EXXON FLEET NEWS

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Report To Employees

1973 Was Year Of Challenge, Progress

The year 1973 was a period when the Marine Department and its oceangoing and inland waterways employees faced and solved many challenging problems. It was also a year of progress and change. In fact, the first change in the fleet came early in January, 1973, when the *San Francisco* became the first vessel to have her hull and stack identification changed from Esso to Exxon. Name changes were made on other vessels as rapidly as possible and by mid-year nearly all were sailing under the Exxon name and trademark.

Another change was announced, this one in February when the Marine Department realigned its headquarters organization, resulting in, among other things, the establishment of two new operating positions: Ocean Operations with Captain L. H. Earle as the manager responsible for tanker fleet operations, and Port Operations with A. D. Mookhoek as manager responsible for inland operations and agency services for the ocean tanker fleet.

Last year, seagoing and inland waterways vessels moved an average of 991,000 barrels of crude and products daily, representing an overall Marine increase of 5 percent, in spite of the fact that we operated with fewer tankers in 1973.

A major problem area during the year was safety. Disabling injuries continued to mount and by year's end 21 employees in

(See 1973 REPORT, page 2)

Buy 'Em In Person Or By Mail; They're Stylish, Handsome, And Give Protection

What are they? They're high quality Hy-Test safety shoes with built-in safety protection consisting of toes with steel caps and heels and soles made of special materials that reduce the danger of slipping.

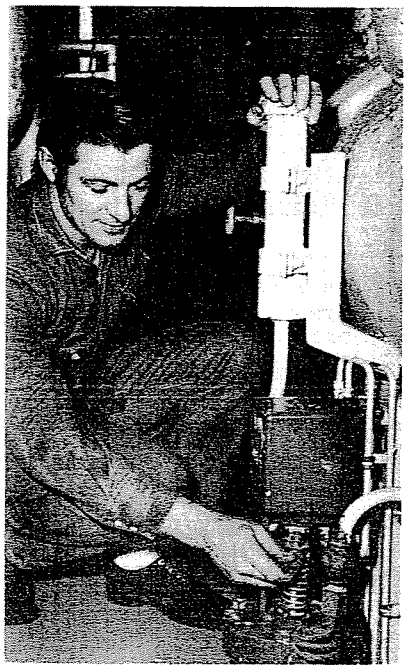
The safety shoes are being made available to employees as part of the Marine Department safety program designed to eliminate foot injuries and injuries caused by slips and falls. The latter category has long led the list of mishaps in the oceangoing and inland fleets.

The shoes will be sold at the industrial list price less 5 percent, which is from 25 to 50 percent below the commercial price charged in stores for the same shoe. BUT, for a limited time, the first pair purchased by each employee becomes even more of a bargain because the Marine Department will pay 50 percent of the cost of the shoes—the first pair only, that is. Employees will be notified well in advance of the limited-time expiration date. Further information on this special purchase program will be coming shortly.

A kit containing five sample shoes, a colorful catalog showing all styles available (some 60 styles to choose from), order forms, and instructions for proper sizing will

(See SAFETY SHOES, page 4)

Conserving Energy



ANDREW J. DUNNE, 1st assistant engineer in the *Exxon Baton Rouge*, is shown adjusting the condensate drain control of the first stage boiler feed water heater. Proper drainage is important to efficient operations because this heater supplies nearly 50 per cent of the heat added to the water in the deaerating feed tanks. Admittedly, keeping close check on the condensate drain control and making adjustments when necessary won't result in the kind of savings that make headlines, but when added to the many other steps that Engine Department employees can take to help keep ships operating at top efficiency, the savings in fuel becomes significant—and saving fuel is what energy conservation is all about.

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Exxon Corporation

Earnings Represent About 1.9 Cents Per Gallon Of Sales

J. K. Jamieson, Exxon Corporation board chairman, in announcing 1973 earnings of $2,440,000, or $10.89 per share, explained that the earnings represent about 1.9 cents per gallon of sales, up about one-half cent per gallon from 1972.

Exxon achieved a 18.8 percent return on shareholders' equity in 1973, compared with 12.8 percent in 1972. On the basis of assets employed, totaling about $25 billion at year end 1973, the return improved to 10.4 percent in 1973 from 7.3 percent in 1972. "I hope this signals the start of a period in which Exxon Corporation will again be earning a rate of return on investment which is comparable to that of leading companies in other industries," the chairman said.

