

EXXON FLEET NEWS

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June 10, 1974

Stephen Ford Gets Chief Mate License During Paid Leave

April 12, 1974, is a date that Stephen F. Ford will long remember. That's when he received his Chief Mate license and a Limited Master endorsement. "I recommend that all young officers sitting for their Chief Mate license try to



get the Limited Master endorsement as well," he said. "This provides excellent preparation for the Master Ocean license in that the areas covered are identical."

Mr. Ford graduated with honors from the U.S. Merchant Marine Academy at Kings Point in June, 1970. His first assignment in the fleet came on June 4, 1970, when he sailed as 3rd mate in the *Exxon Chester*. He later became 2nd mate in the *Exxon Seattle* and obtained his current license during his last paid leave. Mr. Ford and his wife live in Arlington, Virginia.

Lexington In Canadian Service

Personnel in the *Exxon Lexington*, on charter to Standard Tankers Bahamas, loaded crude oil in Vancouver on May 26 for discharge at Halifax on June 11. This is the first time in recent history that the *Lexington* has been in Canadian service.

Equity Unit \$10.11

The Thrift Fund Trustee reports that the value of each unit in the equity portfolio as of the last business day in May 1974 was \$10.11.

Sixteen New Deck, Engine Officers Hired



SIXTEEN NEWLY-HIRED Deck and Engine officers attended a 5-day orientation program, June 3 through June 7, in the Houston Office where they met with Headquarters managers to learn about the company and the Marine Department and its operations. In **top photo**, new Deck Department officers are, seated from the left: Barry P. Solywoda, William Greig, Rafael G. Rohena, Robert W. McCormack, and Joseph F. McDermott, all graduates of the State University of New York Maritime College. Standing, from the left, are: Craig N. Dalton, William B. Wallace and William F. Ghelli, graduates of the Massachusetts Maritime Academy.

In **second photo**, Engine Department officers are, seated from the left: Richard A. Beck, John F. Downey, Michael A. Stellato, and Hans I. Haselbach, all State University of New York Maritime College graduates. Standing, from the left are Mark V. O'Donnell and Bradley K. Lima, graduates of the Massachusetts Maritime Academy; and Richard L. Card and Mark B. Penza, from Maine Maritime Academy.

The next orientation program, in which 17 officers are scheduled to attend, begins on July 8. The first orientation program for 9 newly-hired officers was held during the week of May 13.

Be Sure Safety Scoreboard Is Up-To-Date

Raymond C. Edwards, below, chief mate in the *Exxon Baltimore*, brings his ship's new Safety Scoreboard up-to-date. Safety Scoreboards are now on most ships in the fleet and should be installed in a prominent location where they can be easily (and frequently) seen by all personnel. Like any good sports scoreboard, the Safety Scoreboard should contain the latest information available. Also, it is highly important that the casualty information sheet sent to ships monthly be posted in the space provided on the scoreboard, as illustrated, as soon as possible after it is received.



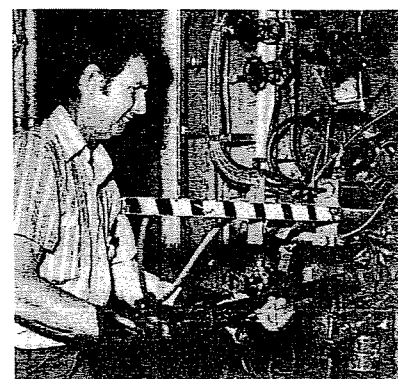
BARBARA A. SOUZA, center, is a new employee in the Stewards Department in the *Exxon Bangor*. She is shown here with her mother and J. W. Bennett, Boston Branch manager. Her father, Arthur, sailed with the ocean fleet from 1953 to 1958. Miss Souza and her mother went aboard one of our tankers to see what the job would entail. "She liked what she saw and signed up for sea duty," Mr. Bennett said. Prior to joining the company, Miss Souza, whose home port is North Dartmouth, Maine, worked as a central file clerk in a bank. She has also had experience as a waitress. She speaks Portuguese and her educational background includes vocational high school training and a secretarial school business course.

