EXXON FLEET NEWS

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Five Exxon Ships Recognized Nationally For Safety Records

Five ships in the ocean fleet came in for industry-wide recognition on June 4 when they, along with ships owned by 10 other companies, were presented Jones F. Devlin Awards for outstanding personnel safety records.

The awards were made during the annual Ship Safety Awards Luncheon held in New York and co-sponsored by the National Safety Council's Marine Section and the American Institute of Merchant Shipping (AIMS). Awards were presented to ships that operated for two and four consecutive calendar years without a lost-time personnel injury.

Exxon tankers receiving two-year Jones F. Devlin Awards are the *Exxon Philadelphia, Exxon New Orleans, Exxon Gettysburg,* and *Exxon Jamestown.* The *Exxon Boston* won the four-year Devlin Award. The awards will be presented to these vessels in the near future.

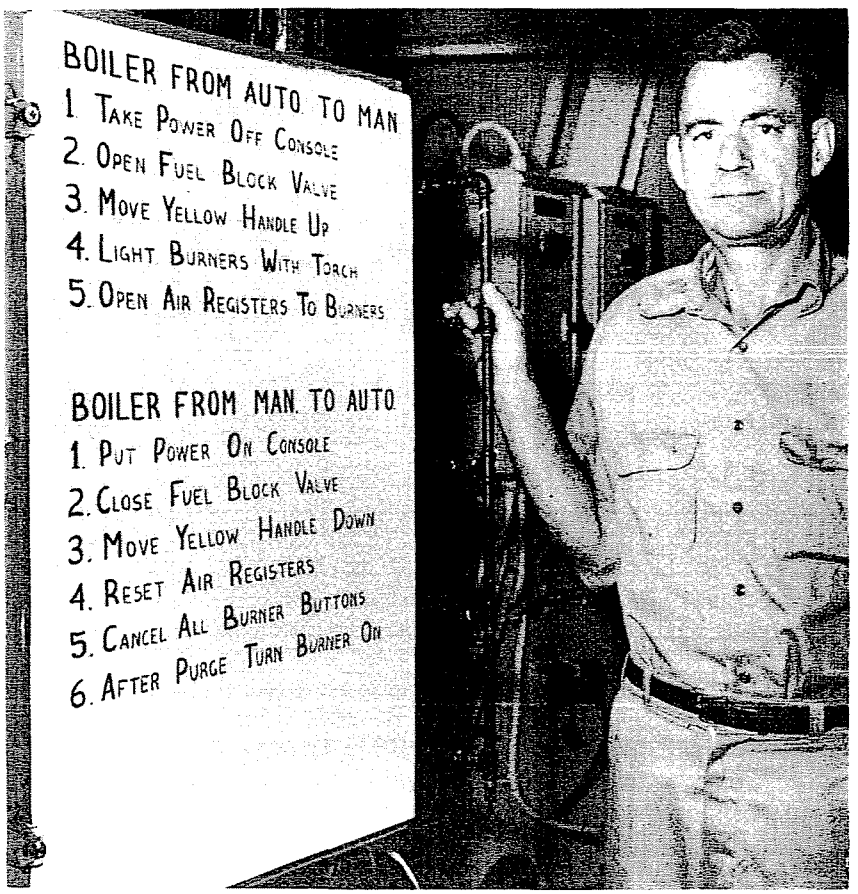
Arthur D. Baldwin Is New Port Steward

Arthur D. Baldwin has been named port steward of the Marine Department, replacing Dewitt A. Hodges who died on June 10.

Mr. Baldwin joined the Marine Department in June, 1945, as messman in the *Esso Baltimore (1).* He advanced to 2nd cook in this same ship, later became cook in the *Esso Nashville,* and served for his first time as steward in the *Esso Bridgeport.* In 1960, Mr. Baldwin took a leave of absence from the fleet to obtain a Bachelor of Science Degree in Business Administration from the University of Nebraska. He then enrolled at Michigan State University and was graduated in 1963 with an MBA in Hotel Administration. In July of that year he returned to the Stewards Department, this time in a shoreside capacity as assistant port steward to Mr. Hodges.

