

EXXON FLEET NEWS

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Exxon Fleet Leads In AMMLA Drive For Library Funds

So far this year, officers and crews in the Exxon Fleet are leading all others in the 1973 Ocean Crews Appeal for funds to be used for merchant seamen library facilities. The drive is conducted annually by the American Merchant Marine Library Association.

The AMMLA reports that from January through April, officers and crews in Exxon ships have given more than \$1,180, with funds from some ships still to come in.

The Exxon Fleet has long been a leading contributor to the AMMLA and last year the fleet led all others in the amount of money collected. One vessel, the *Exxon Baltimore*, has contributed \$100 or more per year for the past 11 years. She is the only vessel in any fleet to hold this record.

Other ships in the fleet that have sent in contributions of \$100 or more since January are the *Exxon Boston*, *Exxon Gettysburg*, *Exxon Huntington*, *Exxon Jamestown*, *Exxon Lexington*, *Exxon Miami*, *Exxon New Orleans*, *Exxon Philadelphia*, and *Exxon San Francisco*.

Ships contributing over \$100 receive copies of the book, "The Northwest Passage," for their libraries. The colorfully illustrated book describes the S. S. *Manhattan's* historic voyage in 1969.

Vessels that have not yet completed their 1973 drive for funds are urged to do so as soon as possible. Reduced fleets in 1972 have resulted in reduced returns, the AMMLA reports, and money is

(See AMMLA FUNDS, page 2)



Emmett A. Humble, left, discusses some last-minute business with O. R. Menton, new General Manager of the Marine Department.

O. R. Menton Is Marine Department General Manager

The Marine Department has a new General Manager. He is O. R. "Buddy" Menton who succeeds Emmett A. Humble. Mr. Humble, on June 1, became Executive Vice President and Director of Esso Exploration Inc., with headquarters in Houston.

Mr. Menton was Fuel Products Operations Manager in the company's Refining Department at the time he was named to head the

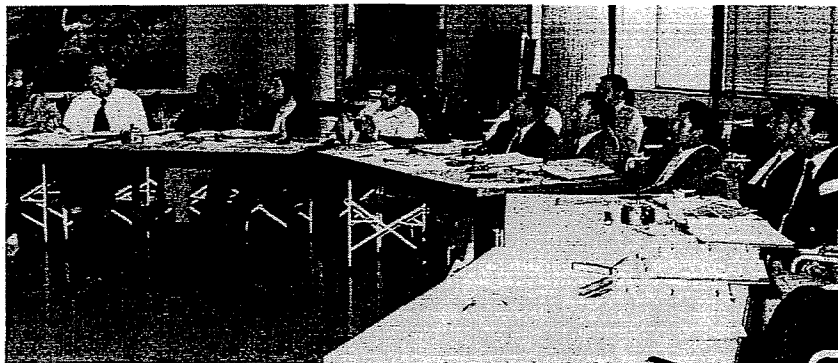
Marine Department. He graduated in 1938 from Louisiana State University with an Electrical Engineering Degree. He joined Exxon USA in 1940 as an engineer at the company's Baton Rouge Refinery and subsequently held a number of engineering and management positions, including Head of Technical Division, Petroleum Products Manager, and Assistant Gen-

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Marshall G. Price Participates In Training Program

Chief Mate Marshall G. Price has just returned from Rome where he attended a three-day oil pollution prevention training program developed by Esso International Inc. for Chief Mates in Exxon affiliated companies. Fourteen Chief Mates, mostly from Exxon Tankers Company and Esso Tankers Italiano fleets, participated in the seminar which was held primarily to review the principal sources of oil pollution in tanker operations, both at sea and in port, and to develop basic procedures to keep pollution at the absolute minimum.

"The training was specifically designed for Chief Mates because they are the officers who, under normal circumstances, supervise nearly all operations involving cargo handling, ballasting, tank cleaning, and so forth," Mr. Price said. "Although the program was adapted to the operation of foreign affiliate ships, in most cases their pollution problems and interests are the same as ours and



Chief Mate Marshall G. Price, second from the left, is shown with other Chief Mates, mostly Spanish and Italian, as they participated in a classroom session at the Deck Officers Pollution Prevention Seminar in Rome.

the subjects discussed at the seminar were quite appropriate to our own needs."

