EXXON FLEET NEWS

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THE UNIVERSITY OF TEXAS AT AUSTIN

'Gettysburg' Rammed At Baytown Docks

"It was a whale of a blow," said Chief Mate Gerald F. Smith in describing the impact when the *Exxon Gettysburg* was struck on the bow by a dry cargo ship at about 2205 on July 6. The *Gettysburg* was moored heading downstream at Baytown Berth No. 2 when she was struck by the *Nueva Esparta,* a Venezuelan registered vessel that was upbound in the Houston Ship Channel.

"It was a very dark, rainy night when suddenly and without any warning we heard a loud scraping and felt our ship jump backward," Mr. Smith said. "Although there was no warning whistle and we were taken completely by surprise, the men on the 8 to 12 watch reacted amazingly fast in manning the lines and shutting down valves to avert further disaster. I cannot praise them highly enough," he said. In addition to the Chief Mate, others on duty included John C. Griffith, 2nd Mate; Gilbert J. Thomas, 3rd Mate; Reidar Bohnhorst and Henry C. Hyland, AB's; Almouth C. Herod, 2nd Pumpman; and Francisco R. Martins, OS.

The collision moved the *Gettysburg* about 30 feet astern, parting

(See SHIP COLLISION, page 4)

Moffitt On New Assignment

Captain James G. Moffitt, Advisor to the General Manager, began a temporary overseas assignment with Esso Asia Services, Inc. on July 1. In his new assignment, Captain Moffitt will serve as Marine Division Manager in Singapore.

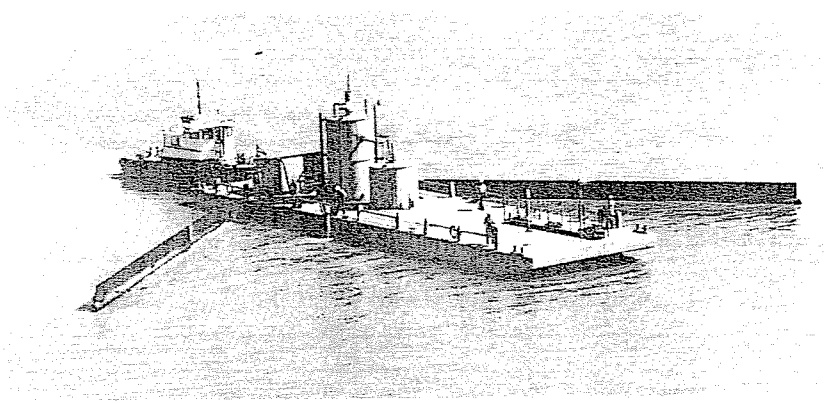
Watch Your Step; Injuries On Increase

From January to July, the Ocean Fleet had 13 disabling injuries. The Inland Fleet had one fatality and 17 disabling injuries. For this same period last year, the Ocean Fleet reported four disabling injuries and the Inland Fleet had three. The fatality and the increase in injuries in both fleets so far this year give cause for raising a caution flag in an effort to reduce this upward trend in accidents.

All accident reports are carefully reviewed by Marine Department managers and suggestions for avoiding such mishaps in the future are published periodically for all employees to read. The Accident Report on page 3 features some of the more current mishaps and suggests ways to prevent them from happening again. But suggestions submitted after an accident occurs are a little like locking the barn door *after* the horse is out. The ideal way to eliminate, or greatly reduce, disabling injuries is for each employee to be so conscious of his every action that he will perform each job so carefully that he eliminates a chance for injury.

Some employees are apparently doing this already since they have been working nearly 30 years without a disabling injury. Several

(See DISABLING INJURIES, page 3)



THIS SKIMMER BARGE is another tool in the company's efforts to protect the environment should an oil spill occur. The tugboat-powered barge was designed by Floyd Cline, field superintendent in the Production Department's Baytown District, as a quick, easy way to clean up oil spills in Galveston Bay and the Houston Ship Channel. The unit consists of a surplus 30- x 100-foot flat-decked material barge equipped with storage and air-water separation facilities, including pumps and two 90-foot steel booms. Weirs (gates) that can be raised and lowered are attached to each side of the barge in front of the boom hinges. In operation, the floating booms move the oil-water mixture through the weirs to inside skimmer compartments where it is picked up by pumps and separated. The water is returned to the channel or bay while the oil goes to a storage tank onboard the vessel.

