

EXXON FLEET NEWS

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Football Videotape Program Working, Thanks To Good Cooperation

Thanks to good cooperation on the part of seagoing personnel, the NCAA college football videotape program is working, on schedule. Indications are that personnel in most ships are seeing the games during the first voyage after the tapes are received on board, and are dropping them off promptly at the next port of call for rotating to other ships in the fleet.

Nine new tapes, featuring games

played the previous Saturday, are being added each week to those already circulating. At one time or another, personnel in each of nine ships will be able to see the most current games. On other weeks, they'll see games played within the past two weeks or so—if everyone continues to cooperate to keep the tapes rotating. About 100 football tapes are circulating in the fleet.

The distribution of the college

football tapes is an experiment for Exxon. "We will be evaluating this experimental program through December, when the football season ends, to determine the feasibility and value of trying similar projects in the future," said Gene Crawford who is coordinating the program.

As videotapes can be damaged, they should be handled carefully so that they will be in good condition when passed on to other ships.

Exxon Corp. Earnings Down For 3rd Quarter

Exxon Corporation has estimated consolidated earnings for the third quarter of 1975 at \$550 million, or \$2.46 a share, on revenues of \$12,230,000,000. Earnings declined 31.2 percent from 1974 third quarter earnings of \$800 million, or \$3.58 a share, on revenues of \$11,940,000,000.

Clifton C. Garvin, Jr., board chairman of Exxon Corporation, said earnings for the nine months from worldwide petroleum and natural gas operations were \$1,549,000,000, down 20 percent from \$1,936,000,000 in 1974.

DIVIDEND \$1.25 PER SHARE

The Board of Directors of Exxon Corporation declared a cash dividend of \$1.25 per share on the capital stock, payable on December 10, 1975, to shareholders of record at the close of business November 12, 1975.

This will bring dividend payments for the year 1975 to a total of \$5.00 per share, which is the same as that period for the year 1974.

All 17 Ships In Ocean Fleet Receive AMVER Awards

All 17 ships in the ocean fleet have been recognized for their participation in the U.S. Coast Guard's Automated Mutual-Assistance VESSEL Rescue System (AMVER). Pennants and Certificates of Recognition were presented to the Marine Department for each ship during an awards ceremony in Houston on October 22. Captain Al G. Stirling, USCG, officer in charge of marine inspection, and Captain W. W. Waggett, USCG, captain of the port, presented the awards. Captain Roy J. Merritt of the *Exxon Bangor*, and Captain William L. Straley from the *Exxon Boston* (both ships were in port at Baytown), were invited to Houston to accept the awards on behalf of the fleet. Other Marine Department personnel who participated in the awards presentation were Gerald J. Hargett, radio officer; Ames Smith, operations manager; Captain Leonard H. Earle, port operations manager; and Roger H. Hemminghaus, manager of Engineering & Planning. The awards are now being sent to ships.



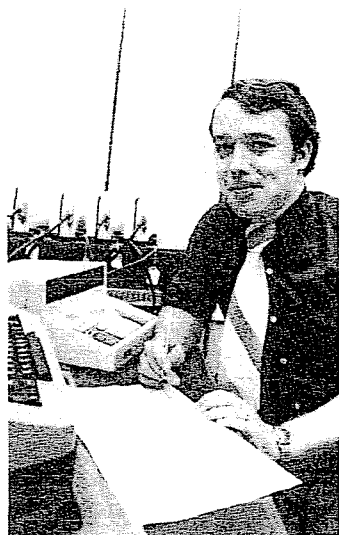
Participating in AMVER awards presentation ceremony in Houston were, from the left: Captain William L. Straley, Captain Al G. Stirling (USCG), Radio Officer Gerald J. Hargett, Captain Roy J. Merritt, and Captain W. W. Waggett (USCG).