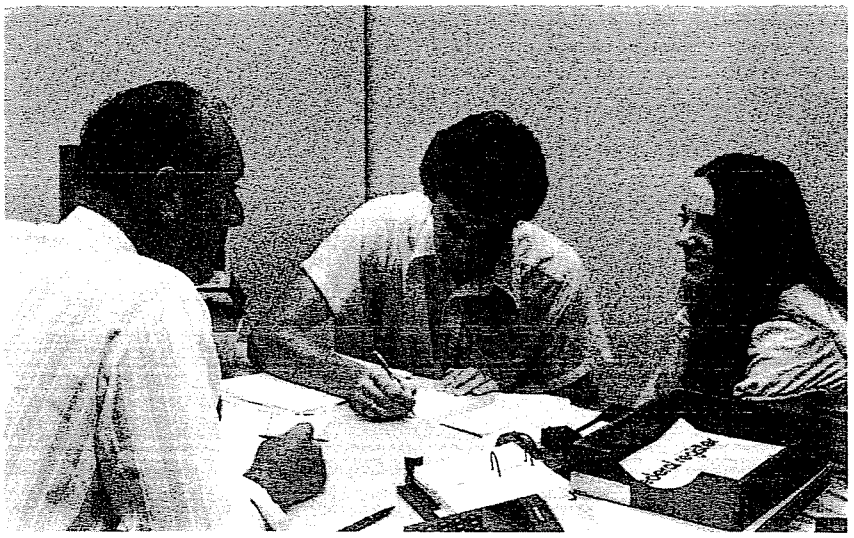


Mr. Baldwin is married, has a daughter, 11, and lives in Houston.



CLIFFORD E. LINDSEY, chief engineer in the *Exxon Washington,* is shown with posted procedures for changing the burner management system from automatic to manual and vice versa. "The 1st assistant engineer, Louis D. Smith, and I thought that such information would be of great assistance in preventing a 'loss of plant' if an unexpected upset should occur, requiring fast action," Mr. Lindsey explained. "We sat down and briefly listed the steps to be taken. Third Assistant Jerzy B. Glowacki, who is handy with a brush, lettered three signs, one for mounting on the fireroom console, another for the engineroom console, and the third for the front of the port boiler—all strategic locations for easy reading in an emergency situation," Mr. Lindsey pointed out.

Third Mate And Bride-To-Be Take Early Opportunity To Sign New Benefit Plan Forms



DOING WHAT EVERY newly married or about-to-be-married couple should do at their earliest opportunity, Edward J. Stegle III and Beth Bailey are shown here completing the necessary forms for participation in Company Benefit Plan programs as they apply to married couples. This includes filling in new Beneficiary Designation forms, signing up for Contributory Group Life Insurance (if desired), arranging for Hospital-Surgical-Medical Insurance to include your mate, and so forth. "Of course it isn't necessary for anyone to come to the Marine Department Houston Office to fill in these forms as changes can be easily handled by mail," said Lloyd Heidtmann, left. "The important thing to remember is to make these changes as soon as possible upon marriage." Ed took the opportunity to do so when he was in Houston visiting Beth prior to their marriage on June 8.

The couple met when the third mate came ashore last August in a training assignment in Marine Department Operations. Beth was secretary in Operations. Although it wasn't love at first sight, it was only a few "blinks of the eye" later that the two started dating. Beth was soon displaying a sparkling engagement ring and the wedding date was set. The couple will live in Peekskill, New York.

Leitzell Named To Operations Staff

Third Mate Timothy R. Leitzell on June 3 transferred from the ocean fleet to a shoreside position on the Marine Department Operations Port Staff, Houston.



Mr. Leitzell was graduated from the State University of New York Maritime College in 1968 with a Bachelor of Science Degree in Meterology and Oceanography.

He sailed with American Export Lines on an MSTS charter between Saigon and DaNang for about 8 months. "Our ship was shot at several times by North Vietnamese and I decided that this was not the kind of sea duty I wanted. I applied to Exxon for a job and in January, 1969, I was hired as 3rd mate in the *Esso Dallas.* Later, I sailed as 3rd in the *S.S. Manhattan* when she was between Arctic voyages."

In October, 1969, Mr. Leitzell became the first deck officer to participate in the Marine Department training program ashore. He has since worked in several shoreside assignments. He obtained his 2nd mate's license in May, 1970, and sailed for the first time on this license in the *Exxon Chester.*

In addition to his current shoreside position, Mr. Leitzell is completing his examination for a chief mate's license this month. He is also attending evening classes at the University of Houston where he is studying for a Master of Business Administration Degree. which he plans to obtain in December, 1975.

