EXXON FLEET NEWS

PUBLISHED BY THE MARINE DEPARTMENT - EXXON COMPANY, U.S.A.

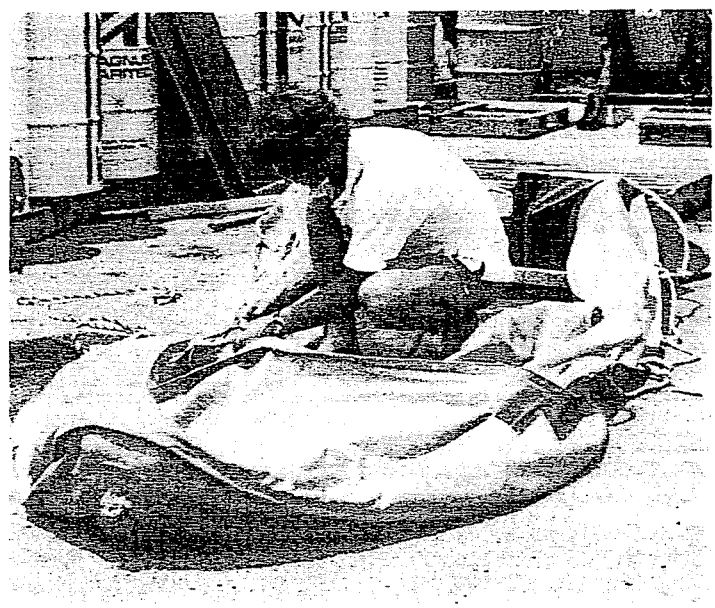
Volume 17, Number 10 June 9, 1975

COPIED FROM THE COLLECTIONS IN THE CENTER FOR AMERICAN HISTORY THE UNIVERSITY OF TEXAS AT AUSTIN

Mystery Solved: Owner Of Small Boat Is Found

The question of what happened to the occupant or occupants of a small rubber boat picked up by the crew in the *Exxon Florence* recently has been answered. Fortunately, the owner was found alive and well.

As reported in the May 26 issue of *Fleet News*, the *Florence* was about 95 miles east of Jacksonville, Florida, on May 8 when a small boat was sighted. After radioing the Coast Guard at Jacksonville, the ship was advised to pick up the craft, a 13-foot collapsible rubber boat. No people were aboard, only a 20-hp outboard motor, a flashlight, oars, several small pieces of equipment, a wallet and a few other personal items. The boat was hoisted aboard the *Florence* and later put ashore at Texas City and brought to Houston for storage until the owner, or someone, could be located to claim it.



Owner, above, picks up his collapsible boat in Houston.

Phone Calls Made

Tim Leitzell in Marine Department Operations made phone calls using names and addresses found in the wallet. He finally located the owner, Mark Schneider, who lives in Lake Park, Florida.

It seems that Mr. Schneider and a companion were on a return trip from the Bahamas to Florida when they ran into rough seas that threatened to swamp the boat about 30 miles from Palm Beach. Along came a large sailboat and the two men were invited to tie their craft on behind and come aboard. Sometime during the night, the rubber boat broke lose. "When we woke up the next morning, we couldn't see it," Mr. Schneider said. "Furthermore, I never expected to see it again—until I got the phone call notifying me that the boat had been recovered and was in storage in Houston. I sure appreciated the efforts that were made to locate me, and the way my boat, motor, and personal items were taken care of. I also thank personnel in the *Florence* for picking up the boat," he said. Mr. Schneider drove his van from Florida to Houston where he picked up the boat. "I have no more ocean trips planned for a while, at least," he said.

June 20 Deadline For Scholarships

The Teagle Foundation has announced that commencing with the 1975-1976 school year, eligible candidates may apply for a Teagle Scholarship to accredited dental and osteopathic schools.

The regulations and procedures currently in effect for the *Teagle Medical Scholarship Program* will apply to these new scholarships.

As the deadline for submitting applications for these new scholarships is June 20, those who plan to apply should call the Marine Department Headquarters in Houston (713) 221-6511 immediately to make their desires known.

