EXXON FLEET NEWS

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Ingham Is New Repair Inspector

Introducing William A. Ingham, Jr. who has joined Operations as repair inspector, effective February 4. Mr. Ingham holds a chief engineer's license. He graduated from the New York State Maritime Academy in 1944 when he joined United Fruit Company and sailed in this company's ships for about the next three years, during which time he raised his license to chief engineer. In 1967, he came ashore as port engineer and surveyor for United Fruit at New Orleans. He later became assistant superintendent of United's marine department at New Orleans and in 1970 he was named superintendent. In August, 1973, United Fruit disbanded its marine department and Mr. Ingham joined Aries Marine Company in San Diego as port engineer and supervised construction of two 80,000-dwt oil-bulk and ore carriers and seven 90,000-dwt tankers for the company. He was serving in this capacity when he joined Exxon as repair inspector.

Mr. Ingham is married and has a daughter.

May Start Pipeline By Spring

Encouraged by a new congressional act, presidential approval and assurances from Interior Secretary Rogers Morton, officials of the Alyeska Pipeline Service Company are hopeful that construction of the Trans Alaska pipeline can begin this spring.

Attending the U.S. Public Health Service sanitation awards ceremony on February 15 in the Marine Department Houston Office were, from the left, Tom J. McTaggart, port engineer; DeWitt A. Hodges, port steward; Paul Boudreaux, John Lister, and Robert Parkinson, all U.S. Food and Drug Administration representatives; John F. Caldas, messman who is on the Board of Governors of Esso Seamen's Association; James Vierra, chief steward, on the Executive Committee of the Esso Stewards Organization; John Conrad, senior FDA regional interstate travel sanitation consultant; and General Manager O. R. Menton.

Sanitation Award Won For 16th Year

For the 16th consecutive year, the company has received the government's highest sanitation award, a Special Citation Award, for outstanding sanitation standards maintained by its ocean-going and inland waterways vessels during 1973. The award is given annually to shipowners whose fleets meet high standards set by the Food and Drug Administration, Department of Health, Washington, D. C.

To insure that good health practices are being followed, vessels are inspected by U.S. Public Health Service sanitation specialists who check some 170 items, including food, food preparation and serving areas, potable water systems, and sanitary facilities.

Each vessel receiving a rating of 95 percent or better qualifies for a certificate which is sent to the vessel after the Public Health Service specialist completes his inspection.

Mr. Parkinson, FDA supervisory investigator, presented certificate to Port Steward D. A. Hodges who accepted it on behalf of the company.

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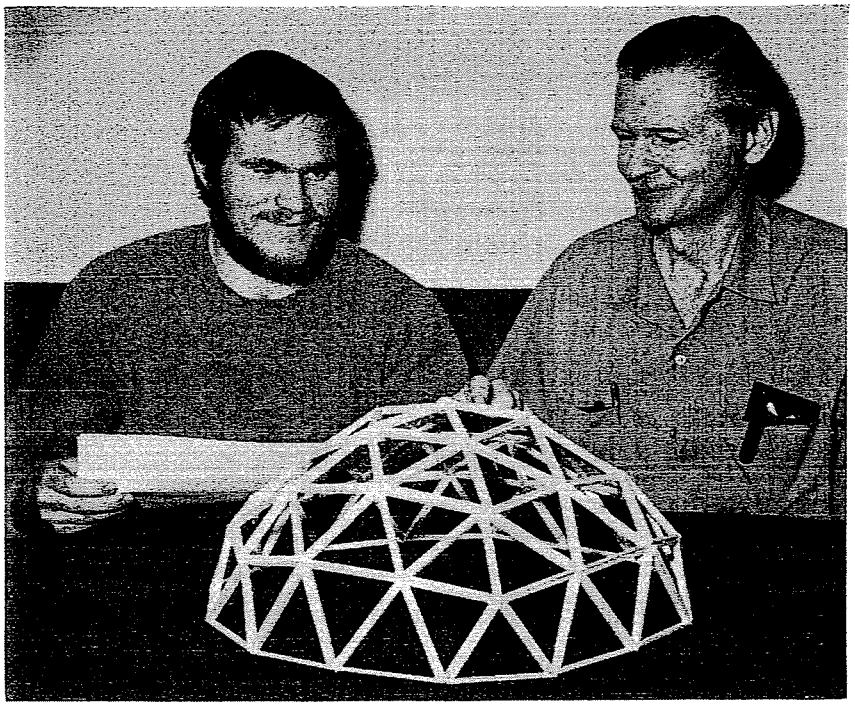