He is married and is a member of the Houston Propeller Club and an associate member of Master Mariners.

Benefit Question From The Fleet:

Over the course of a year I receive a lot of company mail. Although I read all of it, I am most interested in the notices that have to do with my Thrift Fund account. What reports are sent to me regarding my Thrift Fund and when are they sent?

Answer: 1) Every time you make a Thrift Fund transaction, such as a stock purchase, a loan, or a withdrawal, written confirmation will be sent to you along with a brief summary of the status of your account; 2) A complete statement of the status of your account is sent to you annually; 3) A Thrift Plan Prospectus, including a financial report of the Thrift Fund is sent annually; and 4) At distribution of your account, a statement from which you can calculate your federal income tax liability is mailed to you. All of your Thrift Fund correspondence is sent to your registered Thrift Fund address, unless you request otherwise.

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Baltimore; Boston Win Safety Plaques



Boston Branch Office staff and crew members who participated in a plaque-award ceremony on board the *Exxon Bay State* were, standing from the left: Ellis B. Bessels, senior transportation allocator; Branch Manager Jack W. Bennett, Captain Raymond T. Eaton, Karin M. McNeely, secretary; Captain Eugene R. Crocker, Donald H. Spring, mate; and Marcelino P. Gomes, cook. Kneeling from left are: William G. Foster III, AB/tankerman; Marshall G. Merriam and Barry W. Cook, engineers; Joel S. Stephens and Antonio P. Ferreira, AB/tankerman; and Richard A. Carver, mate. Not available for the picture were Steven Toth, Jr., AB/tankerman; John J. Ganem, cook; and Sherman D. Stanley, AB/tankerman.

Marine Department safety award plaques have been presented to Inland Waterways personnel who were in the Baltimore Branch at the beginning of 1973 and to personnel at Boston in recognition of each group's no disabling injury record that year.

Baltimore employees won the "Best Branch Safety Award" plaque by virtue of the fact that they worked more manhours (254,000) than Boston. However, Boston employees completed two consecutive years without a disabling injury and a plaque was awarded to them in recognition of this accomplishment. They worked a total of 59,112 manhours in 1973.

Recently, Boston Branch Manager J. W. Bennett and his office staff had the opportunity to meet with crew members of the *Exxon Bay State* to congratulate them for their safety record (see picture).

In commenting on the Marine Department's safety program, the *Bay State's* crew wrote a letter to the Port Safety Committee. Quotes from the letter follow:

"The crew of the Exxon Bay State wishes to pass along a few thoughts regarding the Marine Department's emphasis on job safety. Aboard the Exxon Bay State we find that information and suggestions passed along by your committee and personal contacts with Boston Branch personnel have helped us to make safety consciousness an automatic part of the most routine on-board duties. Boston Branch has provided us with hard hats, work vests, and safety posters.

"We know that the company benefits from a no lost-time accident record, but we realize that the real benefit is to those who are involved in achieving such a record.

"We would like you and the Boston Branch to know that we sincerely appreciate the efforts to promote job safety and your concern for our well-being as individuals."

The letter was signed "The Crew of the Exxon Bay State."

Mercer Retires With 26 Years' Service

Lloyd E. Mercer, who has more than 26 years service in the fleet, retired on April 1. "I enjoyed my years with the company—even all our ups and downs. Most of my shipmates were regular guys and I'll miss them. I have plenty of Bermuda grass to keep me busy and I'd like to get in some fishing and maybe even take a boat ride somewhere," he said. He lives in Wilmington, North Carolina. Mr. Mercer began his career in the *Esso Wilmington.* He later served in various vessels as wiper, fireman, and oiler. He was automation oiler in the *Exxon Baltimore* at retirement.



Toney Retires As AB; Gets Big Sendoff

Harry H. Toney retired on May 1. He was AB in the *Exxon Lexington.* Mr. Toney began his seagoing career in November, 1958, when he joined the fleet as wiper in the *Esso Roanoke.* He sailed as a wiper and OS in various ships until November 30, 1968, when he became AB. In addition to a cash donation from his shipmates aboard the *Lexington,* Mr. Toney was honored at a retirement dinner prepared by Chief Cook Leonard J. Scholato. A retirement cake was baked by Baltazar Contreras, 2nd cook and baker, and all was prepared and served under the watchful eye of Chief Steward Charles Monteiro. Mr. Toney lives at St. Francesville, Louisiana.



