

EXXON FLEET NEWS

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Bill Tyra Writes

'We Expected The Worst And Hoped For The Best ...'

"I haven't written anything for *Fleet News* in several years, and I'm a bit rusty, but I'd like to describe some of the happenings here on the *Exxon Philadelphia* which is presently en route from Africa to Denmark," said AB Bill E. Tyra in a letter dated April 7.

"We hastily left New York on March 14 not knowing our destination, but most guesses favored a voyage to the Persian Gulf. Even after having received orders to proceed to Bonny, Nigeria, some of us felt that if the embargo were lifted, we might yet end up at some sultry Arab country.

"As we would be the first Exxon ship to call at Bonny, and not knowing what to expect in port facilities or shore leave, we expected the worst and hoped for the best. What little information was available about Nigeria in general and Bonny in particular was gleaned by glancing at a chart of the area, and by reading a couple of meager, meaningless paragraphs found in the *Sailing Directions*. The chart showed only an offshore loading terminal and a dock near the village. Possibly Bonny's only historical site and point of interest, Colonel Pullen's Observation Rock, appeared on the chart as a small dot. The *Sailing Directions* also mentioned that Bonny is four feet above sea level. With this profound knowledge most of us hoped for a change of orders to practically anywhere. The last-hour reprieve never came, and we continued to Nigeria.

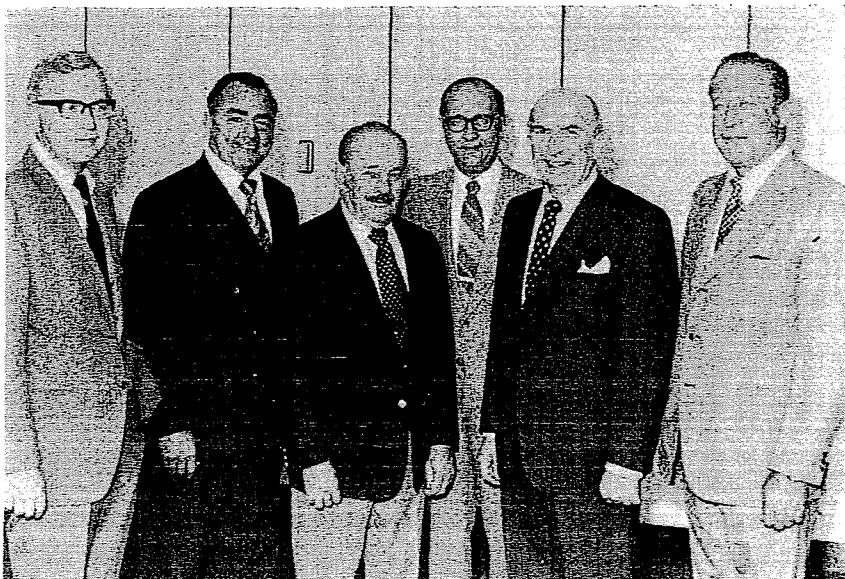
(See **WHEN WE . . .**, page 3)

9 Graduate From Third AB Training Class



THE THIRD AB/Lifeboatman training course for 1974 was completed on April 26 when nine men from the fleet passed the Coast Guard examination qualifying them for AB endorsements. The "graduates," standing on the gangway to the *Texas Clipper*, the Texas Maritime Academy training ship where all Marine Department training classes were held, are from the left in the front row: Instructor Michael Sharik, III, Jose M. Mete, Francisco Fernandes, and Gilbert Luna. Middle row, from left: Joseph W. Conant (who made 100 on the exam), Jose G. Santos, and Joseph E. Farrell. Back row, from left: George H. Ruark, Jerry L. Sauls, and Robert Razo. Following graduation day, Mr. Sharik remained at Texas Maritime Academy to conduct a four-day tanker officers' seminar for 45 deck officers who are majoring in marine transportation.

