EXXON FLEET NEWS

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Bunker Price Increase Brings Slowdown Orders

Due to increases in the price of crude over the last few months, Exxon's ocean fleet is now paying $9.75 per barrel for Bunker C. This compares to a price of $3.02 per barrel as recently as September, 1973.

Although our ocean tankers have always operated with an emphasis on conserving fuel, a threefold increase in fuel price is a big incentive to increase fuel savings even more. As a result, several areas of potential fuel savings have been pinpointed. One of these is an economical slowdown of the 41 MDWT class vessels. At current market rates studies indicate that they can be economically slowed down enough to reduce fuel consumption by about 10 per cent.

As a result the *Jamestown, Lexington,* and *Washington* in late January reduced the number of turbine nozzles in use from 27 to 23. Two things should be emphasized about this slowdown. First, it is subject to change on a day-to-day basis depending on the market value of the ship, bunker price, voyage conditions, etc. Second, it is important to maintain fast turn-around performance in the entire fleet including 41 MDWT ships.

It is anticipated that the reduction in turbine nozzles will save about 50,000 barrels of fuel a year.

More Savings To Come

In Marine tanker operations in 1973, approximately 60,000 barrels of oil was saved through efficiency steps. In 1974, another 100,000 barrels will be realized through further measures such as ship scheduling, reduced speeds, retention of clean product slops, and other on-board economies.

Protect Yourself And Save Money Too

Money-saving cards were mailed to employees on February 6 entitling them to purchase one pair of safety shoes at ½ price. The offer is good through May 15, 1974.

If shoes are ordered by mail, the card must be enclosed in the envelope with your check or money order for ½ price.

If you buy your shoes at an authorized shoe store or from a shoe van, present your card at that time.

Kits containing price sheets, sample shoes, order forms, and other necessary information for purchasing shoes are now being sent to ships and branch offices and should arrive shortly.

Benefit Plans Reviewed With Officers In Ships

During the last two weeks of January our ships were visited by Headquarters personnel to review company benefit plans with the licensed officers. Officers eligible for retirement in the near future received individual estimates of retirement income under the various options.

Officers who were not aboard when the benefits program was reviewed will receive through the mail highlights of the review plus individual retirement estimates. E. C. Fischer can be contacted at (713) 221-2383 should any question arise concerning this material or any other aspect of the company benefit program.

EXXON DIVIDEND $1.10

The board of directors of Exxon Corporation has declared a cash dividend of $1.10 per share on the capital stock, payable on March 11, to shareholders of record at close of business on February 8.

Sons, Daughters Attend School On Teagle Scholarships

Sons and daughters of employees and annuitants who are attending colleges and universities on Teagle Scholarships, beginning with the fall semester, are:

Nursing Scholarships: Wilma Martinez—D'Youville School of Nursing (father: Teodoro Martinez, messman). Nancy Ann Moegelin—Texas Women's University (father: Charles T. Moegelin, radio officer). Mary C. Washlick—State University of New York (father: Robert J. Washlick, retired deckhand, Inland Waterways).

Medical and regular college scholarships have been awarded to: Gregory Johnson—Georgetown University School of Medicine (father: Captain Taisto A. Johnson, deceased). George F. Murphy, Jr.—Cornell University (father: George F. Murphy, retired 3rd mate). Treva Ann Wilburn—Tulane University (father: Robert L. Wilburn, AB, deceased). June Marion Bisantz—Claremont University (father: Bertram L. Bisantz, retired 2nd assistant engineer).

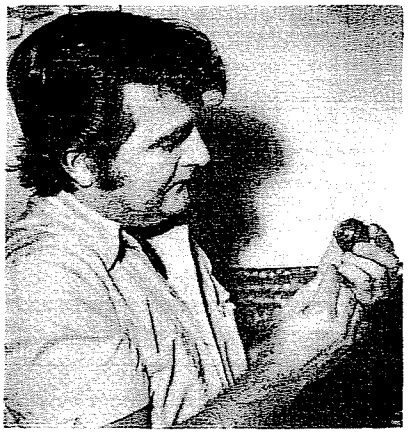
New Procedure Set To Help Protect Health

Suppose you have a health problem—the kind that requires special medication—and treatment with anything else would be dangerous to your health. Now, suppose you are on a ship and you faint, pass out or become accidentally injured so that you can't talk. In rendering emergency medical care, the master needs to know about your medical history, otherwise, how is he to know if he is using the proper treatment, especially IF you haven't notified him in advance of any special medical situation, such as being allergic to penicillin or other type of medication?

