

EXXON FLEET NEWS

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Officers Being Briefed On New Pay System

Ships' officers are being briefed on an improved payroll system for operating personnel in the ocean-going fleet by Paul McEwan, fleet manning supervisor, and Robert E. Gordon, Marine accounting manager. The two Marine Department representatives have visited eight ships so far and plan to go aboard others during the next few weeks to explain the new payroll method to masters and department heads who then present the program to crews in their ships. Mr. Gordon has also briefed Marine Department Branch Office personnel who will explain the

system to men in their respective tug and barge fleets.

The new payroll system, which goes into effect on October 1, has several major advantages over the previous one. Additional compensation reports will be simplified and submitted on a semi-monthly basis rather than weekly as in the past; the semi-monthly reports will permit more consistent and timely payments to seamen; pay vouchers accompanying paychecks will be simplified; each man can quickly and easily check his pay each period; year-end

(See **NEW SYSTEM**, page 3)

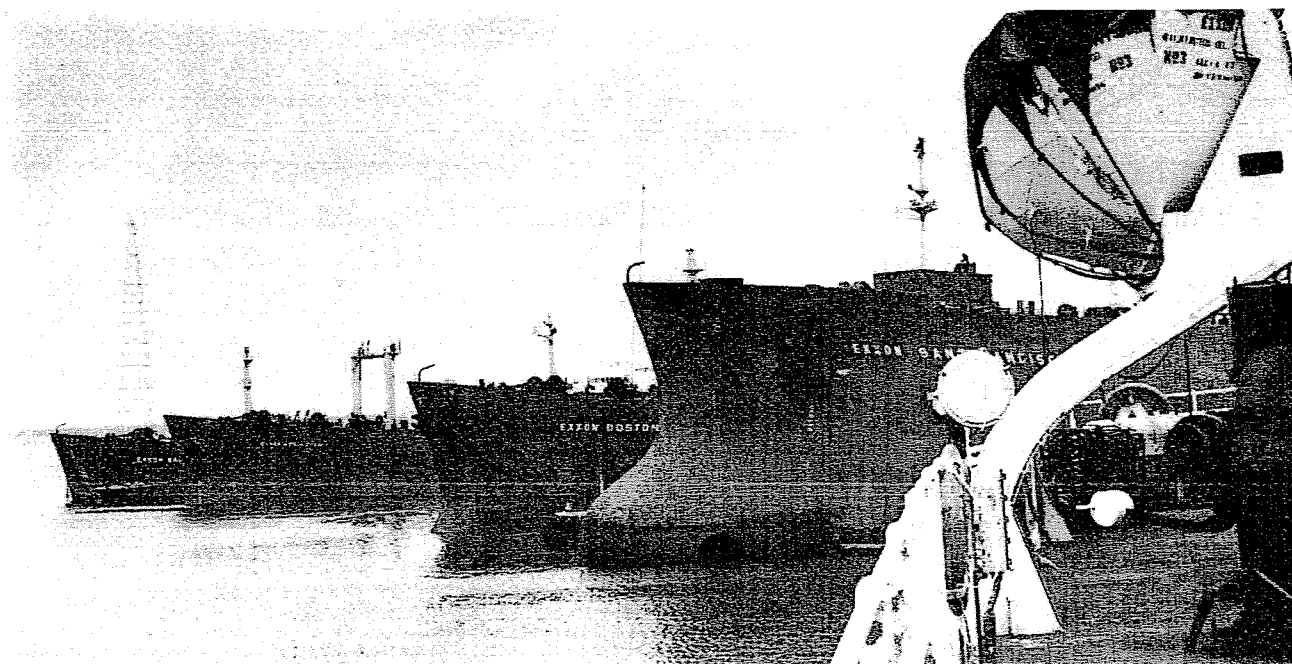
Sometimes It's A Baffling Business

The *Exxon Florence* was discharging naphtha and heating oil at New York on August 28 and 29 when a last-minute decision was made to send her to Aruba. But the decision involved more than just notifying her officers and crew of the offshore voyage.

Employees in the Fleet Manning Section in Houston had to "turn to" in a hurry to locate a master, chief mate, and 2nd mate.

It wasn't that these officers were missing—it was just that Captain

(See **EXXON FLORENCE**, page 4)



ALTHOUGH THE NATION'S HIGHWAYS were crowded with cars over the Labor Day weekend, Exxon Company's docks at Baytown were crowded with ships. Five vessels, nearly a third of the fleet, arrived within a short time of each other. While the *Exxon Lexington* and *Exxon Baltimore* were dis-

charging crude, the *Exxon San Francisco*, *Exxon Boston*, and *Exxon Gettysburg* were loading clean products for East Coast customers. The photo, taken from the *Gettysburg*, shows the other four ships. After departing Baytown, the *San Francisco* and *Boston* were delayed several hours by tropical storm Delia.



