EXXON FLEET NEWS

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Thrift Prospectus Now Being Mailed To Employees

All regular employees will receive a copy of a Thrift Plan Prospectus filed recently with the Securities and Exchange Commission as part of a Registration Statement under the Securities Act of 1933. The Prospectus is now in the mail.

Registration is for a period of one year. A copy of an updated Prospectus is furnished each regular employee in connection with each annual filing. A similar Prospectus was mailed to employees last year.

Included in the Prospectus is a report of the Thrift Fund's operations for the calendar year 1974, its Financial Statements at the end of 1974, and a summary of the provisions of the Thrift Plan.

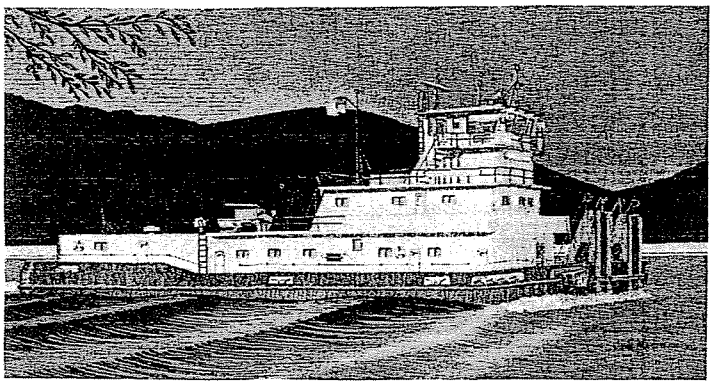
Employees who do not receive copies of the 1974 Exxon Corporation Annual Report as shareholders will receive a copy enclosed with their Thrift Plan Prospectus.

Thrift Fund Record

Thrift Fund participants' savings reached a record three quarters of a billion dollars at the end of 1974.

According to the Prospectus for the Thrift Plans the total net assets of the Fund reached $775.9 million at the end of 1974, a gain of more than $44 million over the end of 1973.

Employees' cash in the Thrift Fund last year earned 7.37 per cent interest.



One of five new Exxon towboats, all to be built to near-identical specifications, is shown in artist's rendering.

Five New Towboats To Be Built

Construction starts in July on the first of five towboats, all to be built in Pittsburgh, Pennsylvania. Four will have twin screw 1,650-hp diesel engines and one will have 1,300-hp engines. The boats will be equipped with full flanking and steering rudder systems. Delivery of the first towboat is scheduled during the first quarter of 1976 with the last delivery anticipated in early 1977.

Construction Underway

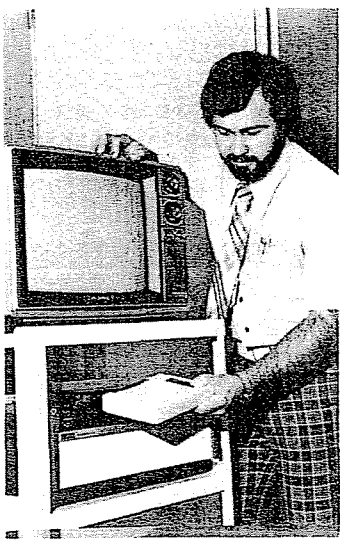
Construction is already underway on 18 barges with a total capacity of 328,000 barrels. The towboats and barges will be put into inland waterways service in the Gulf Coast area. They will carry heavy fuel oil from Baytown Refinery to terminals along the Intracoastal Waterways and the Mississippi River System.

The need for the inland vessels resulted from the $500 million Baytown Refinery expansion program in which increasing amounts of heavy fuel oil and other products will be produced to help the U.S. meet long-term energy needs. The refinery expansion is scheduled to be on stream by early 1977.

March Equity Units

The value of each unit in the equity portfolio as of the last business day in March 1975 was $9.41.

Cavanaugh Comes Ashore



Paul T. Cavanaugh has accepted a temporary assignment in Marine Department Headquarters where he is helping in the development of safety and training programs. He is shown here reviewing a safety film on TV-cassette equipment similar to that on ships.

