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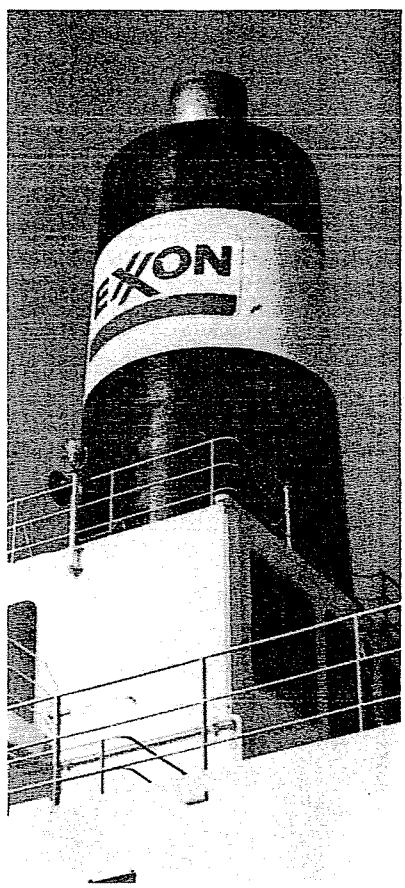
THE UNIVERSITY OF TEXAS AT AUSTIN

She's Now 'Exxon San Francisco'





The *Esso San Francisco* became the first seagoing vessel to carry the company's new Exxon name. Her hull identification signs and stack markings were changed by a contractor while she was in port at Baytown on January 13. All old signs are being changed as rapidly as possible, and plans are to complete the job in all company vessels by late March. This involves about 250 name changes on hulls of ships and inland waterways vessels; about 120 nameboard changes; and several hundred other name changes involving stack emblems, various types of signs, and dozens of pieces of safety equipment.

What We Did In 1972

Significant improvements were made last year in our safety performance. Both the oceangoing and inland fleets had fewer disabling injuries—12 in the ocean fleet as compared to 19 in 1971, and 12 in the inland fleet as compared to 16. Personnel in the *Esso Newark* on December 17 completed 1,000,000 manhours of work without a disabling injury. Inland employees in the Baton Rouge Branch led all other competitors in the National Safety Council Towing Industry Safety Contest through November. Then, in December, two employees in the branch suffered disabling injuries. Four of the 12 injuries in the ocean fleet occurred in December.

In Operations, our seagoing and inland barge movements averaged about 950,000 barrels of crude and products daily, a slight increase over 1971. During the year, a record number of company vessels—14—entered shipyards for major inspection and repairs. Two ships that did not require shipyard work made overseas grain voyages during the year—the *Esso Houston* made two trips and the *Esso Miami* one. Also during the year, seven tankers (surplus to our needs) were chartered for foreign service, carrying clean and crude products. Two ships were sold, the *Esso New York* in February and the *Esso Lima* in October. Personnel in these two vessels were reassigned. Sixty-one employees retired from the ocean fleet during the year, and seven retired from the inland fleet.

(See **1972 REPORT**, page 6)

EXX-MOR-007297

TAFFRAIL TALK

THEODORE V. PIERCE, AB in the *Esso Baltimore,* has joined the ranks of shipboard hobbyists. Shown is his most recent project,



a Gloucester schooner in a bottle. This is the fourth ship in a bottle that he has completed. His next project will be his most ambitious to date—a square rigger. No kits here. All work is done by hand from scrap lumber with a sharp knife. His finished products compare favorably with those of the old time sailing men.

The Esso *San Francisco* loaded 540,000 barrels of eight grades of clean products at Baton Rouge on December 2 and 3 in the record time of 20.6 hours from all fast to all clear. This is compared to an average of 24 hours loading time for ships in the 76,000-dwt class. The quick turnaround was made possible because ship's personnel and dock crews were ready to make immediate hookups when the vessel arrived, and there were no equipment breakdowns or other delays.

A BRIEF ARTICLE in the December 11 issue of *Exxon Fleet News* announced that a background paper entitled "Safer Tankers and Cleaner Seas" would be sent to anyone who requested it. Since then, several dozen requests have been received, including this latest one from a retired employee, Aubrey G. Allen, who was recently named to a pollution control committee for his hometown of Brooklyn, Connecticut. "I think it would be a good idea for each of us to have a copy of the paper, not only for any ideas that we might get from it to help us in our own efforts, but also to show that oil companies are actually ahead of nearly everyone else in combating pollution," he wrote. Mr. Allen says that he is enjoying retired life, although he misses his shipmates. "Tell them all hello for me," he said.

