

EXXON FLEET NEWS

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Photo-Taking Resumed



REMEMBER THIS MAN? He is Photographer W. A. Read who is boarding ships again at Baytown to take photos of individual crew members for new identification cards. Mr. Read began taking pictures early this year, but problems were encountered in the laminating process for each card and only recently were they solved. Since then, some 300 employees have received the cards and photo taking has now been resumed. Arrangements are being made to photograph employees in ships that do not call at Baytown at a later date.

News Program Premiers

"NBC News Update," sponsored by Exxon, premiered recently on the nationwide NBC television network. The new program airs each night at 11:35 p.m. EDT. It is a 50-second briefing of late-breaking news followed by a 10-second commercial message from Exxon. It is network television's first regularly scheduled prime time news summary.

New Deck, Engine Employees Take Orientation Course



NEWLY HIRED Deck and Engine employees attended an orientation program in the Houston Office during the week of September 8. The new officers met with Headquarters managers to learn about the company and the Marine Department and its operation. In the **top photo** Deck Department officers, from the left, are: Richard E. Beekman, California Maritime Academy; Jon W. Zinke, State University of New York Maritime Academy; Louis N. Weltmann, Jr., U.S. Merchant Marine Academy; and Stuart W. McRobbie, State University of New York Maritime Academy. Standing, from left are: Nathan Carr, former unlicensed employee who was rehired earlier this year after he obtained his 3rd mate's license; Eric F. Schiller, U.S. Merchant Marine

Academy; and Emilio Fernandez Sierra, Massachusetts Maritime Academy. Not shown is Mark Pierce, Maine Maritime Academy, who has been an employee since 1973.

In **bottom photo**, Engine Department officers are, seated from the left; Michael G. Haluska, Maine Maritime Academy; Joseph M. DePaso, State University of New York Maritime Academy; Charles C. Blatchley, III, Maine Maritime Academy; Thomas A. St. Pierre, Massachusetts Maritime Academy; Wilbert A. Gomes, unlicensed employee in the fleet who obtained his 3rd assistant engineer's license recently; and Paul Cavanaugh, State University of New York Maritime Academy, who has been employed since 1973.



Derfus Heads Compensation & Benefits



Daniel Derfus, left, transfers from Benicia Refinery to replace George C. Brown as head of Compensation and Benefits.

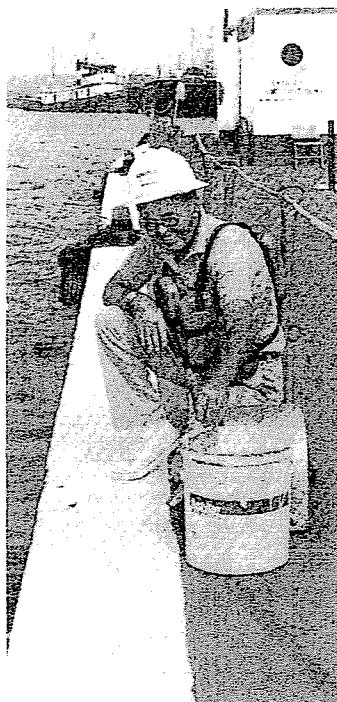
George C. Brown, who was named to head the Compensation and Benefits group in Marine-Administrative in June, 1973, is the new Employee Relations manager for the company's Exploration Department, Western Division, at Denver. He has been replaced by Daniel J. Derfus, who was previously senior analyst in communications and labor relations at Benicia Refinery.

Joined Company In 1969

Soon after his discharge from the Army as a 1st Lieutenant, Mr. Derfus joined the company in October, 1969, as personnel development advisor on the Employee Relations corporate training staff in Houston. In October, 1971, he became head of the Employee Relations personnel office in the Marketing Department's credit card and accounting centers in Houston where he remained until July, 1973, when he began his assignment as senior analyst at Benicia.

Mr. Derfus holds a BS Degree from Marquette University and a Master's Degree in industrial relations from the University of Minnesota.

Eye-Catching Stripe May Save Dunking



TOUCHING UP a wide painted stripe around the edge of the deck on *Exxon Barge No. 9* at Norfolk is Barge Captain Norman W. Alligood. The stripe was laid down recently to plainly mark the edge of the deck. "The chain guard still provides the main protection,

Chief Engineers Leavins, Porus Retire; 67 Years Total Service

Two chief engineers, representing a total of 67 years of company service, were honored at a retirement ceremony in Houston recently.

Chief Engineer Nello Leavins had 37 years, 7 months of service and Chief Engineer Edward J. Porus had 33 years, 6 months.

