luggage and sack of currency is presented to you upon your retirement from the fleet. The officers and crew wish the best of luck and health to you and your family in the happy years to come." This message was in the form of a letter from the officers and crew which Captain Jean S. Brower presented to Millard C. Whitson during his last voyage in the *Exxon San*

Francisco before retiring. In the photo, Chief Engineer Bobby M. Pouncey, left, and Captain Brower, right, are shown presenting the luggage to Mr. Whitson on behalf of the crew. Mr. Whitson joined the *Pine Ridge* as AB in August, 1948, and filled his first assignment as 3rd mate in the *Birch Coulie* in December, 1950. He first sailed as 2nd mate in the *Esso New York* in December, 1958.

Crowder Plans To Buy Ham Radio Equipment

"The retirement dinner, the wonderful cake, and the surprise gift of money from you and the entire crew are things I'll never forget," said Ben S. Crowder, right, in a letter to Captain John B. Sappington during his last voyage as radio officer in the *Exxon Huntington*. "The bad part about retiring is not being able to continue seeing all the many friends that I have in the fleet," he said. "I plan to use the cash donation to buy a good ham radio antenna and then, who knows, one of these days I may even contact the good ship *Exxon Huntington*," he wrote. "I'll be home with my wife in Paris, Texas, where there's lots of good hunting, fishing, and golfing. If any of my shipmates come this way, please look me up," he said. Mr. Crowder joined the fleet in February, 1966, as radio officer in the *Exxon Baltimore*. He served as "sparks" in various vessels throughout his career.



A. One of the main things that we can do is to make sure that we all work together on solving our maintenance problems and in developing plans for extending our vessel's lives. The problems of rising costs, material shortages, and low shipyard productivity need to be understood. Increased attention to preventive maintenance both by shipboard personnel and, where necessary, shore contractors is required. We have to improve our program for preserving the more expensive equipment—cargo pipelines, mooring winches, etc., on all of our vessels. Hopefully, increased use of vibration analysis techniques will improve machinery reliability and will reduce major repairs. We have been making changes in the way we handle voyage repairs and shipyard repair scheduling. We hope these changes will help overcome some of the problems we face.

Fleet News will run articles in the near future dealing with different aspects of preventive maintenance and life extension. First will be an article on shipboard preventive maintenance, followed by one on some recent changes in the repair section and future ones on the "betterment" program and life extension plans.

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of our vessels. With the high cost of replacement ships, our economic studies indicate that there is a substantial incentive to continue to operate our existing vessels. In order to do this, we all need to work together to improve our preventive maintenance so that these vessels can continue to run safely and economically. Improved preventive maintenance is especially important since replacement parts are becoming increasingly difficult to obtain, particularly on our older vessels. We also need to develop ideas for equipment replacements or other modifications which can be justified and which will improve our operating efficiency.

Other problems facing us are rapid cost escalation, material, and spare-part shortages and long delivery times.

Q. How are material shortages likely to affect us in the future?

A. Shortages and long delivery times became major problems in 1974. Parts that once were off the shelf, such as cargo system gate valves, now require up to six months to obtain. We are trying to overcome this by increasing our inventory of parts, but some items can only be ordered as needed. This means we have to increase our planning and allow sufficient lead time to obtain materials prior to putting a vessel into the shipyard for repairs. One example is boiler air-heater tubes which once took two months to obtain, but now require at least six months.

Q. You also mentioned escalation. How has this affected

our maintenance or repair cost?

A. Escalation in wages for shipyard workers, voyage repair contractors, and our own personnel is increasing our cost. For example, the escalation in shipyard labor cost was over 10 per cent in 1974 and is expected to be about the same in 1975. This escalation has been compounded by a scarcity of skilled shipyard labor and notable decreases in productivity. One of the most significant factors that is driving our maintenance and repair costs up is rapid escalation in material costs averaging over 30 per cent in 1974. For example, a six-inch globe valve that cost \$300 in 1973, now costs over \$700. Six-inch pipe that cost \$3 per foot in 1973 now costs over \$7 a foot.

Q. What can be done about the problems that we are facing?