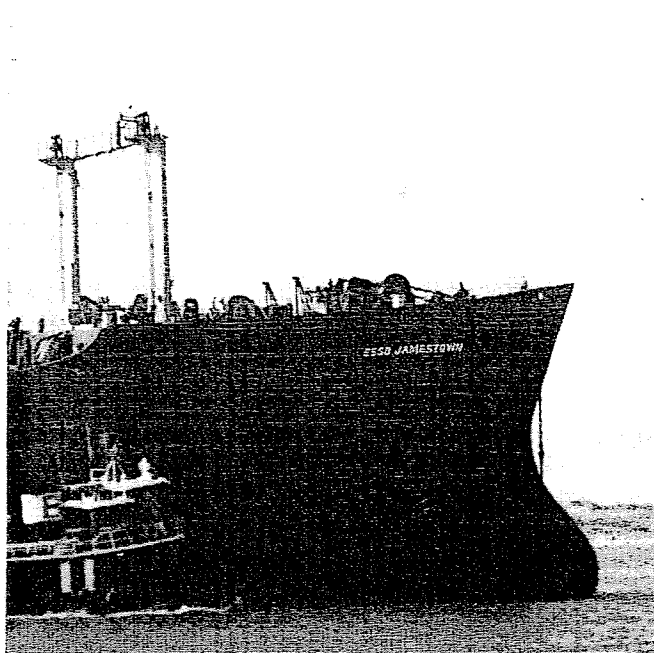


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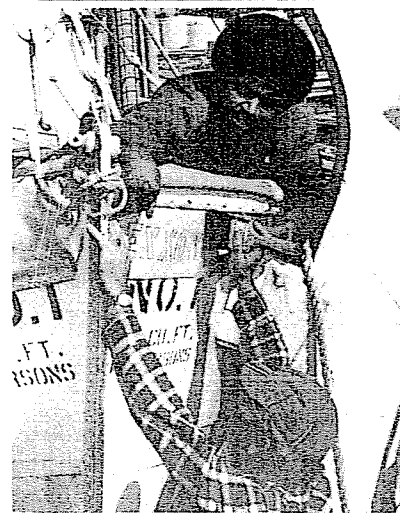
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She Came In 'Esso' And Went Out 'Exxon'

She steamed into Baytown about noon on Friday, January 26, as the *Esso Jamestown* (above left) and departed early Saturday morning as the *Exxon Jamestown* (upper right). At *Fleet News* presstime, she was the latest seagoing vessel to have her hull and stack changes made. Already sailing under the new trademark are the *Exxon San Francisco*, *Exxon New Orleans*, and the *Exxon Sunshine State* and her barge, *Exxon Port Everglades*. The name changes are being made as rapidly as possible in each ship and inland waterways vessel. In the photo at the right, Wesley F. Frazier, AB, with brush, and Bobby C. Taylor, OS, practice with a stencil to determine the proper position and angle for stenciling the new Exxon name on the *Jamestown's* life boats. This, plus other identification changes, will be made at sea by the crew.



EROA Committee Visits Houston Office

During a visit to the Marine Department Houston Office recently, two radio officers in the fleet were given a guided tour through the company's teletype office and the post office.

John W. Heistand, radio officer

in the *Exxon Jamestown*, and Rex G. Carpenter, radio officer in the *Esso Baltimore*, spent more than an hour inspecting teletype facilities on the company's eighth floor where Miss Jacqueline Stevens,

(See MAIL, page 3)

Exxon ID Cards Mailed

New Exxon identification cards were mailed during the past three weeks to personnel in vessels and to those ashore. If you have not yet received your card, contact the Personnel Services Section.

TAFFRAIL TALK

"WE'VE BEEN IN nearly every state, twice in some of them," said George M. Poor, who retired in 1968 as operations supervisor in the Boston Branch. Mr. Poor and his wife own a 26-foot completely equipped Airstream trailer (shown here) which they pull with a 1968 Olds. "I've got 103,000 miles on the car," he said when he and Mrs. Poor visited the Marine Department Office recently. The couple has also traileered through eastern and western Canada and has been to Mexico twice. The Poors spent last Christmas in Mexico City and New Years in Acapulco. After their visit to the Houston Office, they left for Boynton Beach, Florida, where they are selling a house. "Then we plan to get rid of this old rig and buy a



new 31-foot trailer and a new tow car," he said. "When we're not on the road, we'll make our headquarters at Holiday Out Trailer Park in Jensen Beach, Florida." The Poors find that trailer life is relaxing, opens the way to meet many interesting people, and af-

fords an economical way of seeing new areas. "Our health is good, we're enjoying ourselves, and we look forward to many more years of happy traileering," he said. Their son, Gary, is 3rd assistant engineer in the fleet.