THE FIRST SHIPBOARD FEMALE EMPLOYEE in the company's fleet of Exxon tankers is Ada Bell Davis, shown here with Chief Steward Daniel E. Alves. She began her employment in the Steward's Department aboard *Exxon Baltimore* on September 1. Ms. Davis was a cook-trainee in the Houston Independent School District for about a year and had been cooking at a well-known cafeteria in downtown Houston for nearly two years prior to joining the *Baltimore*.

"This job is a brand new challenge for me, one that I've been looking forward to since the opportunity to serve aboard a ship became available. I am confident that I can do the work required of my job status at sea. There is another reason why I want to go to sea. I want to buy a car and I could never save enough money while working in Houston where shopping centers are so convenient and living conditions are high. Now, maybe I can save my wages and finally get the car," she said.

Ms. Davis went aboard the *Baltimore* at Baytown on September 1. Her first voyage was a short one, from Baytown to Harbor Island. However, when the vessel left Harbor Island on September 3, she probably encountered heavy seas caused by a not-so-gentle lady named Delia, the latest tropical storm. However, the storm was fairly short-lived and undoubtedly the ship soon passed through the rough spots and was able to resume smooth sailing on her way to New York.

William Straley Gets Master's License



William L. Straley

"It's hard to describe the feeling of elation that one gets when he finally receives this ultimate of licenses," said Chief Mate William L. Straley who obtained his master's license on July 31. Mr. Straley joined the fleet in November, 1947, as 2nd mate in the *Esso Linden*. He sailed as 3rd mate much of the time. He received his chief mate's license on July 15, 1958, sailing for the first time in this capacity in the *Esso Lima*. He has since sailed as chief mate on a number of other vessels.

"I bought the course for license of master last October, studied hard for four months, attended navigation school for seven weeks, and passed the examination to obtain my license. It was a little like graduating from college, only better."

Marshall M. Russell Advances To 3rd Mate

Marshall M. Russell is a relatively new 3rd mate in the fleet. He studied on his own time and attended navigation school in Seattle, Washington. "I enjoy sailing and I'd like to advance as fast as I can," he said. Mr. Russell

joined the company on March 20, 1970, as AB in the *Enco Gloucester*. He obtained his 3rd mate's license on October 11, 1972, and served for the first time in this capacity in the *Exxon Baltimore*. He is now in the *Exxon Boston*.



3rd Mate Marshall M. Russell

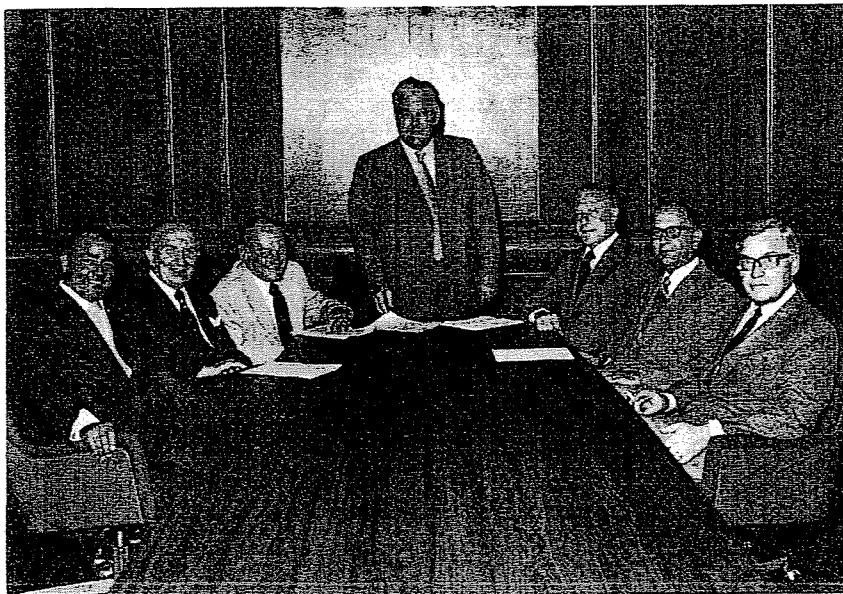


Paul McEwan, left, and Robert Gordon, second from left, hold a "round table" discussion on the new payroll system with 1st Assistant Engineer Louis D. Smith, Chief Steward John P. Gomes, Chief Officer William L. Straley, and Captain Bertram O. Christensen, all in the *Exxon Boston*.

NEW SYSTEM EXPLAINED

(continued from page 1)

W-2 statements and other tax reports will be sent to seamen sooner; and all vouchers, paychecks, and reports will be computer verified, thus providing a higher degree of accuracy.



MANAGERS OF Marine Department branch offices attended a meeting in Houston on August 27 and 28 during which they reported on their respective areas of operation and heard talks by Marine Department managers from the headquarters office. Subjects discussed included operating and administrative procedures, engineering and planning, safety, and pollution control measures. O. R. Menton, Marine Department general manager, moderated the meeting which also included a number of question and answer periods. Branch managers attending the meeting are shown, from the left: Jack W. Bennett, Boston; Al Giallorenzi, New York; Captain Sam V. Gardner, Baton Rouge; Mr. Menton; Larry Roth, San Francisco; John M. Sachs, Port Everglades; and Stan B. Haas, Baytown.