CASUALTY INFORMATION													
CURRENT MONTH APRIL CUMULATIVE 4 Months YEAR 1974													
OCEAN FLEET	PERSONNEL INJURIES					POLLUTION	CONTAMINATION	OTHER CASUALTIES - GROUNDINGS, COLLISION, FIRE / EXPLOSION, EQUIP. FAILURES OVER \$500					
	DISABLING		MINOR	LAST D ¹				THIS MONTH	CUMULATIVE YEAR TO DATE	THIS MONTH	CUMULATIVE YEAR TO DATE	NATURE OF CURRENT CASUALTY	
	THIS MONTH	CUMULATIVE		DATE	MANHOURS SINCE								
EXXON BALTIMORE		0		4-2-73	303,067	0	4			2			
EXXON BANGOR		0	1	10-12-73	159,616	0	9						
EXXON BATON ROUGE		0		7-11-73	183,752	1	1			2			
EXXON BOSTON				10-3-69	1,284,600	0	59			1			
EXXON CHESTER	1	10.7	1	2-7-74	64,050	0	4						
EXXON FLORENCE	1	1	10.7	1	4-14-74	12,267	0	29	1	1	Petroleum product spilled in area where welder working causing fire		
EXXON GETTYSBURG		0	2	8-1-71	782,600	0	7						
EXXON HOUSTON		0		12-9-72	341,600	0	11			1			
EXXON HUNTINGTON		0	4	4	11-4-73	141,440	0	15		2			
EXXON JAMESTOWN		0	4	11-23-71	686,600	1	1			1			
EXXON LEXINGTON		0	2	11-5-73	136,567	0	32						
EXXON MIAMI													
EXXON NEWARK		0	2	8-5-73	207,161	1	3						
EXXON NEW ORLEANS		0	1	9-24-71	580,500	0	11						
EXXON PHILADELPHIA		0		1-5-71	528,900	0	13						
EXXON SAN FRANCISCO	1	13.2		1-22-74	62,303	0	8						
EXXON SEATTLE		0	1	1	4-30-72	528,000	0	76					
EXXON WASHINGTON	1	10.7	1	3	2-22-74	51,729	0	18		1	2	Entering Southwest Pass, vessel struck mud lump; no damage	
TOTAL	1	4	2.6	6	22	4-14-74	198,560	0	3	1	1	12	

* DISABLING INJURY FREQ. = INJURIES / 1,000,000 MANHOURS

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Conserving Energy



A/Oiler Billy J. Rutledge removes a burner from ship's boiler when the vessel is in port operating at a light load. By doing so, the purge steam, which is required to keep the burner cool while in place and idle, can be secured, thereby saving fuel and condensate. Saving fuel is what Energy Conservation is all about.

'How Long Would A Couple Stay Married If ...' Captain And Mrs. R. E. Parkhurst Have Answer



Captain and Mrs. R. E. Parkhurst

How long would a couple stay married if the husband were gone eight months of the year; managed to visit every domestic and foreign exotic port in the world without his wife; and missed being around for two-thirds of his children's birthdays?

That question was the lead paragraph of a recent feature article in *The Observer*, a Deerfield Beach, Florida, newspaper that sent a reporter to the home of Captain and Mrs. Roland E. Parkhurst to learn the answer.

"It has been 34 years so far and we're still going strong," Mrs. Parkhurst answered.

The newspaper article pointed out that the Parkhursts are an unusually happily married couple who believe that the long absences have made them appreciate each other, their children, and home more than if they led a 9-to-5 life.

"I have on occasion joined my husband for a vacation in Europe, but in the main I stayed home with our three children." Perry is now 33 and a candidate for a doctoral degree at Penn State University; Penny and her husband and three children live in Venezuela where they are missionaries; and Alan is deceased.

"Exxon is just about the best company in the world," Mrs.

Parkhurst told the reporter. "The company has a heart when it comes to emergencies at home; it will do anything to help out," Captain Parkhurst added.

Mrs. Parkhurst described WW II as the hardest time of all. She worried a lot about her husband in those days. "I had Women's Lib before they gave it a name," she said. After the war, the couple moved from Boston to New Jersey to Texas to Florida.

"Not one to sit around and mope, Dorothy, who married Roland shortly after receiving her Bachelor's Degree in Education, made good use of it after her children were gone," the reporter wrote. "She is a substitute media specialist at Deerfield Beach High School and is enrolled in a television production course at Florida Atlantic University.