The three-day seminar consisted of classroom lectures, films, and actual demonstrations using scale models. "One of the most impressive demonstrations involved a model cargo tank," Mr. Price said. "The tank was loaded with dirty ballast and discharged using the decanting procedure to demonstrate the pollution prevention method discussed in the classroom. The cargo pump was also built to scale, operating at the rate of .9 gallons per minute—equivalent to 3,000-gpm in a real ship."

Other subjects covered at the seminar included good mooring practices; inert gas systems; oil/water separator systems; gauging/cargo measurements; indicators; record keeping; and discussions involving the latest in equipment and operating procedures that can reduce the danger of pollution. One of the most important topics discussed was the training of junior officers in general operating procedures and pollution control.

"Information and operational tips that Mr. Price brought back with him will be modified to fit our own needs and presented to personnel in the fleet," said Captain Torrance Inman, Port Captain.

'West Virginia' Crew Rescues Two From River

The crew of the *Exxon West Virginia* rescued two men from the swirling waters of the Mississippi River, between Vicksburg and Greenville, recently. The men were pushing a log raft downstream when they lost control of their 16-foot boat and were thrown into the swift water. When sighted by the *Exxon West Virginia* crew, one man was floating downriver holding to a six-gallon gasoline can. The other had been caught up in some willow trees along the bank where he was using a log to help keep himself afloat.

The *West Virginia's* motor launch was lowered and three crew members quickly picked up the victims, one of them in partial shock. Arrangements were made

via radio through the U.S. Coast Guard at Vicksburg for an ambulance and doctor to meet the *Exxon West Virginia* at an oil dock near Mayersville, Mississippi.

In the meantime, Chief Engineer Gaylen D. Hall and Mate Latrell Kendrick administered first aid to one of the men, who was 75 years old, by applying their own body warmth to him to prevent him from falling into further shock.

"Special commendations are in order for Deckhands Woodie O. Pugh, Alvin Hanks, and George E. Gordon for their speedy action in rescuing the victims, and to Chief Hall and Mate Kendrick for administering first aid," said Captain Sam V. Gardner, Baton Rouge Branch Manager.

AMMLA FUNDS, from page 1 urgently needed to continue services to help build a better American Merchant Marine.

The AMMLA has become affiliated with the United Seamen's Service with the eventual prospect of being merged into USS as part of that organization's expanding service to American seamen.

Wire Elected Trustee

Sydney Wire was recently elected to the Board of Trustees of the American Merchant Marine Library Association.

In notifying Mr. Wire of his election, the AMMLA executive secretary said: "Your good help and cooperation with us for many years have been invaluable to us and we are most grateful to you. We feel Exxon should be represented on the Board and that, because of your long association with AMMLA, it is fitting you be chosen."

Employee's Daughter Uses Scholarship To Complete School



A very pretty young lady, the daughter of Tom W. Williams, Chief Engineer in the *Exxon Gettysburg*, wrote *Fleet News* recently and sent along this picture. In fact, she sent her letter airmail special delivery.

"I would like to take this opportunity to thank all who are responsible for my receiving the Teagle Scholarship," she wrote. "I have just completed my fourth year at Trenton State College (Trenton, New Jersey) and I received my Bachelor of Science Degree in Nursing on May 23.

"My sister, Joanne, is also a Teagle graduate. Enclosed is a picture of me in my school cap. You people in Marine helped make the smile possible!"

The letter was signed: "Very Gratefully Yours, Margaret Rena Williams."

Richard W. Bettin Dies

Richard W. Bettin, A/Oiler, died at Poplar Bluff, Missouri, on May 24. He was to retire on June 1. He was 51. Mr. Bettin joined the company in 1941, and sailed in various ships as Wiper, Fireman, Watertender, and Storekeeper before becoming Oiler in 1955. He is survived by his widow, one step-daughter, and his father.



George W. Verlander stands beside a day's catch of oysters.

Retired Employee Has 32 Acre Oyster Farm

If you like fresh oysters—fried, raw, or otherwise—you might drop in on George W. Verlander if you ever get up around Weems, Virginia. Weems is on the Rappahannock River some 75 miles north of Newport News, Virginia.