Looking to the future, Mr. Jamieson emphasized that an adequate return on investment is necessary for financing the capital expenditures needed to develop energy resources. "In 1973, our capital and exploration expenditures totaled $2.9 billion, 11.5 percent more than in 1972," he reported. "For 1974 we have already announced a significant increase in our planned capital expenditures to a record $3.7 billion. For the next four years, we plan to make $16 billion of capital expenditures, about two-thirds of which will go to find new oil and gas reserves, to build transportation facilities, and to develop other forms of energy. In addition to the needs to finance these large capital expenditures, additional money will be required to cover the substantially higher cost inventories and receivables resulting from the increasing cost of crude oil and products."

Third Wheel Is Arms, Legs, Back Saver



Gaylord J. Gay, AB in the *Exxon New Orleans,* added a third wheel to a heavy-duty two-wheel hand cart so that now particularly heavy objects can be moved without undue strain on the arms, legs, and back. Mr. Gay bolted a 2-X-6 to the legs of the truck and attached a swivel wheel to the center. Heavy objects, such as gangway platforms, can be rolled with ease. The cart can still be used as a two-wheeler when desired.

1973 REPORT **continued from page 1**

the ocean fleet and 24 in the inland fleet had suffered disabling injuries. "I have put the improvement of our safety record on top of our priority list," General Manager O. R. Menton said. He announced the establishment of a newly restructured Port Safety Committee to give overall direction and guidance for improving safety performance. The safety picture was not entirely gloomy. Nine ships completed the year with no disabling injuries aboard, and Boston Branch employees had zero disabling injuries for the second consecutive year. The Baltimore office had no injuries in 1973 (see article on page 5).

Seven vessels entered shipyards for major inspection and repair work and 11 made foreign voyages during the year. Twenty officers and 31 unlicensed employees retired from the ocean fleet and 6 licensed and 4 unlicensed personnel retired from the inland fleet. As the result of attrition, 24 licensed and 10 unlicensed personnel were hired in the ocean fleet. Four Deck and Engine Department men obtained original licenses during the year and three began sailing as offi-

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cers; 11 others raised their licenses.

Amendments & Awards

A three-year extension to the ESO agreement was bargained, and agreement on a new EROA three-year contract was reached. Negotiations continued with the other two ocean fleet unions. Two new agreements were signed in the Inland Waterways fleet, New York Branch. Unlicensed personnel in the *Exxon Sunshine State* extended the terms of their agreement for two years.

The Marine Department received several significant awards in 1973. They included the AMVER award for 100 percent participation in the Coast Guard's Automated Mutual-assistance VEssel Rescue system, and the U.S. Public Health Service Certificate for outstanding sanitation conditions in both fleets. Both awards were given for achievements in 1972. Jones F. Devlin awards were presented to four oceangoing vessels whose officers and crew members completed two consecutive years without a lost-time injury. The vessels were the *Exxon Baltimore, Exxon Baton Rouge, Exxon Miami,* and *Exxon San Francisco.*

Towboat, Offloading, Lubes & Talk

March was an especially eventful month for Marine Department employees. A new towboat, the *Exxon Kentucky,* was christened and put into service in the Baton Rouge Branch. The *Exxon Newark* lightered the 85,000-dwt *Sylvania* in San Francisco Bay, becoming the first company tanker in recent years to lighter another tanker. She offloaded some 185,000 barrels of Arabian crude, enabling the *Sylvania* to meet draft requirements at the Benicia docks where she discharged the remainder of her 600,000 barrel cargo. And our specialties ships became extra busy in March. The *Exxon Bangor* for the first time loaded solvents and lubes in 35 of her 36 cargo compartments, and the *Exxon Huntington* loaded increased quantities of lubes, alcohol, and refined wax during the month. Both vessels made other record specialties deliveries during the remainder of the year, all to help meet increased demands brought on partly by the energy crunch on the East Coast. Also in March, E. A. Humble, then Marine Department general manager, made an important and timely talk at the Florida Governor's Conference on Energy Supply and Use where he stressed the need for government, industry, and the public to work together to establish sensible and workable environmental regulations and described the need for deepwater ports to serve refining centers in Texas, Louisiana, and along the East Coast.

Meetings, Long-timer & Sale

In April, Shipboard Managers Conferences were held in which masters, chief engineers and their relieving counterparts met with Marine Department managers to review administrative and operating procedures and to gain other information needed to help them carry out their responsibilities aboard ship.

