

# EXXON FLEET NEWS

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## Government's Highest Sanitation Award Presented To Fleets

The company and its ocean-going and inland waterways fleets have won the government's highest sanitation award for the fiscal year 1972. This is the 15th consecutive year that the award has been presented to the company. It is given annually to shipowners whose fleets meet high sanitation standards set by the Food and Drug Administration, Department of Health, Education, and Welfare, Washington, D. C.

"This citation is given to recognize a company's efforts in providing a healthful environment for its employees. To earn the award, vessels inspected must receive a rating of 95 percent or better," said Philip B. White, Regional Food and Drug Director. Mr. White pointed out that each vessel must pass rigid inspections made at random by a U.S. Public Health Service sanitation specialist. Some 170 items are inspected, including food, food preparation and serving areas, potable water systems, and sanitary facilities.

R. H. Herman, Senior Vice President, Exxon Company U.S.A., received the plaque on behalf of the company and the oceangoing and inland waterways fleets at a luncheon attended by government and Exxon Company representatives in Houston on March 29. He paid tribute to oceangoing and inland waterways personnel for their efforts in maintaining equipment and performing the kind of good housekeeping that makes such awards possible.

The plaque reads: "Granted in  
(See SANITATION, page 4)



Among those attending the sanitation awards ceremony were, from the left, Jessie Sumter, Chief Cook, and Alvin P. Bergeron, Chief Steward, both representing unlicensed personnel in the fleet; R. H. Herman, Senior Vice President who accepted the award for the company; Philip B. White, Regional Food and Drug Director who presented the award for the government; Emmett A. Humble, Marine Department General Manager; and John P. Lister, Interstate Travel Sanitation Program Consultant, U.S. Food and Drug Administration.

## Masters, Chief Engineers Attending Conferences

"This conference has been entitled 'A Shipboard Managers Conference' because this, in a way, describes your function. As Masters and Chief Engineers, and relieving Masters and Chiefs, you are the managers of your part of our enterprise," Marine Department General Manager Emmett A. Humble said in setting the stage on April 2 for the first of three Shipboard Managers Conferences being held at Clear Lake City near Houston.

In order to afford all Masters and Chief Engineers an opportunity to attend one of the three-day sessions, the program will be repeated on April 16, 17, and 18, and again on April 25, 26, and 27. The conference is designed to provide senior ship's officers with

the information they need to help them accomplish their responsibilities more effectively. It also gives officers an opportunity to spend some time with members of the Marine Department management and staff.

In opening the first session, Mr. Humble reviewed the Marine Department's goals and objectives which he listed as follows: To furnish waterborne transportation of crude and products efficiently, safely, reliably, and economically; to improve return on investment; to cooperate with affiliates; to maintain Exxon's position of leadership in the U.S. tanker industry; and to cooperate with the government in the interest of national security.

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## Marine Department Representatives, Masters, Chief Engineers At First Conference



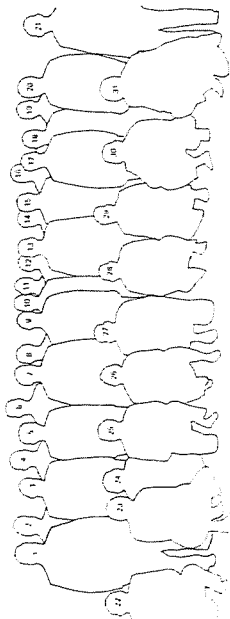
### OFFICERS

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He described recent organizational changes in the Marine Department; discussed various legislative developments relating to marine operations, including regulations for preventing collisions at sea, and the International Marine Pollution Conference scheduled for October, 1973.

Subjects discussed during the meeting included: operating problems and costs; stores and provisions; pilotage and tug utilization; repairs and preventive maintenance; turnaround improvement; labor relations; planning, scheduling, and manning assignments; improving communications; and other matters. Group discussion periods were held, along with question and answer periods.