To qualify for an award, a vessel must have been on AMVER plot for a minimum of 128 days during the year. The Exxon fleet has voluntarily participated in AMVER, dedicated to the saving of life and property at sea, since the system was originated in 1958. Our ships were among

the first to receive pennants and Certificates of Recognition in 1970, the first year that the Coast Guard began making awards to ships participating in the program. This year, 1,728 vessels of 42 nations will be receiving awards.

Twelve of the 17 Exxon vessels will be receiving awards. (See AMVER, page 3)

On Shore Assignment



RICHARD M. KNOOP, shown here using a computer to lay-out cargo for the *Exxon Sunshine State/Port Everglades* tow, has accepted a six-month shore assignment in the Marine Department Houston Office where he is assisting in Operation's allocation and dispatch activities.

Mr. Knoop obtained his 3rd mate's license from the State University of New York Maritime Academy in June, 1969, and joined the ocean fleet in the *Exxon Miami* the following December. He updated his license to 2nd mate in September, 1970, and received his chief mate's license in November, 1973.

Obituary

Fernando Tirado died on October 15 at Bronx, New York. He was 66. Mr. Tirado retired as FWT in May, 1968, with nearly 35 years of service. He had in-and-out service in Steward's and Engine Department ratings from August, 1929, to January, 1940, and continuous service as FWT or Storekeeper thereafter. His last ship at retirement was the *Esso New York*. He is survived by his widow and two daughters.

Remember: If you have a question on Benefits, call 713-221-6511

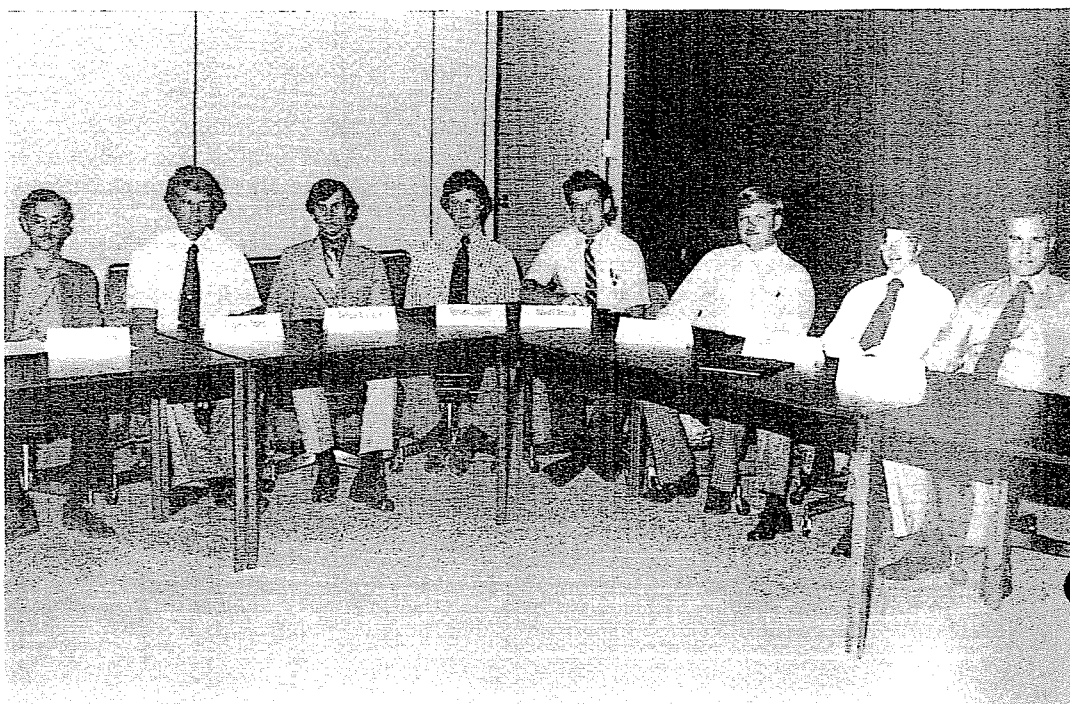
New Deck, Engine Officers Attend Orientation Classes



