



EXXON FLEET NEWS



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Exxon Plans To Build Five U. S. Flag Tankers

Exxon has applied to the U.S. Maritime Administration for a construction Differential Subsidy to aid in the building of two 400,000-dwt U.S. flag ULCC'S (ultra-large crude carriers). In addition, Exxon has applied for Construction and Operating Differential Subsidies for three 37,000-dwt U.S. flag tankers. These applications were made under provisions of the 1970 U.S. Merchant Marine Act, which is intended to enable U.S. flag vessels to compete economically in world trade.

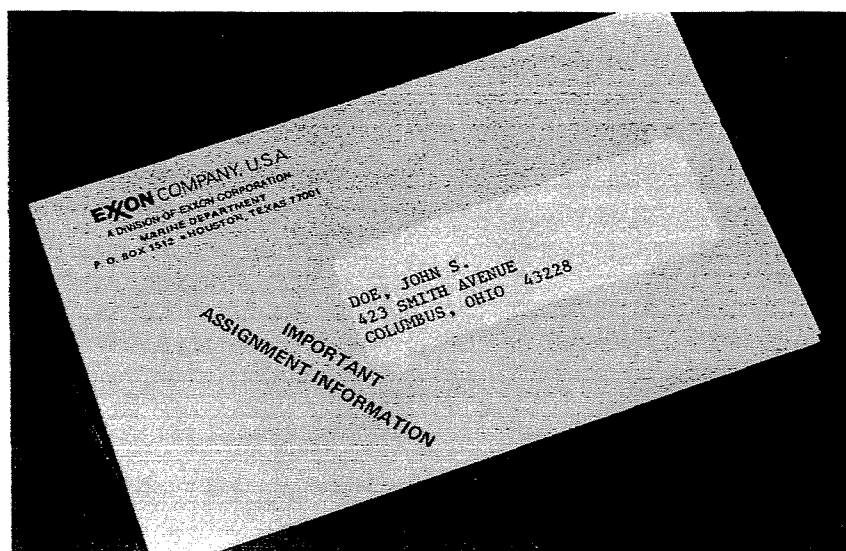
The two 400,000-dwt ULCC's would be used primarily for importing crude oil from Africa and

the Persian Gulf to deepwater terminals planned off the U.S. coast, and could be in operation by 1978. The three 37,000-dwt tankers would be used for importing petroleum products from existing Caribbean refineries, and could be in operation by 1976.

"There are still many bridges to cross before we actually build these ships," said O. R. Menton, Marine Department General Manager. "The Maritime Administration must approve our applications, we must firm up ship designs, and we then have to negotiate satisfactory terms with shipyards."

Tanker Language Grows

As tankers get larger, so do the descriptive names. For example, many of us can remember when the T-2 was simply called a "tanker." Then came the "jumbotanker" for enlarged T-2s, followed by "supertanker" for ships of 50,000-dwt or over. What next? Well, ships kept on getting larger and the descriptive terminology grew to "very large cargo carrier" (VLCC) for the 100,000 to 350,000-dwt jobs. Now, the Maritime Administration has received applications for subsidies to build 390,000- to 400,000-dwt tankers and the sponsors are calling them "ultra large cargo carriers" (ULCC). When those 500,000 and up tonners come through, will they be "super ultra large cargo carriers" (SULCC)?



NOTICE TO UNLICENSED PERSONNEL in the ocean fleet—Starting on September 16, a card similar to the one shown here will be mailed to the home of each unlicensed seaman who is on paid leave informing him of the date, time, and base port to report to at termination of paid leave. The card, which will be mailed about 10 days before the leave is over, was designed to let the seaman know close to the end of his paid leave the reporting information that formerly appeared on his pay voucher. Similar cards are already being mailed to officers nearing the end of their paid leaves.

Third Mate Equips Super Sailboat For Pleasure, Racing

Third Mate David Ramey is happiest when he is at sea—especially when he's at sea in his 36-foot sailboat.

David, who keeps his boat at Seabrook, Texas, has been a sailing enthusiast since he was a youngster. His first venture was in a raft which he equipped with a small sail. From this, he graduated to a commercially-built boat. As he earned more money and began to "go it on his own," he traded for larger and more fully equipped boats.

The latest sailboat, his fifth, has
(See DAVID RAMEY, page 3)

17 New Officers Hired For Fleet

Attrition in our fleet has resulted in the hiring of nine new 3rd mates and eight 3rd assistant engineers, all academy graduates.