These Phone Numbers Can Save You Money

When telephoning the office of Ed Fischer, Marine Department Benefits Administrator in Houston, for assistance or information regarding Thrift Fund transactions, disability payments, beneficiary designations, insurance, or other benefit plan business, you should phone as follows (Area Code 713-221 plus the extension number listed below):

Employees whose last names start with A through F should call Frank Hagan—Extension 2574.

All G through N names call Betty Butler, Extension 2787.

Those whose names start with O through Z call Lloyd Heidtmann—Extension 2753.

This temporary arrangement will help you get good service until an improved system is established. Eventually it will be necessary to call only one number for plans information and assistance.

If you are calling long distance, the use of the right number can save you money by connecting you immediately to the Benefits Administrator employee who has your records.

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Webb Plans To Enter Sales, Train Others

Hubert C. Webb retired on September 1. His last ship was the *Exxon Florence*. "I plan to go into



direct selling of food supplements and household cleaners and will travel quite a bit teaching, training, and helping others set up a sales organization," he said. "In my spare time, I hope to get in some fishing, painting, stamp collecting, reading, and I'll keep things shipshape around the house. It would be impossible to find a better bunch of men than those I have sailed with over the years."

Mr. Webb, who lives in Houston, was employed in November, 1937, as OS in the *T. C. McCobb*. He became AB in the *Chester O. Swain* in October, 1939. After about four years in military service, he returned to the fleet and was later promoted to bos'n in the *Esso Baytown*. Mr. Webb obtained his 3rd mate's license on March 25, 1948, and served for the first time as an officer in the *Esso Roanoke*. He received his 2nd mate's license on March 9, 1953, and sailed as 3rd mate and 2nd mate in various vessels until his retirement. Officers and crew in the *Florence* took up a collection which they presented to Mr. Webb on his last day aboard ship.

MacDonald Retires; Has 18 Years Service

Donald P. MacDonald joined the fleet in December, 1952, as junior assistant purser/pharmacist's mate in the *Esso Newark*. He left the company in April, 1953, returning about two years later as purser/pharmacist's mate in the *Esso Reading*. He transferred to the Engine Department as wiper in November, 1957, when he joined



DONALD D. LYTLE, who retired September 1, joined the fleet in May, 1951, as AB in the *Esso Manhattan*. He served in this capacity in various vessels during his career in the fleet, his last ship being the *Exxon Baton Rouge*. "I have enjoyed my 22 years sailing with Exxon," he said. "I expect to spend a lot of time driving around the country in a truck camper before settling down, probably in Florida. I hope to keep track of my shipmates and to hear from them." Mr. Lytle left the *Baton Rouge* at Baytown, where he currently lives, with a pocketful of cash presented to him by the officers and crew. He is shown in the life jacket, front row, center, during on-deck presentation ceremonies.

the *Esso Huntington*. In March, 1958, Mr. MacDonald became a member of the Deck Department, serving as OS in various vessels. He later transferred to the Stewards Department as messman, the title he held upon retirement August 1. His last vessel was the *Exxon Bangor*. Mr. MacDonald lives in Milton, Massachusetts.

EXXON FLORENCE (continued from page 1)

James D. Lawton had a medical appointment and couldn't go, Chief Mate Ishmael B. Sadler had arranged earlier to be ashore about September 4 on paid leave which precluded his making the voyage, and 2nd Mate Walter L. Parker was limited at the time to coastwise service for medical reasons.

After a number of quick phone calls in an attempt to obtain replacements for these officers, Captain Davis L. Abernathy, regular relieving master in the *Exxon Philadelphia*, who was on his last week of paid leave was contacted. He volunteered to take command. Chief Mate Robert P. Maher, who was to go aboard the *Exxon Huntington* as 2nd mate, was di-

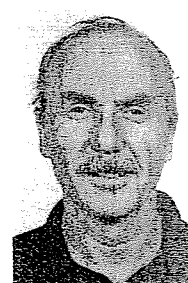
verted to the *Florence* as chief mate. Millard C. Whitson, 2nd mate in the *Exxon Chester*, switched places with Walter Parker.

Thanks to the cooperation of all these officers, the *Florence* was ready to sail for Aruba without delay on August 29. However, a scheduled delivery of foreign crude to Bayway failed to materialize, and to avoid a Bayway slowdown the *Jamestown* was swung to dirty service to deliver crude to Bayway. The *Florence* was then diverted to handle the *Jamestown's* cargo.

SERVICE AWARDS 30 Years



Howard B. McCartney,
Master
October 2, 1973



Wm. W. McKay,
Chief Engineer
August 21, 1973