THIS GEODESIC DOME model is for the birds. John Van Buskirk, Jr., left, cadet from the Webb Institute of Naval Architecture, built the wooden model to a scale of 1 inch to the foot. It will be used as a guide in building a full size geodesic dome to serve as a temporary infirmary at the Bambi Bird & Wildlife Sanctuary, Inc., operated by Radio Officer Wallace Findlay and his sister at West Palm Beach, Florida, where sick and injured birds and small animals are treated. Both Mr. Findlay and Mr. Van Buskirk are in the *Exxon Bangor.* Plans are underway to build a wildlife hospital at the sanctuary and then use the dome as a permanent bird shelter for endangered species. Mr. Van Buskirk, whose hobby is making replicas of sailing boats, found construction of the model dome quite challenging. It had to be built so that it can be taken apart on the ship and reassembled with individual triangles ashore.

30-Year Service Awards

ALBERT T. FELLOWS, left, assistant port engineer, completed 30 years' service on January 5. During an award ceremony in the Marine Department Houston Office, Mr. Fellows was presented a service emblem and watch by General Manager O. R. Menton and congratulated for his long and faithful service by Port Engineer T. J. McTaggart.

Paul Onufryk, right, steward, completed 30 years' service on February 6.

Prompt Reporting Means Prompt Pay

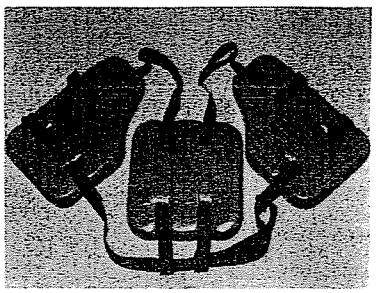
The company has an excellent schedule of disability benefits, as compared to those offered by other companies. However, certain requirements must be met by employees so that benefits can be paid promptly and rightfully to those who are disabled.

It is important that an employee who suffers a disabling illness or injury report the extent of his disability promptly—otherwise, disability benefit payments may be delayed, or in some cases, may not be made at all. Make your report either to the master, your department head, or notify the nearest branch office or the benefits administrator in the Marine Department Houston office.

If You Work On A Barge

Your Best Life Insurance

Is A Life Jacket Or Work Vest*



A life jacket or work vest weighs only a pound or two, yet it can save a 300-pound man from drowning.

A jacket or vest is always available. It takes only a few moments to put on.

It may take a little "getting used to," but the more you wear one the sooner you get accustomed to it.

Wear A Life Jacket Or Vest . . . It's Your Best Life Insurance

*Where a barge is completely protected by railing, life jackets or vests might not be required, but responsible judgement should be exercised on whether the activity could still endanger the employee to falling overboard, whether on a barge or boat.

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Interview

How Much Oil Did We Spill Last Year?

Editor's note: Employees in the ocean and inland waterways fleets moved a total of some 294 million barrels of crude and product last year in owned vessels, or an average of 805,000 barrels per day. That's a lot of oil and gives rise to the question, how much was spilled over the side? To answer this and other questions relating to the Marine Department's pollution control program, Fleet News *interviewed Environmental Conservation Coordinator Don Cornett.*

Q) Mr. Cornett, what was our spill record last year?

A) In 1973 the Marine Department had 50 spills—19 in the ocean fleet and 31 in the inland waterways.

Q) Is that better or worse than previous years?

A) From a numbers standpoint, it's worse. In 1971 we had 32 and in 1972 there were only 28. However, from the standpoint of volume spilled, there was considerable improvement. We spilled 10,212 barrels in 1971; 453 barrels in 1972, and only 73 barrels in 1973.

Q) Seventy-three barrels isn't much oil. What percentage is that of the oil transported by Marine?

A) Approximately .000025%, or another way of saying it would be ¼ barrel for each million barrels handled.

Q) How does this record compare with industry experience?

A) As you may suspect, industry spill data is difficult to obtain. The Coast Guard has been helpful in publishing spill data by areas in the U.S. and we can make some limited comparisons. For instance, in the two-year period 1971-72, the industry averaged 2.9 spills per 100 port calls by tankers in foreign and domestic trading on the East Coast (including all of Florida). Exxon's record for that period in that area was 1.2 spills per 100 port calls, or less than half that of industry.

Q) Do you think that most spills are caused by human error or by malfunctioning equipment?

A) Our statistics indicate that human errors predominate. One exception to that was the ocean fleet in 1973 where we had seven spills as a result of one basic problem: Some large sea valves in the 71/75-MDWT class were improperly machined at the time the ships were built. We use these valves to flood ballast tanks to reduce turnaround time. On seven occasions, the valves failed to seal properly and small amounts of oil escaped.