U.S. Coast Guard Plans To Update Licensing Regulations

It is likely that in the near future the Coast Guard will make amendments which will update licensing regulations affecting second and third mates and second and third assistant engineers.

Consequently, beginning July 1, 1973, candidates for these licenses should be prepared to pass an up-to-date and objective multiple choice examination before they become eligible to receive their licenses. This will be a closed-book examination except for that section covering rules and regulations. Publications covering these will be available in all offices concerned. The examinations will be timed and will take about three days to complete.

The primary modifications will be as follows:

(a) The examination for licenses as third mate will include the following additional subjects: parallel sailing, mercator sailing, basic knowledge of the use of trim tables, stability, ship's construction, damage control, and pollution prevention.

(b) The exam for licenses as second mate will include the additional subjects of Great Circle sailing, basic magnetism, deviation and compass compensation, basic knowledge of stability, ship's construction, damage control, basic use of trim and stability booklet, and pollution prevention.

(c) License examination for third and second assistant engineers will include the additional subjects of air conditioning, ventilation, sanitary/sewage disposal and piping systems, pollution prevention, hydraulics, engineering prints and tables, and basic electronics.

Many groups in the maritime industry have helped develop the new standardized examinations. Unions, maritime schools, and maritime industries have provided examination item writers and have contributed personnel to review panels evaluating the validity of the items in terms of their relationship to job requirements.

More specific information concerning the new examinations—the type and format of the questions to be given—will be summarized in modified versions of CG-101 (Specimen Examinations for Merchant Marine Deck Officers) and CG-182 (Specimen Examinations for Merchant Marine Engineer Licenses) which should be available to the public by or before March, 1973.

ESSO FLEET NEWS is published every other Monday for active and retired employees of the Marine Department, Exxon Company, USA; Emmett A. Humble, General Manager; Sydney Wire, Assistant General Manager.

GENE LEGLER.....Editor

Contributions and suggestions are invited and should be addressed to the Editor, ESSO FLEET NEWS, Exxon Company, USA., P. O. Box 2180, Room 4193, Houston, Texas 77001.

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Retirements



Capt. Lohmann Capt. Masuzzo

Two long-time sea captains retired on January 1. They are Captain Karl Lohmann and Captain Sebastian J. Masuzzo.

Captain Lohmann began his seagoing career in May, 1938, as AB in the *George W. Barnes*. About three years later, he was promoted to 3rd mate in the *W. H. Libby*. He later joined the Esso *Beaconlight* and survived a torpedo attack on July 16, 1942, when the vessel was sunk. He became 2nd mate in December of that same year in the *Esso Norfolk*, and advanced to chief mate in the *Esso Augusta* in June, 1944. On June 19, 1952, he served for the first time as master. This was in the *Esso Bayway*. He was master in the *Esso Jamestown* at the time he retired with 33½ years of company service. "I've hidden all calendars and watches and I plan to do some traveling soon," Captain Lohmann said. "Most likely, my wife and I will settle in Florida. I know that it will take me some time to adjust to shore life, but I have a boat and I'll make trips in her and do some fishing." Captain Lohmann now lives in Toms River, New Jersey.

CAPTAIN SEBASTIAN J. MASUZZO retired on January 1 with 29 years service in the fleet. "I expect to get acquainted again with some of my relatives who have spread all over the USA. Also, I'll get caught up on the work I have to do about my house," he said. He lives in Manchester, New Hampshire.

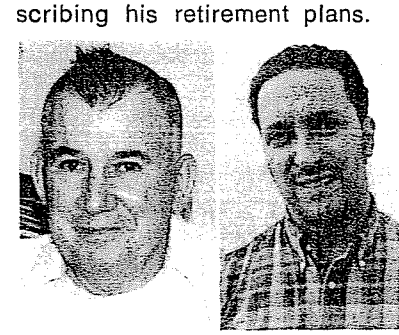
Captain Masuzzo joined the fleet in December, 1941, as OS in the *Benjamin Brewster*. A short time later, he sailed as AB in the *Esso Baltimore (1)*. In January, 1944, he became 3rd mate in the *Esso Aruba* and in December of that year he sailed as 2nd mate in that same ship. His first assignment as chief mate was in the *Paul H. Harwood* in July, 1947. In 1959, Lago Oil & Transport Company, Ltd., Aruba, N.W.I., had urgent need for several vessel and harbor expediters. Captain Masuzzo was one of several deck officers loaned to that company. He returned to the fleet payroll on March 9, 1961, when he joined the *Esso Florence* as chief mate. He sailed for the first time as master in November, 1963, in the *Esso New York*. Captain Masuzzo's last ship before retiring was the *Esso Huntington*.