To eliminate such danger, the Port Safety Committee is implementing a procedure whereby all personnel signing on a vessel will be expected to provide the master with adequate information on any health problem requiring special treatment. The procedure is as follows:

1. Each employee shall be expected to show the master at the time of signing on the vessel his International Certificates of Vaccination. The use of the card is primarily to provide information on health matters other than vaccinations which should also be documented in this certificate. This will be true of any type voyage, coastwise or foreign.
2. Employees are expected to bring their certificate to their next regular company physical at which time the examining physician will bring the card up to date.
3. The card should have entries made by the employee's personal physician at any time where the information may be of importance to the man and the master while at sea.
4. There will be an interim period during which many cards will not be available or up to date. It is not expected that all employees update their cards until their next physical examination. To accommodate this updating period, the master shall request information verbally from the employee.
5. Employees who do not have cards may request a new one at the next regular physical. Where an employee feels his medical situation requires additional information on his card prior to his next physical, he should make special arrangements through the master and agent to see a company doctor.

Conserving Energy



John J. Stevenson, oiler in the *Exxon Baton Rouge,* is examining a burner tip. Although it's a small piece of equipment, it plays a big part in conserving energy in our ships. If it's dirty and the atomizer holes are out of round or larger than they should be, the burners will smoke, unless air supply is increased. But an increase in air sets up conditions just right for the rapid build-up of slag on the fire side of the boiler tubes. And it wastes fuel.

Engine Department employees who keep close check on the condition of burner tips, making sure that they are in excellent condition, will be doing much to prolong the life of the burner and assure that complete combustion is occurring, thus saving fuel. And saving fuel is what energy conservation is all about.

Wright Tells Why Contrivance Charges Are Totally False

M. A. Wright, chairman and chief executive of Exxon USA, said that charges that major integrated oil companies have "contrived" the energy shortage to gain "windfall" profits are totally unfounded. He said antitrust actions filed against some major integrated oil companies by the Federal Trade Commission, the states of Connecticut and Florida, and several private parties "are misguided and cannot be supported by the facts."

The Exxon USA chairman said the oil industry has not derived excessive or "windfall" profits from the energy shortage and cited the domestic earnings of the company as a case in point.

"Exxon Corporation recently announced 1973 earnings of $2.4 billion, an increase of 59 percent over 1972. However, Exxon's U.S. earnings from petroleum and natural gas operations were $833 million. This was an increase of 16 percent—much lower than the Corporation's earnings as a whole—and was essentially in line with an increase of 14 percent in product sales volume as Exxon USA went all out to supply customers with maximum quantities," Mr. Wright said.

"While prices rose during 1973, particularly during the latter part of the year, such increases reflected higher raw material and product costs in supplying the additional sales volume. Exxon's U.S. operations have been under the Federal Government's price and profit margin controls since 1971, and 1973 earnings were within government-allowed profit margins."

He emphasized that over a period of years, return on investment in the petroleum industry has been about the same as in total U.S. manufacturing industries.

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Retirements



Mr. Mowell, center, accepts cash gift from shipmates during retirement ceremony on deck of *Exxon Baton Rouge*. He was given an oil can as a memento.

Theodore R. Mowell Honored On Deck

Theodore R. Mowell, A/oiler in the *Exxon Baton Rouge,* retired on January 1 with 20 years of service. At a retirement ceremony on deck, officers and crew presented Mr. Mowell with a cash gift and an oil can as a memento of his title. "One of the highlights in my 20 years in the fleet came in 1969," he said. "I'll always remember that year when I sailed as oiler during the *S.S. Manhattan's* history-making voyage through the Northwest Passage. It was a once-in-a-lifetime experience. Of course, a man never forgets the day he retired, either," Mr. Mowell continued. "However, I don't plan to stay retired. I hold an aircraft mechanic's license and I plan to find employment in this field."

Mr. Mowell joined the company in January, 1951, as messman in the *Esso Cumberland.* After about two years in the military service during the Korean conflict, he returned to the fleet in November, 1953, as wiper in the *Esso Bermuda.* He was promoted to fireman/watertender aboard the *Esso Worcester* in January, 1956.

Mr. Mowell, who sailed as fireman until the last of the manually fired ships was sold, became A/oiler in the fleet, the title he held upon retirement. He lives in Hialeah, Florida.

Paul Ayala Joined Fleet As Galleyman

Paul G. Ayala, who joined the fleet in September, 1947, as galleyman in the *Esso Bolivar,* retired on January 1 as messman in the *Exxon Houston.* Soon after joining the fleet, Mr. Ayala was promoted to 2nd cook in the *Esso Annapolis.* After working in the Stewards Department for a number of years, he transferred to the Engine Department and joined the *Esso Brooklyn* as wiper in July, 1951. He was promoted to fireman/watertender in November, 1956, and sailed as FWT until May, 1973, when the *Exxon Miami,* the last manually-fired vessel was sold. Mr. Ayala then elected to return to the Stewards Department and held the rating of utilityman at retirement. He lives in Puerto Rico.