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New Pay System For Ocean, IWW Fleets Effective October 1

An improved payroll system for operating personnel in the ocean-going and inland waterways fleets goes into effect on October 1.

The new system, which will expand the use of computers in calculating and checking payrolls, has several major advantages related directly to seamen in both fleets, as follows:

- Additional compensation reports will be simplified and submitted on a semi-monthly basis, rather than weekly as in the past. This will save much time and effort on the part of vessel personnel preparing them.
- The semi-monthly reports will permit more consistent and timely payments to seamen.
- Pay vouchers accompanying paychecks will be simplified.
- A means will be provided whereby each man can quickly and easily check his pay each pay period.
- Year-end W-2 statements and other tax reports will be sent to seamen sooner.
- All vouchers, paychecks, and reports will be computer verified, thus providing a higher degree of accuracy.

The new system has been reviewed with the Executive Committees of the JSTOA, EROA, and the ESO, and the Board of Governors of the ESA. A descriptive handout has been sent to Masters and to Branch Office managers to provide information to personnel in vessels. Headquarters representatives will visit tankers and branch offices to review the new system in detail and to answer questions regarding these improvements. The *Exxon Baton Rouge* and the *Exxon Baltimore* are now using the new semi-monthly reporting forms for testing purposes before the system goes into effect on October 1.

Captain Wire Sends Farewell To Fleet

"Among my most dear and cherished memories are the many and lasting friendships that it has been my good fortune to make, ashore and afloat, during the years.

"I am very proud to have been a part of the Exxon fleet, and to have played a small role in the shaping of its fortunes during the past 40 years.

"Most of all, I am proud of the men who man the fleet. Without question, Exxon officers and seamen are second to none in the seafaring world. Real professional seamen, they have established a reputation for demonstrated competence. They have won the respect and esteem of seamen everywhere. I consider it a high honor to have been one of them.

"Now that I am about to take my leave of you, I want to say a fond farewell. If I had to list one single regret at this time, it is that I cannot see each of you personally to say goodbye."

Form Enclosed For Messages From Fleet

Captain Sydney Wire, who has elected to retire with 40 years' service, will be leaving the Marine Department on July 31. For those who desire to write a personal message to him, a blue-bordered page has been inserted in this issue of *Fleet News* as a convenient way for you to wish him a long and happy retirement. Write your message within the borders. All messages received will be included in a retirement book which will be prepared for Captain Wire. The message can be returned through regular ship's mail or through the regular mail. In either case, address your envelope to: Mrs. Juanita Henry, Exxon Company, U.S.A., Room 3403, P.O. Box 1512, Houston, Texas 77001.

Donovan Accepts Shore Assignment

Thomas J. Donovan, 3rd Assistant Engineer, has accepted a shoreside position as Project Engineer in the Marine Department's Engineering & Planning function in the Houston Office. His assignment became effective July 1. Mr. Donovan is not new to the Headquarters Marine Department. In March, 1972, he came ashore to fill a temporary assignment in Engineering & Planning where he worked on various engineering projects. He returned to the fleet in October of that year as 2nd Assistant in the *Exxon Huntington.*



Mr. Donovan joined the fleet in June, 1969, following graduation from the State University of New York Maritime College. After an initial training voyage in the *Esso New York,* Mr. Donovan transferred to the *Enco Gloucester* and later served in various other vessels in the fleet. He obtained his 2nd Assistant license in June, 1971, and was serving in this capacity in the *Exxon Huntington* when he accepted his new assignment ashore. He is married and has a daughter two years old.

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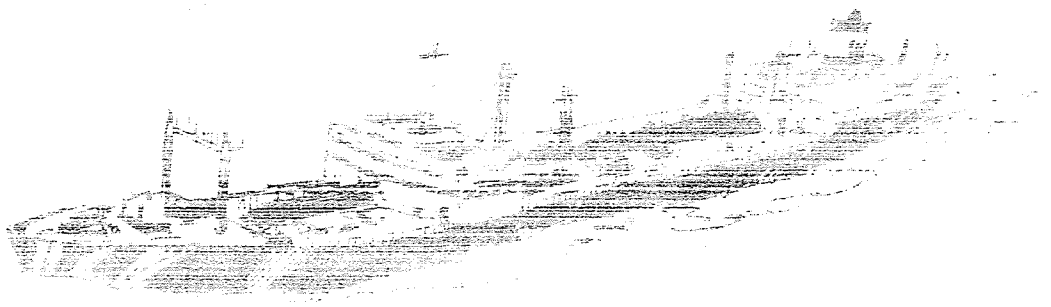