Branch Managers Hold Annual Meeting



MANAGERS OF Marine Department branch offices met in Houston on May 7 and 8 to report on their respective areas of operation and hear talks by Marine Department managers from the headquarters office. Subjects discussed during the two-day session included operations and personnel procedures and energy conservation and environmental measures as they pertain to each branch. There were also a number of question and answer periods. Branch managers, shown from left, are: Stanley B. Haas, Baytown; Jack W. Bennett, Boston; Captain Sam V. Gardner, Baton Rouge; John M. Sachs, Port Everglades; Al Giallorenzi, New York; and Larry Roth, San Francisco.

Chief Engineer's Son Honored By Newspaper

If Engine Department buddies notice that Linwood E. Davenport, chief engineer in the *Exxon Washington*, is a little proud lately, it's probably because his son, Linwood Davenport, Jr., was named by two Norfolk newspapers as their 1974 Young Columbus XVIII Outstanding Newspaper Carrier.

As a reward, young Linwood, 17, was one of 129 carriers from across the country who left recently for a 12-day trip through Portugal and Spain, with expenses paid by their respective papers.

Linwood, a straight "A" student in high school, has been a newspaper carrier for the past five years. He delivers 140 papers in his neighborhood, plus another 50 on a motor route. He was cited for his hard work and achievement and interest in extra-curricular activities at church and school.

William Jarrett Employed

William Jarrett was employed on April 1 as transportation allocator in the New York Branch Office. He has some 23 years of sea service with other shipping companies in both the Engine and Stewards departments. While in this latter department, he worked his way up from messman to chief steward and sailed in this rating for five years with Farrell Shipping Lines. Mr. Jarrett is married and has two children.



Simplicio S. Aganad Dies

Simplicio S. Aganad died recently at age 68. Mr. Aganad retired in March, 1969, as chief cook in the fleet with 26 years of company service. He is survived by his widow, a son and two daughters. He lived in Suitland, Md.

Fischer Transfers; Brown Successor



E. C. FISCHER, right, Benefits Administrator, transfers records and other files of his office to George C. Brown who has been named Head, Compensation & Benefits group, a new position.

Along with handling benefit matters for Marine Department employees for the past 33 years, Mr. Fischer has been responsible for the investigation and disposition of accidental injury or disability claims of ocean and inland fleet personnel. This latter function has been transferred to the Petroleum Casualty Company, an affiliate of Exxon USA. By this change, the Marine Department joins all other Exxon Company, U.S.A. functions in having Petroleum Casualty Company perform its claims work. On May 15, Mr. Fischer joins Petroleum Casualty where he will continue to handle claims cases for the Marine Department.

George Brown will be responsible for the activities of the former Benefits Administration group and will also be responsible for matters pertaining to compensation for Marine Department personnel.

Mr. Brown has wide experience in personnel administration. He joined Exxon Corporation in New

York in 1965. While working there, he attended night school for the next two years at Columbia University, graduating with a Masters Degree in 1967. In September of that year, he transferred to Esso Standard Libya Inc, and after serving in Tripoli and Marsa el Brega, he returned to the U.S. to Exxon USA in Houston in July, 1972. He transferred to the Marine Department, Administrative, on June 1, 1973.

Two Officers On SUNY Training Ship

Third Mate William J. Deppe becomes the second officer in the ocean fleet to be hired as a temporary instructor by the college from which he graduated. He and 3rd Assistant Engineer Jerzy B. Glowacki have both accepted requests from their alma mater, the State University of New York Maritime College, to serve as instructors aboard the SUNY training ship *Empire State*. The officers were granted leaves of absence to



Deppe



Glowacki

make the training voyage from May 15 to August 15; Mr. Deppe as Watch Mate/Instructor and Mr. Glowacki as Watch Engineer/Instructor.

Mr. Deppe, who graduated from SUNY in 1972 with a BS degree in Marine Transportation, joined the fleet as 3rd mate in the *Exxon Boston* and was serving in this license in the *Exxon Florence* when he accepted the temporary instructorship at SUNY.

Mr. Glowacki, who graduated from SUNY in 1970 with a BS degree in Marine Engineering, joined the fleet soon thereafter and was serving as 3rd assistant engineer in the *Exxon Florence* prior to his leave of absence.

