

EXXON FLEET NEWS

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7 Officers Take Shiphandling Course This Year

Since January of this year, seven deck officers in the ocean fleet have attended a one-week shiphandling course at Port Revel, France. A total of 30 officers have trained at the facility since 1967 when the Marine Department began participating in the program as part of its policy to provide navigation officers with the best, up-to-date training available.

The course includes classroom instruction and maneuvers in scale model ships on an 8-acre man-made lake equipped with wave and current generators, scale model piers, single point moorings, multibuoy seaberths, and typical navigation channels with buoys and beacons.

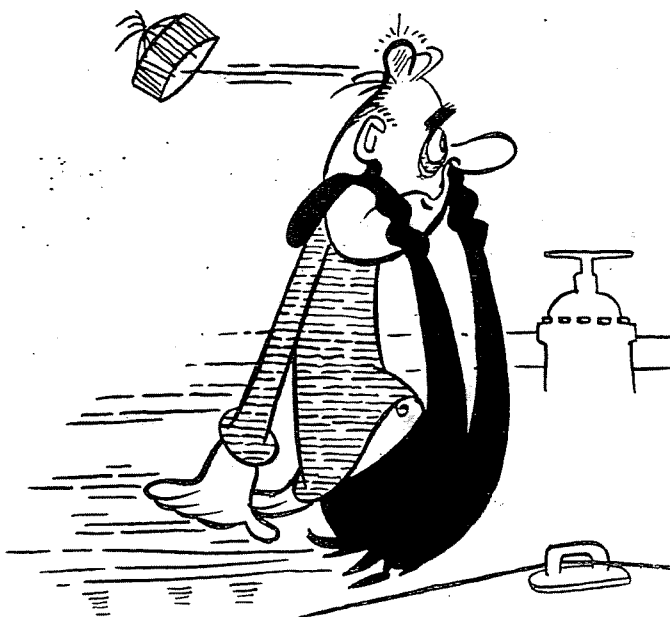
All Have Bow Thrusters

The vessels are 1/25 scale models of 17,000, 38,000, 120,000, 190,000, 250,000 and 400,000 dwt tankers. They are all equipped with bow thrusters and one has both bow and stern thrusters. Instruments on each scaled ship show propeller revolutions, rudder position, heading, ship speed, and wind speed as they would appear on an actual vessel. The trainee's eyes are at bridge level, creating an exact simulation of the relative position of his eyes, the ship structure, water, and the horizon. His orders are carried out by a helmsman. About 40 hours are devoted to scale model practice. This is the equivalent of 200 hours of performing the same maneuver.

(See TRAINING COURSE, page 4)

Oops! You Can Break Your Neck On Icy Deck

'TIS THE SEASON for ice and snow—and frozen decks and ladders. All seagoing personnel, inland waterways employees, and others should be extra alert to icy conditions in order to avoid slips and spills that could cause serious bodily injuries. One of the best ways to keep from being thrown is to be on the lookout for a frozen area and then take time to scatter sand over it before attempting to perform your duties. This not only makes the area safe for you, but for your shipmates as well.



Running Aground Wasn't All Bad News In This Case

Sometimes running aground isn't all bad news. Such was the case recently when Fred Murphy's 48-foot schooner, the *Ishmael*, sailing from Connecticut to Virginia, drifted off course in a fog and ran aground at Island Beach State Park about four miles north of Barnegat Inlet, New Jersey. Mr. Murphy was asleep at the time and his crew failed to recognize the danger and awaken him. That was the bad news.

Now for the good news. When the boat was towed offshore by the Coast Guard, it

lost its 9,000-pound keel. While the loss of the keel did not seem lucky at the time, Mr. Murphy says it was "providential."