The new officers, and their alma maters, are:

Maine Maritime Academy at Castine—Mark R. Pierce, Andre P. Martineau, D. C. Thompson, Ismail Shekem, and Paul R. Spear, all 3rd mates. Lawrence D. Green, Robert Mealey, and Paul A. Jellison, 3rd assistant engineers.

State University of New York Maritime College—Thomas L. Wolford, 3rd mate. Paul T. Cavanaugh and Raymond J. Fredette, both 3rd assistant engineers.

U.S. Merchant Marine Academy at Kings Point—Michael A. Stalzer, 3rd mate, and Jimmy L. Finch, 3rd assistant engineer.

Texas Maritime Academy at Galveston—Lloyd G. LeCain, Jr., and Charles R. Bigler, 3rd mates. Douglas A. Henry and Richard F. Warren, 3rd assistant engineers.

3 Become Officers; 11 Raise Licenses

In the first nine months of this year, three deck and engine department men obtained original licenses and have been sailing as officers. They are:

James E. Ferrari—3rd mate, February 20.

John S. Sinclair—3rd assistant engineer, June 20.

Norman E. Pollard—2nd assistant engineer, July 3.

In addition, 11 officers have raised their licenses during the same period. They are:

To master

Walter A. Johnson, February 8. Harald Ronhave, February 28. William L. Straley, July 31.

To chief mate

Joseph J. Hazelwood, April 23. Richard A. Nicholas, August 23.

To 2nd mate

Peter P. Cote, February 6. Anthony F. Liberto, June 18. William H.

Employees Congratulated For Perfect Safety Record In September

Unless a last-minute report comes in from either fleet, indications are that September is the first month this year that employees in both the oceangoing and inland waterways fleets have had zero disabling injuries. I want to congratulate each of you for helping set this perfect record.

We are all aware that, through August, our safety record had been relatively poor. This has been brought to the attention of both fleets through letters and articles in the *Fleet News*. You were asked to renew your efforts to work safely and thus save yourselves the pain, discomfort, and time off the job that accompanies each injury. Also, by performing your own work safely, you help protect the shipmate working beside you. You have shown that, by making an extra effort, you can work without injury, and I urge each of you to continue this safety-conscious attitude and to keep your perfect record going.

Again, congratulations for making September an accident-free month.

F. Ames Smith
F. Ames Smith
Operations Manager

Chambers, July 6.

To 2nd assistant engineer

James R. Libby, March 22. Lawrence D. Green, July 3.

On February 27, John A. Lawler, Jr., 3rd assistant engineer, transferred from the *Exxon Bay State*, Boston Branch Inland Waterways, to the tanker fleet.

Should any unlicensed men be wondering if there will be future opportunities for a few more 3rd mates and 3rd assistant engineers, the answer is yes.

'Florence' To Substitute

Plans at *Fleet News* presstime are for the *Exxon Florence* to substitute for the specialties ship, *Exxon Huntington*, scheduled to go into the shipyard at Norfolk, Virginia, about October 9. The *Florence*, normally in clean product service, will discharge cargo at St. Petersburg, Florida, and her crew will clean tanks enroute to Baton Rouge so that the vessel can load without delay.



30-Year Service Award Presented

Henry L. Manning, 3rd assistant engineer in the *Exxon Florence*, receives 30-year watch and service emblem presented by Captain Davis L. Aber-

nathy, left, and Chief Engineer Edward P. Dolloff, far right. In the back row, from the left, are Paul J. McEwan, fleet manning supervisor; David A. Dolan, 1st assistant engineer; and Raymond B. Hurley, radio officer. Mr. McEwan and Robert E. Gordon, not shown, Marine accounting manager, delivered the emblems for presentation to Mr. Manning when they visited the *Florence* recently to brief officers on the improved payroll system for operating personnel which became effective on October 1.

DAVID RAMEY

Continued from page 1

a fiberglass hull, a 50-foot mast, carries some 600 square feet of sail, and is equipped to handle three spinnakers. "She has everything, including a 30-horsepower inboard motor to get me in and out of port, a completely equipped electric galley including an electric refrigerator, a 50-gallon water tank and a hot and cold pressurized water system, lots of closet and storage space, and a beautifully paneled interior. She's so self-contained that I could easily live in her if I wanted to. She'll sleep eight fairly comfortably," he said. The craft has Loran, VHF, a knotmeter, an anemometer, and other navigational and safety equipment. "I plan to install TV and a complete four-channel hi-fi system soon," he said.

David likes to race when the opportunity presents itself. "Now I have a winning boat. Her last owner entered a number of Gulf Coast races and has a showcase full of trophies," he said. "I still haven't named her. I named my last boat after three girl friends, using two letters from the first name of each, but that has proved troublesome at times, so I think I'll not try this again. I may do like the company did—devise a name like Exxon that has no special meaning."