A SCALE MODEL of the *Exxon San Francisco* was presented recently to Jack W. Bennett, left, by Gregory V. Brooks, captain in the tug, *Esso Bay State*. "When I was hired in April, 1970, as mate in the *Esso Connecticut*, I decided to build a scale model of an ocean-going ship and settled on the *San Francisco*," Captain Brooks said. "George Boer (design drafts-

man in the Operations-Technical Section) provided me with the plans which I reduced to scale: 1/16 inch equals 1 inch. This made the model 53 inches long. I used the plank and frame method of construction, balsa wood for the hull and sheet plastic for the house aft. Total construction time was two winters. Since the *San Francisco* runs regularly to Everett, I

was able to take many photos of her to help in detailing the model. After displaying the finished model in my home for a while, I began to look for someone to give it to. My wife suggested Mr. Bennett because he gave me the original break to go skipper when I was only 24. I carried the model from Ft. Lauderdale to Boston right on the jet plane and many people asked about it. I presented it to Mr. Bennett as a Christmas present. I have started construction on my own command, the tug *Esso Bay State*."

THE LAMP, the four-color magazine published quarterly by Exxon Corporation for shareholders, will feature the oceans in its February issue. Various aspects of marine operations in both Exxon Corporation and Exxon Company, U.S.A. will be covered. If you are not already on the list to receive the magazine, you may want to request this particular issue—it promises to be of unusual interest. Write to: The Lamp, Public Affairs Department, Exxon Corporation, 1251 Avenue of the Americas, New York, New York 10020.

MAIL, continued from page 1

supervisor, explained the functions of various pieces of teletype receiving and sending equipment. She described how messages from ships are received and promptly dispatched to proper offices in the Marine Department, how Marine Department messages are relayed to other ships, and answered questions regarding other phases of teletype operations performed by the group. Last year, the office handled more than 7,000 radio messages to and from ships.

The two officers then toured the company mail room where Supervisor Bryant A. Burch explained how each working day the mail room staff sorts, dates, and forwards more than 1,500 pieces of mail to shoreside, seagoing, and tug-and-barge personnel. He also explained how a seaman's mail is checked against the Personnel Change Notice (PCN) board, which lists current assignments and locations of officers, crews, and ships; how mail is forwarded to men on paid or sick leave; how union mail is recorded; how all registered, certified, and insured mail is handled; and described other steps taken to help seamen get their mail in a minimum of time.

Mr. Heistand, president of the Esso Radio Officers Association, and Mr. Carpenter, secretary-treasurer of the association, complimented personnel in both the teletype and mail room offices for their expertise in handling their respective jobs. "Because of our visit, we now have a good understanding of their operations. We also know some of their problems. In turn, they had a chance to talk to us and learn more about the important part good teletype and prompt mail service plays in the efficient operation of our ships and in keeping up the morale of all of us who operate them," the two officers said.



30 YEAR service emblems and watches were presented to two masters who visited the Houston Office recently. The presentations were made by General Manager Emmett A. Humble to Captain Robert F. Stap, above, left, and to Captain Charles L. Hosch who shows his watch to Mrs. Hosch.

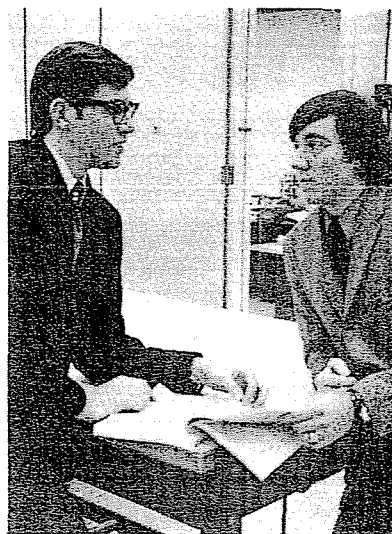
Carney, Reeder In Shore Assignments

Two seagoing licensed officers, James J. Carney, Jr., and Craig E. Reeder, are serving in temporary shore assignments in the Marine Department Houston Office. Mr. Carney, 3rd assistant engineer, is in Operations Technical where he is working on various engineering projects, including pollution control. Mr. Reeder, 3rd mate, is assisting in cargo layout in Logistics and Planning.