Chief Leavins began his seagoing career in April, 1934, when he boarded the *S/S S. B. Hunt* as messboy. He advanced to wiper and fireman in this same vessel, but left the ship for other employment in October, 1934.

Rehired As Wiper

He was rehired in February, 1940, as wiper in the *Esso Bayway*, and advanced to fireman/watertender in this same vessel. He later became storekeeper and machinist in other vessels in the fleet. In 1943, Mr. Leavins attended the U.S. Maritime Service Training School at New London, Connecticut, and obtained his 3rd assistant engineer's license, joining the *Fred W. Weller, Jr.* in that capacity. After an

but the 12-inch-wide stripe that runs entirely around the deck serves as an extra warning, especially at night when employees may be working near the edge of the deck during loading and discharging operations. It's mainly an eye-catcher," said Captain Alligood.

Another barge in the Norfolk fleet, *Exxon Barge No. 22*, also has the stripe and in addition the inside of the pump-room was painted white to help reduce the temperature and improve its attractiveness. This was at the suggestion of Barge Captain Willie G. Berry. All Butterworth covers on both barges were painted white also.

August Equity Units \$9.60

The Thrift Fund trustee has advised that the value of each unit in the equity portfolio as of the last business day in August 1975 is \$9.60.

assignment with War Emergency Tankers, Inc., where he acquired his 2nd assistant's license, he returned to the Esso fleet. By June, 1945, he had his 1st assistant's license and in August, 1949, he became the proud possessor of a chief engineer's license.

Mr. Leavins was a homesteader aboard the *Esso Charleston*, from 1946 to 1950, and the *Esso Havana* from 1950 to 1955. He filled his first assignment as chief engineer in the *Havana* and served in this capacity in various vessels in the fleet, retiring as regular chief engineer in the *Exxon Boston*.

Chief Leavins and his wife live in Mobile, Alabama. "I have a woodworking shop and I plan to spend a lot of time in it," he said. "But right now, my daughters are keeping me busy. One is getting married soon and the other has presented me with a new grand daughter."

Porus To Take It Easy

Although Chief Engineer Edward J. Porus plans to "just take life easy" during his retirement—for a while, at least—he had a very active working career, both at sea and ashore.

Mr. Porus began the seagoing part of his career in July, 1940, as wiper in the *S/S Beacon*. He might have had early feelings of insecurity because the *Beacon* was tied up and taken out of service 12 days later. But within a few days, he went to sea in the *Esso Concord*. Progressing to fireman and oiler during the next several years, he obtained his 3rd assistant engineer's license in December, 1943, and about a month later he joined the *S/S George W. Barnes* in this capacity. During his next vacation, in October, he got his 2nd assistant's license, rejoin-

(See RETIREMENTS, page 4)

The Need To Know One's Self

Cynthia Jeffcoat writes: "I have been sailing as a messperson for almost a year and in my free time I write poetry. My latest poem is titled: What is it like to be a seaman and a woman? My answer is this:

Have you ever felt the wind and sea?

Or seen the moon and stars shining in their own light?

How long has it been since you felt your soul grow, as the morning light?

Getting away from the entrapment of everyday shore life?

How well do you know one's self?

This is why I came to sea—to find me!

Bear Hunters Find Eriksen's Note

A bottle containing a note, tossed overboard more than two years ago, was found just recently and returned to the tosser."

On December 4, 1972, while in the *Exxon Newark* outbound from Drift River, Alaska, Kjeld R. Eriksen, 2nd pumpman, threw a bottle overboard containing a note asking the finder to let him know when and where it was found. He offered a \$2 reward.

Mr. Eriksen had nearly forgotten about the incident when on July 7, 1975, he received a letter informing him that his note had been found. The letter was sent by an Army sergeant who, along with a friend, was on a bear hunting trip when they discovered the bottle on a beach at Montague Island in Prince William Sound, Alaska, on May 14. The sergeant pointed out that in addition to shooting a 600-pound brown bear, finding the bottle and the note was one of the high points of their hunting trip. The two men said that they also found an old torpedo and a 24-inch glass float from Japan.

Mr. Eriksen also wrote *Fleet*

News that while aboard the *Exxon San Francisco* discharging cargo at Paulsboro recently, a homing pigeon alighted on one of the masts. "We next went to Bayway to discharge the balance of the cargo and Walter, as we named him, stayed aboard, although he was not restrained in any way," Mr. Eriksen said, and added: "After leaving Bayway, we built a cage for Walter so he wouldn't take off when we got too far from shore. He was fed and watered and made the voyage with us to Baytown and back to Paulsboro where we let Walter out of his cage. He took off, circled the ship several times, and flew away for parts unknown. If anyone asks, we can truthfully say that the *Exxon San Francisco* is for the birds," he wrote.

