

EXXON FLEET NEWS

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Marina Operator Sends 'Thanks'

Courtesy and respect are appreciated and create much goodwill for the company. For example, the operator of Shady Harbor Marina, located on the Hudson River about 15 miles south of Albany, wrote to express his personal appreciation to the captain of the *Exxon Maryland* for slowing down when passing the marina and another small dock nearby.

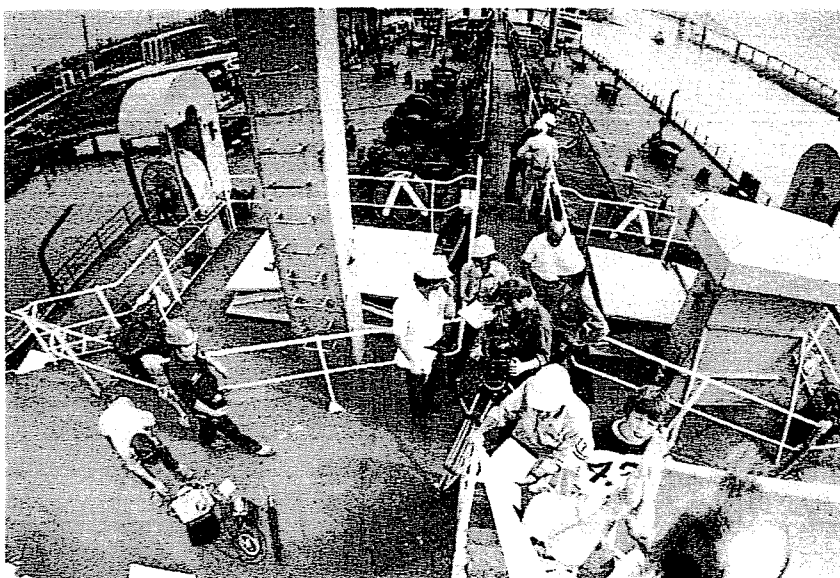
In the letter, addressed to C. O. Peyton, president of Exxon International Company, the operator, H. M. Lounsbury, wrote, in part: "This letter is not only from me, but also represents the feelings of all boat owners located at Shady Harbor Marina and at a small private dock nearby. I would like the name of the captain so that I can personally write to him and thank him for his courtesy and respect for the boats tied up at these locations. It is obvious to us that the captain reduces his speed as he approaches the area, picking up speed after he realizes his wake is past us. The Hudson River is rather narrow at our location, and in the past many boats have been damaged as the result of the wakes from other tugs..."

The letter was forwarded to O. R. Menton who supplied the writer with the names and addresses of the two captains who serve on the *Exxon Maryland*: Captains Arthur R. Moore and William H. Larsson.

EQUITY UNIT IS \$8.01

The value of each unit in the Thrift Fund equity portfolio as of the last business day in August was \$8.01.

'Exxon Chester' One Of Stars In Color Film



Camera crews, actors, and others involved in producing a movie film for the company are shown on deck on the *Exxon Chester*. The boy featured in the film is climbing the ladder at lower right.

The deck of the *Exxon Chester* became a sort of movie studio recently when actors and camera and sound crews came aboard the vessel at Bayway to shoot what the movie industry calls "footage" for a color movie being produced for Exxon, U.S.A. The 28-minute film, entitled "A Funny Thing Happened on the Way to the Gas Station," is scheduled for completion in November. It will then be shown on nationwide TV and made available to community groups throughout the country.

The movie details the fantasy of a 12-year-old boy who "follows" a gallon of crude oil from the drilling rig through the many steps needed to convert it into the gasoline sold at his local service station. In addition to filming aboard the *Chester*, scenes were shot in tank farms and other areas at Bayway and Bayonne and additional footage was taken at drill-

ing and production sites in Anahuac, Texas, and at an Exxon service station in Closter, New Jersey.

The film is designed to make the public aware of the complexity of the oil business. Through the travels of the boy, it shows the time and expense involved in getting crude from the well, manufacturing it into the finished product, and delivering it to the customer.

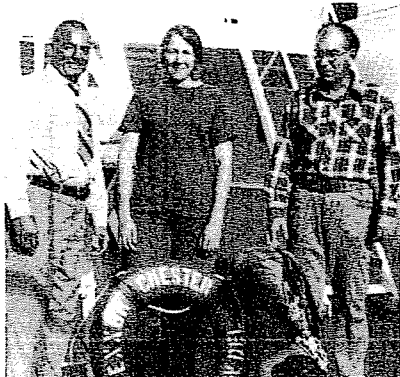
Towboat to be Christened

A new 1,130-horsepower towboat for Baytown Branch inland waterways service will be christened at Brownsville, Texas, on October 9. The vessel, named *Exxon Brownsville*, will be used mainly to push two 15,000-barrel chartered barges carrying clean products from Baytown to Brownsville, Corpus Christi, Lake Charles, and other terminals.



