EXXON FLEET NEWS

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Marine Personnel Rush To Aid Of 'Esso Brussels'

The foreign affiliate tanker *Esso Brussels,* containing a cargo of crude oil for Bayway Refinery, was at anchor in New York Harbor on Saturday, June 2, when the containership *Sea Witch* rammed into her starboard beam shortly after 12:30 a.m. The flaming vessels, locked together, floated down the harbor on the ebb tide and grounded in Gravesend Bay, where they were separated by tugs. The fire aboard the Brussels was extinguished by the New York Fire Department.

The collision initiated a chain of events involving personnel in our own Marine Department. Operating under a contingency plan set up long ago, which provides for Exxon USA to give all possible assistance to affiliates whose vessels encounter difficulties in U.S. waters, Houston and New York Branch representatives quickly became involved in many complex duties resulting from the collision.

Captain Sydney Wire, Marine Department Assistant General Manager, flew to the scene along with F. Ames Smith, Operations Manager. They met with Captain Ed Coppenrath, Marine Manager for Esso Belgium, and other Belgian representatives to set up discharge and salvage operations aboard the ship. Captain Wire directed the refloating, salvage, and cargo discharge operations, assisted by Fred F. Newton, Senior Assistant Port Engineer in the New York Branch. The Branch served

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Marine Managers Meet With ESA Representatives

Nineteen representatives of the Esso Seamen's Association attended a one-day conference in Houston on June 11 as guests of the Marine Department. The meeting was held to give ESA representatives and Marine Department managers an opportunity to become better acquainted, thereby making possible a clearer communication and understanding of each other's problems and needs.

The conference was opened by O. R. Menton, Marine Department General Manager, who introduced R. H. Herman, Senior Vice President and Executive in Charge of the Marine Department. Mr. Herman reviewed corporate activities for the group and discussed operations and problems pertaining to both Exxon USA and Exxon Corporation. Mr. Menton later described the energy situation; R. R. Hemminghaus, Manager, Engineering & Planning, presented the department's outlook for future marine operations; E. W. McNeil, Jr., Administrative Manager, talked

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THE ONE MILLIONTH MANHOUR without a lost-time injury was chalked up by personnel in the *Exxon Newark* on December 17, 1972, a record that began May 8, 1969. In recognition of this impressive accomplishment, officers and crew were awarded an engraved Marine Department plaque and a National Safety Council flag. Emmett A. Humble, center, and Captain Sydney Wire, far left, presented the awards on behalf of the Marine Department. Holding the flag are, from left, Clarence L. Campbell, Messman; Captain Louis H. Staar; Mr. Humble; James E. Fowler, 1st Assistant Engineer; and Captain Donald E. Graham. Each of the approximately 600 seamen who contributed to the *Newark's* safety record over the three-and-a-half year period will receive an award chosen by him from the Safety Awards booklet.

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'ESSO BRUSSELS' ..... Continued from page 1

in a liaison capacity between the company, Captain Wire, the ship owners, and various government agencies and also acted as material procurement agent.

Those members of our seagoing personnel who volunteered to man the ship for salvage operation and cargo discharge are: Jean S. Brower, chief mate; Arthur Danielsen, 2nd Mate; James J. Spring, 2nd Mate; Travis W. Hamrick, Pumpman; Almouth C. Herod, Pumpman; Vincent L. Jervis, Pumpman; Alexus J. Michelson, Pumpman; Walter V. Rosypal, Maint. Mech./2nd Pumpman; Eryk T. Szatek, Pumpman; Donald W. Ayers, AB; Kenneth H. Baldwin, AB; Earl L. Braden, AB; Patrick F. McLaughlin, AB; William P. Terry, AB; Carl R. Fennell, OS; Paul Jackson, Jr., OS; Sam N. Powell, OS; Fermin S. Zuniga, OS.

Of the 80 seamen aboard both vessels, 64 were rescued by tugboats and taken to hospitals in Brooklyn and on Staten Island. At least 12 seamen in the *Brussels* and three in the *Sea Witch* are known to be dead; there is one missing. Among the dead was *Brussels* Captain Constantine Dert.

The tug *Exxon Massachusetts* was at the scene within ½ hour, and the *Exxon Garden State* and *Exxon Empire State* followed in a short time. The *Exxon Empire State,* upon arrival, immediately took position on the *Esso Brussel's* port quarter to control the vessel's drift and to play its fire hose on the after structure. The *Exxon Massachusetts* and *Exxon Garden State* aided in the search for survivors. On June 6, the *Exxon Massachusetts* relieved the *Exxon Empire State* and maintained a fire watch during the entire salvage operation, and provided accommodations for our salvage crew. *Exxon Barges* 31 and 33 were used to move cargo to Bayway.