On May 11, Chef Cleveland A. Jones became the first unlicensed seaman in the ocean fleet to complete 40 years service. He was honored in the Houston Office by Marine Department managers. On May 14, the *Exxon Miami* was sold and her regular crew accepted assignments on other ships in the fleet.

Manager, Retirement & Tips

On June 1, O. R. Menton became Marine Department general manager succeeding E. A. Humble who was named executive vice president and director of Esso Exploration Inc.

On July 31, the Marine Department's colorful assistant general manager, Sydney Wire, retired with 40 years of company service.

In August, the Marine Department developed fuel-saving tips for ships and branches to help meet the energy shortage. Also, a new system was put into effect to speed up mail deliveries to seagoing employees.

'Firsts,' ULCC's & Ice-breaker

September produced several "firsts." The *Exxon San Francisco,* due to ideal conditions, loaded some 70,241 tons of products at Baytown for the first time; the first shipboard female employee, Ada Bell Davis, was hired and was assigned to the *Exxon Baltimore* (four other female employees have joined the fleet since then—see article on page 5); and the successful Port Turnaround Improvement Program was extended to marketing terminals.

October brought the announcement that Exxon proposed to build two 400,000-dwt vessels, subject to granting of subsidies by the U.S. Maritime Administration. MARAD has informed Exxon that its application for a subsidy will be approved provided Exxon can negotiate a satisfactory contract with Todd Shipyard Corporation. Such negotiations are underway. On October 7, the famous ice-breaking tanker, *SS Manhattan,* visited the company's refinery at Benicia where she discharged some 350,000 barrels of crude as a record number of Benicia townspeople lined the shores to see her. *delphia, Exxon San Francisco* and the *Exxon Seattle.*

Posters, Energy & Priorities

November saw the beginning of a new monthly poster system that was initiated for ships' bulletin boards as part of a Marine Department effort to increase awareness of potential pollution hazards in the fleet.

In December, a full-scale energy conservation program was announced. Operations Manager Ames Smith was named to coordinate the program. "This is the kind of situation that requires the best efforts of everyone, including employees in both fleets, in all Marine Department offices, and families at home," he said. This program, along with the safety improvement effort, will continue to receive high priority in 1974.

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SAFETY SHOES
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be sent to ships and branch offices early in February. The kit will also contain a list of stores in Houston and Baton Rouge where shoes can be purchased and will give the schedule and location of shoe vans that stop periodically at Baton Rouge and Baytown refineries. It is suggested that when possible, employees purchase shoes in person from a store or van.

If shoes are purchased by mail, it is preferable that they be sent to the employee's home, but those in the fleet who still have long service before paid leave time may have shoes sent to their ships via regular mail through the Houston headquarters post office. Shoes must be paid for at the time of purchase from a store or van. If ordered by mail, a check or money order must be enclosed with the order. The Marine Department will pay all handling, mailing, and other administrative costs of getting shoes to you.

When placing orders for shoes, allow about two weeks for home delivery and about three weeks for delivery to ships.

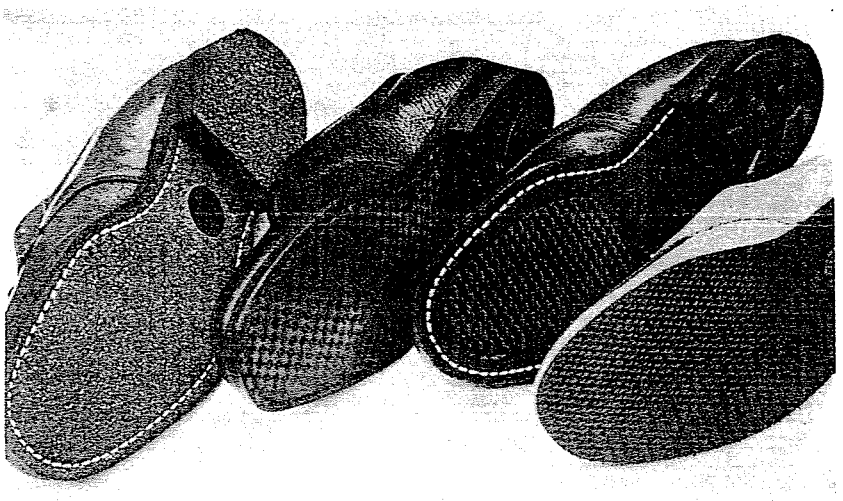
A full description of the safety shoe program and procedures will be included in the kits forwarded to each location.