Devlin Awards Presented To Three Ships

Three ships in the ocean fleet received industry-wide recognition on June 3 when they were presented Jones F. Devlin Awards for outstanding personnel safety records. The vessels are the *Exxon Boston,* which received a 5 year award, and the *Exxon Houston* and *Exxon Seattle,* each receiving 2 year awards. This is the third consecutive time that the *Boston* has won a Jones F. Devlin award.

The recognition came during the Annual Ships Safety Awards luncheon in New York City, sponsored by the National Safety Council's Marine Section and the American Institute of Merchant Shipping. O. R. Menton, Marine Department general manager, and Al Giallorenzi, New York Branch manager, accepted the awards on behalf of the ships. The framed certificates will be presented to the three vessels promptly.

Injury-Free Records

As of the end of 1974, the *Exxon Boston* had sailed 1,914 days without a lost-time injury aboard. Personnel in the *Exxon Houston* and *Exxon Seattle* sailed 752 days and 975 days, respectively, without a lost-time personnel injury.

Representatives from all segments of the U.S. Maritime industry and top-flag rank U.S. Coast Guard officers attended the luncheon during which Devlin Awards were presented to a record number of 18 companies and 47 ships.

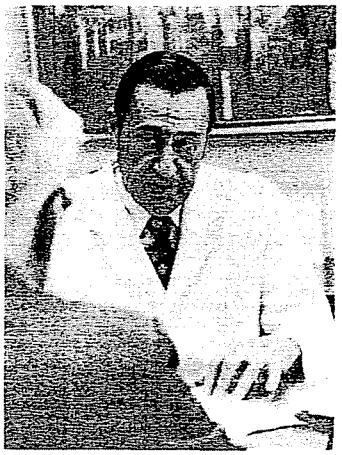
EXX-MOR-007939

Why Vacations Or Paid Leaves?

Vacations or paid leaves are designed to benefit both the employee and the company. To learn more about the healthful effect vacations have, or should have on employees, *Fleet News* interviewed Dr. John G. Lione, medical director for the Marine Department.

Q) Dr. Lione, what are vacations or paid leaves supposed to accomplish for the employee?

A) A person should use his vacation or paid leave time as a desirable change, a rest, and a time of recreation. If the employee can return to his job refreshed and renewed, he is better equipped mentally and physically to make his best contribution to his work. Both he and the company benefit.



Dr. Lione During Interview.

Q) Sometimes a person returns to work with "post vacation blues." He doesn't feel at all refreshed or renewed. What went wrong?

A) Several things can cause this. He didn't enjoy his vacation because he didn't do what he wanted to do, or he doesn't feel that he accomplished anything worthwhile. This is usually the case when the person sits around the house day after day. On the other hand, some people maintain such a break-neck pace that they are simply worn out. Hopefully, the employee can strike a happy medium. And there's something relatively new that seems to be affecting some people. They have allowed themselves to become so upset by national affairs that they have lost their incentive to enjoy themselves—the economic situation, energy problems, things like that.

Q) Do you think that many people get so upset by the State of the Union that they let it ruin their vacations?

A) Certainly not the majority of employees, but there are a few and their reasoning is not without some justification. One has only to look back at front pages of newspapers for several years to discover that there has scarcely been a week when some world crisis or economic upset was not either expected, occurring, or causing new problems. I make a point of this because many doctors and psychologists are suggesting that it might be well for everybody to give their minds a "vacation" by getting away from newspapers, TV and radio for a time. Go camping or do something else for a few weeks.

Q) Speaking of camping, many of us associate vacations as times to gather up the family and travel to some far off place. Are there any medical statistics showing that traveling is necessarily the best way to spend a vacation?

A) None that I know of and I don't think that going on a trip is the answer every time either. The big attraction for traveling is that it provides an opportunity for the wife and children to enjoy a change of pace, which, of course, is enjoyed by the husband, too. But the main point is that the person does what he wants to do on his own time at his own pace, whether he travels, stays home and adds a room to his house, plants a garden, or works on a farm. Hopefully, his activities will meet his family's desires. It is our experience that men are happiest when they do things that their families also like.

Q) What advice would you give a person, from a medical standpoint, who wants to "make the most" of his vacation?