New York Branch employees rendered all possible assistance to the survivors. Most of the rescued seamen's injuries were minor. With the help of the Red Cross, the men were furnished temporary clothing. On Sunday, they were taken by bus to the Branch Office where employees processed immigration papers and other documents and made airline reservations necessary for the men to return to their homes. A representative from Exxon International Company arranged for two store owners to open up on Sunday so that the men could be provided with shoes and clothing to make the trip home.

In addition to caring for the ship's personnel, New York Branch employees also promptly arranged for hiring people for cleanup operations ashore. Arrangements were made for equipment to discharge the *Brussels,* including a barge-mounted steam boiler to furnish power to the ship's stripping pumps.

John D. McShane Dies

John D. McShane, 2nd Mate, died of an apparent heart attack on June 17th. Death occurred at the Holiday Inn Downtown, Houston, where Mr. McShane was staying while on special shore assignment. He had almost 29 years service and was a former member of the Executive Committee of the Jersey Standard Tanker Officers Association.

Mr. McShane resided in Point Pleasant, N.J. He is survived by two aunts, Grace Darcy and Marice Beylon, and an uncle, John Beylon, all of Point Pleasant.

Funeral arrangements, which are still pending, will be handled by the Van Heise and Callahan Funeral Home, Arnold Ave. & Point Pleasant Beach, Point Pleasant, N.J.



Larry G. Cox, left, prepares to turn over environmental files to his successor, D. E. Cornett.

Cornett Named To Environmental Post

D. E. Cornett has been appointed Environmental Conservation Coordinator in the Marine Department, replacing Larry G. Cox who on June 1 transferred to the company's Production Department, East Texas Division.

Mr. Cornett, who holds an M.S. Degree in Civil Engineering from the University of Florida, has been employed in the Production Department since joining the company in December, 1963, as an associate engineer in the New Orleans Area. He also worked in the Southeastern Division's Offshore District before transferring to Production's Engineering and Planning Section in Houston in August, 1968. He joined the East Texas Division in July, 1969, and was later promoted to Supervising Engineer in the division's Engineering Section, the position he held at the time of his transfer to the Marine Department.

In his new capacity as Environmental Conservation Coordinator, he is responsible for Marine Department activities involving the conservation of air, water, and land environment.

Disabling Injury Box Score

	Total For May	Total Since January 1
Oceangoing	0	10
Inland Waterways	2	13

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Jones F. Devlin Awards Presented To Four Vessels

Four oceangoing vessels in the Exxon Fleet came in for industry-wide recognition on June 5 when they were presented Jones F. Devlin Awards for outstanding personnel safety records over a two year period ending on December 31, 1972. The award-winning ships were the *Exxon Baltimore, Exxon Baton Rouge, Exxon Miami,* and *Exxon San Francisco.*

The awards were presented during the Annual Ship Safety Awards Luncheon held in New York City and sponsored by the National Safety Council's Marine Section and the American Institute of Merchant Shipping. Al Giallorenzi, New York Branch Manager, accepted the awards for the Exxon vessels. The framed certificates will be delivered to the ships at a convenient time.

Representatives from all segments of the U.S. maritime industry and top-flag rank U.S. Coast Guard officers attended the luncheon during which the Devlin Awards were presented to 45 ships of 14 different U.S.-flag companies. These ships collectively sailed a record 82,822 days (more than 227 years) without a lost-time personnel injury on board. As of the end of 1972, the *Exxon Baltimore* had sailed 959 days without a lost-time injury; the *Exxon Baton Rouge* had 733 days; the *Exxon Miami,* 1,031 days; and the *Exxon San Francisco,* 1,018 days.

In presenting the awards, AIMS President James J. Reynolds said: "Our industry has become a world leader in maritime safety. We are working closely to achieve the highest standards of maritime safety, not only in our own U.S. fleet, but in a world fleet that numbers over 20,000 ships. Last year in our Merchant Marine the combined number of shipboard illnesses and injuries hit an 18-year low."



AIMS President James J. Reynolds, left, reads the names of award-winning ships in the Exxon Fleet as New York Branch Manager Al Giallorenzi receives the certificates from Captain Jones F. Devlin, for whom the awards were named.

Annuitants Harley O. Norton, Daniel Henry Die

HARLEY O. NORTON, 66, died on June 2 at Beals, Maine. He retired as Captain in the *Esso Maryland* in July, 1969, with more than 19 years of service, all in the inland fleet in the New York and Boston Branches.