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Fourth In Series

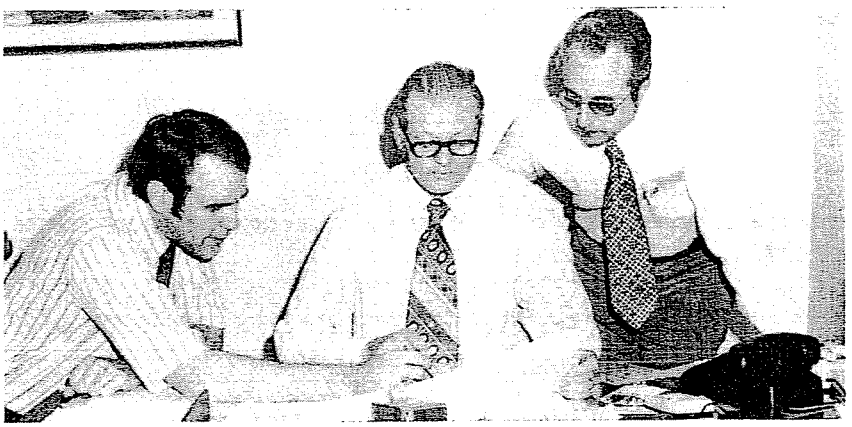
Paulsboro, Baltimore, Norfolk Offices

Paulsboro, Baltimore, and Norfolk are all Marine Department offices located within the New York Branch. The three offices perform most of the same duties as the New York Branch "headquarters" office at Bayway (featured in the June 10 *Fleet News)* except on a smaller basis

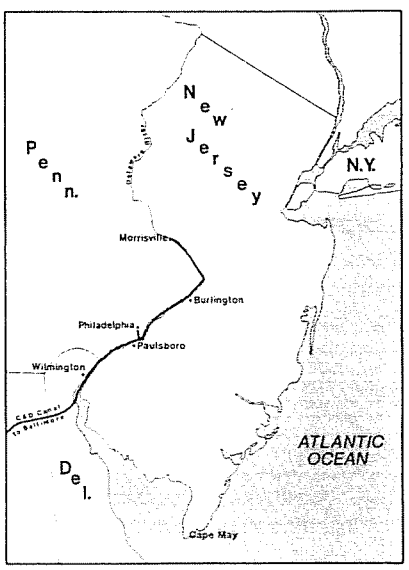
In addition to normal inland waterways operations, each office staff provides agency services for U.S. and foreign flag tankers, schedules tugs to dock and undock ships, helps facilitate crew changes, arranges for minor repairs, sees that stores are delivered, arranges for medical care, works with U.S. Coast Guard and various other governmental agencies concerned with ships in each area, and performs other related duties.

Each staff maintains close coordination with the New York Branch Office at Bayway, calling on this group and its administrative and operations people for assistance when needed.

A brief description of the functions performed by the Paulsboro, Baltimore, and Norfolk offices follows, along with pictures of their shoreside staffs and maps showing the operating area each serves.



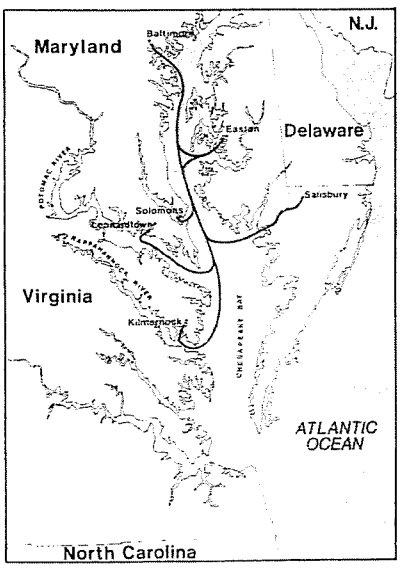
The Paulsboro Office staff consists of C. M. Rassinier, left, J. A. Piercy, operations supervisor, and J. E. Smith. Both Mr. Rassinier and Mr. Smith are transportation allocators.