TEN NEWLY HIRED Deck and Engine officers and four employees who recently became officers attended an orientation program in the Houston Office during the week of November 3. The officers met with Headquarters managers to learn about the company and the Marine Department and its operations. In the **top photo**, from the left, are Third Mates Mitchell Stoller, California Maritime Academy; Bruce G. Johnsen, who obtained his license in June, 1975, and was hired in August; Ronald T. Tarpey, employee who obtained his license in November, 1974; Robert S. Massenburg, III, employee who received his license in April,

1975; David B. Moskoff, State University of New York Maritime Academy; and Michael A. Morris, U.S. Merchant Marine Academy.

In the **second photo**, from the left, are Third Assistant Engineers Leonard A. Pellegrino and Roger J. Sharp, State University of New York Academy; Arthur A. Steier, U.S. Merchant Marine Academy; Richard J. Fahey, Massachusetts Maritime Academy; David F. Driscoll, Texas Maritime Academy; Gary A. Gollenberg and Joseph F. O'Flanagan, U.S. Merchant Marine Academy; and William J. Burney, Jr., employee who obtained his license in September, 1975.



sels received gold AMVER awards in addition to updated Certificates of Recognition for five consecutive years of participation. They are the *Baltimore*, *Bangor*, *Baton Rouge*, *Boston*, *Florence*, *Gettysburg*, *Huntington*, *Jamestown*, *New Orleans*, *San Francisco*, *Washington*, and *Seattle*. These ships are among 222 in the entire Merchant Marine fleet qualifying for a fifth consecutive AMVER award.

Five ships, having less than five consecutive years of participation since 1970, were awarded Certificates of Recognition. They are the *Houston*, *Chester*, *Newark*, *Philadelphia*, and *Lexington*.

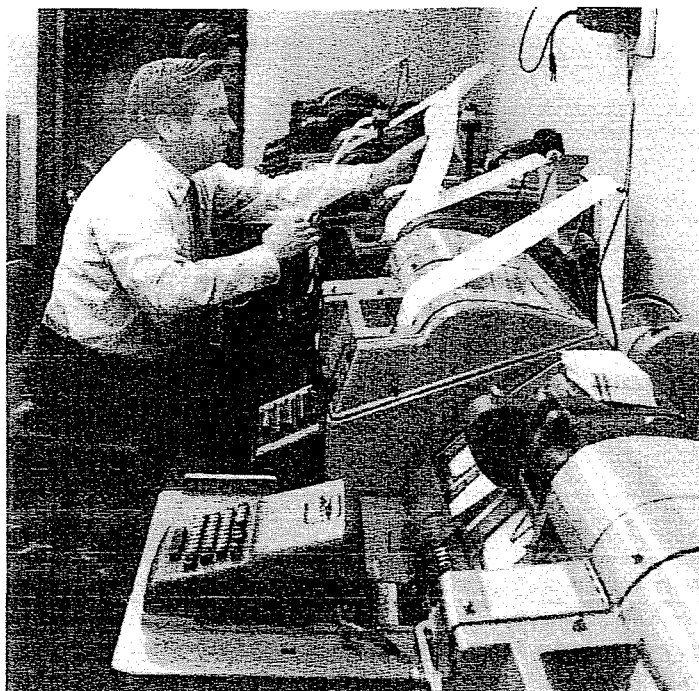
In a letter notifying the Marine Department of its awards, Admiral O. W. Siler, commandant, U.S. Coast Guard, who is the U.S. Maritime Search and Rescue coordinator, said: "The contribution of these vessels to this humanitarian effort justifies proud display of these awards which are a credit both to onboard personnel and to the many vessel operators who encourage participation in AMVER."

...No Call For Help Shall Go Unanswered...