Bolts Severely Weakened

"We discovered that because of electrolysis, the bolts holding the keel onto the bottom of the hull had been severely weakened," Mr. Murphy said. "The boat probably would have lost its keel somewhere at sea and we could have capsized. That would have been dangerous," he explained. As it happened, the boat floated aground with-

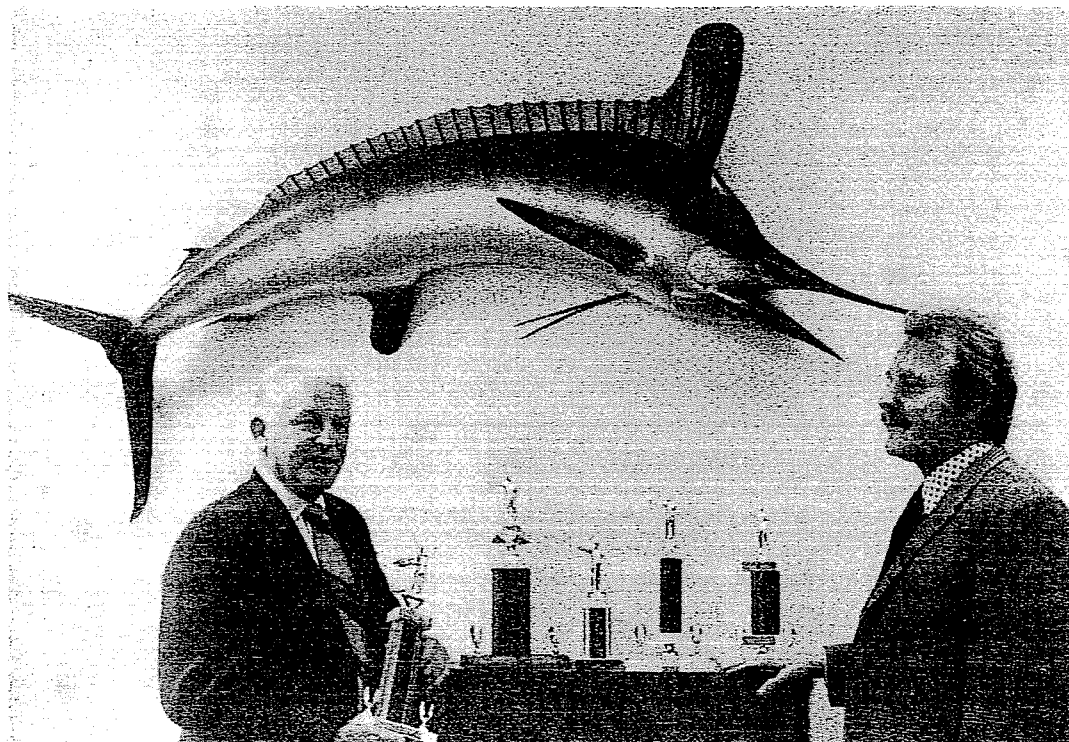
out injury to any of the four persons aboard.

The long metal keel, valued at \$10,000, was later located by park rangers and a large crane was used to haul the keel from the sandy beach onto a trailer which took it to a boat works where it was to be joined to the hull, this time with shiny new bolts.

NOVEMBER EQUITY \$10.16

The Thrift Fund trustee has advised that the value of each unit in the equity portfolio as of the last business day in November 1975 is \$10.16.

He's A Straight Shooter & Has 30 Trophies To Prove It



HE'S A GOOD FISHERMAN and he catches some big ones, but mainly he's a pistol shooter with some 30 championship trophies to prove his expert marksmanship. We're talking about A. Levan, Jr., operations supervisor at Baltimore. At the right, Bernard J. Feehley, transportation allocator, looks on admiringly.

Mr. Levan, who prefers to shoot 22, 38, and 45 caliber pistols, entered his first national championship event in 1946. He competes in national contests annually and nearly always comes home with one of the top three trophies. He became a good marksman in the armed services and to keep his eye sharp he spends an average of two hours a week practicing on the local firing range. He has a number of guns, all especially made for target shooting. His favorite one is a Colt 45 that is not only extremely well balanced and a beauty to look at, but also has a precision mechanism that requires only a feather touch to fire.