PAULSBORO: A three-man shoreside staff and three licensed and 13 unlicensed personnel are assigned to inland fleet operations out of Paulsboro. Last year, they moved some 2.0 million barrels of heavy fuel oil from lease storage in Paulsboro to customer industrial terminals located along some 130 miles of waterfront served by the Delaware River and its tributaries (see map). In addition, 10.5 million barrels of clean products were moved from the Paulsboro Exxon Marketing Terminal, where the Paulsboro Office is locted, to three company fuel terminals located at Wilmington, Philadelphia, and Burlington. The Paulsboro Office also arranged for the delivery of another 2.3 million barrels of clean products from Bayway Refinery to the Philadelphia and Paulsboro terminals.

In addition to shoreside deliveries, Paulsboro last year supplied 1.4 million barrels of bunker fuel to 362 U.S. and foreign flag ships calling in busy Philadelphia Harbor or anchored in the Delaware River within a 40-mile range of the office. Of the total 16.3 million barrels of products handled by Paulsboro in 1973, about 11.9 million barrels were delivered by company-owned equipment consisting of one tugboat, the *Exxon Delaware Valley,* two bunker barges each with a capacity of 12,000 barrels, and one clean products barge of 30,000-barrel capacity. The balance was handled by chartered equipment.

BALTIMORE: Operating from the Exxon Marketing Terminal at the Port of Baltimore, personnel in the Marine Department Baltimore Office arrange for the delivery of nearly 1.3 million barrels of products annually to Exxon and customer terminals in the Chesapeake Bay area and up the Potomac River as far inland as Kilmarnock, Virginia (see map). But the largest portion of Baltimore Office busi-



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ness consists of supplying fuel to ships calling in Baltimore Harbor and the surrounding area—some 1.5 million barrels of bunkers to 429 ships in 1973, about 75 percent of which were of foreign registry. In addition to the office staff shown at right, four licensed and five unlicensed inland personnel work out of the Baltimore Office. With only one company-owned tug, the *Exxon New Jersey,* and a 12,000-barrel black oil barge assigned to Baltimore, it is obvious that the office depends mostly upon chartered equipment to make clean product deliveries, both to terminals and ships. The office also handles charter movements of asphalt from the Baltimore Marketing Terminal to a customer terminal at Richmond, Virginia.

NORFOLK: The Norfolk Office is the focal point for the company's inland operations in the Chesapeake Bay area. Included in this area are two major rivers, the Potomac and the James (see map). Also included in the area are two of the nation's largest shipyards, one at Newport News, the other at Norfolk.

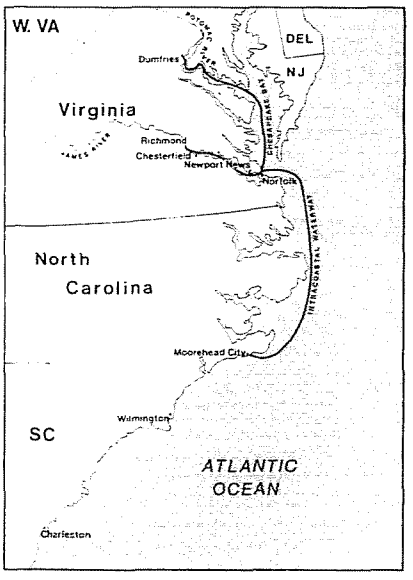
In addition to three people on the shoreside staff, other personnel assigned to Norfolk inland operations include seven licensed and 11 unlicensed personel. They operate a push-tow unit, the *Exxon Crystal River* and her 20,000-barrel barge, used to move heavy fuel oil to two electric generating plants, and the tug *Exxon Virginia* and two bunker barges, each with a capacity of 12,000 barrels, used mostly in local terminal and bunker service. The Norfolk Office assigns crews to company-owned inland waterways vessels operating out of Paulsboro and Baltimore.

Last year, some 32.4 million barrels of products were delivered in owned and chartered equipment to company and customer terminals in the area. Another 2.1 million barrels of bunker fuel were delivered to ships, about 80 per cent of which were foreign. Norfolk delivers bunkers to our own ships when they are in the two repair yards. On occasion bunkers are also supplied to Navy vessels.