Conserving Energy



When in port with the main turbine secured aboard the *Exxon Baltimore*, Billy J. Rutledge, A/Oiler, secures first stage of air ejector which will reduce the vacuum to 24 inches. This raises the temperature of the condensate leaving the condenser and reduces the amount of steam required for heating water in the deaerating feed tank. This saves fuel. Saving fuel is what Energy Conservation is all about.

'When We Got To Bonny . . .'

(continued from page 1)

"Approaching the Coast of Africa we could see why it is sometimes called Darkest Africa. For miles and miles along the shore there are no lights. Arriving at the mouth of the river on March 30, we anchored awaiting a pilot who would take us upriver to Bonny. Some of the crew broke out fishing gear to while away the time, but nobody caught anything because there were so many big sharks.

"When we got to Bonny, there was shore leave but as luck would have it, most of us were victims of circumstance and only 10 or 12 men actually got ashore. When they returned, they told us of their adventures or misadventures which made the rest of us glad we never went. One man missed the launch that was to bring him back to the

ship and had to hire a canoe. The price of the trip was one shirt and he had to help paddle.

"Considering the quality of souvenirs at Bonny, the prices were over inflated, but in a way it is the crude craftsmanship that makes the African art objects more valuable. Some of the prices were: small elephant carvings, \$5; large elephants, \$20; bongo drums, \$25; witch doctor masks, \$30; your choice of lion, tiger, or leopard skins, \$200 to \$500; giant pineapples, \$2 each; coconuts, \$1; one stalk of green bananas, \$2.

"We only loaded part cargo at Bonny and then sailed to Forcados, another little Nigerian village about 130 miles away, to load the balance of cargo destined for Denmark.

"Mooring at Forcados, which utilizes the single buoy system, was a snap compared to Bonny where the multi-buoy system is

used. There wasn't any shore leave at Forcados, and we weren't ever sure if there was a shore as we were so far out we couldn't see it.

"Having nothing better to do, our crew went fishing again and caught a tub full of 'yellow tails' which the chef prepared and served for supper.

"We soon loaded and sailed for Denmark with a stopover at Las Palmas (Canary Islands) for bunkers. We have no idea where we go upon completion of this voyage, but I for one would like to go back to Bonny—I sure would like to see Colonel Pullen's Observation Rock," he concluded.

Editor's note: Sorry Bill, but we had to send the Philadelphia to Arzew, Algeria, to load for Bayway. However, you probably saw the Rock of Gibraltar on the way—and this should be worth a dozen of Colonel Pullen's rocks.

What About Our IWW Operations?

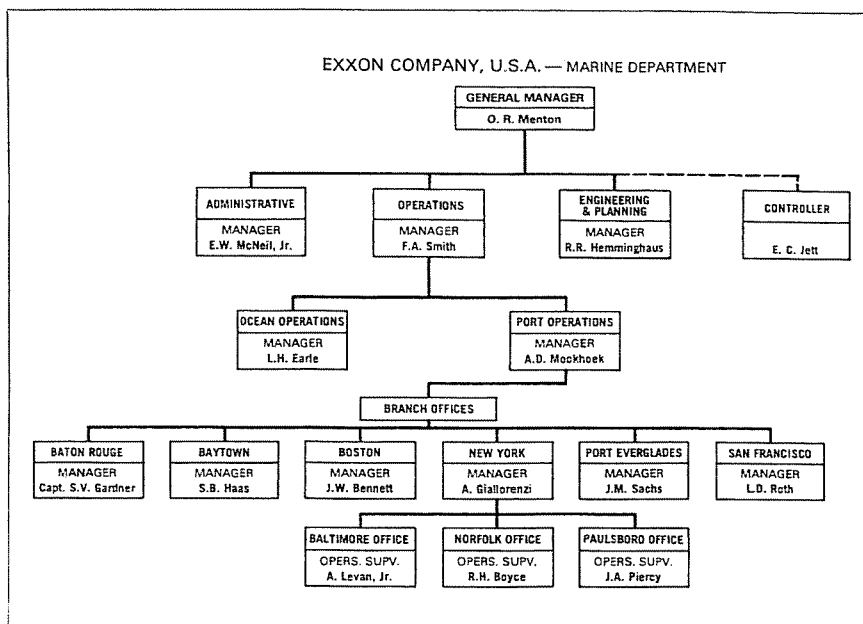
Editor's note: The first in a series of articles featuring inland waterways branches and the contribution each makes to the efficient operation of the overall inland fleet begins in this issue. The article below briefly defines the scope and size of our total inland operations and sets the stage for individual articles to follow.