Auriel T. Hall To Live In Mobile Home



AURIEL T. HALL, center, is congratulated upon retirement by shipmates in the *Exxon Chester.* He was hired in March, 1951, as fireman/watertender in the *Esso Raleigh,* later becoming 2nd pumpman in this same ship. He was named chief pumpman in the *S.S. Manhattan* and sailed in this rating in her maiden voyage through the Northwest Passage in 1969, and again in 1970 when she made her second voyage to the Arctic. He continued to sail as chief pumpman in various vessels until his retirement on January 1. "I have many plans for my retired life. My wife and I have sold our home in Staten Island, New York, and have purchased a mobile home in Toms River, New Jersey, where we hope to spend our time when we aren't traveling in our travel trailer," Mr. Hall said.

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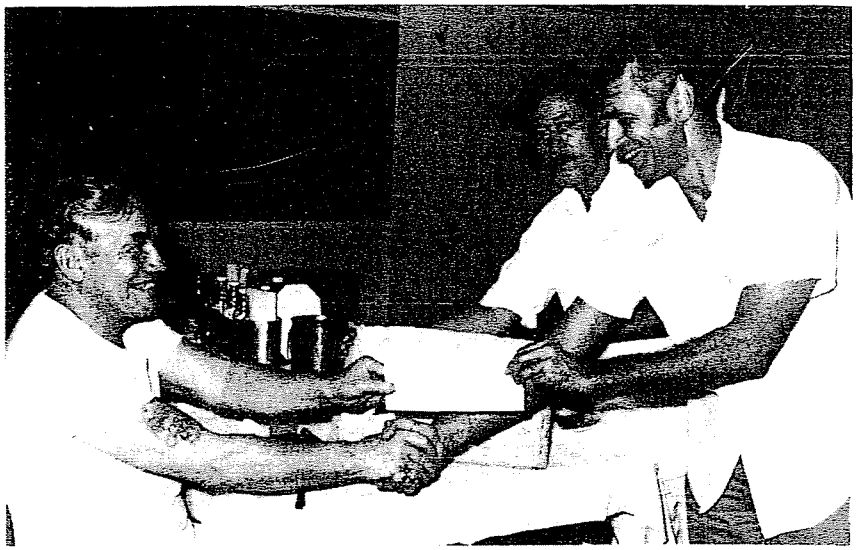
Cardoso Given Money By Shipmates; Always Wore Smile

When Manuel L. Cardoso retired on January 1 as chief cook in the *Exxon Baltimore,* he left the vessel with a wallet full of money and many fond memories dating back to early childhood.

"I was born in Viseu, Portugal, in 1912. When I was 12 years old I began working in a local bakery. I stayed there until I was 20 when I enlisted in the Portuguese navy as a coal passer. A short time later I went aboard the three masted bark *Escola Sajres* as a cadet. About a year later I began sailing in Portuguese merchant ships, still under coal. In 1943 I jumped ship in Philadelphia and joined the company as messman in the *Orville Harden* under the Panamian flag. I transferred to the Esso Fleet as utilityman in the *Esso Aruba* in June, 1946, and was fortunate enough to sail with Leo Oliveira (now chief steward in the *Exxon Baltimore).* I'm happy that I am with Mr. Oliveira on my last voyage before retiring."

Mr. Cardoso said that he had not visited his native Portugal for 28 years until 1971 when he made a return trip. "I now own a house in Viseu and look forward to retiring there," he said. "I will return to the States every year to see my sister and my nephew in Newark. I have enjoyed steady employment for some 30 years and this country and this company have been very good to me."

Officers and crew members in the *Exxon Baltimore* held a retirement ceremony to honor Mr. Cardoso. The Stewards Department baked him a large cake and his shipmates presented him with the wallet full of cash. "We will greatly miss Mr. Cardoso. He has been a devoted worker and always wore a big smile to cheer everyone up," said Captain R. E. Parkhurst.



Manuel Cardoso, left, smilingly receives a cash gift from his shipmates during retirement ceremony in the *Exxon Baltimore.* Presenting the gift on behalf of the crew are Chief Steward Leo Oliveira, right, and 2nd Cook Baltazar Contreras.

Crew Wishes Paul B. Biggs Happy Retirement



PAUL B. BIGGS retired January 1 as AB in the *Exxon Huntington.* Some of the officers and crew members who attended a retirement ceremony in his honor aboard ship are shown here. From the left are: Norman E. Stephens, OS; Williard Lewis, oiler; Mr. Biggs; James B. Stull, OS; and Robert A. Fagerstron, AB. Standing are: Captain John B. Sappington and Charles K. Jackson, AB. Mr. Biggs joined the company in May, 1947, as AB in the *Esso Bolivar* on the Aruba to New York run. He served in this capacity in many vessels throughout his nearly 26 years in the fleet. He lives in Jacksonville, Florida, and plans to travel.

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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.

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