As Norfolk is a baseport for Exxon ships, both as a port of call and as a repair center, the Norfolk Office staff becomes quite involved in personnel work, especially in facilitating crew changes. About 150 company seamen make Norfolk their home port.



Making up the staff at the Baltimore Office are, from the left, Bruce Young, transportation allocator; Alice C. Mosier (recently transferred to Norfolk), secretary; and A. Levan, Jr., operations supervisor. (Just as *Fleet News* was going to press, word came that Alice Mosier had died at Norfolk.)





The Norfolk Office staff consists of Freda H. Smith and Tom Shearer, transportation allocators, and Operations Supervisor Harry Boyce.

EXX-MOR-006600

Port Steward Dewitt A. Hodges Dies In Houston Hospital; Had 41 Years' Service

Dewitt A. Hodges, 63, died on June 10 in a Houston hospital. He had over 41 years of service with the company and had officially retired from the Marine Department on June 1.

Mr. Hodges began his career in the Marine Department on November 12, 1932, when he left his hometown of Brinson, Georgia, to join the *SS Dean Emery* as a member of the Stewards Department. He took correspondence courses in baking, cooking and butchering to help prepare himself for advancement and on November 20, 1934, he became 2nd cook in the *C. J. Barkdull*. In less than a year, while serving aboard the *John Worthington*, he was promoted to chief cook and then to chief steward.



In 1940, Mr. Hodges came ashore as food inspector and delivery clerk at Bayonne where he worked his way up to the position of senior assistant port steward. In June, 1944, he accepted a loan assignment to the War Shipping Administration in Washington and was sent to the Panama Canal Zone to set up a stockpile to store all vessels transiting the Panama Canal for the Pacific war zone, and to see that these vessels were properly stored, provisioned, and dispatched without delay. When the war ended, he returned to the company as senior assistant port steward and served until September, 1952, when he was named port steward in New York. He transferred to Houston in this capacity in 1961.

Mr. Hodges made a number of noteworthy contributions to the Marine Department during his career. He was a member of the organizing committee of the Esso Tanker Men's Association in 1939. This was the first unlicensed union in the fleet. He developed one of the best Stewards Departments in the shipping industry and introduced many choice items to menus not usually found in tankers. Because of the high standards of sanitation maintained aboard vessels by members of the Stewards Department under Mr. Hodges' direction, the fleet has been awarded the U.S. Public Health Service's highest sanitation award for 16 consecutive years. His personal contact and rapport with the men in the fleet and ashore earned him their deepest respect and admiration. He was a member of the Port Stewards Association of New York for more then 20 years.

Mr. Hodges is survived by his widow, Mrs. Lois Ivey Hodges of Houston; three sisters and three brothers all of Georgia; and several nieces and nephews. Services were held in Brinson Methodist Church on June 13 and burial was in the Brinson Cemetery.

ESO Extends A 'Thousand Thanks'

The Exxon Steward's Organization had prepared a certificate of Appreciation which they planned to present to Mr. Hodges. Unfortunately he died before the certificate could be delivered. It is reproduced here.

EXXON STEWARD'S ORGANIZATION

presents this

CERTIFICATE of APPRECIATION

to

DEWITT · A · HODGES

How hard it is to express what we really think of you?
Where are the words to reveal our deepest thoughts?
Who is there to replace you in our hearts?
What can we tell you after your years of telling us the things we had to know?

Mr. Hodges – and you always will be Mr. Hodges to us – your loyal and devoted Stewards. Your years as "Our Boss" have made our job a comfortable one. Comfortable because you corrected us when we were wrong – but with understanding; Comfortable because you came to our defense whenever we were unfairly criticized.

But above all our close association with you through the years has built a bond that never can be broken. We admire you as a Port Steward whose ideas best can be described as "progressive". Whether it was your battle to have steak served to everyone in the fleet at least once a week; Whether it was your insistence on providing us with the best equipment possible; Or whether it was your pride in the good feeding and good housekeeping that brought so many awards to Exxon ships.

We, your Stewards know that none of these would have been possible unless your every waking hour was spent planning ways and means to make life aboard an Exxon ship a happy experience – happy for us and happy for those we served.

For these and the countless personal favors you extended to us during your forty years of service to the fleet we salute you with "a thousand thanks".

Um Mil Obrigado

Executive Committee

James Kerns

Alvin P Bergeron

John Jr Collins

Adviser