Leif C. Eriksen Dies

Leif C. Eriksen died recently at age 61. Mr. Eriksen, who lived in Union, New Jersey, was second radio officer in the fleet when he retired in January, 1969, with more than 27 years of service. He joined the fleet in the *H. M. Flagler* in October, 1940, and shipped out in six vessels during World War II, surviving the torpedoing and sinking of the *E. G. Seubert* off the coast of Arabia on February 23, 1944. Mr. Eriksen sailed in the *Esso Lima* for 8½ years during the 1950s, and in various other vessels until retirement. He is survived by his widow.



Third Mate David Ramey ties up to dock at Seabrook, Texas, after an afternoon of sailing in his 36-foot boat as yet unnamed.

Ormond A. Staples Is Now Regular Master

Ormond A. Staples has been appointed regular master, effective September 1.

Captain Staples, a deck officer in the fleet since October 31, 1946, has been serving as chief mate since 1947 and as relieving master since 1967. His regular command will be the *Exxon Lexington*.

He is married, has three daughters, and lives in Thomaston, Maine.



Captain Staples



Captain Charles L. Llewellyn, left, presented cash gift to Mr. Siew during retirement ceremony in *Exxon Boston*. The cake was baked by Alexander M. Tepper, front row right, and ice cream was provided by Steward John P. Gomes.

Siew Leaves Fleet; Honored By Crew

All hands attended the retirement ceremony for Yee Chee Siew, messman, in the *Exxon Boston* recently. His retirement became effective October 1.

Mr. Siew's shipmates in the Stewards Department baked a cake and made ice cream for the occasion. He was also presented a cash gift from officers and crew as a tribute to his outstanding service in the department.

Mr. Siew began his seagoing career more than 20 years ago when he joined the *Esso Paterson* as wiper. In July, 1951, he transferred to the Stewards Department and joined the *Red Canyon* as utilityman. He left the fleet in September, 1953, and returned in June, 1955, as messman in the *Esso Worcester*. Mr. Siew, who served as messman and utilityman for the remainder of his career, lives in New York City.

Napoleao DeBarros Retires As OS

Napoleao J. DeBarros retired on September 1 as OS. On October 18, 1952, he went aboard the *Esso Everett* as utilityman, later transferring to the Deck De-

partment as OS. He was serving in this capacity in the *Exxon Baltimore* at retirement. Mr. DeBarros lives in East Providence, Rhode Island.

8 Officers Complete Training Course

So far this year, eight officers have taken a new shipboard training course involving the use of a computer-controlled simulator at the TNO Technical Institute in Delft, Netherlands. This is in keeping with the Marine Department's policy of providing its navigating officers with the best, most up-to-date training possible.

The officers, all chief mates and relieving masters, who have completed the week-long course are Louis H. Staar, Jean S. Brower, John B. Sappington, Roy H. Ewell, Olav Haugevik, Patrick J. O'Donnell, William J. Falvo, and Edwin J. Fellows who most recently completed the course.

The simulator consists of a chartroom and wheelhouse mock-up with a visual display. The vessel's response to propeller, rudder,

and induced wind and current forces can be observed and evaluated. Rudder, engine, and instrument failures can also be introduced—all posing problems that navigating officers must be thoroughly acquainted with and know how to solve as part of their duties involving the safety of their ships.

Captain Fellows reports that the visual presentation, including indicating instruments and positions on both charts and radar, are real enough to make one forget that the simulated bridge is one floor above an analogue computer.

"During the five-day course, I captained eight shiphandling problems, one of them a 'Texas Norther' in which I was approaching a harbor with a ballasted ship when I experienced a sudden beam gale up to 70 knots." Captain Fellows reported that he came through the gale-force wind with some "interesting results."

"This type of training causes a ship's master to realize that it is certainly better to experience and solve this and other types of emergency situations on a simulator rather than to have to work them out cold when and if the real thing should occur. The experience and training are invaluable and I appreciate being one of those named by the Marine Department to take the course."

Captain William L. Straley is currently attending the institute.

Book Popular In Iran

Interest in the S. S. *Manhattan's* history-making voyage through the Northwest Passage in 1969 never quite dies down. Al Giallorenzi, New York Branch manager, recently gave the book, "The Northwest Passage" (copies in ships' libraries), to Dr. Rostam Sarfeh who converted his father's house in Yzad, Iran, into a library which was dedicated last August. "The book quickly became very popular and has brought many comments. People here are amazed that so much ice exists in another part of the world," he said.

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