Mr. Cavanaugh graduated from New York State Maritime Academy in June, 1973, with a 3rd assistant engineer's license. He was hired in the *Exxon Philadelphia* a short time later and has served in various vessels in the ocean fleet since then. In January, 1975, he raised his license to 2nd assistant.

Mr. Cavanaugh's hobbies include water and snow skiing, ice boating, scuba diving, and sailing. He is single and his home port is Buffalo, New York.

Paperback Book Libraries Praised By Ship Personnel

Indications are that the paperback book libraries aboard ships are being well received and well read.

The libraries, one in the officer's lounge and an identical one in the crew's lounge, were established in February, 1974, as the result of requests from employees to improve ships' libraries by providing up-to-date reading material. Since then, new paperbacks have been put aboard at the rate of 10 per month for each library. The books include best sellers (both fiction and non-fiction); westerns; mystery, detective, spy books; and historical and modern novels. The monthly selections are made by a major paperback

(See PAPERBACKS, page 3)

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Interview

Survey Taken On Paper Work In Fleet

Are ships in the ocean fleet operating in "a sea of paper work?"

Have written reports and record keeping become an overly burdensome, time-consuming chore?

To answer these and other questions involving the amount of paper work that it takes to get our ships "from here to there," *Fleet News* interviewed Don Sears of the Administrative Staff who made voyages on several vessels recently to survey this matter.

Q) Mr. Sears, what prompted this survey?

A) We wanted to obtain data on the actual types and volume of paper work going to and from ships and to get the opinion of ships' officers on the current volume of paper work being handled. Did they feel that it was too much, about right, was it all necessary, and should anything be eliminated. We also wanted to know if there were ways to improve ship-to-shore and intra-ship paper work communications.

Q) What ships were involved in the survey and why were they selected?

A) The ships included in the survey were selected to give us a fair, representative cross section of the overall fleet. They were the *Exxon Bangor,* with its specialty service of moving complex cargoes; the *Exxon Lexington,* which makes short voyages involving quick turnarounds; and the *Exxon San Francisco,* a three mate/engineer vessel.

Q) About how much paper work is performed on a recurring basis by officers in these vessels, and is their amount of paper work typical of that performed in other vessels in the fleet?

A) Averaging the three ships visited, we found that the masters spend at least an hour and 10 minutes per day on routine paperwork; the chief mate about 2 hours; and the chief engineer 2.25 hours. These times, particularly the captain's, may vary somewhat depending on the ship, but generally we think they are fairly typical. Of course, if anything unusual happens, such as a disabling injury, the captain's paper work increases. It's interesting to note that about 65 to 70 per cent of the captain's paper work, directly or indirectly, involves personnel. On the other hand, cargo layout and associated figuring and spare parts inventory are the most time-consuming responsibilities of the chief mate and chief engineer, respectively.

Q) How did officers feel about the number of pieces of mail sent to ships from shoreside offices?

A) During an average month, about 34 pieces of mail are sent to ships on a recurring basis. These include circular letters, cost reports, minutes from the Port Safety Committee, etc. Officers indicated that all this correspondence is necessary and found no problem here. Some even requested that we send additional information, including magazines and journals, geared to other than the maritime industry.

Q) You mentioned intra-ship communications. What did the survey turn up here?

A) It showed that the current methods being used to disseminate information to personnel in each ship are successful. Deck officers find the chart table on the bridge a convenient place to display pertinent data concerning their department. Chief engineers, who normally use a routing system and post reports and letters on a bulletin board in the engine room, find these methods best for keeping Engine Department personnel informed.

Q) How would you summarize the overall survey results?

A) The survey indicated that fleet officers felt paper work now being handled by vessel officers, generally speaking, has been kept to a minimum and that there are no real areas wherein some major surgery could be applied to cut it back. Of course, many duties are imposed on us by law or government regulation. Therefore, we will periodically monitor and observe the paper flow to and from ships, not only to keep it to a minimum, but to insure that it all continues to serve a necessary function toward the efficient operation of the fleet.