"I want to give my best regards to the people I have worked with, they have been a fine group of men. Also, I want to express my appreciation to the shore staff for the cooperation I have received from them. Our company is wonderful to work for," he said.



JOHN J. FORKER, FWT, was given a rousing sendoff by officers and crew in the *Esso Miami*, his last ship before retiring. He is shown holding an envelope containing cash contributed by shipmates. Mr. Forker joined the *J. A. Mowinckel* as FWT in September, 1947. During the course of his career, he also worked as wiper and storekeeper, and spent a brief period in the Stewards Department. His home is in Bayonne, New Jersey.

HERMAN E. ELLER was messman in the *Esso Huntington* when he retired on January 1 with more than 25 years of service. He joined the fleet as messman in July, 1947, became wiper in the *Wallace E. Pratt* in November of that year, and continued to work as wiper in various vessels until May, 1965, when he transferred to the Stewards Department where he spent the remainder of his career. "I have property near Plain Dealing, Louisiana, which my wife and I plan to clean up after we visit several places in Europe. I may raise cattle later," he said in describing his retirement plans.



Eller Graca

PEDRO J. GRACA retired on January 1 as A/Oiler in the *Esso Philadelphia*. He began his seagoing career as messman in the

(**RETIREMENTS** continued on page 5)

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EXX-MOR-007299

RETIREMENTS, from page 4

Esso Nashville in September, 1950, and left the fleet three years later. He returned early in 1955 as utilityman in the *Esso Scranton* and became OS in the *Esso Charlotte* later that same year. Mr. Graca served in this rate for about four years when he joined the *Esso Chester* as wiper. He became A/Oiler in November, 1966, in the *Esso Huntington.* Mr. Graca, who retired with 20 years service, lives in North Dartmouth, Massachusetts.

DANIEL E. MARSHALL retired on December 1 as 2nd mate in the *Esso Florence.* He was employed as AB in the *A. C. Bedford* in January, 1948, at which time he held a 2nd mate's license. In June of that year, he served for the first time as 3rd mate in the *Crown Point,* and in September, 1951, he was 2nd mate in the *Esso Wilmington.* Mr. Marshall, who retires with 24 years service, makes his home in Metairie, Louisiana.



Shipmates presented the retiring 2nd mate with a fishing rod and reel and gave him a three-whistle salute as he went down the gangway for the last time. In the picture, standing from the left, are James V. Beairsto, 2nd assistant engineer; Captain A. Gregaitis; Mr. Marshall; Ishmael B. Sadler, chief mate; and Louis P. Raeder, chief engineer. Kneeling, from the left, are Bruce R. Gomes and Gary M. Woglom, 3rd mates.



EMERY J. JONES retired on December 1 with 15 years service that started in 1957 when he joined the *Esso Scranton* as messman. He served in this capacity in various company ships and was utilityman in the *Esso Baltimore* when he retired. He lives in Norfolk, Virginia.

The accompanying picture shows Mr. Jones cutting a tasty cake provided by Steward Leopold Oliveira, Jr., left, and Baker Antonio B. Martins. Robert Edwards, right, maintenance mechanic/2nd pumpman, organized the farewell party in the *Esso Baltimore.* The crew also presented Mr. Jones with a billfold and large sum of cash.