Q) Outside of that particular problem, what is the most common cause of spills?

A) I would say overfilling tanks leads the list, followed closely by valve lineup errors and improper hose handling. In the area of equipment failures, minor leaks due to hull cracks are fairly prevalent in the Inland Fleet. These result from the number of contacts each barge experiences when coming alongside other vessels or piers.

Q) What new actions did you take in 1973 to prevent spills?

A) Several things were done. We stressed the importance of environmental awareness in conferences with Shipboard Managers (masters, senior officers) and on other occasions with branch managers and fleet personnel; an officer attended a pollution prevention seminar in Rome; one officer worked with me during his shore assignment to update the Environmental Conservation Manual; a pollution prevention poster program was started for the ocean fleet; and some spill cases were reviewed in detail with the personnel involved. Of course, it took the cooperation and wholehearted effort of everyone in both fleets to make the pollution control program work.

Q) To what extent are dock employees at terminals and refineries responsible for preventing spills during cargo transfer operations?

A) Essentially, they are responsible for their actions and equipment just as Marine personnel are responsible for the vessel's equipment and any action they take.

Q) Is the Marine Department going to add anything to its pollution control program in 1974 or set any new policies or procedures?

A) Yes. We plan to add a poster program for the inland waterways fleet and are working on some interesting and informative videotape presentations for use in training in both the ocean and inland fleets. We will also be implementing the Coast Guard Regulations which go into effect on June 30, 1974. These will require more attention to potential spill sources by both marine and terminal personnel. The regulations are also requiring some equipment modifications such as permanently installed drip pans or containment barriers. In addition, detailed transfer operation manuals are required for each vessel.

Q) What is your goal for spills in 1974?

A) Well, of course we would like to see a year with no spills. Realistically, we have set a goal of no more than 25 for the department. We will be reporting on our progress in the *Fleet News.*

Q) Do you have any thoughts you would like Marine personnel to keep in mind this year?

A) Just that old saying: "An ounce of prevention is worth a pound of cure." When the costs are all in, we probably will have spent about $1,000 in cleanup and penalties for each barrel we spilled. This cost does not include any of the other costs associated with the environmental program, nor the threats of license or document suspensions by the Coast Guard. We know some spills will happen. I would like to think that none happened because a person hadn't paused to think about the spill potential of his action.

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Conserving Energy

When a piece of equipment breaks down or wears out, the usual procedure is to order a replacement. However, in a few cases the part has lasted a long time and a replacement is no longer manufactured. Such was the case recently when the old float trap in the fourth-stage heater drain system in the *Exxon Washington* could no longer be maintained because replacement parts were not available. "We removed the old trap and installed three impulse one-inch traps in parallel in its place," said Chief Engineer Clifford E. Lindsey, shown here putting the new insulated traps into operation. "The new manifold operates more efficiently than the original one, and in addition it saves about three barrels of fuel a day." And saving fuel is what energy conservation is all about.

Disabling Injuries

	Total For January
Oceangoing	1
Inland Waterways	2

Radar Training School Schedule Announced

Class schedules have been announced for the second quarter Radar Observer Training School at New Orleans. The school is sponsored by the U.S. Department of Commerce, Maritime Administration. Classes will convene at 0800 at the Radar Observer Training School located on the 6th floor, Unit One, Section "A" of the Naval Support Activity, 4400 Dauphine Street, New Orleans (formerly Port of Embarkation). The schedule is:

April

5-day loran starting April 1.
8-day radar starting April 8.
3-day radar starting April 22.
5-day radar starting April 29.

May

8-day radar starting May 6.
5-day radar starting May 20.
3-day radar starting May 28 (holiday on May 27).

June

5-day gyro starting June 3.
3-day radar starting June 10.
8-day radar starting June 17.

Recertification examination for re-endorsement will be held on April 18 and 35; May 16 and 31; and June 13 and 27. The recertification program consists of 4 to 6 hours of orientation and testing commencing at 0800. This program is only for those who have been using their knowledge of rapid radar plotting, not for refresher. The 3-day simulator course is recommended for refresher purposes.

A $25 tuition fee is assessed for either the 8-day or the 5-day collision avoidance radar training course, and a fee of $15 for the 3-day simulator refresher course. There is no charge for the 1-day radar recertification examination, the 5-day loran course or the 5-day gyro compass course. Fees must be paid on the first day of the course by check or money order payable to Maritime Administration—Commerce. Cash will not be accepted. Schedules for classes at New York and San Francisco may be obtained through branch offices located in those areas.