Aiding fellow mariners in distress is a custom as timeless as sea travel itself. In the vast, unpredictable ocean expanses, life or death has in the past often hinged on pure chance—the chance that help was near or the chance that it could be summoned in time. But today, the chance that a ship in distress will go unaided for very long is practically nil, especially if the vessel is sailing under AMVER protection.

International In Scope

AMVER is an international program designed to assist in the safety of merchant vessels



1) Sail plans and position reports sent from ships via participating radio stations are received over these teletypes at AMVER in New York.

of all nations in any ocean. At present, some 6,000 vessels from over 60 nations are participating in AMVER which is operated by the Coast Guard at Governors Island in New York Harbor. About 2,000 ships are on plot at any given time.

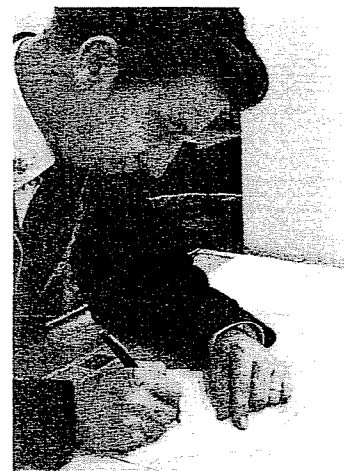
Participating merchant vessels making offshore passages of more than 24 hours send sail plans and position reports, via a specified radio communications network, to the AMVER Center in New York. The reports include the vessel's departure time, its course and speed, destination, and other related data which Coast Guard personnel program and feed through a closed circuit line to a Coast Guard computer in Washington, D.C. The computer calculates positions by dead reckoning for ships throughout their voyages, based upon most recent information. It is highly important that masters provide updated information to the center, especially when their ships are delayed or diverted.

Quick Service

When a recognized Rescue Center of any nation learns of

an emergency at sea, it can quickly obtain a computer-predicted listing of ships in the vicinity of the emergency to see which, if any, might be well suited to provide help. Valuable search and rescue data, such as each ship's radio watch schedule and whether she carries a doctor, is kept on file in the computer and can also be supplied for each ship listed. In addition to producing names and locations of ships that might provide help, the AMVER center can produce a "surface picture" containing the computer-predicted position, course, and speed of each vessel in the area of trouble, along with her search and rescue capabilities—and do the job in about a minute.

Last year, some 109,000 separate voyages were plotted by the center and more than 5,800 SURPICS were provided. And unbelievable as it may seem, AMVER provides all these services free of any charge to participating vessels. Indeed, it is comforting to know that if trouble strikes, AMVER is ready to assure that "No Call For Help Shall Go Unanswered."



2) From teletypes, reports are checked for accuracy and translated into numerical language for use in computer.



3) Each message is punched onto a computer card, then each punched card is further checked for possible errors.



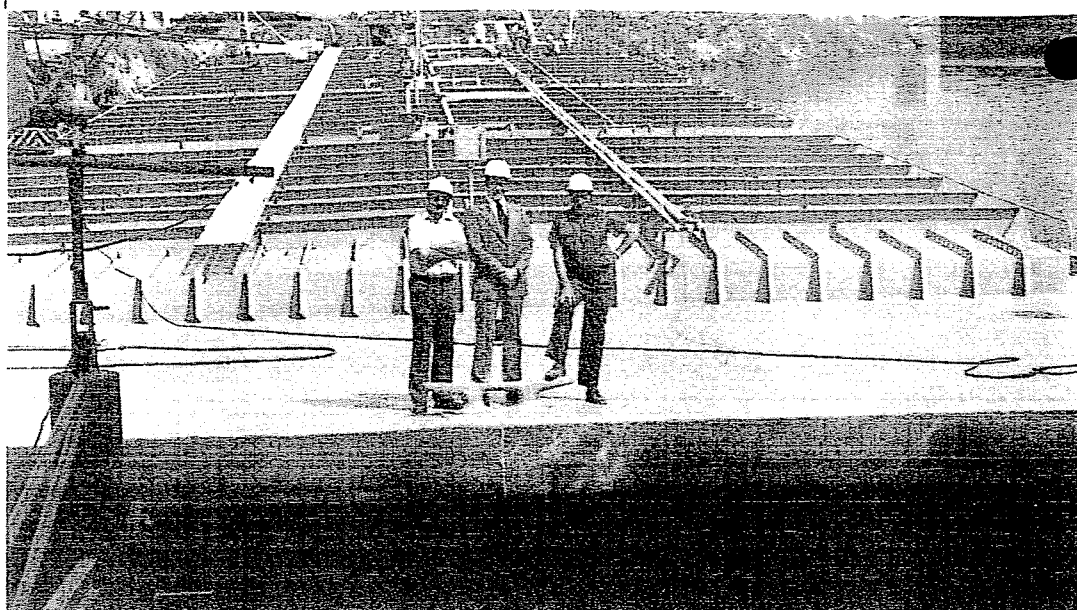
4) The information is then entered into the computer using the card reader.