"It would appear the Parkhursts would be as devoted to each other if he were an insurance man or a car salesman, but then perhaps the bond between them—where they know what each other is

'Newark' Crew Helps Lighten Big Tanker

The *Exxon Newark* and three contract barges were called on over the weekend of May 4 to lighten the 102,000-dwt Japanese tanker *Shin Osaka Maru* when she arrived in San Francisco Harbor with some 735,000 barrels of light Arabian crude for Benicia. The *Newark* and her crew lifted about 215,000 barrels from the huge vessel, and the three barges removed another 80,000 barrels total to bring the tanker to draft so that she could dock at Benicia to discharge the balance of her cargo. This was the largest shipment of Arabian crude ever consigned to Benicia Refinery and was the largest lightening job ever performed by the *Newark* and her crew.

thinking just by a glance or a smile—might not exist for the former Bostonians who spent most of their 34 years together—apart," the reporter said, and gave Captain Parkhurst the final quote: "It's been a wonderful life and Dorothy made it that way."

—Woman's Viewpoint—

"The most difficult fact to accept once you marry a seagoing man is that the other 'she' in his life is a ship. Once you accept this, life when he's away becomes more bearable and easier to live," says Mrs. Parkhurst. *Fleet News* asked her to list several suggestions that she has found useful in keeping her marriage alive and healthy over the years, particularly as an aid to new wives who must maintain a home while their husbands are at sea. They are:

1) Foremost, develop a daily relationship with Christ as the center of the home.

2) Be the Captain of your home when your husband is away and a clinging vine when he returns. Depend on him.

3) Handle difficulties by yourself—your decision will not always be correct, but then nobody bats a thousand.

4) Don't panic—any crisis is an opportunity to learn and mature. In the long run, things usually come out all right.

5) Do things for others—give of yourself and make time count. Unselfishness is a difficult but attainable goal.

6) Develop a sense of humor—no marriage can be happy without it.

7) Face the facts as early as possible that a wife must be a business manager; some things must even be kept a secret—until he returns home.

8) Communication is highly important—even a disagreement is communication.

9) Teach children that daddy comes first so that you won't have a guilt feeling about leaving them with someone dependable in order to visit your husband when he can't come home. Fathers usually enjoy well behaved children so it has been my goal to have our's spend as much time with my husband as possible, even if it meant driving thousands of miles a year. My children know every dock on the East Coast and in Texas.

EXXON FLEET NEWS is published every other Monday for active and retired employees of the Marine Department, Exxon Company, U.S.A. (a division of Exxon Corporation); O. R. Menton, General Manager. 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.

Third In Series

New York Branch Covers Large Area Of East Coast

The New York Branch covers that section of the Eastern Seaboard from Providence, Rhode Island, to Charleston, South Carolina (see map).

It is in this area that New York Branch employees move some 124 million barrels of petroleum products annually in owned and chartered equipment to Exxon terminals and other shoreside customers and to ship-side bunkers; some 12.9 million barrels of fuel to 2,826 U.S. and Foreign Flag ships last year and 3.8 million to 947 through April of this year.

A total of about 225 employees are involved in the entire New York Branch inland waterways operation, including a group of 56 officers and 123 unlicensed personnel who man the inland fleet which consists of three push-tow units, one self-propelled barge, six tugboats, and 14 non-self-propelled barges.

All of this product movement is not made from just one location. The New York Branch "headquarters" Office is located at Bayway. Other offices that report to the Bayway Office are located at Paulsboro, Baltimore, and Norfolk. These latter three offices, their administrative staffs, and areas of operation will be featured in the next issue of *Fleet News*.

The Bayway Office is the largest in the New York Branch. About 35 administrative and operations personnel are assigned there. In addition to filling administrative and technical requirements for all office locations, Bayway employees, including 39 licensed



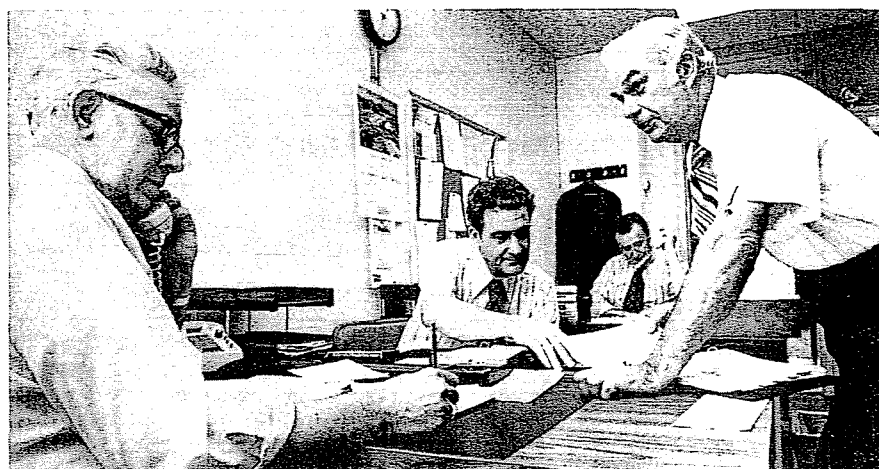
The New York Branch administrative staff includes, from the left, D. J. Paul, Jr., operations manager; Al Giallorenzi, branch manager; and L. D. Hughes, Jr., operations coordinator.