Oil and its many products are probably the most vital cargo transported on inland waterways. Stop the oil barges for any length of time and the resulting fuel shortages would deeply affect thousands of Exxon customers in hundreds of cities located along the more than 25,000 miles of protected navigable waterways serving coastal areas and extending deep into America's heartland.

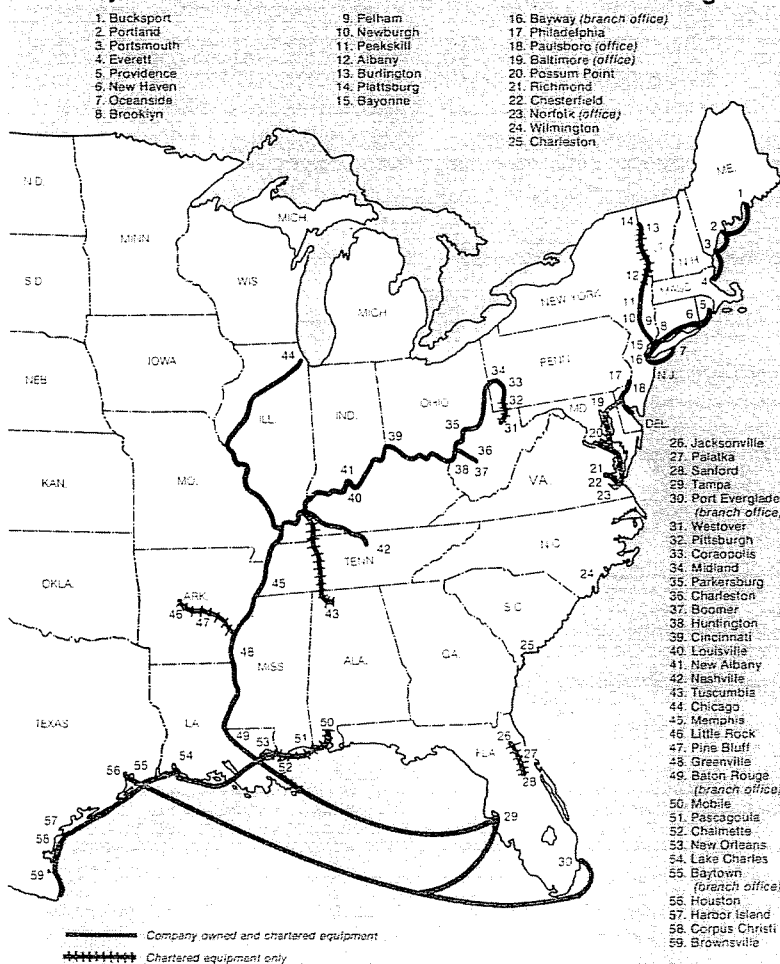
Helping to keep our customers supplied with fuels and other oil products is the Marine Department's Inland Waterways Fleet. Approximately 450 of the department's 1,300 employees are involved in the management and operation of six branch offices, 74 barges, 21 towboats and tugs, and related equipment.

Last year, inland employees delivered some 120.5 million barrels of products in company-owned vessels. Tack on another 82.3 million carried in chartered equipment and the total adds up to an all-time high delivery record and represents about 10 per cent of all petroleum products shipped over the nation's inland waterways system. The Exxon inland fleet is the second largest carrier of products in the U.S.

Inland employees deliver products to points as widely separated as the Canadian border in Maine and the southern toe of Texas—and to dozens of destinations in between (see map). The heaviest concentration of the company's owned barge activities are those



Major Routes, Terminals For Inland And Ocean Barges



involved with movements in and around New York Harbor and the large tows churning up the Mississippi and Ohio river systems.