- 13) Robert G. Kirby
- 14) Donald K. Johnson
- 15) W. F. Atwood
- 16) Howard G. McCartney
- 17) William W. McKay
- 18) Michael J. Pagliano
- 19) Roger R. Hemminghaus
- 20) Philip W. Babcock, Jr.
- 21) Edward J. Porus
- 22) John B. Sappington
- 23) Robert F. Stap
- 24) Clyde C. O'Neal
- 25) Arthur W. Smith
- 26) Roland E. Parkhurst
- 27) Roy T. Pearson
- 28) Edmund F. Mahoney
- 29) John T. Murphy
- 30) Emmett A. Humble
- 31) Sydney Wire



- 1) Roy H. Ewell
- 2) E. W. McNeil, Jr.
- 3) Roy J. Merritt
- 4) F. Ames Smith
- 5) Herbert J. Swift
- 6) Keith V. Wintenburg
- 7) Tom W. Williams
- 8) Charles L. Hosch
- 9) Donald E. Graham
- 10) Ralph W. Sullivan
- 11) Walter W. Werner
- 12) Roger A. Steward

## 'Exxon Washington' Helps In Motor Yacht Rescue

The *Exxon Washington* had occasion recently to help in the rescue of a motor yacht in trouble about 26 miles due west of Stuart, Florida. The *Washington* was proceeding toward New Haven when she was approached by the motor yacht. "As it got closer, we could see the lone occupant waving a red cloth. I put the engines on standby at 1551 and as we passed, I hailed him through the megaphone," Captain W. F. Steuart, Jr., explained. "He asked us to call the Coast Guard for help, which we did. I then had the helm put hard over and placed the engines on stop. The yacht, the *Beau Geste I*, tried to maneuver alongside, but due to engine trouble, her skipper was unsuccessful in this attempt. She was about out of gasoline, too. We passed this information on to the Coast Guard. In about 10 minutes we were granted permission to proceed as a Coast Guard boat from Fort Pierce was on the way. We passed the information on to the relieved yacht owner, placed our engines on full ahead, brought the ship around to her original course, and proceeded on our way. During these maneuvers, I was assisted on the bridge by Chief Officer Joseph M. Von Stultz, Second Officer John F. Riley, and Third Officer Mark Pierce."

## Two Annuitants Die

HAROLD A. MORRIS, who retired in 1959 as Marine Department ship repair inspector in New York, died at Good Samaritan Hospital in Los Angeles on March 21. He was 69. He lived in Long Beach, California. On March 17, 1928, after service in the Standard Oil Company of California fleet, Mr. Morris joined the company as third assistant in the *E. T. Bedford*. He was assigned to the *J. A. Moffett, Jr.* in July, 1928, and served aboard this vessel for the

## Report Promptly If You Suffer Disability

The company has an excellent schedule of disability benefits, as compared to those offered by other companies. However, certain requirements must be met by employees so that benefits can be paid promptly and rightfully to those who are certifiably disabled. It is important that an employee who suffers a disabling illness or injury report the extent of his disability PROMPTLY—otherwise, disability benefit payments may be delayed, or in some cases, may not be made at all. The procedure is as follows:

**If you become disabled at work:** Notify the master or your department head promptly. If necessary, report to a company physician, or the physician designated by the company. Follow instructions.

**If you become disabled away from work:** Promptly notify the nearest Branch Office or the office in Houston (713-221-2383). Give your best estimate (preferably your doctor's best estimate) of how long you may be absent. If you personally are unable to take these steps, have a member of your family contact the company for you. Do *not* depend on your doctor to do it for you.

**While you are disabled:** Give

next 12 years, advancing through the ranks to chief engineer in August, 1933. He came ashore as repair inspector in December, 1944, and continued in this position until his retirement, except for a brief period when he returned to sea as chief in the *Esso Augusta*. He is survived by his widow.

EDWARD WHITEHEAD, who retired in 1963 as chief engineer, died on March 27 at Baltimore, Maryland. He was 66. Mr. Whitehead's entire career with the company was spent in the inland waterways fleet of the Baltimore Branch. His last assignment prior to retirement was as chief engineer in the *Esso Maine*.

the company full and correct information about your disability. Submit, or make certain that your doctor submits, frequent medical reports to support your absence. These reports should clearly indicate what you are being treated for. Keep the company regularly informed regarding your progress. Notify the company before changing your address or location. Report in person to a company physician, or the physician designated by the company, if required.

**When you are declared fit for duty,** immediately telephone the nearest Branch Office or the Marine Department Benefits Administrator, Houston. When asked, sign a release.

