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Crew In 'Exxon Connecticut' Comes To Rescue Of Boat In Long Island Sound

The alert crew in the *Exxon Connecticut*, a self propelled barge, helped rescue a small boat in trouble recently. Captain Stanley O. Christenson who relieved Mate Robert G. Tracy at 0600 on 17 July, underway from Providence to Bayway, noticed an 18- to 20-foot inboard power boat in an apparently distressed situation.

"Two men were waving frantically so I sent Deckhands Alfred G. Donaghy and John Bleich down on deck as I maneuvered alongside the stricken boat, *Happy Hooker*," Captain Christenson explained.

"The men said that their boat's

wiring system had caught fire the night before."

They told Captain Christenson that ten vessels had passed nearby, but their crews failed to see the small boat. Captain Christenson contacted the Eatons Neck Coast Guard, giving them the boat's position which was then bearing 40 degrees, three miles from Matinick Point. The

Coast Guard requested that Captain Christenson and his crew stand by, during which time Cook John E. Ferreira made some fried egg sandwiches and a pitcher of coffee, which was greatly appreciated by the men.

"At 0630, we were relieved by the Coast Guard vessel *Old Oak* and we proceeded on route to Bayway, the men waving and shouting their thanks. We were glad to give aid to this kind of *Happy Hooker*," Captain Christenson said.

'San Francisco' Aids Fishing Boat Crew

Personnel in the *Exxon San Francisco*, who have participated in several boat rescues this year, helped out in yet another one—this time as a message "relay station" between the stricken fishing boat *Mary Helen G* and the U.S. Coast Guard stations at Mayport and Charleston.

As explained by Captain Jean Brower: "At 2300, 19 July, in position 3218 N., 7752 W., on course 193 degrees, Third Mate W. J. Deppe heard a call from a fishing boat on VHF Channel 16. In answering the call, Mr. Deppe learned that the *Mary Helen G* had a broken down engine. The vessel's radio was too weak for the Coast Guard to hear directly.

"Mr. Deppe, acting as a message relay, notified the Coast Guard of the *Mary Helen G*'s posi-

(See MESSAGE RELAY, page 2)

Abernathy Completes Ship Handling Course



CAPTAIN D. L. ABERNATHY is shown here working out a navigation problem as part of a training program that he participated in at TNO Technical Institute in Delft, Holland. Captain Abernathy completed the five-day course on June 21 and is now on the *Exxon Philadelphia*. He is the 14th officer in the ocean fleet to take the ship-handling course as part of the Marine Department's policy of providing its navigation officers with the best up-to-date training available.

In addition to classroom

studies, discussions and examinations, officers further test their navigational know-how by using a computer-controlled simulator to solve actual problems just as if they were at sea. The simulator consists of a chartroom and wheelhouse mockup with a visual display. The wheelhouse is equipped with all controls and navigation equipment normally found on a ship. The vessel's response to propeller, rudder, wind, and current forces can be reproduced and these forces can be varied during a maneuver. Rudder, engine, and instrument failures can also be introduced—all posing problems that navigating officers must be thoroughly acquainted with and know how to solve as part of their duties involving the safety of their ships.

Other officers, all chief mates and relieving masters, who have completed the TNO course are: Louis H. Staar, Jean S. Brower, John B. Sappington, Roy H. Ewell, Olav Haugevik, Patrick J. O'Donnell, William J. Falvo, Edwin J. Fellows, William L. Straley, George Beck, Jr., Bertram O. Christensen, and Keith E. Frutiger. Chief Mate Dale M. Silcox, also took the course.

'Sunshine State' Taken On Her Longest Voyage

The *Exxon Sunshine State* and her accompanying barge, the *Exxon Port Everglades*, are normally used in round-trip service between Baytown and Florida ports. However, during the latter part of July, the crew took the big tug-barge combination on its longest voyage since it was put into service in November, 1970.

The voyage started at Baytown where crew members loaded the barge to capacity (gasoline and diesel fuel). They proceeded to Tampa and Port Everglades where they discharged part cargoes, filling storage tanks at these two locations to capacity. They then made the special voyage up the coast to Wilmington, North Carolina, where they discharged the balance of the cargo. The three-port discharge was made in order to utilize full capacity of the 270,000-barrel barge.



"IT HAS BEEN over a year since I retired from the Exxon Fleet, but I've been real busy as public relations officer for V.F.W. Post 4715 at Point Pleasant, New Jersey," writes Danny Rizzolo who retired as AB in 1973.

He recently gained much favorable publicity for the local area's drug abuse program and now he has been teaching knots to Boy Scouts, Girl Scouts, and the Brownies—that is, when he's not

working with youngsters in a Voice of Democracy contest sponsored by V.F.W. Post 4715, publicizing a Miss Sweetheart contest, or working with the Chamber of Commerce. Mr. Rizzolo is shown at the left in the photo below, presenting a V.F.W. Citation to CWO Roy Olson, commanding officer of the Manasquan Inlet Coast Guard Station, Point Pleasant Beach. "The men at this station provided the Post with a Coast Guard cutter on Veteran's Day and Memorial Day so that we could conduct services at sea in memory of men who have gone down with their ships," Mr. Rizzolo said.