Battery-Powered Van Used In Research



THIS IS ONE OF TWO battery-powered cars that Exxon Research and Engineering Company is using to develop existing electric car technology and in research to develop advanced batteries for electric automobiles. The two test cars used in the research are prototype delivery vans designed for moderate speed, short-range stop-and-go driving. Each van weighs about 3,200 pounds and is driven by a 20-horsepower, 84-volt DC series motor, powered by 14 separate 6-volt lead acid storage batteries connected in series. The vans have a top speed of about 40 mph and a range of about 30 miles.

One essential requirement is to develop a battery that can drive a car at least 100 miles on a single charge and be recharged overnight, an ER&E scientist said. Although prospects for more powerful batteries becoming available within the next five to ten years is considered very good by the scientists, the practical electric passenger car may still be about two or three decades away. Studies being conducted now by Exxon scientists are helping to contribute to the day when a family can hop into its battery-powered car for a Sunday drive.

Directory Revised

Revised telephone directories, now being printed, will be sent soon to branch offices and to ships for distribution to personnel aboard.

The directories contain phone numbers of company offices, agents, and terminals where employees can call for information concerning arrival and docking of vessels and for other company business. The new directories also give numbers to call during nights, weekends, and holidays for answers to emergency questions concerning vessel assignments.

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

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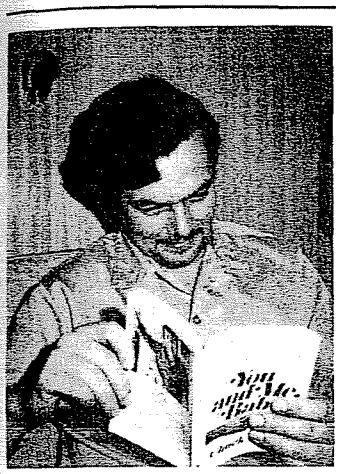
PAPERBACKS

(Continued from page 1)



Gregory B. Yoos, 3rd mate in the *Exxon Baltimore*, checks on what's new in paperbacks.

book distributor in Houston, based on the current best seller list.

Chief Engineer Keith V. Wintenburg, Paul T. Cavanaugh, 3rd assistant, and Mark R. Pierce, 3rd mate, all found the libraries useful and the selection of books about right. "I recall returning from paid le[illegible] recently and thumbing through racks of paperbacks at the airport. I bought five paperbacks that interested me and when I got aboard my ship, I discovered that all five were in the library," Mr. Wintenburg said.

Is Mystery Fan

OS Lee C. Brown is a mystery fan. "I especially appreciate the new mysteries that are sent to ships, along with other paperbacks, each month so that I can read the current best sellers," he said.

"I don't know what subjects are the most popular with the crew, because by the end of the month all paperbacks seem to be pretty dog-eared," said AB Servando T. Trujillo. "I like to read during my time off watch, so I appreciate having the books available. I can k[illegible] up-to-date on the current best sellers right at sea."

OS Genaro Lopez said, "I do most of my reading at night to relax before going to sleep. Having the paperbacks aboard is real convenient and I can always find something that interests me because of the wide range of subjects."

Two Problems Exist

Several shipboard personnel pointed out that two problems sometimes crop up, both of which could be solved by a little more cooperation on the part of everyone. Sometimes a shipmate will see two or three books that appeal to him and take them all to his room, rather than taking just one and waiting for the others to be read and returned to the library. "The temptation is great sometimes, but on our ship we try to get the offender to cooperate by strongly suggesting that he take only one book at a time to his room," said an OS. Another problem concerns books that are not returned to the library immediately after they are read —or not returned at all. The intention is to return the book at some future time, but then the reader forgets to do it. Some personnel write down titles of new paperbacks when they are put aboard and after about a week or so they start tracking down the books they want. "We bug the guys until they finish them," several said.

Griffin Has 40 Years



E. K. GRIFFIN, left, transportation allocator in the New York Branch, received a 40-year service emblem presented by Al Giallorenzi, branch manager, recently. Mr. Griffin was later honored at a luncheon.