Employee's Daughter Writes 'Thanks'

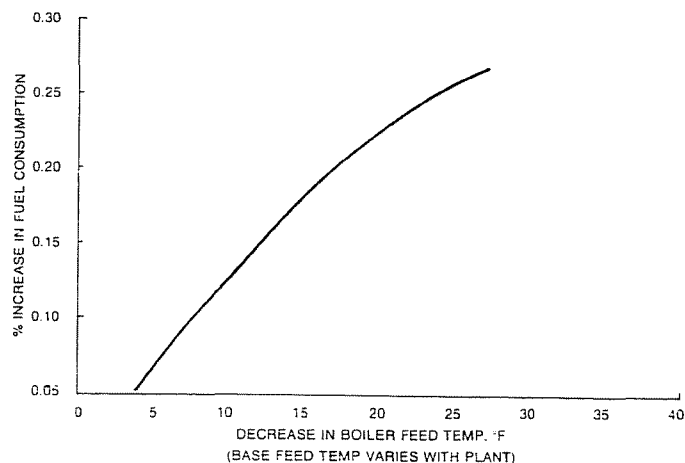
Each year, for the past five years, an average of seven sons and/or daughters of Marine Department employees has been attending institutions of higher learning with the aid of Teagle scholarships.

One of the most recent graduates who completed school with scholarship aid is Donna M. Ebanks, daughter of Irvy H. Ebanks, 3rd mate in the ocean fleet. She writes: "I graduated from the University of Florida with a Bachelor of Science Degree in nursing on August 30. I want to thank the Marine Department and the scholarship committee for the Teagle scholarship which I received during my senior year. I start work on October 6 at Tampa General Hospital in the cardiac surgical unit."

The next deadline for submitting scholarship applications is January 1, 1976, for the regular Walter Teagle scholarships, and June 15, 1976, for nursing scholarships.

For additional information on the scholarship program and eligibility call the Houston Office (713) 221-6511.

% INCREASE IN FUEL CONSUMPTION VS DECREASE IN BOILER FEED TEMPERATURE



Saving Energy

Effect Of Low Boiler Feed Temperature On Fuel Economy

WHEN THE boiler feed water temperature is allowed to slip below the design level, fuel consumption goes up as shown on the chart. For example, a 10° F. drop in temperature would increase fuel consumption and costs for each ship as shown at the right. This assumes that the vessel is at sea 60% of the time and the fuel price is \$11.13 per barrel.

Vessel	Bbl. per day	Cost per year
Exxon San Francisco		
Exxon Baton Rouge	\$0.83	\$2,032
Exxon Philadelphia		
Exxon Houston		
Exxon New Orleans	0.86	2,096
Exxon Baltimore		
Exxon Boston	0.78	1,908
Exxon Gettysburg		
Exxon Jamestown		
Exxon Lexington	1.05	2,579
Exxon Washington		
Exxon Seattle		
Exxon Bangor		
Exxon Chester		
Exxon Florence	0.6	1,463
Exxon Huntington		
Exxon Newark		

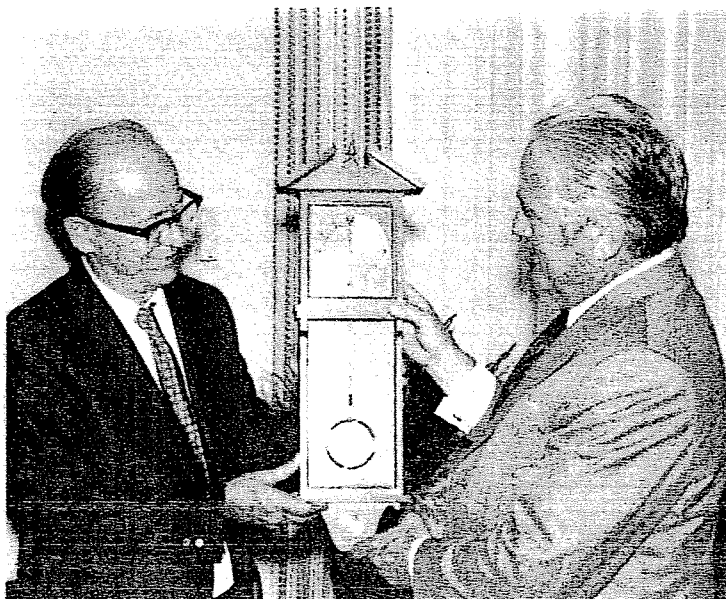
Obituary

Frank J. Gross who retired on May 1, 1975 died in the Bronx, New York, on September 8. He was 60. Mr. Gross began his career in the fleet in October, 1948, as messman in the *Wallace E. Pratt*. He later resigned from the fleet, returning in January, 1950, as messman in the *Esso Binghamton*. He sailed in various Engine Department ratings and was A/Oiler in the *Exxon Philadelphia* when he retired. He is survived by his widow and a son.