A) There's no magical formula for guaranteeing a fulfilling vacation. But it always helps to plan worthwhile activities and be ready to carry them out when you do go on vacation. You would be surprised at how often employees wait until their vacation has already started to decide what to do. Discuss future vacations or paid leaves with your family well in advance so that you'll have time to work out compromises and reach agreements before the vacation or paid leave starts. Give yourself time to write for descriptive literature on places you want to go. Formulate your plans for any home projects. Then carry out your plans, rest, have a good time and come back to work in a refreshed frame of mind. That's what vacations or paid leaves are for.

Hill Named Controller



Thomas A. Hill, above, is the new Marine Department controller. He replaces E. C. Jett who is now in Libya serving as controller for Esso Standard Inc.

After receiving BBA and MA degrees from Oklahoma University, Mr. Hill joined Exxon USA in 1965 where he held a number of analytical and coordinator positions in the company's headquarters Controllers Department. In 1972, he transferred to the Friendswood Development Company as controller, the position he held prior to joining the Marine Department. Friendswood is the real estate subsidiary of Exxon USA.

Mr. Hill is married and has two children.

Gross Retires As A/Oiler In Fleet

Frank J. Gross retired as A/Oiler on May 1.

Mr. Gross began his career in the fleet in October, 1948, as messman in the *Wallace E. Pratt*. He later resigned from the fleet, returning in January, 1950, as messman in the *Esso Binghamton*. He sailed in various engine department ratings and was A/Oiler in the *Exxon Philadelphia* when he retired. Mr. Gross writes that his plans for the future depend on his health, but he has several hobbies that he wants to pursue. "It really has been an honor and a pleasure to have been a member of the Marine Department all these years," he said. "I consider the officers and men the best in the business and I want to thank them for all the help they have given me during my years at sea. I wish them all good sailing." Mr. Gross lives in the Bronx, New York.



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.

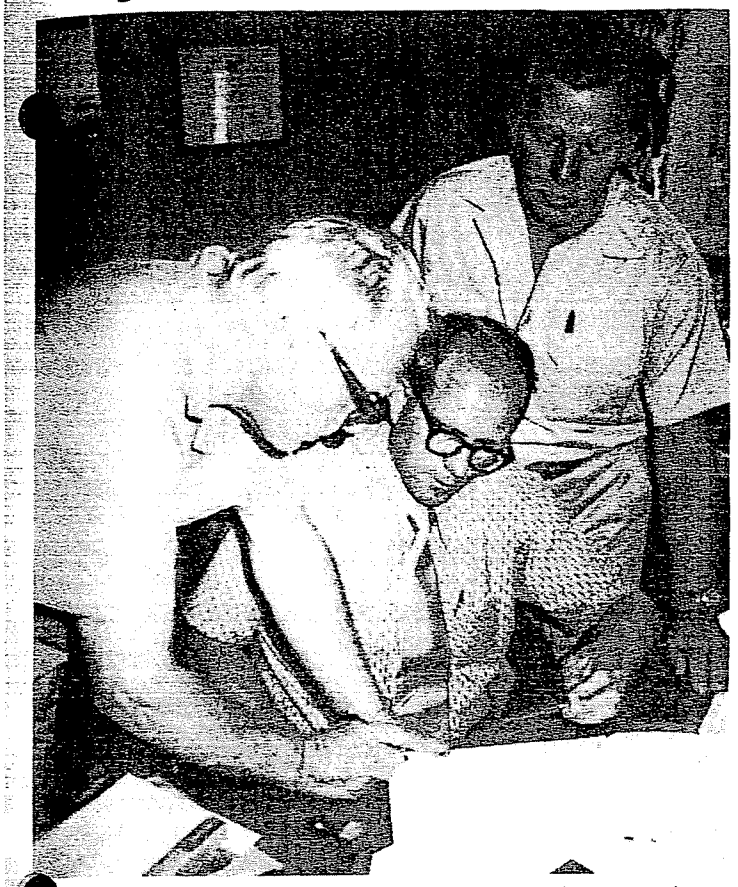
GENE LEGLER.....Ed

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.

