EXXON FLEET NEWS

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A Training Aid

New Videocassette Equipment To Be Placed On Tankers

New videocassette equipment will be installed in all ships in the ocean fleet, starting within the next few weeks. Most of the installations will be made as ships call at Baytown. Special arrangements are being made to put the equipment aboard other company vessels which do not or will not be calling at Baytown in the near future.

Similar videocassette equipment has been in use on an experimental basis for several months in the *Exxon Bangor, Exxon Baltimore,* and *Exxon Philadelphia.* During this period, personnel found the TV-cassette method a convenient, practical way to review safety films and other educational programs now available in videocassette form. The cassette containing the program desired is merely inserted into the player, a button is pressed, and the program appears on color TV, just as though it were coming from a regular TV station. The programs can be viewed at times convenient to officers and crew members, either in groups or individually.

The color TV's can also be used to view regular TV programs when the ship is within reasonable distance of TV stations. The color sets will replace current black and white TV's, as well as the 16mm film equipment previously used for instructional purposes aboard ships.

Also, full length movies will be provided in cassette form to vessels on a regular monthly basis.

Devlin Awards Presented To Three Ships

Jones F. Devlin Awards, given to ships in which personnel work two and four years without a disabling injury, have been presented recently to the *Exxon Boston, Exxon Philadelphia,* and *Exxon Gettysburg.* The *Exxon Boston* received the four-year award. She has the longest injury-free record of any other ship in the ocean fleet. The *Exxon Philadelphia* and *Exxon Gettysburg* each received a two-year Devlin Award. Presentation ceremonies were held aboard each ship as follows:



Exxon Boston: From the left are Nello Leavins, Boleslaw I. Roman, John P. Gomes, Michael X. Savasuk, Seamon E. Josey, Allen L. Chaney, Jr., Albert C. Willis, Peter Muscarnera, Captain William L. Straley, Andrew A Bell, Patricia J. Jackson, Judge L. Williams, Stephen Jones, Jr., Wayne P. Boyd, Aladain J. LeBlanc, Operations Manager F. Ames Smith who made the presentation, and Harald Ronhave.



Exxon Philadelphia: From the left, Ayres Gonzales, Captain Davis L. Abernathy, William J. Williams, and David Whitty, O. R. Menton (Marine Department general manager who made the presentation), and Gene Crawford, all from the Houston Office, and Roger L. James.

(See DEVLIN AWARD WINNERS, page 3)

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All A Horse Has To Lose Is The Race

An oiler trainee and a 3rd assistant engineer were tightening flange nuts on a 180-pound steam line joint. The trainee was holding a hammer wrench on the nuts while the 3rd assistant swung the machinist's hammer. They were working in a confined area. All was going well until, WHAM, the machinist's hammer deflected from the wrench, striking the oiler trainee in the mouth, chipping and cracking his two front teeth. The trainee has had to have considerable dental work. He was fortunate. He could have suffered much, much more serious injury.

"We are aware that some working conditions aboard ship create awkward problems at times, but every job can be performed without personal injury if it is planned with safety in mind," said Captain Leonard H. Earle, chairman of the Port Safety Committee that reviewed the accident described above.

"So far this year, 11 employees in the ocean fleet have suffered disabling injuries. Many of these accidents occurred because employees did not pre-plan the job to be done or take the time to obtain the proper tools to use in performing the work safely. It almost goes without saying that IF these two employees were to do the same job again, they would use lines or tongs to hold the wrench," Captain Earle said.

The Marine Department provides shipboard employees with a formidable array of protective equipment, but the final decision to use it rests with the individual, Captain Earle pointed out. "If the job is not planned with safety in mind, and if tools are not used properly, the employee operates under a handicap. Handicaps are for horses, but not for us. All that horses have to lose is the race."

Blue Cross/Blue Shield Card Good Anywhere

"I presented my Blue Cross/Blue Shield of Texas card to a hospital in Maryland which refused to accept it because it was an out-of-state plan"

An employee reported this problem to the Marine Compensation & Benefits Section recently. "It didn't take us long to help him out because we had run into this problem before," said Mrs. Betty Butler. "It happens when a hospital clerk does not understand the national Blue Cross system of billing. Actually, the procedure is simple. All the clerk has to do is indicate on the claim form that it is a Texas Plan. The claim is then filed with Blue Cross in the state in which the hospital is located. Blue Cross does all the rest through an internal billing system," she explained.