Captain C. P. Sperl, left, is assistant port captain and Karl I. Peters is senior assistant port engineer.



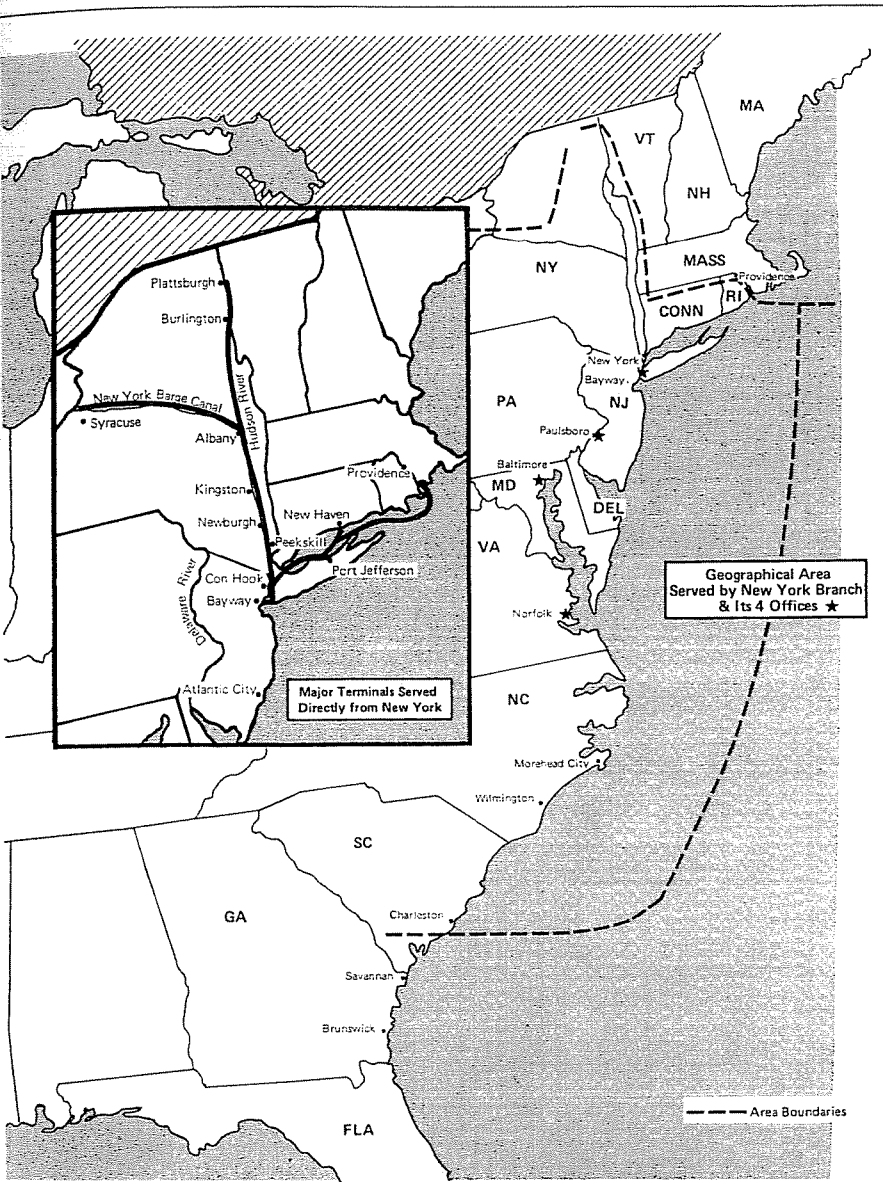
Members of Bayway Office Agency Section are from left: John A. Mazza, transportation allocator (summer replacement); R. A. Bork, section head; G. A. Shaw and H. C. Nielsen, transportation allocators. Other transportation allocators in section are A. D. Chitren, E. K. Griffin, W. Jarrett, and C. T. Stong.



Senior inland waterways transportation allocators include, from the left: G. H. Boedeker; R. J. Amitrani, A. Gelland, and H. W. Ball. Transportation allocators are: J. W. Lips, C. J. Glock, J. B. Milne, Jr., J. Gelland, H. F. Stroebel, and R. L. Webster. T. F. O'Brien is operations clerk.