There is some difference between the type of work performed in transporting products on the East Coast and operations on the Gulf Coast, particularly along the Western Rivers system served by the Baton Rouge Branch. Exxon's inland operations in the New York-New England area are characterized by smaller barges moving large volumes of cargo short distances (often in crowded harbors), fast discharges, and tight schedules. Running time between ports is low in relation to the time spent at the dock.

In the Baton Rouge Branch, fast discharges and tight schedules are also maintained, but the operating area is not as crowded and product movements are characterized by long distances—it's 1,700 miles from Baton Rouge to Pittsburgh, for example. Shipments to terminals along the Mississippi and on the Ohio and its principal tributaries are made by powerful square-stemmed towboats like the *Exxon Kentucky* that can move a flotilla of 12 barges containing about the same amount of oil as a 41,000-dwt tanker. The boat and this number of barges (1190 feet long, 162 feet wide) is 223 feet longer and 7 feet wider than the famed *S.S. Manhattan*.

Another highly important service provided by inland waterways is bunkering hundreds of American and Foreign Flag vessels each year. In 1973, the fleet delivered more than 18 million barrels of fuel to vessels in about 4,500 separate trips.

Of course, efficiency of operations is always a key consideration in the inland fleet. Keeping inland waterways efficient and competitive with other inland operations is in the hands of personnel in the various branches.

The shoreside operating staff, type of operations, and area served by each branch will be featured in succeeding issues of *Fleet News*.

Retirements

Captain Moffitt Retires With Over 38 Years' Service

Captain James G. Moffitt retired on May 1 with more than 38 years of service that began in 1935 when he joined the fleet as AB in the *H. M. Flagler*. He served in this rating in the *W. C. Teagle* and *Christy Payne*, advanced to 3rd mate in the *J. H. Senior* and to 2nd mate in the *Esso Raleigh*. In the war years, he was 2nd or chief mate in the *E. G. Seubert*, *Christy Payne*, *Esso New Orleans (1)*, *Walter Jennings*, *Esso Philadelphia (1)*, and *Esso Aruba*.

On September 16, 1945, Captain Moffitt was given his first command, the *W. H. Libby*. At times during the next seven years he was master of the *Esso Aruba*, *Esso Greensboro*, *Esso Burlington*, *Esso Everett*, and *Esso Bethlehem*. In the latter part of 1952 he conducted a radar training program on various vessels of the company's fleet.

Transferred ashore on March 16, 1953, Captain Moffitt was named Operations Assistant, Harbor Facilities, in Esso Shipping Company's Operations Department. In his assignment he assisted numerous affiliates in the U.S. and Central and South America in making surveys of existing terminals and developing new sites for proposed terminals. From November 1954 until April 1955, he was on loan to Creole Petroleum Corporation in connection with the improvement of terminal facilities in the Lake Maracaibo, Venezuela, area.

In 1955, he returned to Esso Shipping Company in New York as port captain and in 1958 he was named assistant to the manager of operations in this same company.

Early in 1959, he became operating superintendent with Esso Tankers, Inc.

In 1962, Captain Moffitt became manager of Marine's Operations



Captain and Mrs. Moffitt cut retirement cake at Marine Department ceremony in Houston Office.

Department in Houston. With the exception of a loan assignment as manager of the Cost and Operations Division in Jersey Standard's Transportation Coordination Department from January 1964 to September 1965, he continued as operations manager in the Marine Department, Houston, until 1971 when he was named advisor to the general manager. In 1972, Captain Moffitt accepted a loan assignment as consultant and later as acting marine manager to Esso Sociedad Anonima Petrolera Argentina, Buenos Aires. About eight months later, he returned to the Marine Department as advisor to the general manager, but again only for a short period. He accepted yet another loan assignment, this one to Esso Asia Services Inc. in Singapore from July to November, 1973, when he returned as advisor to the general manager, the position he held at retirement.

Captain Moffitt is greatly respected in the Marine industry. He has served on several industry-related committees including the American Petroleum Institute and the American Institute of Merchant Shipping.