SERVICE AWARDS

20 Years



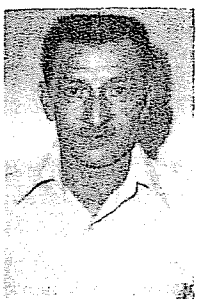
Julian B. Eubank
3rd Mate
May 2, 1972



Joel R. Teixeira
Steward
June 10, 1972



Estaban N. Ocana
AB
November 30, 1972



William L. Thompson
3rd Asst. Engineer
October 16, 1972

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EXX-MOR-007300

1972 Report

(continued from page 1)

The company received a number of significant awards in 1972. They included an Offshore Technology Conference Achievement Award given by an international group of scientists and engineers for the company's pioneering effort in sending the *SS Manhattan* through the Northwest Passage in 1969; the AMVER Award (for the second consecutive year) given by the U.S. Coast Guard for the company's 100 per cent participation in the Automated Mutual-assistance VEssel Rescue system; and the U.S. Public Health Service Certificate (for the 14th year) for outstanding sanitation conditions in both the oceangoing and inland fleets. The AMVER and sanitation awards were given for achievements in 1971. Although they didn't get an award, personnel in the *Esso Miami* were highly praised by U.S. Coast Guard representatives who boarded the vessel during discharging operations last February at Jacksonville, Florida, to determine if proper antipollution measures were being taken. They were so pleased by the expert way the crew had "buttoned up" the ship that they took pictures for use by a Coast Guard representative who gives antipollution talks across the country.

The branch offices reported fairly normal operations. Port Everglades had a record year in agency activities, servicing 566 vessels as compared to 476 in 1971, an increase of 19 per cent. The Baytown Branch in February began using a 30,000-barrel bareboat charter tow to carry gasoline and diesel fuel on a regular basis to the company's marketing terminal in Brownsville, Texas. Office and floating personnel in the New York Branch became movie actors during the year when they, along with several pieces of inland waterways equipment, were featured in a bunkering documentary film which will be distributed worldwide by Exxon International Inc.

A new barge, Barge No. 33, which was delivered to the branch the preceding year, interrupted her normal service of delivering cargo to terminals and a power station in the area to rush some 48,000 barrels of bunkers to the *SS France,* enabling the huge luxury liner to meet a sailing deadline. A berth was modified and two new hydraulic loading arms were installed at Everett Terminal in the Boston Branch as part of a system to handle propane shipments from Venezuela—about 20 tanker shipments of some 130,000 barrels each per year. The San Francisco Branch reported that the *Esso Newark* made 60 West Coast voyages in 1972, including 11 Alaskan voyages.

Other Marine Department highlights in 1972 follow:

- Contract was awarded in February to St. Louis Ship for construction of a new towboat for the Western Rivers system (the boat, *Exxon Kentucky,* was delivered in December).
- Personnel in the *Esso Lexington* early in the year participated in an ocean sampling test project as part of a Marine Research Program to determine the hydrocarbon content of various oceans.
- The *Esso Chester,* in March, completed her seventh year in asphalt service, during which period her crew delivered some 38 million barrels—enough to pave a two-lane highway round the world.
- The *Esso Gettysburg* was modified in April for lube oil and solvents service.
- Five vessels outmaneuvered Hurricane Agnes in June, with no damage but encountered delays from 6 to 30 hours.
- The *Esso Jamestown* loaded gasoline at Baytown on June 29 and 30 for discharge at the company's Benicia, California, refinery to meet an emergency.
- The *Esso Houston,* in November, was the first vessel in the fleet to have her hull cleaned by SCAMP, a new underwater scrubber that permits cleaning without dry-docking.
- A new metal container method for delivering stores more economically to ships at Baytown was put into service in November.
- December saw several personnel changes in the Operations—Technical Section, including a move by Kenneth W. Waldorf from repair superintendent to technical superintendent, and J. C. Sarne from analyst in Logistics & Planning to repair superintendent.

FUND EARNINGS CREDITED TO THRIFT ACCOUNTS

Fund earnings at the rate of 6.56 percent per annum have been credited to the accounts of Thrift Fund participants by the Thrift Trustee. The amounts were credited as of the end of business December 31, 1972, and were available for transactions starting January 1. They will be reflected in the annual individual Thrift statements mailed to participants during January.

Distribution of earnings to the accounts of participants is based on the average monthly balance of unallocated cash in employees' accounts during the year. Earnings are available for distribution to employee accounts from the yield on investments of unallocated cash by the Thrift Trustee, including the yield from Thrift loans to participants.

EQUITY PORTFOLIO UNIT VALUE $14.49

The Thrift Fund Trustee reports the value of each unit in the Equity Portfolio as of the last business day in December, 1972, was $14.49.

Last Business Day Of	Unit Value
May, 1971	$10.00
May, 1972	13.59
June, 1972	13.30
July, 1972	13.52
August, 1972	13.56
September, 1972	13.48
October, 1972	13.59
November, 1972	13.77
December, 1972	14.49

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EXX-MOR-007301