Mr. Carney joined the fleet in the *Esso Jamestown*, shortly after graduating from the U.S. Maritime Academy at Kings Point in June, 1969. He later sailed in other company ships, and served for short periods as 2nd assistant engineer in the *Esso Dallas* and *Esso New Orleans*. He transferred to his current shore assignment from the *Esso New Orleans*. He is single

and lives in Wheeling, West Virginia.

Mr. Reeder, also a Kings Point graduate, joined the fleet in June, 1970, as 3rd mate in the *Esso Lima*. He next sailed in the *Enco Gloucester* and made several voyages in her to Alaska, including one to Valdez early in June, 1971, when the vessel was conducting anchoring tests there. He later sailed in the *Esso Lexington*, the *Esso Newark* (where he served as 2nd mate for a short period), and the *Esso Washington*, his last ship before transferring to his new assignment. He is married and lives in Incline Village, Nevada.



Reeder

Carney

Retirements

As is customary, Exxon Fleet News asks employees who are retiring for any comments on their career in the fleet and what their plans are for the future. Replies received from several whose retirement became effective January 1 are quoted below, along with a brief summary of each man's career.

"I have seen many improvements in all phases of handling oil in my years in the fleet. Even the types of men going to sea have improved; most are married and have families and homes, all of which goes along with the good life. Improved company benefit plans and vacation schedules have played a big part in the lives of many of us." James C. Murdock

MR. MURDOCK, who retired as chief pumpman, was first employed in the fleet in May, 1941, as pumpman in the *Esso Boston* (1). He left several months later and returned in October, 1947. After several brief assignments as 2nd pumpman in 1948-49, he became chief pumpman and served in various ships. His last vessel was the *Esso Washington*. Mr. Murdock's home is in the Bronx, New York.

"I plan to do a little traveling and then pursue a hobby or two that I never had enough time for when I was working." Charles A. Ruggerio

MR. RUGGERIO, who lives in Ringoes, New Jersey, was chief engineer in the *Esso Florence* when he retired on January 1. He was employed in August, 1934, as OS in the *Charles Pratt*. In December, 1934, he joined the *W. H. Libby* and served continuously in this ship for about two years, during which time he worked as messman, wiper, fireman, and oiler. He joined the *W. L. Steed* as 3rd assistant engineer in October, 1940, and served for the first time as 1st assistant engineer in the *Typhoon* in 1942. He became chief engineer in the *A. C. Bedford* in



Murdock



Wishnoff



Ruggerio



Mathis



Soares

May, 1946. On several occasions during his career, Mr. Ruggerio filled special assignments as chief engineer in vessels of affiliated companies.

"So far, retirement isn't working out just as I planned—sleeping late and going to bed late. I still have the habit of getting up at 5 and going to bed at 9. I hope this will change soon and I can begin to enjoy the luxury of this new life." Maurice Wishnoff

MR. WISHNOFF'S first ship upon employment in December, 1926, was the *E. M. Clark*. He sailed in a number of ships for brief periods in various ratings—including messman, wiper, 2nd cook, and chief cook—until September, 1932, when he left the fleet. He was employed again in July, 1933, as 2nd cook in the *Harold Walker*.

He became chief cook in that vessel about a year later. In 1935, Mr. Wishnoff became steward in the *John D. Archbold*, and later served in that rating in the *Thomas H. Wheeler* and the *Esso Concord*. He was steward in the *Esso Lexington* when he retired on January 1. He lives in Eustis, Florida.

"At present, my plans are to work in a shoreside job for a few years. Also, I look forward to contributing more of my time to community activities. I was recently elected vice president of the volunteer fire department in Pace, Florida, near Milton where I live." George S. Mathis

MR. MATHIS, who retired as AB in the *Esso Lima*, joined the fleet as OS in the *Fred W. Weller* in August, 1948. He became AB in the *Esso Augusta* in December, 1949, and served in that rating in various vessels until his retirement.

"My wife and I plan to visit Portugal where we will stay for two months or so studying living conditions there and then decide what to do." Alvaro Soares

MR. SOARES joined the *Esso Greensboro* as messman in September, 1950. In 1952, he became wiper in the *Wallace E. Pratt* and FWT in the *Esso Suez* the following year. Three years later, Mr. Soares transferred to the *Esso Huntington* as oiler. In June, 1963, he became 3rd assistant engineer in the *Esso Baltimore* and in June, 1970, he sailed for the first time as 2nd assistant in the *Esso Miami*. His last vessel was the *Esso Washington*. Mr. Soares lives in Dorchester, Massachusetts.

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); Emmett A. Humble, general manager; Sydney Wire, assistant general manager.

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 4193, Houston, Texas 77001.