In national competition, he goes up against other expert marksmen, including crack

military personnel from Ft. Benning, Georgia. As mentioned, he usually wins one of the top three awards, in competitive events, but not long ago he came back with a 6th place award. "I blame it on a strong wind that day and creeping old age," he said.

Although Mr. Feehley himself is, in his words, "fairly good with guns," he has no trophies yet, but he has won several turkeys and hams in some pretty stiff trap shooting over the past three years that he has been competing. "Turkeys and hams are always nice because you can eat them," he said modestly.

The fish? It's a 7-foot, 10-inch White Marlin that Mr. Levan caught 23 years ago off Ocean City, Maryland. The fisherman-marksman has also been an avid coin collector for many years.

W. McDonough Retires Dec. 1



Walter McDonough, above, retired on December 1 as chief engineer in the ocean fleet. His last ship was the *Exxon Chester*. Mr. McDonough joined the fleet in 1937 as wiper in the *S. M. Spalding*. He sailed as fireman in the *W. S. Farish* in 1938 and as oiler in the *Esso New Orleans (1)* in 1939. He took a leave of absence early

in 1942, returning to the fleet later that year with his 3rd assistant engineer's license and sailed for the first time in that capacity in the *Esso Montpelier*. He sailed as 2nd assistant in the *Esso Norfolk* in the latter part of 1942 and as 1st assistant in the *Esso Paterson* late in 1943. In November, 1947, Mr. McDonough served for the first time as chief engineer in a fleet vessel in the *Esso Roanoke*.

As to his retirement plans, Mr. McDonough, who lives in Jacksonville, said: "I intend to donate time to charitable organizations and to enjoy the recreational facilities available in Florida."

John Rickour Bids Goodbye To Fleet

John Rickour, OS, retired November 1. His last ship was the *Exxon Lexington*. Mr. Rickour joined the ocean fleet on August 15, 1955, as OS in the *Esso Shreveport*. He served in this capacity various ships throughout his career. He was one of the crew in the *S.S. Manhattan* when she made her voyage through the Northwest Passage in 1969. Mr. Rickour and his wife live in Baltimore.

We've Come A Long Way Since Middle Ages

In the Middle Ages, many maritime laws or codes were developed setting forth the duties, mutual rights, and obligations of masters and sailors in settling disputes at sea. One of the codes, called the "Laws of Oleron," published in England in the year 1152, formed the basis of many of our modern maritime laws. Several Articles to the Laws of Oleron are quoted here, both for interesting reading and to highlight the tremendous changes that have

been made in an industry rich in history and adventure.