Freeman Joins Marine



ROBERT M. FREEMAN, III, above, recently joined Marine-Engineering & Planning in the Marine Department Houston Office as senior project engineer. He completed nine years active duty with the U.S. Navy's nuclear power program and holds a B.S. degree in Mechanical Engineering and an M.B.A. degree from the University of Pittsburgh.

First of 18 New Inland Barges Delivered To Marine



THE FIRST NEW EXXON BARGE built at Bludworth Shipyard in Houston was delivered to the company on October 24. The barge, 295 feet long, 54 feet wide, and 12 feet deep, has a capacity of 27,700 barrels. Shown on the bow of the new barge are, from the left, W. R. Breshears, new construction inspector; R. M. Freeman, III, senior project engineer; and Arnie Olsen, new construction inspector. Five

more barges are being built at Bludworth, another eight are being built by Ingalls Iron Works in Decatur, Illinois, and four will be constructed at the Dravo Corporation Shipyard in Pittsburgh, Pennsylvania. The 18 barges, ranging in capacity from 10,000 to 30,000 barrels, will be used in the Mississippi River and Gulf Coast area. The last barge is scheduled for delivery about March, 1977.

Shipmates Wish Floyd Bost Happy Retirement



FLOYD H. BOST, MM/2P, retired November 1 with 27 years of service. He is shown holding an envelope of cash contributed by the crew of the *Exxon Lexington*, his last ship. Congratulating Mr. Bost are, from the left, Captain Robert G. Kirby; Chief Engineer Matthew L. Tingle, Jr.; Mr. Bost; Chief Mate Elbert D. Sprout; AB Robert T. Taylor, Jr., and AB William J. Cain. "I plan to travel and spend more time with my children,"

Mr. Bost said. "I also collect antiques and repair them, so I'll continue doing this, too." Mr. Bost lives in Valdese, North Carolina. He joined the fleet in the *Esso Roanoke* in 1946 and later sailed in various vessels as 2nd pumpman and chief pumpman.

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.

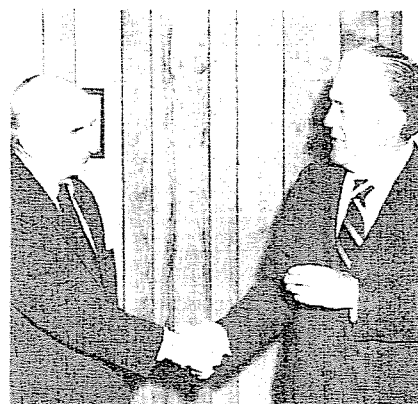
GENE LEGLER

Editor

Service Awards

40 Years

Al Giallorenzi, New York branch manager, completed 40 years of service on October 6. He is shown here receiving company service emblems and congratulations from O. R. Menton, Marine Department general manager.



30 Years

George H. Beodecker, left, senior transportation allocator, New York Branch, completed 30 years on September 10. Operations Manager L. T. Snead made the service award presentation.