Mr. Verlander, who retired as 3rd Mate in 1969, is co-owner of an oyster farm. "My brother and I owned it and when he died in 1967, my sister-in-law and I continued to manage it," Mr. Verlander said. "My health won't permit me to do much manual labor, such as harvest the oysters, so we contract that part out. We have 32 acres of oyster ground in cultivation."

Mr. Verlander pointed out that oyster farming is not without its financial hazards and the partners have suffered some setbacks. For example, seed oysters are rather costly if purchased from outside sources, so about 10 years ago, they leased 26 acres of river bottom in order to produce their own seedlings. They scattered 23,000 bushels of oyster shells over the bottom so that the young could attach themselves (adult oysters produce larvae which attach themselves to the clean shells. The young oysters are later transplanted to growing and maturing

grounds). In the meantime, a disease killed many oysters in the river and no seedlings have been produced.

"But with all the rain that we've had, the fresh water has killed the disease and brought new life to the Rappahannock," Mr. Verlander said. "We now look forward to producing enough seedlings to transplant to the 32-acre farm which has a bottom more suitable for growing and fattening oysters for marketing. In anticipation of a growing market, we have leased 8 acres adjacent to the 32-acre farm which will give us more leeway in rotating oyster beds to provide for a better yield."

The cost of replacing harvested oysters with seedlings has almost doubled in the past few years. "But the selling price is increasing so that profits are great enough for us to keep on planting. Maybe we'll find a pearl that will boost our profits even more," he said.

In spite of the problems that go with being an oyster tycoon, Mr. Verlander finds that "retirement is great. It sure beats going on watch in a hurricane at midnight or battling the numbing cold at sea in the wintertime," he said.

R. H. Herman Describes Functions Of Exxon Corporation, Exxon USA To Officers Attending Conferences

In addition to learning more about Marine Department Operations, officers attending the Marine Officers Conference in April heard R. H. Herman, Senior Vice



President, discussed the worldwide scope of our parent company, Exxon Corporation, and describe some of the activities of our own company, Exxon USA. He also talked about some problems and challenges that face our company at present.

In a speech given at each of the three conferences, Mr. Herman said that Exxon Corporation operates throughout almost all of the Free World. It had revenues in 1972 of almost 22½ billion dollars, and net profits of over 1½ billion dollars. During his talk, illustrated with slides, Mr. Herman pointed out that:

- Exxon Corporation has crude oil production in the U.S. and in 16 foreign countries, representing about 14 per cent of that of the Free World.

- Exxon Corporation's 70 domestic and foreign refineries account for 15 per cent of the Free World's refining capacity.

- Exxon markets petroleum products in one form or another in more than 100 countries, representing about 11½ per cent of the Free World oil market.

In outlining the split responsibilities between the parent company, Exxon Corporation, and the various affiliated companies and regions, Mr. Herman said that Exxon Corporation coordinates the activities of the affiliates and regions, seeking the corporation's greatest general interest. It provides specialized advice and

council in the various functions, and makes the decisions or grants approval on major financial items, such as acquisitions and divestments and the capital budgets which accompany regional planning strategies and policies. "In contrast, the affiliated companies and the regions actually handle the operations; they produce oil and gas or other materials, they refine, they do the research, and the transportation and the marketing. They are responsible to the parent company for the efficient operations in their geographic areas and must consider the general policies established by the parent company," he said. "Where necessary, the individual affiliates and regions consult with the parent company coordinating groups in order to obtain advice, guidance, and assistance from the specialists that are available."

Mr. Herman pointed out that in its activities around the world, Exxon Corporation gets involved in many varied types of businesses and environments, both physical and political, in such overseas locations as Libya and the North Sea. "The North Sea has proved to be maybe the most significant new source of oil and gas discovered in recent years," he said. He also said that marketing is also carried out in many different environments around the world.

In referring to United States' activities, he named the North Slope of Alaska as the area containing the largest and most significant domestic oil find in recent years.

"In addition to producing and refining oil, we have to move it and you are part of our large marine transportation activity," he told the group. He noted that the business of marketing or selling our products is changing drastically in the U.S. "Service stations are no longer what they used to

be. Many innovative approaches are required to compete effectively in today's market," he said, and described one of the approaches that has been used extensively as the addition of carwash operations at conventional service stations.