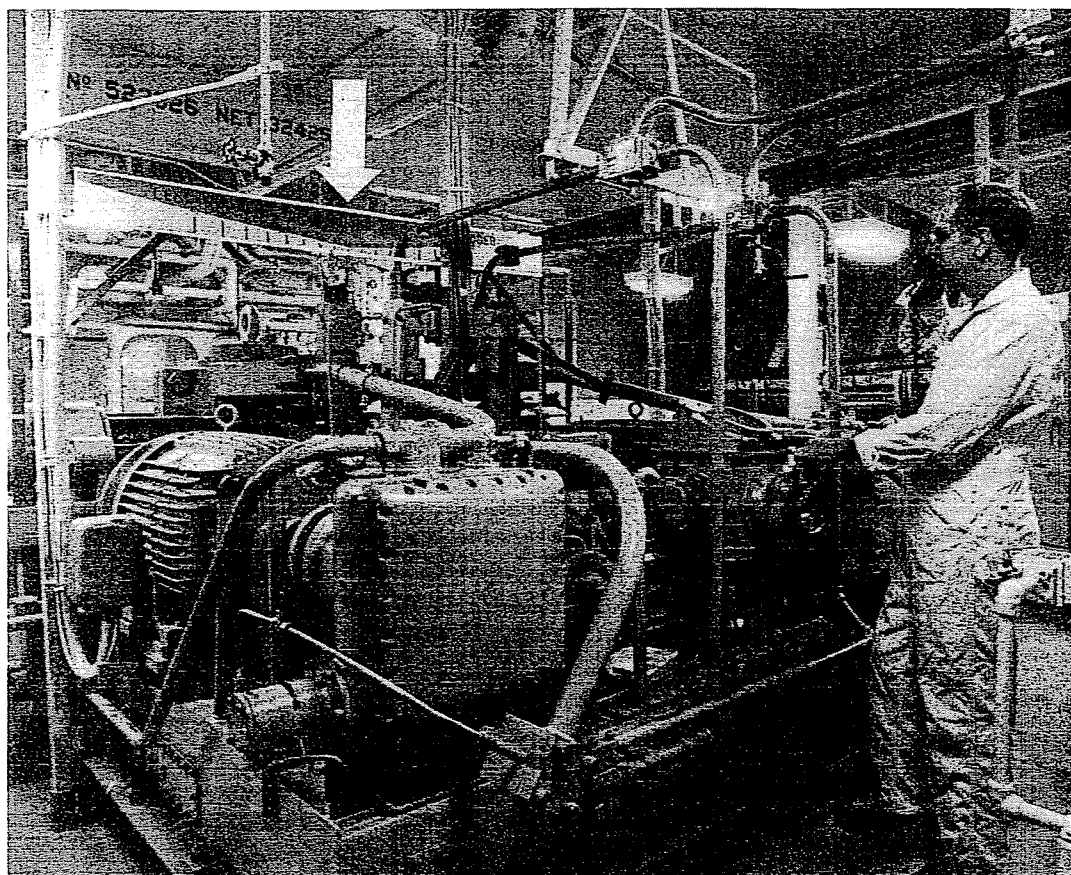
Article XII: "A master, having hired his mariners, ought to keep the peace betwixt them, and to be as their judge at sea; so that if there be any of them that gives another the lie, he ought to pay eight deniers; and if any of the mariners impudently contradict the master, he also ought to pay eight deniers; and if the master strike any of the mariners, he ought to bear with the first stroke, be it with fist or open hand; but if the master strikes him more than one blow, the mariner may defend himself; but if the said mariner doth first assault the master, he ought to pay five sols, or lose his hand."

Keep Out Of Sight

As to how far the mariner is bound to suffer his master's assaulting him, another law was passed in the 1150s stating: "The mariner is obliged to obey his master, though he should call him ill names, and enraged against him, he ought to keep out of sight, or hide himself in the prow of the ship; if the master follows him he ought to fly to some other place from him; and if he still follows him, then the mariner may stand upon his defense, demanding witnesses how he was pursued by the master; for the master ought not to pass into the prow after him."

Article XIII to the Laws of Oleron states: "If a difference happens between the master of a ship, and one of his mariners, the master ought to deny him his mess thrice, ere he turn him out of the ship, or discharge him thereof; but if the said mariner offer, in the presence of the rest of the mariners, to make the master satisfied, and the master be resolved not to be satisfied, but to put him out of ship; in such case the said mariner may follow the said vessel to her port of discharge, and ought to have as good hire or wages, as if he had come in the ship."

Checking To Make Sure It's Working Properly



NEARLY EVERY piece of equipment aboard a ship needs maintenance and a periodic checking to insure that it is working properly. It's even more important that equipment designed for use in an emergency be checked frequently to make sure that it will function as it should when needed. Making such a checkup on a piece of emergency equipment is Keith V. Wintenburg, chief engineer in the Exxon San Francisco. He is shown here checking the

ship's back-up or emergency steering equipment located in the steering engine-room to make sure that rudder position readings (arrow) match those on the bridge. Mr. Wintenburg and 3rd Assistant Engineer John S. Downey combined their efforts recently to write and illustrate a set of instructions pertaining to operating and change-over procedures for steering equipment in Exxon San Francisco class vessels.