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DISABLING INJURIES
Continued from page 1

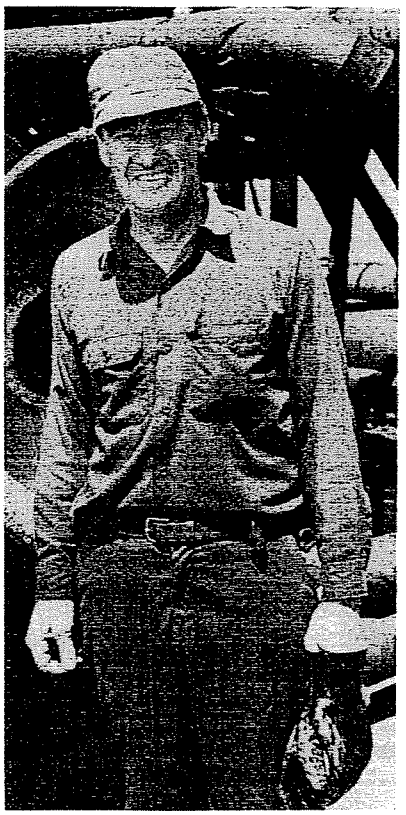
of these men, who have been interviewed by *Fleet News,* say that luck may have played a part in their safety records, but all of them cited one or more pet rules that they follow in preventing injuries. For example, Rex B. Williams, 2nd pumpman in the *Exxon Lexington,* says that he never takes anything for granted. He approaches each job cautiously and looks it over before pitching in. Mr. Williams points out that pumpmen sometimes have back trouble. "I have avoided this ailment because I am especially careful when it comes to lifting things. A man is foolish to try to lift more than he thinks he can. He can always get help," Mr. Williams explained.

Mr. Williams brought out another factor that isn't often thought of as a contributing cause of accidents. It's physical fitness.

"A real fat man simply can't control himself as well as the man who is trim," he said. "I have a strict rule that I've been following for years—I don't try to clean up the table at every meal. I push back before I overeat. I recall several times in the past when I slipped or stumbled and was able to catch myself before falling flat on my face and probably hurting myself. I don't think that I could have saved myself some of these times if I had been too fat," he said.

"Mr. Williams is right. A man whose weight is normal for his body build can work safer than one who is greatly overweight," said Dr. John G. Lione, medical director for the Marine Department. "This can be especially true for seagoing employees or those in our Inland Waterways Fleet who daily climb ladders and walk along rolling passageways or decks. The normal-weight man is usually agile enough to catch himself should he suddenly trip or start to fall, while the greatly overweight or fat man can't react as quickly. It takes more strength for him to hold himself and regain his balance," Dr. Lione explained.

"I know that it takes a lot of will power not to overeat, but it's something that a person can train himself not to do and it pays off in the long run. Mr. Williams is to be congratulated, as are others who keep themselves fit and trim. They are not only contributing to their own good health, but to their ability to perform their jobs safely as well," he said.



Mr. Williams weighed 183 pounds when he joined the fleet about 30 years ago—about right for his body build. He averages about 180 pounds now, quite an accomplishment in a fleet where good food is a tradition.

Johnnie W. Jernigan Retires

Johnnie W. Jernigan has retired as A/Oiler. He joined the fleet on January 14, 1946, as Oiler in the *Esso Annapolis.* He advanced to Machinist in the *Esso Huntington* in January, 1960, and later returned to the rating of Oiler. Mr. Jernigan served as Oiler and A/Oiler in many vessels in the fleet. His last ship was the *Exxon New Orleans.* He lives in Houston.

Accident Review

ACCIDENT

A bargeman standing on a barge was thrown a line with a shackle from a tug along side. The heavy shackle hit him in the side, fracturing several ribs.

PREVENTION

The potential danger inherent in throwing a line and shackle should have been anticipated by both the injured party and the co-worker who threw the line. Heavy objects should never be thrown directly toward someone.