AMVER Award Given To 'Exxon Florence'

Operations Manager Ames Smith is shown at left, above, presenting a U.S. Coast Guard AMVER award to Captain James D. Lawton, master in the *Exxon Florence*. Others on hand for the presentation ceremony were John W. Heistand, radio officer; Jack T. Stillman, chief mate; E. C. Fischer, benefits administrator from the Marine Department Houston office; and Donald W. Ayers, AB. Kneeling from the left are Patrick F. McLaughlin and Harry L. McCauley, both ABs.

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Crew Of *Exxon San Francisco* Praised For Rescue

"I Wrestled Myself Up To Look Through The Broken Porthole And There She Was, Looking A Mile High!"

Personnel in oceangoing and inland waterways vessels participate in many rescue operations each year. The major rescues, written from reports turned in by officers of the vessels concerned, are usually featured in *Fleet News* and describe the action as seen through the eyes of crew members who are doing the rescuing. But how does it feel to be rescued? What goes through the mind of the person from the time he gets into trouble at sea or in turbulent river waters until he is rescued? How did he get into such trouble in the first place?

These questions were answered by a man who was in a sailboat that capsized recently about 20 miles off Wilmington, North Carolina. Fortunately, the *Exxon San Francisco* came along in time to rescue him and his two companions from almost certain death (see January 14 issue of *Fleet News).* As a result, the *San Francisco* and her crew came in for high praise and extra favorable newspaper publicity when one of the three victims, Richard Johnson, described his ordeal to a reporter for the Stuart (Florida) News. Mr. Johnson was at the time in a hospital with a fractured spine resulting from the accident. The paper ran a lengthy article which has been edited in part for reprint in *Fleet News* as follows:

"I feel lucky to be alive.

"Last Friday was a beautiful day as we set sail on what was to have been a leisurely cruise from Morehead City, North Carolina, to Stuart. We had good electronic equipment and the forecast was for continued perfect weather.

"During the night it began to blow and rain. We took down the sail, left the masts standing, and tried to outrun the storm with the engine. She was a good little 40 horsepower diesel, but it just wasn't good enough. Finally, we lashed the wheel. Seas were running a good 20 feet and waves were about 200 feet long. This went on all night and the wind kept increasing. There wasn't much we could do. About 8 o'clock the next morning I went below when suddenly it hit. The only thing I could think was that we must have been struck by the Queen Mary. Both sides of the cabin were bashed in and the boat rolled over upside down. Water was pouring in. What hit me first was the top of the galley stove. It pinned me so I couldn't move.

"I never expected to come out alive. I remember thinking 'God, if it's this easy, let it all be this easy.' Somehow the boat rolled on over and righted herself and I pulled free. Both masts were gone. We had no power, no radio, no engine, no nothing.

"There was more than two feet of water in the bottom and the pumps were lost. We had a plastic bucket but I was so sore I couldn't lift a stewpot. The others finally managed to get some of the water out.

"The wind shifted to westerly and it began to calm a little, but it was also pushing us away from land. We saved the mizzen and managed to fix a jury rig. Waves still sounded like someone was outside the boat beating the daylights out of her with a two-by-four.

"About 12 midnight, Frazier, who owned the boat and was on watch, started hollering that he had seen a ship. I was below and couldn't move. He signaled with the flashlight and finally the ship answered. 'They're turning our way,' Frazier shouted.

"I wrestled myself up to look through the broken porthole and there she was looking a mile high! They took me aboard in a basket. It was 3 o'clock Sunday morning, 19 hours since we had capsized.

"The tanker was the *Exxon San Francisco* and you never saw anybody treated like personnel in that ship treated us. I can't say enough about how nice everyone was to us, from Captain Jack Morrell on down.

"We left the ship at Miami where the Coast Guard picked us up and called an ambulance which took me to a hospital where I learned that I had a fractured spine."

End of newspaper article—except for the concluding paragraph which said that Mr. Johnson would soon be out of the hospital. He has since written to General Manager O. R. Menton expressing gratitude and commending Captain Morrell and all hands in the *Exxon San Francisco* for outstanding seamanship.

March Poster Being Sent

The pollution prevention poster for March, shown above, is being sent to ships for posting on bulletin boards. Although the poster's primary aim is to encourage ship's personnel to be continually alert to avoid oil spills and keep the water clean, its slogan also serves as a reminder that every barrel of oil saved for useful production helps ease the energy shortage. Every little bit helps.