All Needed To Solve Problems

"The problems this country faces can be resolved only through the combined and effective action of all its institutions, working with the full support of the public," M. A. Wright, chairman and chief executive of Exxon USA, said in a speech to the Chicago Rotary Club recently. He said he was concerned with the growing polarization of the business community and the American public.

"The problem is of such proportions that it now

threatens the long-term viability of the American private enterprise system," he said. "The situation surely must concern not just businessmen but all community leaders, whatever their profession. The nation's institutions are all closely interrelated, and a major threat to any one of them must inevitably diminish the effectiveness of all the others."

In the past, businessmen have often been too preoccupied with managing their companies to see the necessity of explaining and reaffirming to the public the benefits of the private enter-

prise system, Mr. Wright said. In the mistaken belief that it is aiding the consumer, Congress has responded to public sentiment with an extensive body of ill-considered legislation, he continued.

He cited the recent attempts in Congress to dismember the larger oil companies and alter their competitive structure.

Disabling Injury Box Score

	Total For November	Total Since Jan. 1
Oceangoing	3	14
Inland Waterways	0	13

TRAINING COURSE continued from page 1

vers in a full-size ship. By practicing typical maneuvers and moorings under the various conditions of winds, waves, and currents, in daylight and at night, trainees familiarize themselves with situations requiring sound judgment and fast decisions.

Captain W. L. Straley, who took the course in May, wrote in part: "My knowledge of shiphandling was considerably broadened. The main thrust of the course was that you see things happen and come across situations that I hope to never encounter aboard ship, but should these situations arise, I feel very confident that I will be able to deal more effectively with them."

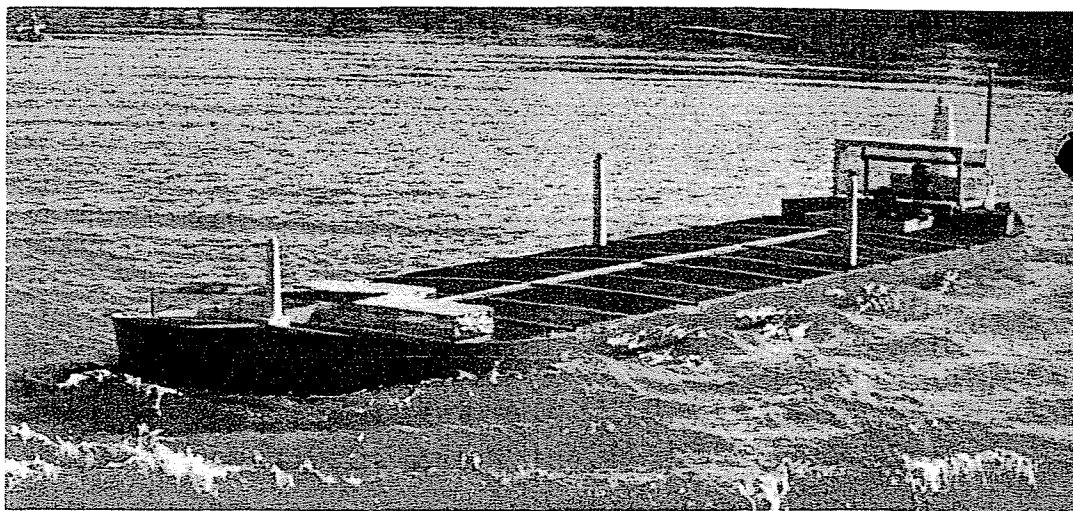
Officers who have attended the course this year are Louis H. Staar, Patrick J. O'Connell, Mr. Straley, Dale M. Silcox, Marshall G. Price, Michael C. Hickey, and Asa H. Humble.