There are, of course, other reasons for claims being rejected, some of which are quite valid. For example, the contract may not provide coverage for the service claimed or the benefit period may have been exhausted. Regardless of the reason, if you run into a problem and cannot resolve it yourself, just call Benefits in Houston for assistance (713-221-6511). "Whenever the hospital or even Blue Cross itself has caused the problem by improper handling we contact everyone concerned to try and make sure that it doesn't happen again," said Mrs. Butler. "If it is the employee's mistake we spell out the correct procedure for him to follow in the future."

Employees should remember that the procedure for handling in-patient claims is different from that for out-patient claims. The two procedures are outlined as follows:

In-Patient Claims

—Present your Texas Blue Cross identification card to the hospital.

—The hospital bills the local plan.

—If the hospital is located outside Texas, the local plan contacts Texas Blue Cross for verification that the membership is active.

—The claim is then processed.

Out-Patient Blue Cross and All Blue Shield Claims

Out-patient Blue Cross claims and all Blue Shield claims are billed direct to the Texas Blue Cross/Blue Shield Plan. Unfortunately, sometimes the hospital or doctor will not file due to the paperwork involved. If this happens, you are required to send the Texas Plan an itemized statement showing the services performed, the date, the name of the hospital, or doctor, and the amount of the charges. You should also include your certificate number. The mailing address for the Texas Plan is P.O. Box 6184, Dallas, Texas 75222.

If you have followed these procedures and still have a problem, write to the Marine Department, Compensation & Benefits Section, P. O. Box 1512, Houston, Texas 77001, Attention: Betty Butler; or call direct to 713-221-6511.

'We Were A Second Generation Ship,' Says Graham

"You've undoubtedly heard of second generation tankers. Well, the *Lexington* was one in every sense of the word on a recent voyage to Delaware City," said Captain Donald E. Graham.

"On the articles we had Richard Beck, third assistant engineer, son of Captain George Beck; Michael Stoddard, OS, son of Chief Mate Frank Stoddard; James Laratta, oiler, son of retired Chief Engineer Charles Laratta; Herman Cumbee, OS, stepson of John Meyers, AB; and Isaac D. Jones,

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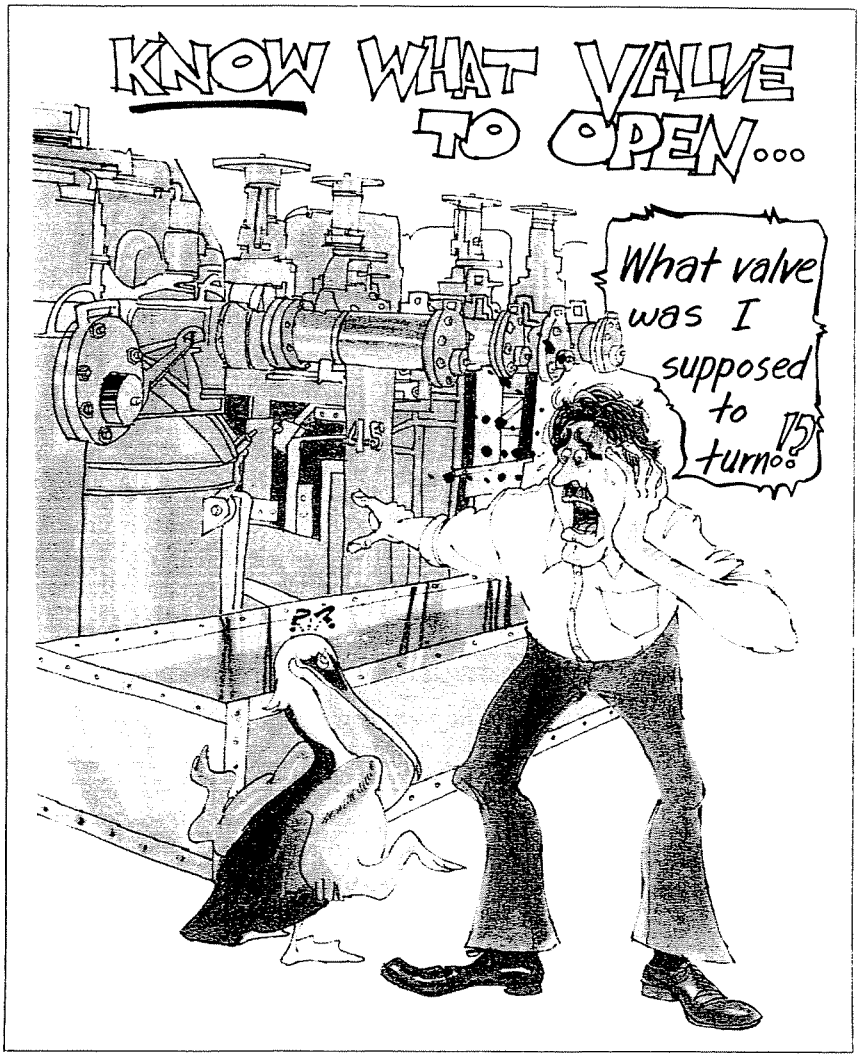
Jr., baker, son of retired Chief Engineer Isaac D. Jones, Sr. All are fine men and doing an excellent job," Captain Graham said.