ACCIDENT

A seaman was running to stop a pump and slipped, striking his head on the coaming of the pumproom door.

PREVENTION

Running to a suspected emergency is probably automatic. If you have a choice between running and walking, walk. *Running always increases the possibility of an accident many times over walking. If you must run, learn to respect this greatly increased risk. Stay alert for obstacles both overhead and underfoot.*

ACCIDENT

A seaman was handling material directly from deck to dock surface without using the gangway. He slipped, suffering a hairline fracture in his shoulder.

PREVENTION

In a sense, this individual was fortunate. If he had fallen into the dangerous gap between the dock and the deck, his injuries could have been far more serious. You can avoid this potential danger by always *using the gangway when transferring material on or off the ship.*

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DANIEL J. RIZZOLO, who retired as AB on March 1, has been busy as Public Relations Officer for VFW Post 4715 at Pt. Pleasant, New Jersey. He recently sent the above picture taken on board the U.S. Coast Guard Cutter *Point Bataan* on Memorial Day. For 24 years the Post has conducted Memorial Day services at sea in memory of men who have gone down with their ships. Mr. Rizzolo is shown third from the left as he and a VFW member conduct services at sea. The girls and the boy with the horn are from the junior unit of the VFW. Mr. Rizzolo was also involved in publicizing the Memorial Day parade that afternoon. The following day he presented trophies to grammar school children who made the best Americanism posters. He also presented American flags to the class rooms. Mr. Rizzolo has twice been recognized in VFW national publications for his articles on drug abuse.

'Delaware Valley' Crew Rescues Man, Canoe

So far, this year has been a rather busy one for rescuing people. Vessels in both the ocean-going and inland waterways fleets have participated in nearly a dozen rescue operations involving small boats, nearly twice the number reported for this time last year.

The latest rescue report involves the tug *Exxon Delaware Valley*. While monitoring the U. S. Coast Guard channel when the vessel was tied up at the Paulsboro dock on June 15, Captain Oscar M. Vansant heard a report at 2200 that a boat had capsized and a man was overboard in the area of No. 1F Buoy in the Delaware River.

Captain Vansant immediately got the tug underway and headed for the general location at the southern end of Hog Island. A flashlight beam was spotted at water level and the tug's searchlight picked up an overturned canoe. A man was holding on with one hand and waving his flashlight with the other.

The tug was maneuvered alongside and with the aid of Mate Ralph Brooks and Deckhand Raymond E. Fernald, the man was hauled aboard at 2220. The rescue was reported to the Coast Guard and a cutter sent to the tug took both the victim and his canoe aboard. The *Exxon Delaware Bay* was released with thanks.

SHIP COLLISON

Continued from page 1

a mooring line. Although she was loading cargo, no hoses were broken. "About five feet more and they would have been," said Mr. Smith. Cargo loading was immediately stopped as the dry cargo ship backed off and proceeded toward Houston. She had some bow damage.

A survey of the *Gettysburg* was conducted by Repair Inspector Joe Pronack and an American Bureau of Shipping representative. The mishap was investigated by the U.S. Coast Guard.

The *Gettysburg* was found seaworthy and resumed cargo loading at 1005 on July 6. At 0700 on July 7, she departed Baytown for Wilmington, North Carolina, about 12 hours behind schedule.

Obituary

Early in the morning of June 26, Captain Alvin J. Pierron, Pilot in the tug *Exxon Louisiana,* was reported missing from *Exxon Barge 266.* The tug and barge were tied up at the Public Grain Elevator in New Orleans Harbor. Captain Paul J. Daigle, Master in the *Exxon Louisiana,* notified the Coast Guard and New Orleans Harbor Patrol. He then broke the vessel out of tow and participated in the search downriver. Captain Pierron's body was recovered by the Harbor Patrol the morning of June 28, approximately 1½ miles below the grain elevator. He is survived by his widow, a daughter, his parents, and 14 brothers and sisters. He lived in Schriever, Louisiana.

Jenaro Barbeito, who retired from the fleet as Oiler in 1970, died at La Coruna-Sada-Mosteiron, Spain, on July 9. He was 66. Mr. Barbeito joined the company in September, 1951, as Fireman-Watertender. Three months later, he signed on as Oiler and continued in that rating until retirement when he moved to Spain. He is survived by his widow and two married daughters.

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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