Obituary

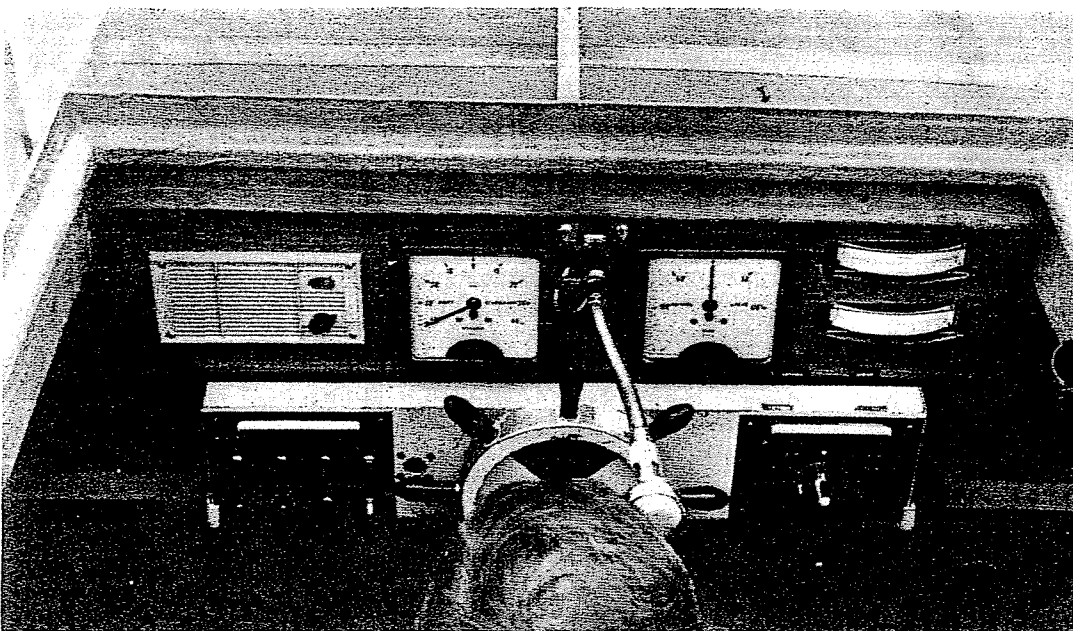
Charles L. Harrington died at age 72, in Salisbury, Maryland. Mr. Harrington was Bos'n aboard the *Esso Chesapeake* when he retired on August 1, 1962. He is survived by his widow.

James M. Hughes, who retired in 1968 as AB, died on October 13 at Baltimore, Maryland. He was 64 and had nearly 24 years of company service. Mr. Hughes began his career at sea as messman and served in various ships of the fleet. He later served as OS and as AB until his retirement. He is survived by his widow. His home was in Wilmington, Delaware.

Jose D. Pires, 73, died on October 30 at Revere, Massachusetts. Mr. Pires retired as 2nd cook in 1967. He began his sea service in 1924 and shipped with various companies until November, 1951, when he joined the *Esso Aruba* as utilityman. His 15 years of service in the fleet were continuous and all as messman, utilityman, and 2nd cook. He is survived by four sons.



Officers train on 8-acre lake in scale-model vessels under nearly all kinds of weather and water conditions.



Control panel on one of the small vessels contains, upper part from left: loudspeaker, rudder indicator, microphone, rpm indicator, speed indicator, wind and velocity indicator. Lower part, from left: main switch, ship lights, whistle, dimmer, steering wheel, and telegraph.

Building Permit For Seadock To Be Filed Soon

Seadock, the consortium of nine major oil and petrochemical companies of which Exxon is a member, planning to build a \$900 million superport in the Gulf of Mexico near Freeport, Texas, filed a permit application on December 17 for construction of the project.

It will take about a year for the application to be processed through the various

state agencies before actual construction can begin.

Target date for completion of the first phase of the project is late in 1979, with the second phase not scheduled for operation until several years later.

The facility will include a docking and unloading facility about 25 miles south of Freeport, a pumping platform capable of accommodating maintenance crews for long periods of time, and a pipeline which will run from the unloading facilities to under-

ground storage tanks. From there, the crude will be piped to Exxon's Baytown Refinery and other refineries along the upper Texas coast.

Completion of the first phase will enable the facility to unload about two million barrels of crude a day, with the final phase being designed to almost double its unloading capacity.

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GENE LEGLER Editor