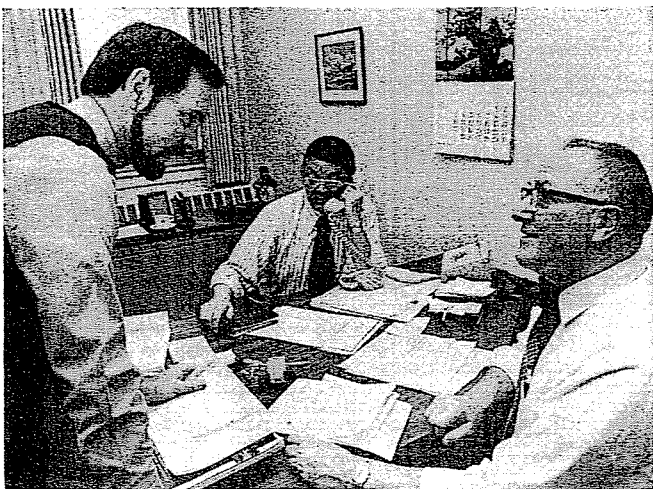
Office work for the port and IWW staffs is dispatched by Miss M. E. Hennessey, left, and Mrs. J. M. Meliado.



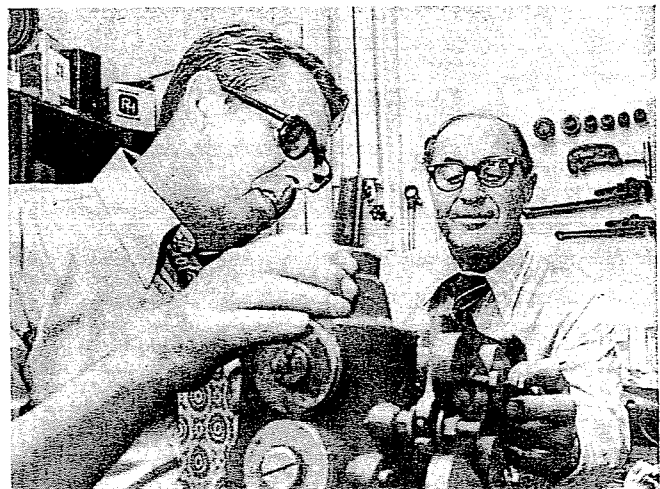
and 86 unlicensed personnel in the IWW fleet, move about 70 million barrels of products annually (including 8 million barrels of bunkers), primarily through New York Harbor, Long Island Sound, and the New York State Canal system (see inset in map.) They move about 70 per cent of this cargo in owned equipment, using three tugs, two push-tow units, one self-propelled barge, and 8 non-self-propelled barges. The balance is moved in chartered equipment. Also, company-owned tugs are used to dock, undock, and shift vessels—a total of 1,378 such operations last year and 540 through April of this year. The inland fleet also participates in a number of cargo lighterings annually.

In addition to its inland operations, the Bayway Office serves as a ship agency for ocean tankers—about 900 U.S. and Foreign Flag vessels annually. They schedule ships to dock and arrange for tugs and pilots and custom house entry, provide provisions and supplies and handle crew matters (including medical and dental needs), fill immigration requests, facilitate foreign crew repatriation, and work closely with the U.S. Coast Guard and various federal and local environmental control agencies and others involved in shipping. The office maintains round-the-clock coverage for both IWW and agency operations.

Although personnel and cargo assignments for Exxon USA ships are made by the Houston Office, there is one exception—it's the *Exxon Chester*, the company's only asphalt-carrying tanker. Her operations are coordinated primarily by the New York Branch Office at Bayway.



Employee Relations personnel on the port staff are, from left, J. A. Broussard, personnel assistant, and J. S. Burkart, Employee Relations representative. C. J. Sheelen, Jr., is personnel assistant for the inland waterways group.



W. T. Oliver, left, senior repair inspector is shown with M. Emanuele, repair clerk in branch office repair shop. Other IWW repair inspectors are H. Grady, Jr., J. F. Sullivan, and J. G. Hoeflinger. M. D. Acree is repair specialist.

Maher Retires From Fleet Manning Section



EDWARD B. MAHER retired from the Marine Administrative Manning Section, Houston Office, on May 1. Among those wishing him a happy retirement were, from the left above, Stewart T. Edmonds, Lloyd R.