THE TWO-YEAR JONES F. DEVLIN award was presented to officers and crew members in the *Exxon New Orleans* recently. Those on deck for the award-presentation ceremony were, from the left, David L. Malpass, Joao D. Costa, Christopher T. Guida, Arthur Daniels, Fernando A. Ferreira, Brandon H. Orcutt, Carolyn A. Goodson, Vincent S. Franzik, Captain Robert F. Stap, Robert J. Wolfe, F. Ames Smith, Operations manager who made the presentation, Sabastian L. Koep, Captain William J. Falvo, relieving master, Joseph F. Padelsky, and Clarence Day, Jr.

'She Has More Salt In Her Nylons'



J. W. Bennett, left, Boston Branch manager, and Captain Edwin J. Fellows welcome Susan Williams aboard the *Exxon Chester*.

"She's not your usual Boatswain's Mate," reads a headline in a publication printed by the U.S. Coast Guard Reserve at Boston. The "She" is Susan Williams, one of the first women Boatswain Mates in the Coast Guard Reserve and now a member of the Stew-

ards Department in the *Exxon Chester*. "She has more salt in her nylons than most men in their bellbottoms," said the article.

Ms Williams, a Boston resident, is an artist who once was the only woman apprentice fire control mechanic at the Boston Navy Yard. In 1967-68 she helped wire weapons systems on board ships at the Navy Yard. She has sailed the oceans off Africa, New England, and Tristan da Cunha, the most remote inhabited island in the world. She recently spent a summer as a steward on a sailing ship on a six-week voyage to study whales. She has taught piloting to new members in the U.S. Coast Guard Auxiliary.

Ms. Williams, would like to sail as OS and plans to become a Deck Officer as soon as possible. She is the second woman in the *Exxon Chester's* Stewards Department. Barbara Souza, formerly on the *Exxon Bangor*, is serving there with her.

Seventh In Series

Baytown Branch Serves Mostly Texas Coast

Employees in the Baytown Branch last year moved about 12.4 million barrels of products in owned and chartered equipment. Of this amount, 749 deliveries totaling some 10.3 million barrels were delivered to Exxon terminals and other shoreside customers from Lake Charles, Louisiana, to Brownsville, Texas (see map). Another 2.1 million barrels of bunker fuel were supplied to ships, most of them foreign cargo vessels calling in the Port of Houston area. Branch Manager Stanley B. Haas estimates that the branch will handle about 800 bunkering jobs in 1974, about 100 more than in 1973, as the result of an anticipated increase in the number of ships calling at the port—the third largest in tonnage in the U.S.

Eight employees make up the office staff at Baytown and 12 licensed and 15 unlicensed personnel man the inland fleet which consists of four owned barges ranging in capacity from 9- to 12-thousand barrels, and two towboats, each a 460 horsepower unit. A new 1,130 horsepower towboat is scheduled for delivery to Baytown later this month and will be used to push two 15,000-barrel chartered barges carrying clean products from Baytown to Brownsville, Corpus Christi, Lake Charles, and other terminals.

Baytown has the largest backhaul movement of any branch in the Marine Department, and it's all outward charter business. On 100 per cent of the trips to Brownsville, heating oil is backhailed to

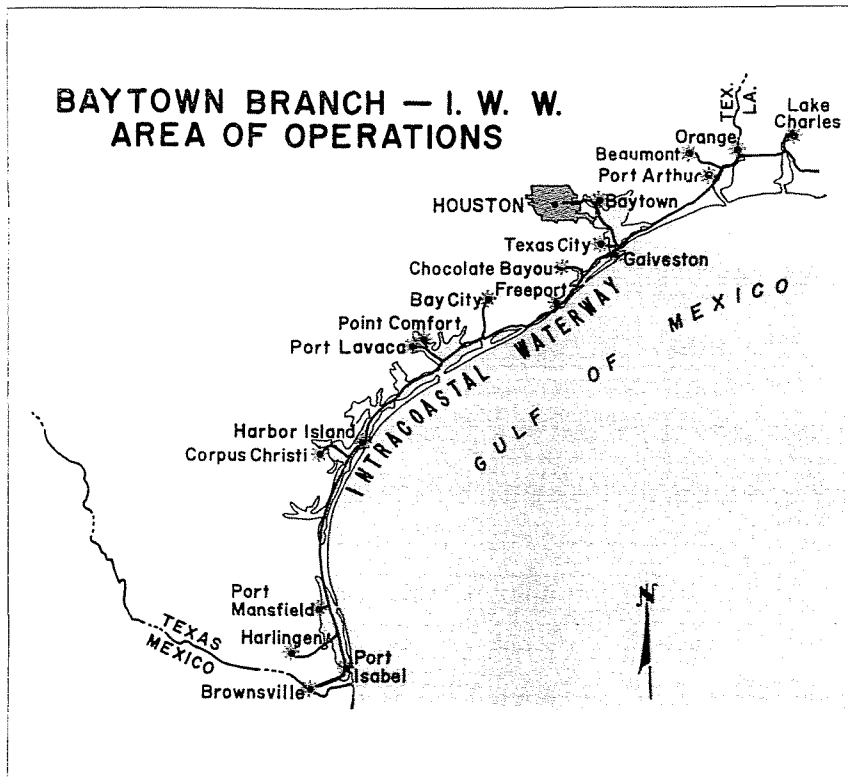
Disabling Injury Box Score

	Total For August	Total Since Jan. 1
Oceangoing	1	11
Inland Waterways	1	7

a large industrial customer in Houston. On about 20 per cent of the Lake Charles deliveries, aviation gasoline is backhauled to another customer. "This backhaul

business markedly increases the productivity of our equipment and makes a sizable contribution to our profit statement each year," Mr. Haas said.