Fuel Savings Report Per Ship

Vessel	Month of March (bbls.)	Year To Date (bbls.)
Exxon Baltimore	222	512
Exxon Baton Rouge	1,304	3,127
Exxon Bangor	1,311	2,560
Exxon Boston	1,803	6,444
Exxon Chester	1,765	2,332
Exxon Gettysburg	1,941	3,499
Exxon Florence	237	307
Exxon Houston	2,034	4,643
Exxon Huntington	140	639
Exxon Newark	132	443
Exxon Jamestown	1,756	4,559
Exxon Seattle	6,009	7,701
Exxon Lexington	1,429	3,009
Exxon New Orleans	1,833	3,750
Exxon Philadelphia	2,499	9,592
Exxon Washington	1,508	4,298
Exxon San Francisco	1,307	3,700
Totals	27,230	61,115

THE 27,230 BARRELS OF FUEL saved by the ocean fleet in March represents about 10,000 barrels more than was saved during each of the previous two months. This is mainly the result of further slowdown orders in a weak tanker market.

"The total 61,115 barrels saved so far puts us well on the way toward setting a new fuel-saving record by the end of this year," said Port Engineer T. J. McTaggart.

He pointed out that although the bulk of fuel savings comes from slowing down vessels, the efficient operation of engineroom equipment accounts for a sizable portion of the 61,115 barrels. "Shipboard personnel are to be commended for their continued cooperation and efforts to maintain operating equipment at its peak efficiency," he said.

What Entire Company Is Saving

This year, all departments or functions making up Exxon Company, U.S.A. will save the energy equivalent of about 6 million barrels of oil. This is compared to company usage in 1972, basepoint year for the company's energy conservation program.

The largest part of these energy savings will be realized at Exxon USA's five refineries, where the equivalent of about 120,000 barrels a day of fuel is consumed. It takes energy to process energy —about one barrel of fuel is used to refine 10 barrels of products. Each Exxon refinery has embarked on a major conservation program which is expected to reduce fuel consumption 15 per cent from 1972 levels.

Exxon is also approaching completion of a program designed to reduce by 15 per cent the use of energy in producing oil and gas. Some of the steps already taken include: installing heat recovery units and sophisticated analyzers and controls on compressors and using high-temperature exhaust gases from turbines to drive pumps in a secondary recovery project.

In marketing operations, Exxon has reduced travel and rescheduled itineraries for sales personnel to achieve greater efficiency, lowered temperatures of certain products in storage, improved the insulation on storage tanks, and installed radial tires on its trucks. Service station dealers, in turn, have been advised of various steps they may wish to take to help save energy.

In Exxon USA's buildings, temperature levels have been adjusted to 68 degrees for heating and 75 degrees for cooling, and lighting levels have been reduced by removing every other light in corridors and every third light in offices. In the company's Houston buildings alone, this step will reduce annual consumption of electricity by enough to supply 600 residences a year.

And to encourage car-pooling, a computerized matching system enables employees to locate other potential car-poolers in their neighborhoods.

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Susan Williams Thanks Company

Soon after joining the fleet on August 22, 1974, as a member of the Stewards Department in the *Exxon Chester,* Susan Williams announced her intention to someday sail as an OS and to become a deck officer as soon as possible. On December 19 of that same year, she reached her first plateau—she became OS in the *Exxon Houston.* Now on paid leave, Miss Williams sent a letter to Jack W. Bennett, Boston Branch Manager, expressing some of her thoughts about the fleet.



Recalls Working As OS

"As my paid leave is speeding by, and I'm busy catching up with the Reserves, my family, Boston, and the other things of the land, I recall the sea and the fine time working as Ordinary aboard the *Exxon Houston,"* she wrote.

"As you know, December 19 to March 1 was my first time 'out on deck.' Trying to approach each new task wholeheartedly, I found all the ABs and pumpmen glad to help me by explaining the best ways to tackle a job. The week of tank cleaning introduced me to muck and scale as well.