Mr. Herman said that our company is basically an oil and gas company, but that we also engage in a number of other activities such as minerals (uranium, copper, zinc, and coal) and land development carried out by Friendswood Development Company, 100 per cent owned by Exxon USA. "Friendswood is doing an outstanding job in the Houston area in developing attractive communities," he said.

Mr. Herman listed several major challenges, as the company sees them. They include:

- Developing North Slope crude production and transportation facilities, once the legal issues which are holding up construction of the trans-Alaska pipeline are resolved.

- Developing coal, minerals, and real estate operations as rapidly as prudently possible.

- Optimizing marketing and refining operations.

- Successfully implementing the strategy of improving the efficiency of service stations.

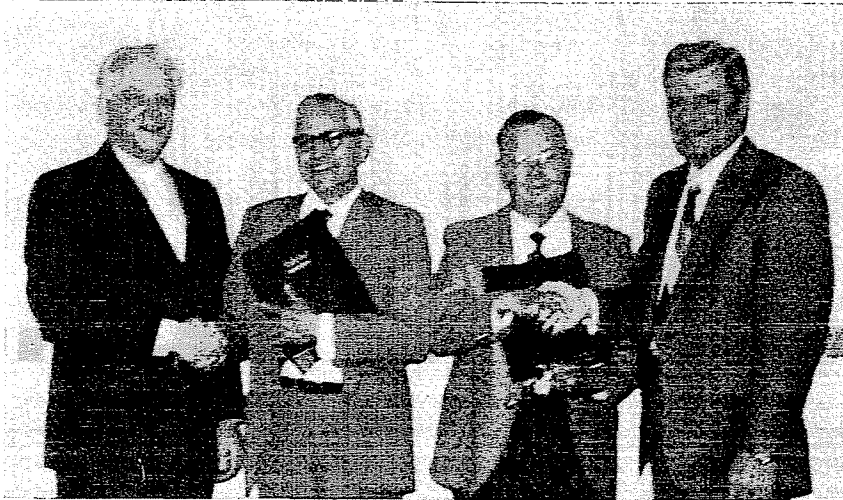
- Participating with industry groups to obtain deepwater terminals to receive the increasing volumes of foreign crude.

- Continuing attention on the containment of operating expenses.

Mr. Herman closed by saying: "Each one of us has our part to play in making our company not only a profitable one, but one for which we and others want to work, and one with an image of integrity and quality that people want to buy from. This is a job for all of us and, in fact, one that only can be accomplished by our combined efforts."

Retirements

Captains McLean, Jackson Leave Inland Fleet



FRANCIS X. McLEAN, Captain, and WALLACE H. JACKSON, Mate/Captain, are shown here being congratulated during a special retirement service in the Baltimore Branch Inland Waterways Fleet. From the left are Amerigo Levan, Operations Supervisor at Baltimore, Captains McLean and Jackson, and Robert T. Williams, Jr., former Branch Manager at Baltimore and new Labor Relations Coordinator in the Marine Department Houston Office. Captain McLean, whose retirement became effective on April 1, joined the Inland Fleet in December, 1937, as AB in the barge *Petrolia* No. 7. In April, 1940, he sailed as Mate for the first time and soon thereafter, he became Captain in *Esso Tug No. 12*. All of his service has been in the Baltimore area. Wallace H. Jackson retired on March 1 with nearly 27 years of company service that began in April, 1940, when he joined the Inland Fleet as AB. He served in tugs and barges in the Baltimore Branch until January, 1942, when he resigned. He rejoined the company in January, 1948, and worked in all deck ratings, including that of relieving captain, in tugs, barges, motor vessels, and integrated tows, all in the Mid-Atlantic area. He retired as Mate/Captain in the tug *Exxon Delaware Valley*. Although he still officially lives in Baltimore, he is spending most of his time supervising the construction of a new house near Urbanna, Virginia.