Although another ship, the *Exxon Philadelphia,* wasn't quite the "second generation" vessel that the *Exxon Lexington* was, Captain Robert Boxwell noted that on one voyage the *Philadelphia* had at least two sons aboard whose fathers either were or are officers in the tanker fleet. Sailing on this particular voyage were Chief Mate William F. Besse, Jr., whose father was Captain William F. Besse, deceased annuitant; and OS Stuart L. Carpenter whose father is Rex G. Carpenter, radio officer in the *Exxon Baltimore.*

Fleet Manning Supervisor P. J. McEwan estimates that about 20 second generation employees in the ocean fleet have fathers either sailing in the fleet or are retired from it. There are also several sets of brothers in the fleet.

Ten Down, Two To Go

Ten of 12 ships scheduled for major overhaul this year have either left the shipyards or will have done so by September 15 when the *Exxon Washington* is scheduled to return to service. The *Exxon Boston* is scheduled to enter the shipyard on September 12 and the *Exxon Bangor* on October 15.



THE ENVIRONMENTAL POSTER program was expanded recently to include the inland fleet. Posters are created within the Marine Department and emphasize causes and consequences of spills most prevalent at the time, but they are not aimed at any particular spill. In fact, the October poster, above, is applicable to several recent spills in which valves in the cargo system were improperly lined up. The current poster should be displayed in a prominent place aboard each vessel. The October poster will be mailed later this month.

(Continued from page 1)

Devlin Award Winners

Exxon Gettysburg: Attending Jones F. Devlin Award ceremony on deck were, from the left, Arne C. Haug, Frank Adams, Kay Peters, Mr. Crawford, E. W. McNeil, Jr., administrative manager who made the presentation; Captain Keith E. Frutiger, Archie N. Griffith, and John D. Klintworth.



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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 4193, Houston, Texas 77001.

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Marine Announces Changes In Headquarters, Branches

Headquarters-Administrative Changes Are:



R. T. Williams, Jr., left, is the new administrative services coordinator responsible for materials procurement and service contracts, the administration of Headquarters Office services, and the coordination of certain personnel activities, including employment and Equal Employment Opportunity functions.

R. L. Holmberg, center, formerly employee relations specialist in labor relations, replaces Mr. Williams as labor relations coordinator.

Peter A. Nolan has been named employee relations specialist to replace Mr. Holmberg. Mr. Nolan began his company career in 1968 as 3rd mate in the *Esso Boston.* Over the next several years he alternated between fleet and shoreside assignments and was analyst in Marine-Engineering and Planning prior to his transfer to Administrative in his new capacity.

Branch Changes:



Larry D. Roth, left, manager, San Francisco Branch Office, has elected to return to the ocean fleet. He holds a 1st assistant engineer's license.

Jacob A. Piercy, right, former operations supervisor at Paulsboro, New Jersey, replaces Mr. Roth at San Francisco.



Bruce G. Gustin, above left, has been promoted to operations supervisor at Paulsboro. He has served as deck officer in the ocean fleet and as transportation allocator at Baton Rouge and New York.