"Although I realize that I as a woman am not as strong musclewise as a man, I am happy to report that I was able to do all the 'musclework' required of me. This included the day I had the chance to be the center person in pulling up five Butterworth hoses from 45 feet.

Takes The Wheel

"I tried steering the *Houston* for a few hours to learn gradually how to slide a ship onto a course. One of the pilots asked me why I wanted to go to sea. I told him that I liked the ocean and ships and that I'm interested in chartwork. Also, I needed a job, and I liked one that offered a challenge.

"I'm grateful to you and Exxon for giving me this chance."

Signed: Susan Williams

Teagle Scholarship Changes Listed

Several changes have been announced concerning Teagle scholarships.

- With regard to the maximum number of persons per family receiving a Teagle scholarship, the foundation will consider the third application from a family provided the salary of the employee or annuitant is less than $18,000 per year. Previously, the salary limit was $12,000.

- With the exception of the Teagle nursing scholarship program, the age limit of students applying for Teagle scholarships will be 30 years of age and under. Formerly, there was no stated age limit.

- Beginning with the 1975/76 school year, candidates for physical therapy training may apply for scholarships under the Teagle nursing program, provided the school is accredited by the Council on Medical Education of the American Medical Association. A list of approved physical physical therapy schools may be obtained from Marine Department Benefits & Compensation in the Houston Office. The regulations and procedures currently in effect for the Teagle nursing program also apoly to physical therapy candidates.

New Way Found To Contain Flue Gas

How to keep flue gas from escaping into the fireroom from the seal between the steam drum and the boiler casing has long been a problem in ships. Repeated efforts have been made to contain the gas by using cement, but the results were only temporary as cement often crumpled under high heat and the job had to be repeated. Two engineers in the *Exxon Seattle* believe that they have finally solved the problem.

While the ship was at sea recently, Clem DeGrood, 1st assistant engineer, and Francis J. Mathews, 2nd assistant, cut out one of the ship's two boilers from which flue gas was escaping, let it cool, and then went to work with an acetylene torch.

They cut the sheet metal casing under the steam drum in the boiler, renewed brickwork and asbestos blocks as needed, replaced the inner and outer casing, and then tried something new to seal off the gas. They hammered thermoplastic, left aboard by the last shore gang, into cracks between the asbestos blocks and the steam drum instead of using cement as in the past. The thermoplastic hardens like cement but resists heat without crumbling.

The *Seattle* has been operating longer than ever before without flue gas leaks, and the thermoplastic still looks good.

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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 4045, Houston, Texas 77001.

RETIREMENTS

Robert Takes Vows



Paul R. Robert, above, retired March 1 as chief cook in the *Exxon Lexington.* Although he has a house in East Otis, Massachusetts, Mr. Robert is currently in San Francisco where he has joined the community of the Brothers of St. Dominic at the house of St. Joseph. "We live an active monastic life working both in the monastery and at various other jobs the bishop assigns to us," he wrote. "I have already taken the three vows that are required for full membership in the order and I will remain in San Francisco until I am assigned permanently elsewhere. I've had many happy years on board Exxon ships and I leave the fleet with many happy memories and good friends." Mr. Robert joined the company in [illegible]2 and served for a short time as utilityman. He was rehired in December, 1964, as utilityman in the *Esso Florence* and sailed for the first time as 2nd cook in the *Exxon Lexington* in August, 1965. He became chief cook in the *Esso Scranton* in March, 1969. He has also sailed in temporary assignments as steward.

Veracco Will Garden

Peter S. Veracco, who joined Jersey Standard as chef in the company's cafeteria in New York, retired recently as chief steward on the *Esso Pelham.* Mr. Veracco left his shoreside position in May, 1962, to become relieving steward in the inland fleet at New York. He became chief steward in the *Esso Pelham* in June, 1965. "My wife and I plan to spend the winters in the south and summers [illegible]e in New Jersey," he said. "We will also have a garden and in my spare time I may study electronics."

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