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Crew Gets News 1,000 Miles Away

Most of us will probably agree, when you've been to sea for quite a while a little news from the "homeland" is welcome. Such was the case recently when the *Exxon Boston* was on her voyage from Baton Rouge to San Francisco. Radio Officer James V. Gibbens wrote:

"Off the coast of San Salvador (Lat. 12N—Long. 92W), Captain Arthur W. Smith and Chief Mate Harald Ronhave stopped by the officers lounge to see if anything was on the TV screen. Well, Channel 2 Big 2 News from Houston came greeting them loud and clear and in good color. The program stayed on the air for about an hour before we lost reception. Captain Smith asked Second Mate George M. Burns to calculate the distance and it turned out to be 1,100 miles.

"Of course, this was just a freak skip, and happens now and then, but maybe all us dial spinners can take heart waiting for that just right condition that allows us to hear a little news from home, especially in these areas of little or no reception," Mr. Gibbens said.

Equity Unit $10.16

The value of each unit in the equity portfolio as of the last day of business in May was $10.16.

Anything Good On TV?



I DIDN'T THINK about the millions of people that would be seeing it. If I did I might have been nervous," says Captain Keith Frutiger of his appearance in an Exxon TV commercial. The commercial tells of the company's use of the Gulf Stream as one of the ways to reduce our energy needs. Frutiger says he received a bit of friendly razzing about his "celebrity status" after the ad began appearing on national television. But he says of its authenticity, "From the coffee drinking to the message, the ad is real." Also appearing in the ad are Second Mate Paul Genest, Third Mate Michael Sharik, Radio Officer James Morris and AB Victor Molina. Captain Frutiger is one of a number of employees who tell about their experiences as TV "actors" in the July *Profile* magazine.

Need For Balanced Program Described

"A balanced program that relies on market forces to reduce reliance on imported oil would be far better for the nation's economy than mandatory controls," M. A. Wright, chairman and chief executive of Exxon USA, said.

In a lecture sponsored by the University of Nebraska at Omaha, Mr. Wright said that reliance on mandatory controls to reduce imports would significantly reduce Gross National Product. "Instead of economic recovery," he said, "we would see stagnation or continuing decline."

As an alternative, he outlined a balance approach that relies primarily on market forces to reduce imports. Under such an approach, freely functioning prices would signal consumers to intensify conservation efforts, while providing additional incentive and capital for the development of domestic energy resources.

Mr. Wright added that imports would continue to rise for several years, but the rate of increase would slow down and begin to decline.

7th Hole Dry

Exxon USA has reported that a seventh offshore Florida exploratory well is dry.

Six previous wells, all shallower than the latest test, also failed to find oil or natural gas in commercial quantities.

Exxon said there currently are no plans for additional drilling on six leases on the Destin Anticline.

EXX-MOR-007899

Here and There

Personal Creed For Eliminating Accidents

To be responsible for my own health, safety, and well being.

To be responsible for the safety of my fellow workers, my family, and all those with whom I associate.

To look carefully for hazards before beginning a job.

To eliminate all hazards and report those I cannot.

To use the tools provided me properly.

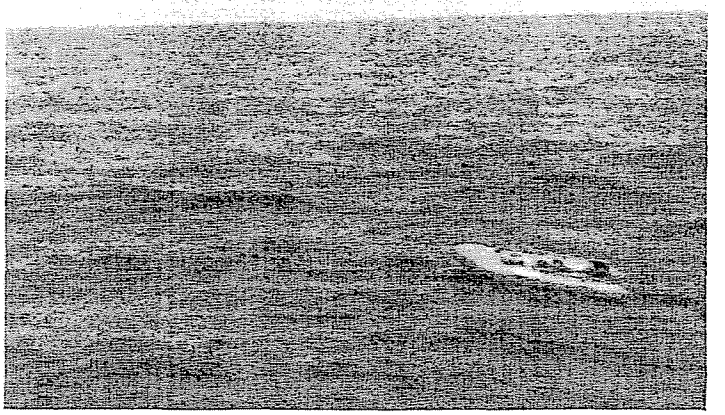
To adhere to established safe practices and procedures.

To perform every job the safe way as it is the only right way.