Heidtmann, E. W. McNeil, Jr., Mr. Maher (with barometer), James C. Scott, O. R. Menton, and Edward H. Cole. Mr. Maher had more than 31 years of service which he began in January, 1943, as stock record clerk in the Marine Department in Bayonne. About a year later, he joined the Personnel Section of Marine as assignment clerk. He became ship's paymaster in 1948 and manning clerk in 1959, and in 1961, he transferred to Houston with the Marine Department in this same capacity.

Mr. Maher has been a volunteer fireman for 25 years. He is also highly experienced in first-aid practices and techniques. He plans to continue as a volunteer fireman in the community of Spring Branch, near Houston, where he lives.

"My wife and I plan to drive back east to visit friends, but we'll return to our Houston home which we'll continue to maintain as our base of operations for future ventures," Mr. Maher said.

James L. Birdsong Retires; 'Exxon Bangor' Last Ship

James L. Birdsong was employed on October 14, 1946, as wiper in the *Esso Springfield*. He served in various vessels in wiper, fireman, and oiler ratings and retired as automation oiler from the *Exxon Bangor* on April 1. He lives in Winnsboro, Texas.

Demetrios Georgiou Retires As Chief Cook In Fleet

Demetrios Georgiou retired as chief cook. He joined the fleet in December, 1951, as messman in the *Esso Springfield*. He advanced to 2nd cook a year later, and served for the first time in this capacity in the *Esso Greenville*. He became chief cook in August, 1958, and filled this capacity in various ships in the fleet. Mr. Georgiou sailed on two occasions as steward, once in the *Exxon Boston* in 1970 and again in the *Exxon Washington* in 1972. His last ship before retiring was the *Exxon Huntington*. He lives in North Miami Beach, Florida.

Three-Blast Salute Given Louis P. Raeder



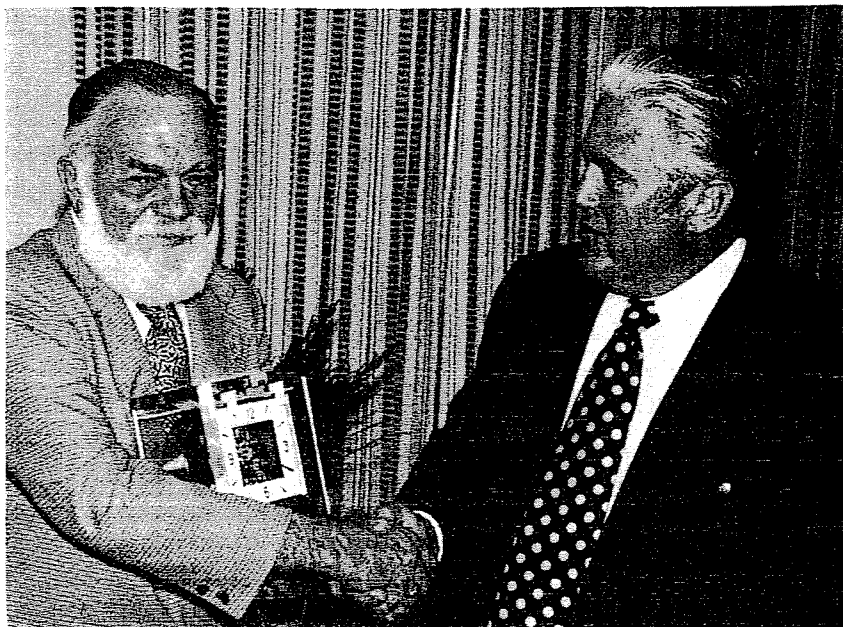
LOUIS P. RAEDER, holding copy of going-away poem presented to him by shipmates at a retirement dinner aboard the *Exxon Jamestown*, retired on April 1. Shipmates also presented him with a cash donation. Posing with Mr. Raeder are 1st Assistant Engineer Phil B. Gaither, left,

and Captain Charles H. Parker and Chief Mate Michael C. Hickey. Mr. Raeder joined the company in 1944 as oiler in the *Fred W. Weller* and later sailed in various vessels as electrician, oiler, and pumpman. He obtained his 3rd assistant engineer's license in February 1953, and sailed on that license for the first time in 1955 in the *Esso Manhattan*. He advanced to 2nd assistant engineer in 1960, obtained his 1st assistant's license in 1964, and later advanced to chief engineer. He was sailing as chief engineer in the *Exxon Jamestown* at the time

of retirement. He lives in Rockway Park, Long Island, New York.