Safety Coordinator Gene Crawford shows catalog containing pictures and description of 60 types of available shoes. Catalog will be included in a kit to each ship, along with order forms, price lists, sizing instructions, information on how to purchase by mail, and the location of shoreside facilities where shoes may be bought.

Vessels Scheduled To Enter Shipyards In 1974

Twelve vessels are scheduled to enter shipyards this year for major inspection and overhaul work. They are the *Exxon Chester*—February; *Exxon Florence*—March; *Exxon Baton Rouge* and *Exxon Gettysburg*—April; *Exxon Sunshine State*—May; *Exxon Newark* and *Exxon Philadelphia*—June; *Exxon Lexington*—July; *Exxon Huntington*—August; *Exxon Boston* and *Exxon Washington*—September; and *Exxon Bangor* in October. All vessels except the *Chester, Florence,* and *Huntington* are scheduled for the ABS Special Periodic Survey given every four years.



Shoes are built with soles specially designed to help prevent slipping. Several types of soles and heels are shown here.

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$5,000 Check Presented To Webb Institute



The Exxon Education Foundation recently issued a check for $5,000, payable to the Webb Institute of Naval Architecture for the 1973-74 school year. Operations Manager Ames Smith, left, presented the check to Rear Admiral William A. Brockett, president of the institute at Glencove, New York. Admiral Brockett and Mr. Smith are long-time personal friends and former shipmates. The check presentation ceremony afforded an opportunity for them to see each other for the first time since they served together in the Navy flagship *USS Albany* in 1952.

The foundation has contributed $49,500 to the institute since 1955 as part of its program to give financial assistance to institutions of higher learning. The foundation is supported by Exxon Corporation and a number of its domestic affiliates, including Exxon Company, U.S.A. through its foundation. Included in the Exxon USA foundation program are additional annual grants made to various maritime academies, including Maine Maritime Academy, Massachusetts Maritime Academy, U.S. Merchant Marine Academy, Texas Maritime Academy, and State University of New York Maritime College.

January Was Bad Month

January was the worst weather month in five or six years for marine operations in the Mississippi River. Seven ocean vessels encountered substantial delays during the month, as did some inland waterways equipment.

Inspector Named

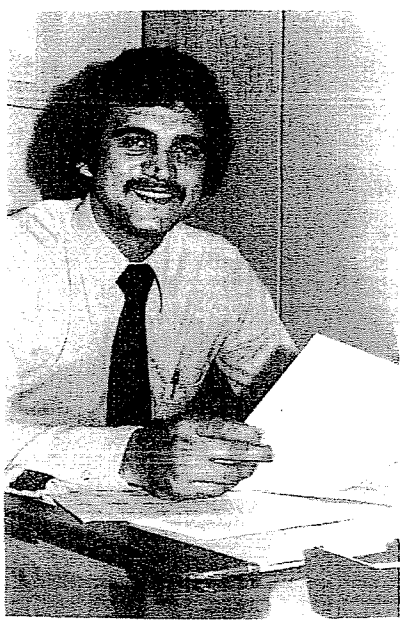
Gerard (Jerry) Libero recently joined the Marine Department as repair inspector. He holds a 2nd assistant engineers license.

Upon graduating from the State University of New York Maritime Academy in 1965 with a BS degree in nuclear science, Mr. Libero served as marine inspector for the U.S. Coast Guard at Galveston, Texas, for three years. He then joined Todd Shipyards Corporation at Galveston where during the next four years he periodically sailed as 3rd and 2nd assistant engineer, was promoted to assistant machinery superintendent, and later was named ship repair superintendent. In these capacities, he helped convert seven tankers into container ships for Sea-Land Corporation, automated and supervised the conversion of engine rooms in three vessels for U.S. Lines Steam Ship Company, and supervised repairs and drydocking to various U.S. and foreign flag vessels.

In 1972, Mr. Libero became a project engineer for a thermal insulation company in Austin, Texas. After serving in this capacity for about a year, he returned to ships again, this time to the Seatrain Shipyard (formerly the Brooklyn Navy Yard) where he assisted in the final preparation of the $70 million 225,000-dwt *Brooklyn,* the largest tanker built todate in the U.S. On January 7, he joined the Marine Department.

Mr. Libero was born in Brooklyn, is 30 years old and single.

The New York Branch supplied the Brooklyn with her first bunkers —some 29,000 barrels of No. 6 fuel oil for use in trial runs, testing machinery and on a voyage to an overseas port where she was to take on additional bunkers.



Gerard Libero

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GENE LEGLER ..... Editor

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