Joseph S. Burkart, above right, formerly personnel specialist in New York, has been appointed operations supervisor at Norfolk to replace R. H. Boyce who plans to retire in the near future.

Three Transportation Allocators Transfer



Bruce W. Young, above left (formerly Deck Officer in the ocean fleet), has moved from the New York Branch, Baltimore Office, to the New York Branch at Bayway.

Bernard J. Feehley, above right, transferred from the Baton Rouge Branch Office to Baltimore.

Craig M. Rassinier, below left, moved from the New York Branch, Paulsboro Office, to the Baton Rouge Office. He holds a 2nd mate's license.



'We Are A Nation Of Communities' Says Whyte

"The United States is made up of communities of people. And when people do something constructive for the betterment of their communities, they help the whole country," says C. Leo Whyte who for nearly 20 years has been highly active in helping improve the U.S.—or at least that part of it known as Staten Island, one of New York City's five boroughs.

Mr. Whyte, who retired from the Marine Department in 1969 as employee relations representative in New York, lives in the village of

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Annadale on Staten Island. He began to work for the improvement of the community in the early 1950's when he joined the Annadale Community Association made up of volunteer men and women dedicated to making their community a better place in which to live. "I've been president of this group four times since then, including my election in 1973 and in 1974," Mr. Whyte said.

As president, he conducts monthly meetings in which association members discuss problems arising in their neighborhoods and plan the action to take on solving these problems, the current one being the need for improved sewage and sanitary conditions in the area. "Some meetings are held especially for the public and discussions get a little hot, but we are usually able to reach compromises so that problems can be solved. The main thing is that the public is informed about what is being proposed before the proposal becomes a reality," Mr. Whyte pointed out.

Because of his close contact with all city agencies, he knows who to go to for help that requires city government approval on projects such as a proposal to construct a new hospital or to change a zoning law.

Mr. Whyte's years of experience with Annadale prepared him well for his next step up the community service ladder. On January 1, 1974, the Honorable Robert T. Connor, president of the borough of Staten Island, named Mr. Whyte to the paid position of director of the four community boards serving all of Staten Island. Mr. Whyte now has his own office in Borough Hall, an imposing municipal building in St. George, Staten Island.

"The community boards, which serve some 300,000 Staten Island residents are the nearest thing to grass roots government that I know of," Mr. Whyte explained. "The four boards are staffed by some 140 volunteers from the neighborhoods they serve and members represent all walks of life, both professional and non-professional, including senior citizens like me." In addition to helping solve community problems, the boards also serve another important function: they help reduce the communications gap that citizens often feel exists between themselves and city government officials. Most of the local board members are known by the majority of citizens they serve.

Among other busy duties, including those as president of the Annadale Community Association, Director Whyte maintains close contact with each board chairman; works with consultants on community board matters, including those concerning budgets; cooperates and consults with the local administrators of city departments; keeps the borough president informed of matters pertaining to the welfare of each community; and assists city departments and agencies in transmitting information to the people in each community.

"I'm an activist and I like to be involved, not only in community work, but also in politics in general. I'm treasurer of the Democratic Party of Staten Island," he said.

Mr. Whyte was born in Ireland and came to the U.S. in 1924 and soon became a citizen. He joined the company in 1935 and served in the fleet as OS and AB. In October, 1938, he obtained his 3rd mate's license and in May, 1939, he came ashore and was in seagoing personnel work from then until his retirement.

Mr. Whyte developed a deep affection for seagoing personnel and their feeling for him was mutual. An article in the Esso Seamen's Association newsletter at the time of his retirement said, in part: "Silver haired and silver tongued Leo is going to retire. He probably knows more men by sight and name than any one in the company. He will be missed. Congratulations and best wishes from hundreds of your friends."

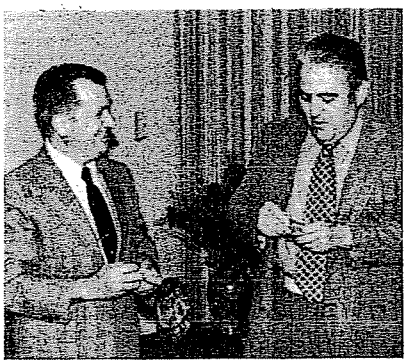
"Even today, many seagoing employees and members of their families keep in touch with me," he said. "Many of them are involved in civic participation in their own communities. They're making a better America for all of us."