Gilmore Henderson, who retired in 1969 as 2nd assistant engineer in the *Esso New York* died on September 14. He lived in Wills Point, Texas, and was 61. Mr. Henderson began his seagoing career with Esso in 1939 as messman in the *Elisha Walker*, and later served as 2nd cook and wiper in this vessel. In 1940, he moved up to fireman in the *C. A.*

Canfield, then to oiler in the *Esso Scranton*. His first assignment on his license was in the *Esso Scranton* as 3rd assistant in 1944. Later he was 2nd assistant in the *Esso Utica* and 1st assistant in the *Esso Greensboro*. He is survived by his widow.

Serveriano R. Rivera, who retired as messman in February, 1958, died on August 11 at Brooklyn, New York. He was 82. Mr. Rivera joined the Esso fleet in 1932 and shipped out in Steward's Department ratings for several years. He transferred to the Engine Department and served as wiper, storekeeper, and fireman. During WWII he was aboard the *Chester O. Swain* where he survived a devastating explosion when the vessel was in the harbor of Algiers. Mr. Rivera, who finished his career as officer's messman, is survived by a nephew.



At a retirement ceremony held in Houston, O. R. Menton presented a clock-barometer to Edward J. Porus, left photo, and a chafing dish to Nello Leavins. Other company service awards were also presented at the time. Mr. Porus' retirement was effective July 1 and Mr. Nello retired on September 1.

Paul E. Genest, Roberto J. DeBarros Retire To Take Life Easy For A While

RETIREMENTS Continued from page 1

ing the *Barnes* in that rank on November 6, 1943. The following April he began a 6 month's assignment with War Emergency Tankers, Inc.

Returning to the Esso fleet, Mr. Porus wasted little time raising his grade to 1st assistant engineer, and then to chief engineer. He later accepted assignments as repair inspector and for 14 years he served in this capacity with Esso Shipping Company, Esso Standard Oil Company, Esso

Tankers, Inc., and Humble Oil & Refining Company. In January, 1971, he opted to return to sea and became regular chief engineer in the *Exxon Jamestown* where he served until retirement.

Mr. Porus and his wife and son live in Houston.

Marine General Manager O. R. Menton congratulated the two retiring chief engineers for their long and faithful service. "We are proud of your accomplishments and of the many contributions that you have made to the fleet over the years," he said.

Paul E. Genest retired September 1 as 2nd mate in the fleet. His last vessel was the *Exxon San Francisco*.



Mr. Genest was employed as AB in the *Esso Manhattan* in January, 1948. The following month he sailed in his first assignment as 3rd mate in the *Burlington*. He later became 2nd mate in this same vessel. In December of that same year, he sailed as chief mate in the *Livingston Roe*. Mr. Genest left the company in 1949 and returned in 1952 to continue his career in the fleet until his retirement. He and his wife live in Swampscott, Massachusetts. They have a son, Paul, who is now a candidate for a Master's Degree in Marine Biology at Southeastern Massachusetts University. "I plan to spend much of my retirement as captain of my own boat—a 34-foot lobster boat—which I use strictly for pleasure," Mr. Genest said. "When the boat is in winter storage, my wife and I plan to travel so I want to warn my many friends in

the Exxon fleet that I might be ringing their doorbells some fine day."

DeBarros Was A/Oiler

A/Oiler Roberto J. DeBarros, who lives in East Providence, Rhode Island, retired July 1. He joined the fleet in December, 1949, as utilityman in the *Esso Annapolis* and sailed as wiper for the first time in the *Esso Hartford* in March, 1953. He became fireman in the *Esso Newark* in September, 1957, and first sailed as oiler in March, 1965, in the *Esso Jamestown*. He sailed in various ships as oiler and A/oiler until his retirement from the *Exxon Lexington*.

Remember

If you have a question on Benefits, the number to call is
713-221-6511

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 4045, Houston, Texas 77001.



Chief Engineer Nello Leavins, left, proudly shows retirement cake presented to him and shared by his shipmates on his last voyage in the *Exxon Boston*. The Steward's Department also prepared a special steak dinner in his honor. The crew presented him with a cash gift.