COPIED FROM THE COLLECTIONS IN THE CENTER FOR AMERICAN HISTORY

EXX-MOR-007940

Signing Off Under New Articles

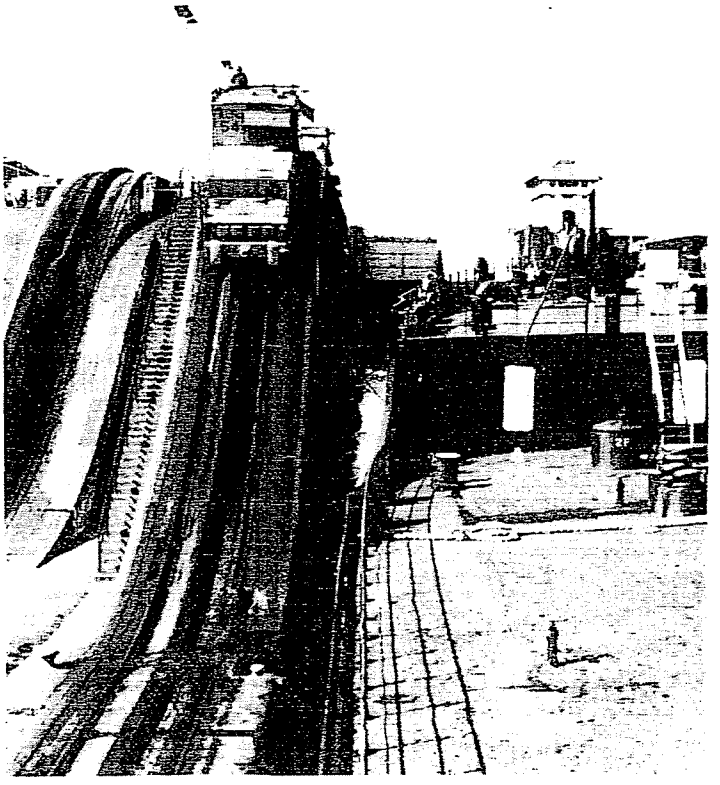


SIGNING OFF—Robert E. Howard, left, 1st assistant engineer, is shown signing off the *Exxon Boston* while she was at anchorage in San Francisco Bay on May 18. Seated is R. W. Bowmer, senior U.S. Shipping Commissioner, while Captain Arthur W. Smith looks on. Crew members making the voyage from Baton Rouge to San Francisco were the first seamen in the Merchant Marine fleet to sign newly revised Shipping Articles which the U.S. Coast Guard is using on a test basis, as reported in *Fleet News* on May 12. What makes this signing off unusual is that Mr. Howard and three other personnel in the vessel were the first group to use the revised Articles for signing off. Others were Thomas M. Kelley, 3rd mate; Bradley K. Lima, 3rd assistant engineer; and Michell McEwan, A/Oiler. All went on paid leave. Their replacements were Louis D. Smith, 1st assistant; Edward J. Stegle, III, 3rd mate; Michael Mannion, 3rd assistant; and Vaughn D. Williams, A/Oiler.

On May 26, when the vessel was at Benicia, Willard W. Poyner, A/Oiler; Alberto P. Monteiro, OS; and Joaquim Correia, steward, signed off and Arthur S. Melanson, chief mate; William C. Parsons, A/Oiler; Genaro Lopez, OS; and Edward F. Kelly, steward, signed on.

The *Boston* and her crew are currently carrying crude oil on the West Coast from both Long Beach, California, and Drift River, Alaska.

The old Articles were redesigned by the USCG to simplify and update paperwork on seamen, to facilitate easier handling of records, and to be compatable with future plans to computerize records. The revisions are being tested aboard the *Boston* so that any necessary changes can be made prior to their establishment for the entire merchant fleet.



TIGHT SQUEEZE: The *Exxon Boston* is shown here entering Gatun Lock, Panama Canal, with only a few feet to spare on the side. The canal's three locks are each about 110 feet wide. The *Boston* has a beam of 102 feet. The photo was made by E. W. McNeil, Jr., Administrative manager, who rode the tanker from Corpus Christi to Panama. All three locks were transited without a scratch.