He and Mrs. Moffitt will continue living in Houston. "I have no immediate plans for the future ex-

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MOFFITT RETIRES

(continued from page 5)

cept to take one day at a time," Captain Moffit said at a retirement ceremony attended by Marine Department personnel and others in the Houston Office on April 25. "I know that I'll miss a lot of people that I've worked with during my career. People make a company great and I've worked with some mighty great ones in the Marine Department."

Jones Retires; Is Only Unlicensed Man With 40 Years

Cleveland A. Jones, the only unlicensed man in the fleet with more than 40 years of company service, retired on May 1. "I plan to go to Kingston, Jamaica and visit my parents' homeland. Then I will return to my home in Mount Vernon, New York, and do some work there. I have no other plans at present," Mr. Jones told shipmates in the *Exxon Huntington* from which he retired as cook.

"During his last voyage with us, we all mustered on deck to honor Cleveland and wish him good health and success in his retirement," said Captain A. Gregaitis, master in the *Huntington*. "We appreciated him, not only as a good cook, but he was a nice fellow as well. Shipmates wanted to give him a happy sendoff, so they presented him with a bag full of money."

Mr. Jones completed 40 years' service on December 18, 1972, and was honored by Marine Department representatives at a special luncheon in Houston. It was estimated that he had probably served more than 1½ million meals during his 40 years.

He joined the fleet when he was 15, but he upped his age to 16 on his application form. "I think I was hired because of my father's good record with the company," he said. His father, who had been in the Stewards Department since



Officers and crew members in the *Exxon Huntington* met on deck to wish Cook Cleveland A. Jones a happy retirement and present him with a bag full of cash and a going-away "Good Luck" sign which he and Captain A. Gregaitis hold at right.

1919, retired in 1945. "His last ship was the *Fred W. Weller* and I remember following him down the gangway thinking that 26 years was a long time to work, but I decided to equal it," Cleveland said. "I passed the 26 year mark in 1959; Dad died in 1960 and I just kept right on working in the fleet. Mr. Hodges (D. A. Hodges, port steward, himself a 40-year-plus veteran with the company) offered to promote me several times to chief steward, but I liked my job as cook so I kept it.

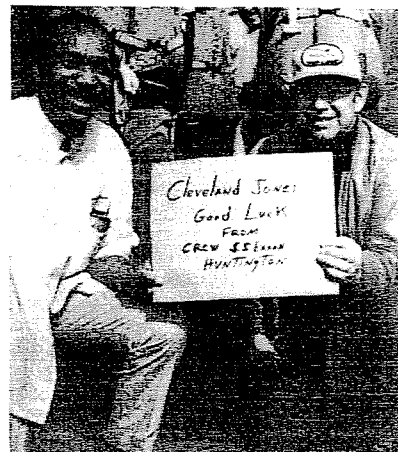
"I have a 15-year-old son that I want to spend more time with. He still has college ahead of him and he doesn't know yet what kind of work he wants to do, but if he decides to go to sea for Exxon, I won't discourage him. It's a great company."

In addition to retirement ceremonies aboard the *Exxon Huntington*, Mr. Jones was honored by New York Branch employees, sea-going personnel, and annuitants at a retirement luncheon on March 6.

Equity Unit \$10.15

The Thrift Fund Trustee reports that the value of each unit in the equity portfolio as of the last business day in April 1974 was \$10.15.

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



Alexander W. Cullen Plans To Travel



Alexander W. Cullen, who retired for health reasons, plans to travel each state before settling down at home in Maryland, Delaware. "I am glad that

I had the opportunity of working with such good officers and men on board ship. I want them all to know how much I appreciate them and that I wish them good luck in all their future voyages," he said. Mr. Cullen joined the *Wallace E. Pratt* in October, 1945, as OS. He became deck maintenance man in the *Esso Scranton* in July, 1946, and AB in the *Crown Point* in June, 1949. After a period of broken service, he rejoined the fleet and elected to serve in the Stewards Department. He was messman in the *Exxon New Orleans* when he retired.