MESSAGE RELAY

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tion which was plotted by us by means of Loran bearings which the *Mary Helen G* sent to us via VHF," Captain Brower explained. "The 65-foot, two-masted boat had two people on board. They had flares and life jackets and the seas were moderate so they were in no real danger at the time and we did not have to divert our course. We continued to relay messages until 0500 on 20 July when the Coast Guard at Mayport released us and thanked the ship and Mr. Deppe who handled all the relay on VHF."

A 'Fracturing' Trip

The saga of one day in the life of a 3rd assistant engineer who departed his ship at Bayway too late to catch a flight to his home at Norfolk, Virginia, is worth recounting, fracture by fracture. He checked into a hotel near the airport to catch the early morning flight, but the hotel operator forgot to give him a wakeup call. While hurriedly packing to catch his plane, with no time for breakfast, he ripped the leg of an expensive pair of trousers when it caught on a hanger. Then, the limo driver was 30 minutes late arriving for the drive to the airport, and once there his bag was

placed near the curb and a car ran over it.

Next scene: The plane lands at Norfolk and our 3rd assistant pulls his coat from the overhead rack, dragging an oxygen bottle along with it. Bottle cracks his nose. And then, he waits an hour for a limo to take him to his home—his wife had forgotten to drive to the airport to pick him up. "I was pretty disgusted about the whole series of events and I'd just as soon you didn't use my name," he told a *Fleet News* reporter. "Just tell everybody to be careful when traveling on paid leave."



"MANY SAILORS have heard or read about the Hanging Gardens of Babylon, but I bet that few have ever seen a built up one like Tom has at his home in Ridgeland, South Carolina," said Captain James D. Lawton who sent in the photo of himself, left, and brother Thomas K. Lawton who is retired. "The blocks used to build this oddity were paid for by me," Captain Jim said. "Tom won them from me in a rummy game. He gave me the two tomatoes I'm holding, but he took them back after the picture was made." The retired sea captain also grows peppers and radishes in his raised garden. "A little inventiveness contributes to a much easier retirement life," Captain Tom said. "It's mighty convenient just to walk along and pick tomatoes or pull radishes without having to bend way over to do the job."

New Casualty Reporting Manual Being Sent To Ships, Branches

A new Casualty Reporting Procedures manual is being sent to ships and branches for use in investigating and reporting all types of casualties, such as personnel disabling injuries or deaths aboard vessels; pollution; grounding or stranding; collision; fire or explosion; equipment damage or premature equipment failure costing over \$1,500 to repair; cargo contamination; and so forth.

The manual has five sections, one each for the ocean fleet, inland waterways fleet, and shore-based personnel with reporting procedures listed for each group. In addition, it has a section on Casualty Administration which contains procedures and information for handling casualty information within the Marine Department Headquarters, such as dissemination of information within the department, public relations and release of news items, disposition of claims, and so forth. A final section includes an example of each Casualty Reporting Form which might be used in reporting accidents to headquarters and various agencies and groups.

To learn more about the need for this manual and its intended use, *Fleet News* interviewed F. Ames Smith, Marine Department Operations Manager.

Q. & A. Interview

Mr. Smith, it's obvious that a lot of study . . .

and effort went into the development of the new Casualty Reporting Procedures manual now being sent to ships and inland waterways branches. What prompted the writing of such a manual?

A) We've got to do all that we can to eliminate or at least reduce accidents, whether they concern people or ships. To do this, we are making more in-

depth studies and developing more information on casualties that occur in both the ocean and inland fleets so that the actual cause or causes of the casualty can be pin pointed, and the proper corrective measures taken to reduce chances of similar accidents happening in the future. And there's also some legal requirements to be met sometimes.

Q) Why the "tightening up?"

A) It's just good business to operate at the highest efficiency level possible. Casualties are costly and in many cases involve the welfare and health of people, both our employees and those outside the company. Also, the company's image and other aspects of public interest are frequently involved and can have significant impact on Marine Department operations and costs. In addition, we anticipate that future activities, public and industry, will require even closer attention to casualties with greater effort toward prevention.

Q) How does the new Casualty Reporting Procedures manual fit into all this?

A) A key element in reducing future casualties is prompt, accurate, and complete reporting of information on those that occur. The manual contains step-by-step procedures which masters in the ocean fleet, captains and other personnel in the inland fleet, and shore-based people can follow in making reports.

Q) Who notifies whom first when an accident occurs?

A) In the ocean fleet, the master is responsible for notifying the Operations Manager or a member of his staff in the Houston Office. In the inland fleet, the captain of the vessel or the person in charge on manned barges immediately notifies the branch manager or his designate. The branch manager communicates the information to Headquarters management.

Q) The manual points out that a shore staff investigating committee will be appointed if circumstances warrant such action. Does this committee in any way relieve the master or others of their investigating and reporting responsibilities?

A) Absolutely not. Some accidents require a more complete investigation than one person is able to make. The investigating committee can assist in obtaining additional facts and should be considered as a supplement to the

initial investigation of the facts.