He began his career on May 21, 1949, in New York as 1st Mate and relieving Master in *Esso Delivery No. 11,* later renamed *Esso Hudson.* In December, 1951, he became Captain in the *Esso Massachusetts.* About four years later, he transferred to the Boston Branch as 1st Mate and relieving Master in the *Esso Thames,* operating from Boston to Portland and Bucksport, Maine. He next became Captain in this vessel, and in July, 1964, transferred to the *Esso Maryland* operating out of New York.

Working seven days on and seven days off, Captain Norton maintained his home in Beals, commuting to and from New York every week, a distance of about 500 miles each way.

Captain Norton is survived by his widow, a daughter, and a grandson, all of whom live in Beals.

DANIEL HENRY, 75, died at his home in Baytown, Texas, on June 7. Mr. Henry retired in 1962 with nearly 27 years of service. He joined the company as Wiper in the *Charles G. Black* in November, 1933, and later became Fireman and Storekeeper in this same ship. He then sailed as Oiler in various company ships for the remainder of his career. His last ship was the *Esso Newark.* He is survived by a brother.

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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 4193, Houston, Texas 77001.

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Marine Department Managers, ESA Representatives Pictured



ESA MEETING,
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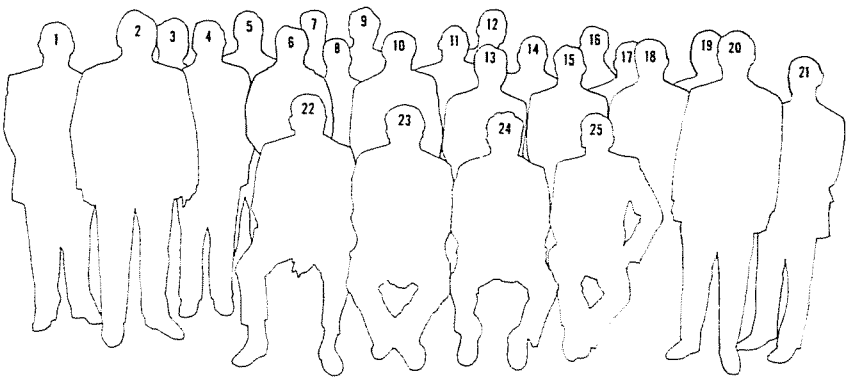
on fleet manpower assignments; and F. Ames Smith, Operations Manager, discussed problems and opportunities in the fleet.

Round table discussions, question and answer periods, and critiques of prepared talks all stimulated a vigorous give-and-take of opinions on both sides. As the conference drew to a close, participants enthusiastically agreed that the frank exchange of ideas during the meeting fostered a closer relationship and greater mutual understanding between the two groups.



1) D. A. Hodges; **2)** O. R. Menton; **3)** Clyde C. Fluitt; **4)** Travis W. Hamrick; **5)** Jerome J. Willinsky; 6) Judge L. Williams; **7)** R. R. Hemminghaus; **8)** Andrew T. Nemechek; **9)** J. D. Smith; **10)** John F. Caldas; **11)** Frederick J. Schilein; **12)** W. A. Scott; **13)** John S. Downey; **14)** Palmer W. Weller; **15)** Robert C. McKinley; **16)** William J. Starnes; **17)** Jesse Sumter; **18)** Warren Adams; **19)** E. W. McNeil, Jr.; **20)** F. Ames Smith; **21)** L. H. Earle; **22)** Joseph H. Stromeyer; **23)** Robert Edwards; **24)** Charles K. Jackson; **25)** Gerald V. Quinn. Not shown—Alexus M. Michelson.

Brown To Work On Appraisal System

George C. Brown on June 1 transferred from Headquarters Employee Relations Department to Marine Department-Administrative. Currently, he is working on a special project aimed at improving employee appraisal systems used in the evaluation of marine inland and ocean personnel.

Mr. Brown has wide experience in personnel administration. He joined Exxon Corporation in New York in 1965 as Testing and Counseling Assistant. Later, he became Employee Relations Assistant, the position he held for the next two years while attending night school at Columbia University. He graduated with a Masters Degree in Psychology in 1967 and in September of that year he was named Employee Relations Specialist with Esso Standard Libya Inc. After serving in various Employee Relations capacities in Tripoli and Marsa el Brega, he returned to the U.S. in July, 1972, as Senior Employee Relations Specialist with Exxon USA in Houston, the position he held at the time of his transfer to the Marine Department.



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