"I wish to express my heartfelt thanks to Captain Parker and all the men of the *Exxon Jamestown* for a wonderful send-off party and gift," Mr. Raeder said. "When the captain signaled farewell, I felt the pain of losing a part of myself with each blast of the ship's whistle. I have enjoyed my years at sea, thanks to the men I sailed with and those in management with whom I had contact. God bless you and may the wind be always at your back."

Thiel Retires; Will Enter Travel Business



GEORGE E. THIEL, left, retired April 1 from the Exxon *New Orleans* as 2nd assistant engineer. "I have traveled so many miles over land and sea that I can't count them, but I'm going right back into the travel business by joining my wife who has a well established travel agency in Houston. Exxon has arranged travel schedules for me during all my years at sea, now I hope to arrange schedules for some of the company's employees," he said at a retirement ceremony in the Houston Office recently where General Manager O. R. Menton presented him with a retirement emblem and a clock on behalf of the company. Mr. Thiel joined the fleet as oiler in the *S. B. Hunt* in 1942. He sailed in various vessels during the war years in that rating and as fireman/watertender. He obtained his 3rd assistant engineer's license in 1945, and sailed for the first time in that license in the *Esso Camden* the following month. He advanced to 2nd assistant engineer about three years later aboard the *Esso Richmond* and in 1949 he was junior 3rd assistant engineer/watch engineer in the tied up fleet in the *James River*. Mr. Thiel later returned to sea and sailed in various company ships as 3rd and 2nd assistant until his retirement.

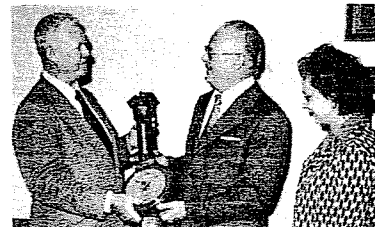
Bensons Plan To Live Leisurely For A While



LEONARD C. BENSON and Mrs. Benson admire a service emblem and watch presented to Mr. Benson upon his retirement from the ocean fleet. R. H. Boyce, right, operations supervisor at Norfolk, made the presentation. Mr. Benson began his first period of service in May, 1939, as OS in the *C. J. Barkdull*. He later resigned, but rejoined the fleet in 1949, this time as AB in the *Esso Raleigh*. He had continuous service since then in various vessels where he worked as AB, deck/maintenanceman, and pumpman, the rating he held upon retirement

from the Exxon *San Francisco* on April 1. He and Mrs. Benson live in Deltaville, Virginia. Mr. Benson announced no immediate plans for the future, except to take things easy for a while and adjust to his new life.

Arthur T. Irwin Says 'Goodbye' To Fleet



ARTHUR T. IRWIN, center, is shown receiving a barometer presented to him on behalf of the company by H. M. Teller, operations supervisor in the Baytown Branch, as Mrs. Irwin looks on. Mr. Irwin retired from the Baytown Branch on April 1 with nearly 35 years of service with Exxon and affiliated companies. He was transportation allocator when he retired. Mr. Irwin began his career as office boy with Jersey Standard in 1941. He took military leave in 1942 and in 1946 he returned to Jersey Standard where he served in various clerking positions. In July, 1958, he became processing clerk in the Jersey Standard Marine Department and was named night clerk the following November. About a year later, Mr. Irwin became payroll clerk in Marine, the position he held when he transferred to Baytown in 1969 as transportation allocator. Mr. and Mrs. Irwin will continue living in Baytown.

Joseph H. Jennaro Retired On April 1 As Messman In Fleet

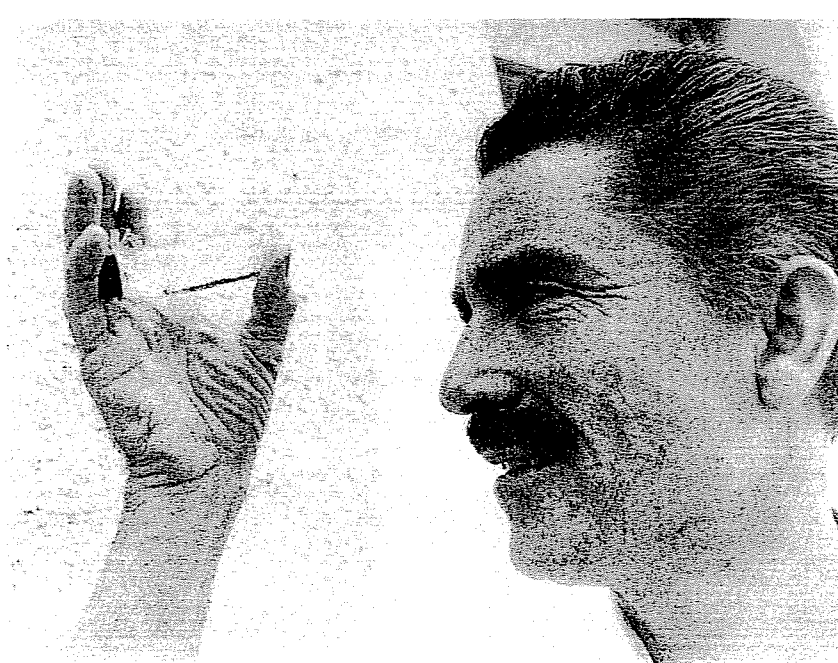
Joseph H. Jennaro, whose home is in League City, Texas, retired April 1 as messman in the Exxon *Gettysburg*. He joined the fleet on March 10, 1952, as utilityman in the *Esso Linden*. He later resigned, but rejoined the fleet in 1964. All of his service has been as messman and utilityman.