Charles W. Ryan, left, with Steward Joaquim G. Pina and Captain Edmund F. Mahoney of the *Exxon Washington.*

Inflatable Puzzle



THE MYSTERY of the missing crew has been solved now, but when Kjeld Eriksen, 2nd pumpman in the *Exxon Florence,* shot this photo of a boat adrift 95 miles off Jacksonville, Florida, May 8, it was still very much a puzzle. Says Eriksen, "It was brand new, as was the 20 horsepower Mercury outboard motor. Food, scuba diving equipment, fishing gear and assorted clothing were aboard—everything but a crew." The craft, a collaplapsible rubber type, has since been returned to its owner. It had been in tow and had drifted off during the night. Eriksen says he used a "616 antique Brownie camera" for this shot.

Retirements

CHARLES W. RYAN retired on June 1. He was AB in the *Exxon Washington.* "I'm going to see the U.S.A and then take it easy for a long time," he said.

Mr. Ryan joined the fleet for the first time in November, 1936, as messboy in the *T. J. Williams.* He later left the fleet and returned in March, 1943, as AB aboard the *Thomas H. Wheeler.* He sailed in this capacity in all types of tankers in the fleet until his retirement. He was No. 1 on the Able Seaman's seniority list.

"I gave him three blasts on the ship's whistle as he went down the gangway," said Captain Edmund F. Mahoney.

FREDERICK J. SCHULER retired on April 1. He joined the ocean fleet in 1949 as oiler in the *Esso Reading.* He advanced through various engine department ratings and served for the first time as 3rd assistant engineer in the *Esso Springfield* in September, 1950. He sailed as 1st assistant in the *Esso Huntington* in in February, 1964, and continued serving as 2nd and 1st assistant in various vessels until his retirement as 1st assistant in the *Exxon Newark.* He lives in Ft. Lauderdale, Florida.



Lunceford

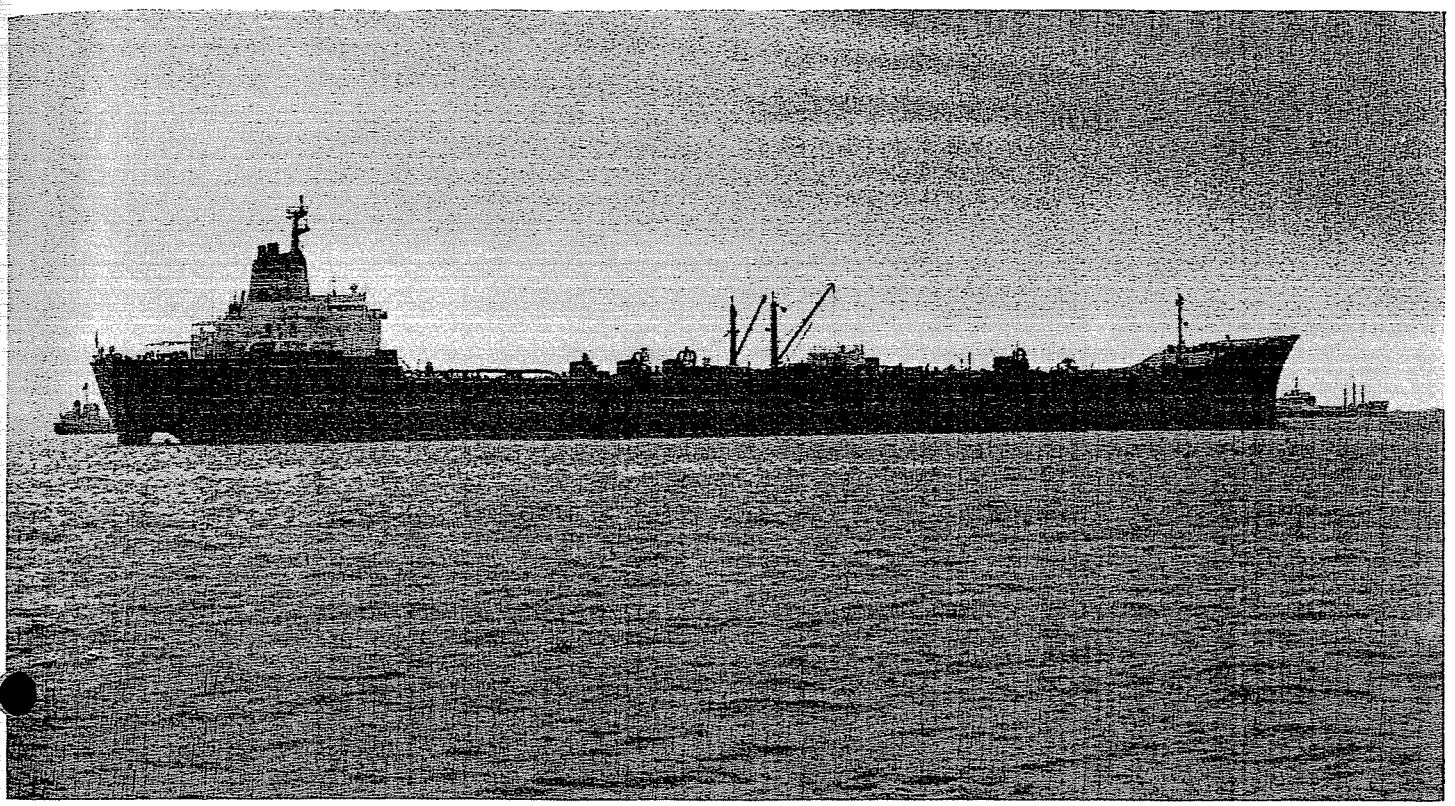
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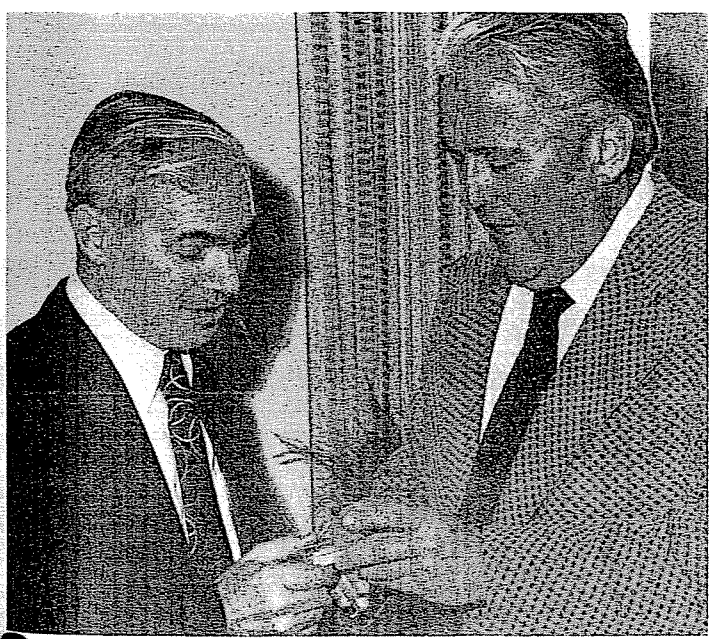
D. G. LUNCEFORD has been named operations coordinator for the Baton Rouge Branch office. Former terminal superintendent for the Central Marketing Region, Lunceford also has served as district marketing manager in New Mexico and Baton Rouge during his 16 years with the company.