C. Leo Whyte, right, leads off the 1974 Memorial Day parade held in the community of Annadale on Staten Island. He has been grand marshal of the parade for six consecutive years.

EXX-MOR-006630

George Saunders Completes 40 Years



George Saunders, who completed 40 years of company service on August 1, receives congratulations and a service emblem from Marine Department General Manager O. R. Menton. Mr. Saunders began his career in 1934 when he joined Esso Standard Oil Company (N.J.) as a temporary office boy. He soon made the regular payroll and in December, 1935, he transferred to the Jersey Standard Marine Department where he served in the accounting and auditing departments, becoming a ship operator in October, 1948. Mr. Saunders continued in this same capacity with Esso Shipping Company and was named supervising ship operator in the Marine Department of Esso Standard Oil Company in October, 1955. In April, 1961, he moved to Houston as senior allocator, ocean fleet, in Marine Department Operations, his current position.

'Exxon Bangor Did Us An Incomparable Service . . .'

Sometimes those we help rescue at sea make every effort to express their appreciation, even if it means writing to the company's very highest officer, the board chairman, to get the name of the ship's master responsible for giving aid. Here is such a letter:

2742 Red Fox Road
Orange Park, Florida 32073
July 26, 1974

Mr. M.A. Wright
P.O. Box 2180
Houston, Texas 77001

Dear Sir:

I am hopeful that you can help me. This past June, the Captain of your tanker "Exxon Bangor" did us an incomparable service. While monitoring his ship's channel #16, he overheard our conversations with the Coast Guard. We had been out at sea almost 40 hours with little sleep, harrassed by storms, driven off course in our 30 foot sloop and needed at least a positive heading. The Captain took time off from what I am sure are important duties to give us our position and new heading into Fort Pierce Inlet, Florida. He contacted the Coast Guard with information as to our whereabouts for a rendevous with fuel. He shepherded us to that rendevous and when he had been relieved by the Coast-Guard of the responsibility he had assumed for us, he was still concerned enough to come back on the radio with a new compass heading to compensate for the leeway he could see we were making.

Although we gave the Captain our heartfelt thanks over our radio, we never learned his name. We are so indebted to this man that I would be very appreciative if you could give us his name and an address where we could write to him personally of our appreciation. As I say, the only information I have as to his identity is that he is Captain of your tanker "Exxon Bangor".

I thank you for your help in this matter. As you can perceive, it is of extreme importance to our family that we get in touch with him.

Sincerely,
Suzanne Long
(Mrs.) Suzanne Long

Mr. Wright asked Marine General Manager O. R. Menton to respond to the letter and he did so as follows:

Dear Mrs. Long:

The Master of the Exxon Bangor who assisted you and your family on June 20 off the Florida coast was Capt. Roy J. Merritt. You may get in touch with Capt. Merritt by writing to him in care of the Exxon Bangor, Exxon Company, U.S.A., Marine Department, P. O. Box 1512, Houston, TX 77001.

For your information, the deck watch officer at the time was Mr. G. J. Thomas, Third Mate, whose home address is Box 1065, Inverness, FL 32650.

We are very pleased that our Exxon Bangor was able to render assistance to you.

Mr. Menton also sent copies of the correspondence to Capt. Merritt along with a letter commending him for a job well done.

Obituary

Bruno B. Moretto, 59, chief engineer in the *Exxon Sunshine State,* died of a heart attack aboard the vessel on August 19. He had 26 years of company service that began in August, 1948, when he joined the ocean fleet and sailed in the Engine Department. He transferred to the Mid-Atlantic Branch of Inland Waterways in 1958 where he served as assistant and chief engineer in tugs, motor vessels, and the *Exxon Maryland* integrated tow. He transferred to the New York area in January, 1965, and again worked in all types of self-propelled equipment. In 1970 he became chief engineer in the *Sunshine State.*

Lloyd E. Mercer, 61, died on August 26 at a hospital in Wilmington, North Carolina. Mr. Mercer retired on April 1 as automation oiler in the *Exxon Baltimore.* He had 26 years of company service that began in February, 1948 aboard the *Esso Wilmington* and served as wiper, fireman, and oiler on various vessels during his career. He is survived by his widow.

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