Last year, Branch employees provided agency services for 386 ships. "We expect a slight increase in the number of vessels handled in 1974," Mr. Haas said.



W. A. Scott is employee relations coordinator for both Inland and ocean personnel, and Mrs. Avis V. Cook is secretary.



From the left are: Herman M. Teller, operations supervisor; Don Delozier, loading coordinator; and Stanley B. Haas, branch manager.



Transportation allocators are, from the left: John V. Ponton, Thomas F. Brown, and Waylon S. Boles.

Four Employees In Ocean Fleet, One In Inland Waterways Retire on August 1

Four employees in the ocean fleet and one in the inland fleet who retired on August 1, are: Harry J. Gillway, Wesley Sewell, Gustaaf Van Thillo, Edward Wilson, and Cecil M. Tebo.

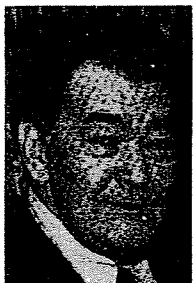
Mr. Gillway, who lives in Sewell, New Jersey, joined the fleet in 1946 as wiper in the *Esso Augusta*. He was promoted to storekeeper in this same vessel later that year. He later transferred to the *W. S. Farish* and was promoted to FWT on June 9, 1947. He was assigned to the *Esso Nashville* as oiler in September, 1947. In July, 1951, Mr. Gillway obtained his 3rd assistant engineer's license and served in this first assignment in this license aboard the *Queenston Heights*. He received his 2nd assistant engineer's license in December, 1966, while aboard the *Esso Baltimore*. He also held a temporary 1st assistant engineer's license and served in this capacity in the *Esso Gettysburg*. His last ship at retirement was the *Exxon Chester*.

Wesley Sewell retired as MM/2nd pumpman. He hired in as AB on the *Esso Bridgeport* in November, 1952. He sailed as AB and deck maintenanceman in a number of ships and in 1966 he participated in the Marine Department's pumpman training program and obtained his pumpman's endorsement. He had assignments in various ships as MM/2nd pumpman and served for a period as chief pumpman. His last vessel was the *Exxon Lexington*. Mr. Sewell, who lives in Currie, North Carolina, says he plans to rest and enjoy being home with his family.

Gustaaf Van Thillo joined the ocean fleet in May, 1957 as AB

in the *Esso Newark*. He filled assignments in various vessels as deck maintenance man, OS and AB, the rating he held at retirement from the *Exxon Bangor*. Mr. Van Thillo lives in Jersey City, New Jersey.

Edward Wilson, began his company employment in December, 1940, when he joined the *W. L.*



Steed as 2nd cook. Within 2½ years he advanced to chief steward and twice survived torpedo attacks by enemy submarines. He was

aboard the *M/S Heinrich v. Riedemann* on April 16, 1942, when the ship was torpedoed and sunk about 150 miles northwest of Trinidad. Mr. Wilson and others who launched a lifeboat, were picked up the next day by a passing freighter and landed at Trinidad. On May 2, 1942, they left Trinidad for New York aboard a passenger vessel.

Although having a ship blown out from under him was a frightening experience, Mr. Wilson was back at sea aboard the *M/S J. A. Mowinckel* on May 27. He also served in the *W. S. Farish* before joining the *Esso Gettysburg* (1) as chief steward in May, 1943.

The *Gettysburg* loaded crude oil at Atreco and sailed for Philadelphia on June 6. About 100 miles southeast of Savannah, Georgia, two torpedoes struck in quick succession. The record shows that Mr. Wilson was one of eight survivors of a crew of 45. He swam away from the burning vessel, through shark infested waters, to reach a damaged lifeboat. With the other seven, he was picked up the next day by the *S/S George Washington* and landed at Charleston, South Carolina. About a month later, Mr. Wilson was back at sea aboard the *M/S Esso Augusta*. He resigned from the fleet on September 27, 1943, but rejoined it again from June to November, 1944, when he resigned a second time. He returned on April 6, 1946, and remained in the fleet until his retirement. He has been regular chief steward on the *Exxon Philadelphia* since the vessel entered service.



A luncheon was held in Norfolk to honor Barge Captain **Cecil M. Tebo** who retired on August 1. Attending the luncheon were, from the left: R. H. Boyce and J. S. Burkart, operations supervisors, Mr. Tebo and Mrs. Tebo, Freda H. Smith, transportation allocator at Norfolk, and Barge Captain Willie G. Berry who is also secretary/treasurer of the independent Unlicensed Marine Union. In addition to his retirement emblem, Mr. Tebo received a barometer clock and a gift envelope from his fellow employees. He has nearly 35 years of service in the Inland Fleet. Mr. and Mrs. Tebo live in Virginia Beach, Virginia.