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EXX-MOR-007900

Falcon Princess.





IRTY YEARS—Captain Leonard Earle, left, began his Exxon career as an ordinary seaman in the tanker John D. Archbold. Now port operations manager in Houston headquarters, Captain Earle received his 30-year service award earlier this month from Marine General Manager O. R. Menton.

Captain Syd Wire's *Falcon Princess*

"SHE IS A 37,000 DWT motor vessel, 650 feet long, 89 feet in the beam and draws 36-06 fully loaded."

So writes Captain Syd Wire of the *Falcon Princess.* Former assistant general manager of the Marine Department, Wire retired in 1973—not to his quarter horse spread at Cut and Shoot, Texas, but back to the sea.

"I have been in this ship since last October," he writes. "Before that I had a Victory called the John R. Towle and immediately after retiring from Exxon I shipped Master in a Liberian motor tanker called Coral Voyager—made a four month voyage to South America where we ran the Brazilian coast under charter to Petrobras.

"Going to sea is good," he says, "but I miss seeing all my good friends in Exxon. Once in a while my ship meets an Exxon tanker at sea, and I always give three long blasts on the ship's whistle."

Writing of the *Falcon Princess,* Wire says, "We have an automated engine room. The cargo and ballast system is 'remote control' type, with motor-operated valves and a cargo control console fitted in a deck-house amidships. The ship has five cargo systems each with its own steam turbine deep-well pump.

"We are discharging cargo here in Subic Bay, Philippine Islands, and have orders to load at Bahrain for ports in the Mediterranean. Tell the men in the ships to be on the lookout for *Falcon Princess.*"

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EXX-MOR-007901

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Saving Energy:

Fuel Consumption Monitoring

Use of this aid involves measuring a vessel's actual fuel consumption at one-voyage intervals. The unit of measurement is pounds of fuel consumed per 1,000 revolutions of the main shaft.

