



EXXON FLEET NEWS



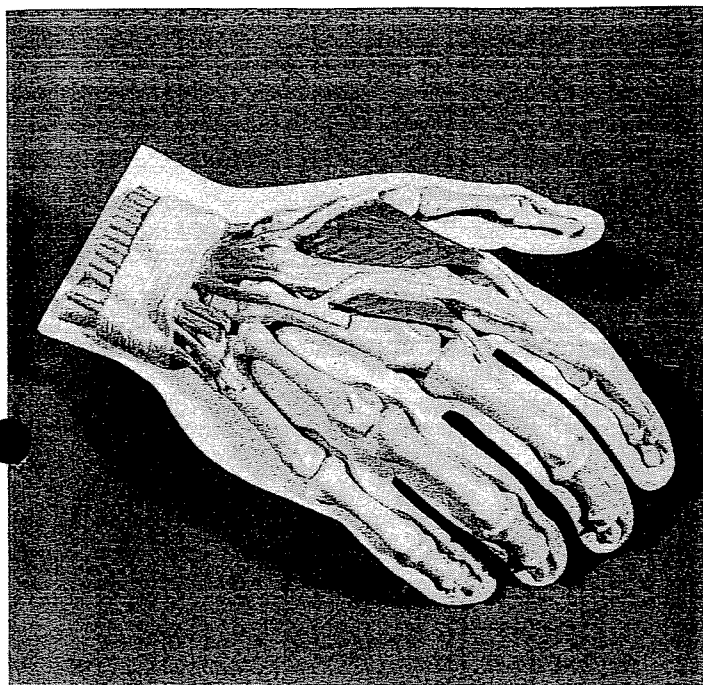
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I'm Your Hand

You Just Won't See Any Piece Of Machinery My Size That Is More Sophisticated, Tireless



What major part of your body would you rather do without, if you had to make a choice? An eye? A leg? A kidney or lung? You have two of these and could possibly spare one without too much inconvenience, you might reason. You might even consider the loss of a hand as not too disastrous. But you'd be wrong. Actually, losing a hand could be an even greater disaster to some people than losing an eye or a leg, especially for those who depend upon the skilled use of their hands to earn a living.

Large Brain Area

A measure of the importance of any body part is the size of the brain area reserved for this use. I modestly point out that we hands have two

of the largest spaces in the area of the brain, known as the motor cortex. When you move a finger, thousands of messages from the brain are required for the single act, ordering this muscle to contract, that one to relax, causing this tendon to pull, that one to rest. During an average lifetime, I will extend and flex finger joints at least 25 million times.

Levers And Hinges

Structurally, no other piece of body machinery has so much packed into so small a space. I am made up of a bewildering array of levers, hinges, and power sources, all managed by a master computer, the brain. My partner and I have a total of 54 bones,

(See **PROTECT HANDS**, Page 3)

Plans Underway To Improve Films

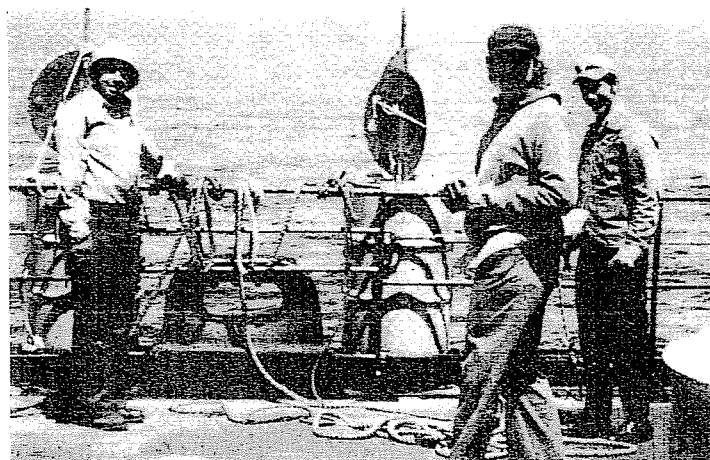
"As the result of good response to a video-movie survey questionnaire sent to ships about six weeks ago, it is hoped that personnel in the ocean fleet will be seeing improved movies and other entertainment films starting about September," said Paul T. Cavanaugh who is helping to coordinate the movie program.

"We have received responses from 15 ships to date and several comments have stood out consistently," he said. "One is that movies are often second-rate, many of them foreign made and dubbed with English voices. The other is that sound and picture quality of some tapes is not good.

"We have informed the film

supplier of these two concerns and made the point that U.S. crews require more selective U.S.-made entertainment films. The supplier appreciated our comments and assured us that he is working to improve the films. He has been developing new contracts with United Artists and 20th Century Fox for new features. The supplier is also implementing a system to have his agents, who handle film exchanges, do a better job of checking the contents of the boxes on the mix of entertainment and the condition of the tapes," Mr. Cavanaugh said. "We plan to conduct another survey later this year to see if film subjects and quality have been improved."