Becker Plans Trip To Search For Gold

It's about time for OS Millage W. Becker to load up his shoulder pack, put on his hiking boots, and take off for the most primitive area of Idaho known to man.

Mr. Becker gets gold-hunting fever about June and July every year and arranges his paid leave schedule so that he can take off to pan for gold, this time in the Salmon River country of Idaho. Although his plans aren't quite firmed up yet, he will either travel with pack horse about 50 miles inland or else float down the Salmon River on a raft to a location where he as a small boy, along with his grandfather, visited an old-time prospector who was panning for gold with only moderate success. "My wife may go with me, as she did last year on another gold-hunting trip," he said.

"I'll use a metal detector and a small suction pump and do as much in two months as the old timer could do in 10 or 15 years," Mr. Becker said. He pointed out that the old timer got only \$28 per ounce for gold. Now raw gold is selling for \$200 an ounce. "Raw gold is the only kind a person can legally own. Once it is melted it is as illegal as counterfeit money."



Millage W. Becker holds a small bottle containing flake gold. He discovered the gold at the mouth of the Purgatory River in Colorado last year. He also found a rock which contained pure silver.

Benefit Question From The Fleet:

When I recently borrowed money from a loan agency in my hometown, I had to take out life insurance to cover the amount of the loan. I remember borrowing from the company Thrift Fund once, and I can't recall having to take out insurance on it. What's the story?

Answer: When you make a loan from the Thrift Fund, it is automatically covered by life insurance in the amount of the outstanding balance of the loan up to a maximum of \$15,000. Therefore, if you should die while you have a loan in effect, any unpaid balance up to \$15,000 will be paid by the insurance.

Two Annuitants Die

James B. Hutchins, who retired in 1952 as manager of the Port of New York Office, died in Orlando, Florida, on May 1. He was 84. Mr. Hutchins in the early 1900's served as oiler in vessels carrying cement from New York to Panama for the Canal locks. He joined Esso on April 15, 1917, as 1st assistant in the *S. V. Harkeless* (later renamed *Svithiod*). He was promoted to chief engineer

that fall. His service ashore began as repair inspector at New York in July, 1920, and four months later he transferred to Tampico as Port Engineer for the Compania Transcontinental de Petroleo. Beginning in the Supply Section at Bayonne, New Jersey, on January 1, 1923, Mr. Hutchins became chief of the section and in 1941 was appointed assistant manager of the Marine Department's Bayonne Office. He continued in this post when that division was moved to New York in 1944 and, following the death of Captain H. A. Cunningham, was promoted to manager, Port of New York Office. He is survived by a son and a daughter, Mary, who for many years was secretary to the general managers of the Marine Department. She is currently secretary to the geology manager of the company's Minerals Department in Denver.

James Caton, 61, died at Grantsboro, North Carolina, on May 6. He retired in January, 1966. Mr. Caton joined the fleet at 17 as messman and served in the *A. C. Bedford* and *E. J. Sadler* in 1930-31. He sailed in every Engine Department rating during his career. His last assignment was as MM/2P in the *Esso New York*. He is survived by several brothers and sisters.

SERVICE AWARD



Mrs. Freda H. Smith, transportation allocator in the Norfolk Office, completed 30 years' service on March 31. She was honored by her co-workers at a dinner party on April 9 when she was presented with a diamond charm bracelet and a wrist watch. Harry Boyce, left, Norfolk Operations Supervisor, and Al Giallorenzi, New York Branch Manager, made the presentation.