Obituary

Carl O. Casperson, who retired as AB in November, 1962, with nearly 22 years of service, died on May 26 at Augusta, Maine. After a long career at sea in ships of numerous countries, including sailing vessels. Mr. Casperson joined the company in July, 1938, and sailed in 10 ships in WWII, including the *Esso Augusta* when she presumably struck a mine off Chesapeake Bay in June, 1942. His last ship before retiring was the *Esso Jamestown.*

John H. Corrigan, 71, died on May 20 at Daytona Beach, Florida. Mr. Corrigan joined the fleet as OS in 1939. He received his 3rd mate's license in 1943 and made wartime voyages as 3rd and 2nd mate. He came ashore as industrial relations assistant at Baytown in August, 1944, and served in this capacity until May, 1948, before returning to sea. He was chief mate when he retired in August, 1968 with nearly 29 years of company service. He is survived by his widow.

Joseph A. Pommier, who retired as FWT in January, 1969, died on April 3 in New York. He was 71. Mr. Prommier began his seagoing career in June, 1941, and served in seven ships during WWII. His last ship before retiring was the *Esso Lima.* He had nearly 26 years of service in the ocean fleet. His widow survives him.

Richard S. Hansen, who retired in 1959 as Jr. Mate, died April 11 at Fort Meyers, Florida. He was 69. Mr. Hansen transferred from Socony in February, 1946, when the New York barge fleet was acquired. He was a deckhand and barge mate during his career until illness forced his early retirement. He had 18 years of company service. The deceased is survived by his widow and grown sons and daughters.

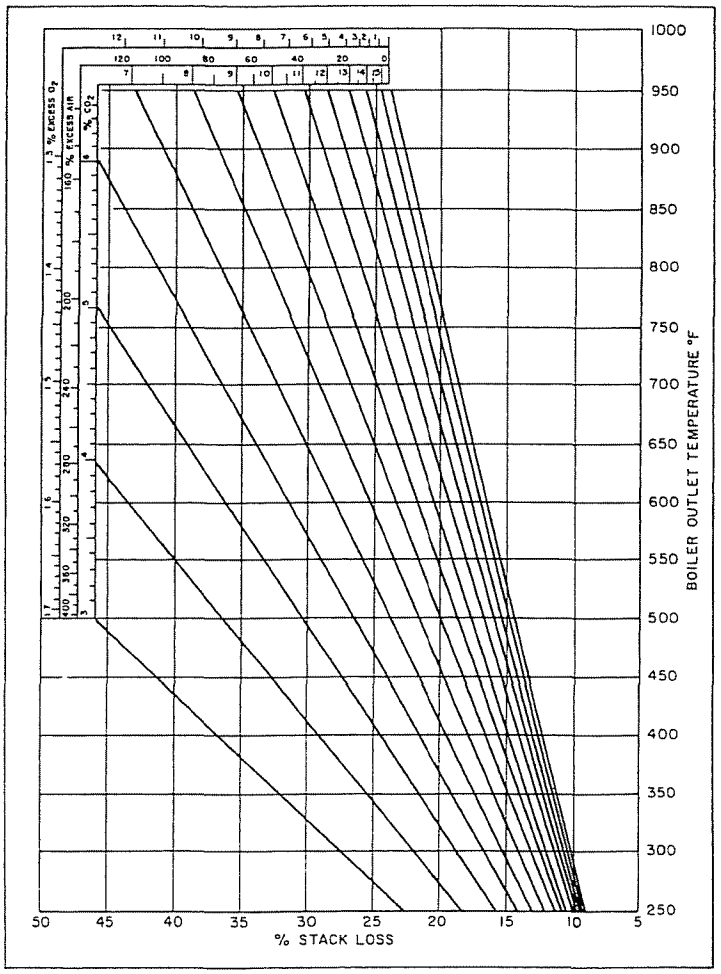
ABS Classification

More than 11,500 vessels, representing a total of 139,595,000 deadweight tons, are under American Bureau of Shipping classification.