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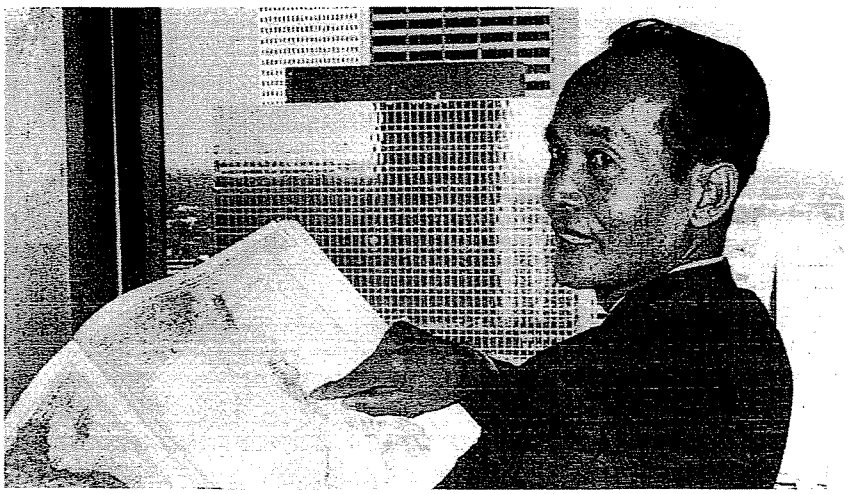
Retirements

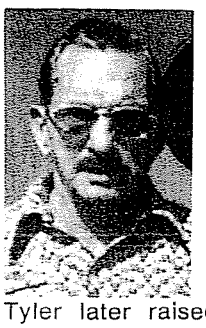
Dahilig, New Bride Move Into Home In Philippines



Cook Raymondo G. Dahilig, on a recent visit to the Marine Department Houston Office, points to Quezon City, north of Manila in the Philippines, where he has a house. Mr. Dahilig, who retired February 1, recently married and he and his new bride are already landscaping their property. Mr. Dahilig began his career in the fleet in November, 1951, as utilityman in the *Esso Manhattan.* He was subsequently promoted to 2nd cook in the *Esso Huntington* and served in several ships in the fleet. He was aboard the *Huntington* again when in March, 1967, he became chief cook. He spent the last five years and 10 months in the *Exxon Seattle,* the ship from which he retired.

'Thanks To Everyone' Says Charles H. Tyler

Charles H. Tyler retired on January 1 with 21½ years service in various ships in the fleet. He had his 3rd mate license when he signed on the *SS Pine Ridge* as AB in June, 1952. He was promoted to 3rd mate in the *Huntington* on July 11, 1956. Mr. Tyler later raised his license to 2nd mate and served for the first time in this capacity on March 9, 1966, in the *Washington.* His last ship at retirement was the *Exxon Bangor.* "Even though I'm retired, I cannot feel that I have left the company. The friendly relationship and help that I have experienced from shoreside and oceangoing people have made an indelible impression on me. I wish everyone smooth sailing," he wrote.



Philip W. Lally Plans To Study Those Bang Tails

A man who never owned a car plans to do a lot of walking, now that he has retired. He is Philip W. Lally who joined the company in 1948 as messman in the *Marine Leader.* Except for a 14-month break in service early in his career, Mr. Lally served his entire time at sea in the Stewards Department. "There's a horse race track about eight miles from my home. I've been trying to beat those bang tails for 40 years. Now I'll have more time to study the horses and try to learn the secret of how to pick winners," he said.

Charles B. Banks Was AB In 'Huntington'

Charles B. Banks retired January 1 as AB in the *Exxon Huntington.* Mr. Banks joined the fleet in June, 1952, as AB in the *Esso Cumberland* and served in this rating in various company vessels throughout his 21-year career.

John Da Rosa Served In Fleet As AB

John Da Rosa was hired in August, 1953, as OS in the *Esso Asheville.* He became deck maintenanceman in the *Esso Annapolis* in August, 1955, and advanced to AB in January, 1959, serving for the first time in this capacity in the *Jamestown.* His last ship at retirement was the *Exxon Bangor.*

John Stanley Retires As 2nd Mate In Fleet

John Stanley became an annuitant on January 1. He was 2nd mate in the *Exxon Chester.* Mr. Stanley joined the fleet on August 27, 1947, as 3rd mate on special assignment aboard the *Elizabeth A. Flanigan.* In the succeeding years, he sailed as 2nd mate and chief mate in various company vessels.

Hedgepeth, Messman In Many Company Ships

Messman James B. Hedgepeth retired on January 1 after more than 20 years service in the Stewards Department of various vessels. He began his career in the fleet in the *Esso Worcester.* He retired from the *Exxon Chester.*

EXXON FLEET NEWS is published every other Monday for active and retired employees of the Marine Department, Exxon Company, U.S.A. (a division of Exxon Corporation); O. R. Menton, General Manager.

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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