Because the revolutions can be precisely determined, the only possible source of error will be in the measurement of the mass of fuel. This is found, after conversion, from the volume flow at the fuel oil meter. Although the meter is unlikely to be completely accurate, it is assumed that the error will be fairly constant and that any slight error fluctuations will not invalidate the results.

Initially the accuracy of the fuel oil meter should be determined by comparing the readings against the normal bunker soundings over several days covering two or three recent voyages. Allowances should be made for the temperature difference between the fuel in the bunker tanks and at the fuel oil meter. Any factor found should then be used when determining the actual fuel consumption.

The best time to check fuel consumption is during loaded passages when the weather is good and no cargo heating or ballast shifting is being done.

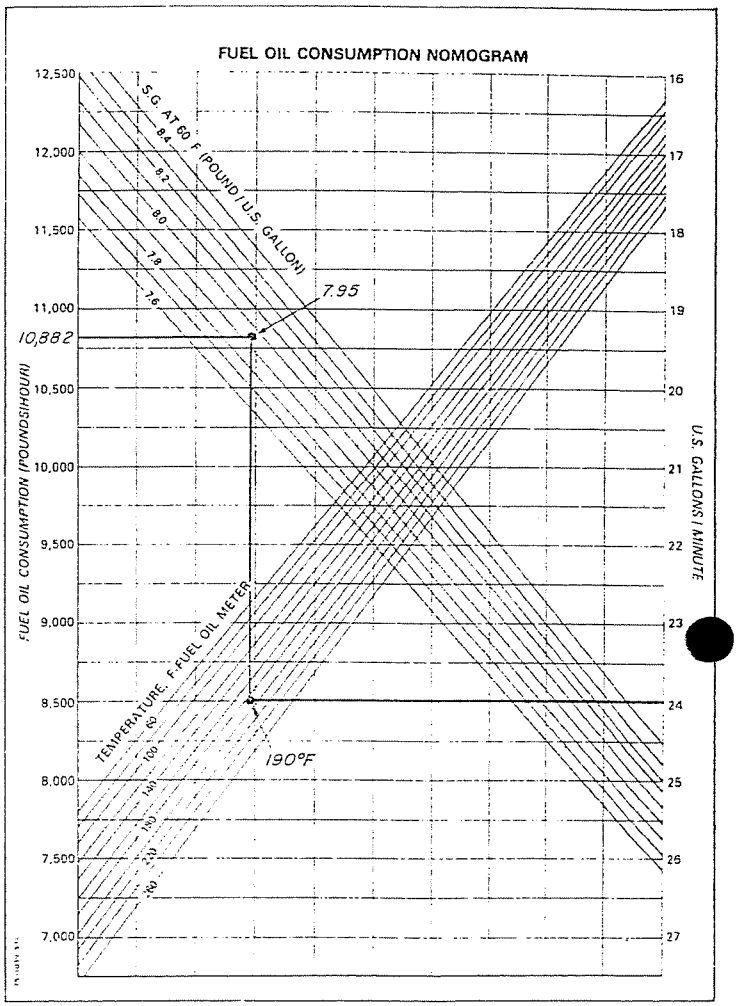
Take the fuel meter reading at the beginning and end of watch. Record the number of gallons used (U.S.), and divide this figure by 240 to give the gallons per minute. Multiply this by the error factor of the fuel oil meter.

Using the graph, starting from the right hand scale, intersect horizontally with the appropriate temperature at the fuel oil meter line, then vertically to the specific gravity line, having converted from A.P.I. gravity to pounds per U.S. gallon. Finally, a horizontal drawn from the last intersect will give a value in pounds per hour (A).

Determine the total revolutions per watch and divide by four to give the revolutions per hour (B).

Pounds per hour (A) divided by revolutions per hour (B) gives pounds of fuel used per revolution. Multiply by 1,000 to give the final figure.

By carrying out this task periodically, any adverse trend, gradual or sudden, may be observed. Also, any plant improvements, for example, reduction in water consumption, will show up as a favorable trend.



THIS GRAPH PROVIDES a convenient and practical way of monitoring a ship's total fuel consumption. While it is recommended that this be done at least once per loaded voyage, it is especially desirable following repairs to the power plant or changes in operating procedures.

EXX-MOR-007902