COPIED FROM THE COLLECTIONS IN THE CENTER FOR AMERICAN HISTOR

EXX-MOR-007941

Saving Energy: Boiler Efficiency Increases When Excess Air Is Kept Low As Design Allows



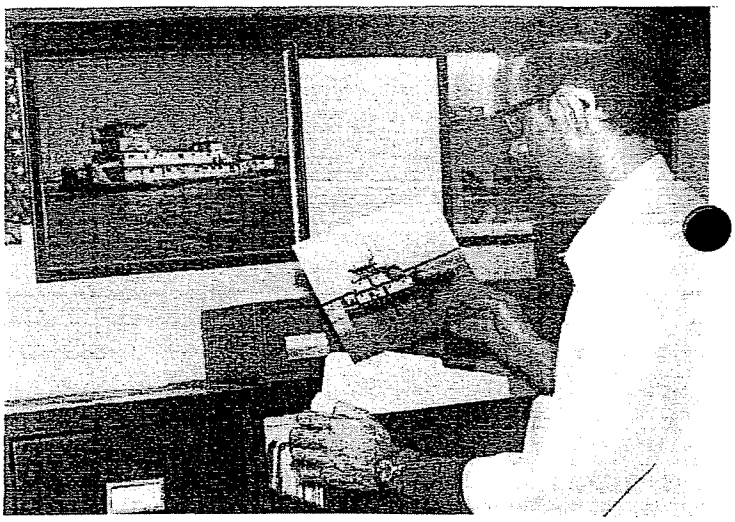
THIS GRAPH SHOWS the relationship between boiler excess air, O_2 and CO_2, also the corresponding stack losses.

To attain high boiler efficiency, the excess air should be kept as low as the boiler design will allow. In vessels of the *Exxon San Francisco* class, this will be about 5%. Because there is a fairly constant relationship between excess air and O_2 and CO_2, these two readings provide a convenient means for determining combustion efficiency. Samples of the flue gas should be analyzed at least once each watch and the fuel-air ratio adjusted accordingly.

Although flue gas samples can be affected by air heater leaks, boiler air casing defects, and the location of the gas sampling probe, an alternate method of attaining efficient combustion is to gradually reduce the air supply to the burners until a light brown haze appears at the stack. This is often referred to as an efficiency haze because it indicates that conditions are about as good as they can be for that particular boiler. Note that upon arrival in port, the air should be increased to clear the stack in compliance with the "No Smoke" rules of most ports.

In striving for good combustion, the following will be helpful:

1. Keep boiler firesides clean.
2. Blow tubes twice each day.
3. Preheat fuel to the proper temperature for good atomization—not any higher.
4. Keep burners clean and in good mechanical condition.
5. Make sure combustion control system is working properly.
6. Observe the stack frequently.



Latest vessel added to Boat Photo Museum is *Exxon Brownsville* held by museum owner Dan Owen. Framed photo is of *Exxon Kentucky*.

Museum Features Inland Equipment

Many museums over the country have models of ocean-going vessels on display and in several cases, the Marine Department has supplied them. A replica of the *Exxon Baltimore* is in the Steamer Room at the South Street Seaport Museum in New York City. A model of the *S.S. Manhattan* is on display at the Smithsonian Institution in Washington, D.C. But not many museums have anything at all on inland waterways operations. However, there is one museum that is becoming widely known in the barge and towing industry for its many photographs of inland waterways equipment. It's called the "Boat Photo Museum" and is located at Maryville, Illinois, about 20 miles northeast of St. Louis, Missouri. It is owned and operated by Dan Owen, an associate editor of the *Waterways Journal,* a weekly magazine featuring news about the shipping industry. Photos of Exxon inland vessels are included in this museum which takes up a large part of the basement in his home.

Mr. Owen, who holds a mate's license, started his collection in 1955 to preserve the history of the nation's huge inland waterways industry and to serve as an authentic information and reference source for writers, researchers, collectors, and others concerned with inland operations.

He began his collection by taking his own photos of inland equipment in Gulf and East Coast service. He later contacted various shipping companies, including Exxon, for additional photos and information of inland vessels operated by them. Now, he has more than 20,000 photographs and histories of all types of inland equipment, ranging from the oldest to the newest of vessels, some still under construction in shipyards. His collection is believed to be the largest of any in the nation.

"Over the years, I have contacted a number of branch managers in Exxon's Gulf and East Coast offices for photos and histories of tugs and towboats, and have written to the Marine Department Headquarters in Houston," he said. "I have always received replies to my requests and in most cases I was furnished photographs of the equipment I asked for. As a result, many tugs and towboats in the Exxon inland fleet are represented in the photo museum."

COPIED FROM THE COLLECTIONS IN THE CENTER FOR AMERICAN HISTOR

EXX-MOR-007942