It is suggested that you retain these instructions for future reference.

## Specialties Ships Extra Busy Now

Two of our specialties ships have been extra busy doing their part to help supply East Coast customers with specialty products to help meet increased demands brought on partly by the energy crisis.

On March 10, the *Exxon Bangor*, for the first time loaded solvents and lubes in all her 36 cargo compartments with the exception of one 6,000-barrel compartment which carried aviation gasoline. Then on March 26, 34 of her compartments were utilized for lubes and solvents.

The *Exxon Huntington* loaded increased quantities of lubes, alcohol, and refined wax at Baton Rouge on March 13. Present indications are that both vessels will continue to be utilized to the fullest extent for specialties for some time to come.

Another one of our tankers, the *Exxon Washington*, was called into specialties service when on March 23 she loaded two grades of lube. Normally, these lubes would have been carried in the *Exxon Bangor*.

## 'Sort Of Sad To Leave,' Says Lehman

JOSEPH C. LEHMAN retired on April 1 as 3rd assistant engineer. In describing his feelings now that he is no longer sailing, Mr. Lehman said: "I'm sort of sad to be leaving a home away from home, but after 28 years, I really don't find it too hard to leave with a broad smile. This has been a very good life for me with a fine company. No better return for my labor could be expected than I have received from Exxon. I have worked with some of the finest fellows I know, and I'm sorry that most of them aren't my neighbors." Mr. Lehman plans to stay home for a while, to work around the house and improve his lawn. He lives at Rosedale, Maryland. He began his seagoing career with the company in January, 1945, as wiper in the *Esso Bolivar*. The following month he became fireman/watertender in this same ship. In May, 1945, he was serving as oiler in the *Baltic*. In April, 1951, he was storekeeper in the *Esso Charlotte*, advancing to 3rd assistant engineer in the *Esso Zurich* in January, 1952. During a retirement ceremony in the *Exxon Gettysburg*, his last ship, officers and crew presented Mr. Lehman with a leather wallet filled with cash. In the accompanying picture are, from the left: Fred H. Loyd, 1st assistant; Theodore C. Woodard, chief engineer; Mr. Lehman; and Ian G. Harrison, AB.



## Service Awards

### Cleveland Jones Has 40 Years' Service



CLEVELAND A. JONES, chef in the *Exxon Philadelphia*, is shown in the center of the picture holding a service emblem representing 40 years of service which he completed on December 18, 1972. Congratulating him are, from the left: C. A. Sherrod, AB; V. L. Jervis, pumpman; Mateus Gonsalves, steward; Michael Hare, OS; Mr. Jones; E. P. Dolloff, chief engineer; Captain R. J. Boxwell; M. J. Acan, OS; and Arthur Countee, Jr., messman.

## SANITATION

(Continued from page 1)

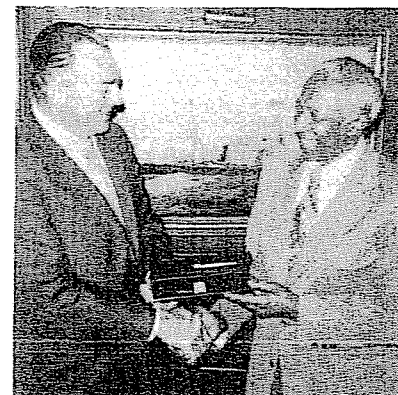
recognition of the company's contribution to public health as evidenced by the award of a Public Health Service Certificate of Sanitation to each vessel operating in its fleet during fiscal year 1972." It is signed by Claude C. Edwards, commissioner, Food and Drug Administration.

Nineteen tankers and 21 inland waterways vessels were spot-checked at random during the fiscal year. They had a near-perfect record.

"I believe that your company has received this award more years than any other shipowner," Mr. White said.

## 30 Years

Jack H. Morrell  
Master  
March 17, 1973



Chief Steward Antonio J. Lomba, right, who has completed 30 years of service, is being congratulated by Boston Branch Manager Jack W. Bennett. He presented service awards to Mr. Lomba on behalf of the company.

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); Emmett A. Humble, general manager; Sydney Wire, assistant general manager.

GENE LEGLER.....Editor