Q) You use the word "casualty" and the manual even bears this word in its title. This would indicate that the manual deals with the reporting of deaths. What about this?

A) The reporting of deaths and how they happened is covered in the manual, along with the reporting of disabling injuries. But we use the word in the sense of any accident which might occur, either to people or equipment. In a way, most all accidents involve the welfare and health of people, the image of the company, and the operation of the Marine Department and therefore are classified as casualties. We use the word broadly to denote these situations.

Q) Do you have anything else that you would like to say about the new manual?

A) Only that this is a highly important and necessary manual and officers and others should study it to become thoroughly familiar with its contents.



The first use of the Marine Department Casualty Reporting Procedures manual came recently when Captain Bjorn I. Gunnlaugsson was called on to write a report of an oil spill that occurred when his ship, the *Exxon Houston*, was discharging crude at Bayway on July 7.

Remember

If you have a question on Benefits, the number to call is

713-221-6511

Teagle Scholarship For Nurses Raised

The Teagle Foundation has raised its annual nursing scholarship award from \$1,000 to a maximum of \$1,500. The nursing scholarships help cover tuition, fees, and incidental expenses, including room and board and uniforms. This increased allowance toward required school expenses will apply to scholarships granted initially for the 1974-1975 school year, as well as to renewals of current nursing scholarships.

The scholarships are available at any school of nursing approved by a state board of nursing offering a diploma either as a practical nurse or qualifying the graduate to sit for an examination leading to certification as an R.N.

Service Awards

Second Mate Walter L. Parker, right, completed 30 years' service on June 29.



TWO BROTHERS in the inland waterways fleet were recently presented service awards. R. H. Boyce, center, operations supervisor in the Norfolk Office, presented a 10-year award on behalf of the company to John E. Chapman, left, who is employed aboard Bayway, New Jersey, floating equipment. Mr. Boyce also presented a 20-year award to Claude H. Chapman, right, tug captain in the *Exxon West Virginia* operating out of Norfolk.

Obituary: Seven Deaths Reported

MANUEL PIREZ who retired in 1966 as AB, died on May 24 at Tampa, Florida. He was 71. Mr. Pirez began his seagoing career as AB in the *Esso Charleston*. He sailed in various Deck Department ratings during his 17½ years of service. His last assignment before retiring was AB in the *Esso Scranton*. He is survived by his widow.

EDWARD PHILPHOT, 62, died on May 24 at Bay Minette, Alabama. He retired as AB in 1968 with nearly 17½ years of service. Mr. Philphot joined the company in September, 1950, as AB in the SS *Dartmouth*. He sailed in various ratings in the Deck Department during his career with the company. His last assignment prior to retiring was as AB in the *Esso New York*. He is survived by his widow.

ROBERT S. ROGERS 71, died at Victoria, Texas, on June 11. Mr. Rogers, who retired as chief mate in July, 1958, joined the fleet in 1936 as AB in the S. B. *Hunt* advanced to 2nd mate in this same vessel in 1941. He advanced to chief mate in 1944 aboard the *Esso Raleigh*. He was a resident of Alvin, Texas, and had nearly 21 years' service when he retired. He is survived by a son.

ALBERT V. TROTMAN, 46, died on July 4 at Norfolk. He was employed in February, 1952, as a seaman on inland barges at Norfolk and worked in that capacity on motor vessels and barges until he resigned in 1955. He was reemployed in March, 1970, as barge-man and was relief barge captain on *Exxon Barge No. 9* at Norfolk at the time of his death. He is survived by his mother, widow, three daughters, and two sons.

FRANCISCO DA SALLA, 70, died on July 7 at Baltimore. He is survived by his widow, son, and daughter. Mr. Da Salla, who retired on July 1, 1963, with 16 years' service, sailed as fireman and oiler aboard the *E. J. Sadler* from April 1939 to September 1941. He left the fleet and returned in December 1949 as FWT, the rating he held on the *Exxon Bangor* when he came ashore on his last paid leave before retiring.

BERNARD J. BEINERT died on June 27 at age 66. He was chief engineer when he retired on December 1, 1969. Mr. Beinert began his career in December 1946 as a licensed oiler aboard inland waterways vessels. In 1949, he was promoted to assistant engineer and sailed both as assistant and relieving chief until 1951 when he became permanent chief engineer. He sailed for many years aboard the *Esso New Jersey* and was chief on the *Esso Massachusetts* when he retired. Mr. Beinert, who lived on Staten Island, is survived by his widow.

ALICE C. MOSIER, 50, died at Virginia Beach (Virginia) General Hospital on June 25. Miss Mosier was employed as secretary in the inland waterways branch, Norfolk Office, in 1949. She transferred to the Baltimore Office in 1959 and returned to Norfolk on April 27, 1974. In addition to her secretarial duties, she has for the past several years maintained personnel records for the Paulsboro, Baltimore, and Norfolk offices, and helped arrange work schedules and vacations for vessel employees at these three locations. She is survived by her father, three brothers, and four sisters.

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GENE LEGLER.....Editor