Richard E. Lewis Plans To Fish, Care For Trees

RICHARD E. LEWIS retired from the fleet on June 1 as 1st Assistant Engineer in the *Exxon Florence*. He joined the company in April, 1940, as OS in the *Edward L. Doheny*. Later that year, he became Wiper in the *Wm. G. Warden*, and in June, 1941, Mr. Lewis joined the *Christy Payne* as Fireman. In January, 1943, he was in the *F. Q. Barstow* as Oiler, and served in his first licensed capacity as 3rd Assistant Engineer in the *Livingston Roe* in September, 1943. Two years later, he advanced to 2nd Assistant in the *Esso Baltimore (1)* and became 1st Assistant in the *Esso Washington* in September, 1950. Mr. Lewis lives in Fort Myers, Florida. His father, Fred Lewis, who lives in Jacksonville, Florida, retired from the fleet in 1957 as Chief Engineer. "I have had the pleasure of meeting many good men and have made many friends



during my 32 years with the company," said Mr. Lewis, "I expect to enjoy my retirement doing a lot of fishing, traveling, taking care of my citrus trees, and spend a lot of time around home with my wife. I hope that the many friends I have made during my employment will feel free to visit us any time they are in Fort Myers." To help Mr. Lewis enjoy the fishing part of his retirement, officers and crew in the *Florence* presented him with a rod and reel.

Daniel O'Connell Takes Early Retirement

DANIEL E. O'CONNELL, 2nd Assistant Engineer, retired on May 1. His last ship was the *Exxon Baltimore*. Mr. O'Connell began his career in February, 1948, as Oiler in the *A. C. Bedford*. He obtained his 3rd assistant license on May 2, 1952, and served his first assignment in this license in the *Esso Manhattan* the following month. He raised his license to 2nd Assistant Engineer in February, 1957, and served in this capacity for the first time in the *Esso Tampa*. Mr. O'Connell was 2nd assistant in various company vessels before electing to take early retirement. He lives in Salem, Massachusetts.

Oliver Picou Lauded For Working Hard, Smiling

OLIVER P. PICOU retired on May 1 with 20 years' service. He joined the company as Utilityman in the *Pine Ridge* and remained in the Stewards Department during his career when he served in most of the vessels in the fleet. "He was a hard working man who always wore a smile," said Captain R. E. Parkhurst, master in the *Exxon Baltimore*. "It was fitting that he made his last voyage on this ship

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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; Sydney Wire, Assistant General Manager. GENE LEGLER.....Editor

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because it allowed him to sail once again with Steward Leo Oliveira. The two of them had been on voyages in the SS *Manhattan* to Alaska so they had a long and happy association together. The crew presented a large purse to Mr. Picou as a farewell gift, and his friends in the Stewards Department baked him an appetizing cake to let him know how well he was thought of by his shipmates." Mr. Picou, standing third from the left in the front row, was congratulated by Mr. Oliveira as officers and crew in the *Baltimore* met on deck recently to present the retirement gift.



Service Awards 30 Years



EDWARD WILSON, Chief Steward, shows service award clock presented to him by Emmett A. Humble during his recent visit to the Marine Department Houston Office. Mr. Wilson completed 30 years on January 9.



JOSEPH J. ULATOWSKI, right, Barge-man in *Exxon Barge No. 13*, completed 30 years service on February 10, 1973. Amerigo Levan, Jr., left, Operations Supervisor in Baltimore, is shown presenting a watch to Mr. Ulatowski.

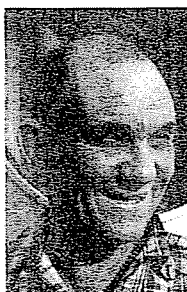
20 Years



Arnold A. McBride
Chief Mate
May 10, 1973



W. M. Gardner
Pumpman
June 19, 1973



J. B. Hedgepeth
MM
March 3, 1973



Eryk T. Szatek
Pumpman
April 29, 1973

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eral Manager. He was General Manager of Manufacturing for an affiliate in Germany from 1964 to 1966. He returned to Houston in the Headquarters Refining Department as Manager of Specialty Products Operations and Planning and served in this capacity until December 1967 when he became Manager of Fuel Products Operations. Mr. Menton also served as a director of Monterey Coal Company. He is married and has one daughter who resides in Baton Rouge, Louisiana.

"I am very pleased to be a part of our Marine organization which plays such a vital part in the reliable supply of products to our company's many customers," he said.

Mr. Humble, in his new position as Executive Vice President of Esso Exploration Inc., will have responsibility for the exploration of oil and gas on a worldwide basis.

"My association with the Marine Department has been a truly rewarding experience. During this time I have made many lasting friendships and will miss our close association in the future. My sincerest best wishes to each of you."