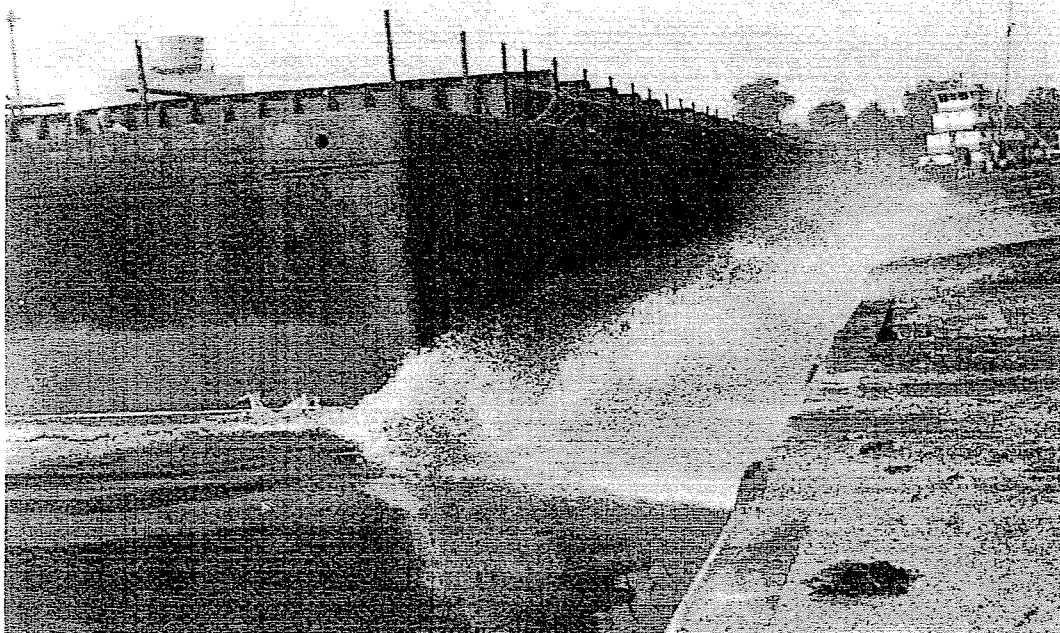
Ocean Fleet Completes Sea Trials



RADAR BUOYS are being lowered over the side by AB Jose C. Domingues, left, AB Susan Williams, center, and Chief Mate Stephen F. Ford. The buoys were used during the vessel's recent ship maneuvering verification trials conducted in response to a Coast Guard requirement that operating characteristics of all U.S. vessels (not just Exxon) of 1,600 gross tons or over be verified with those posted on the bridge. Exxon vessels have completed the tests and laminated plaques containing current data, as required by this federal regulation, are now being made up for posting on the bridge of each vessel.

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First Of 18 Fuel Oil Barges Launched In Houston



THE FIRST OF 18 heavy fuel oil barges was launched on June 28 at Bludworth Shipyards in Houston. Five more of the barges are being built by Bludworth, another 12 are being constructed by Ingalls Iron Works in Decatur, Alabama, and Dravo Corporation Shipyard in Pittsburgh, Pennsylvania. The 18 barges, ranging in capacity from 10,000 to 30,000 barrels, are scheduled for delivery over a one-year period. They will be used in inland waterways service in the Mississippi River and Gulf Coast area.

Three New Marine Employees



THREE NEW EMPLOYEES in Engineering & Planning meet with Roger R. Hemminghaus, left, manager of the section. From Mr. Hemminghaus' left are Stephen F. Goldmann, Michael R. Bennett, and Mark J. Berman.

Mr. Goldmann obtained a PhD in Chemical Engineering from the University of London in 1969. That same year he joined Esso Mathematics and

Systems, Inc., at Florham Park, New Jersey. In 1973 he transferred to Bayway Refinery where he was an investment planner, an energy conservation section supervisor, and worked in short range economics. He joined the Marine Department as an advisor in Economics and Planning. Mr. Goldmann is married and has two young children.

Mike Bennett came to the Marine Department after serving eight years in the U.S. Navy. As a 1967 Naval Academy graduate, he entered the Navy's nuclear power program and served aboard the *USS Simon Bolivar*, a polaris/posidon submarine. His last tour of duty was at the NROTC Unit, The Citadel, in Charleston, South Carolina, where he began work on an MBA degree. Mr. Bennett, who joined the Marine Department on July 3 as a project engineer, is married.

Mark Berman has been hired as an analyst in Economics & Planning, effective July 10. He holds a Bachelor of Science degree in Industrial Engineering from Rutgers University and in May, 1975, he received his MBA from Indiana University. He is single.

Exxon Texas Crew Saves Burning Tug

Quick action and expert firemanship by the crew of the *Exxon Texas* saved a burning tug from possible total destruction on the Intracoastal Canal recently. The *Exxon Texas*, westbound under light tow, received a Mayday call from an approaching tug at about Mile 214 west of Harvey Locks. The tug was the *Quarter Horse* with two caustic soda barges in tow. She was on fire and huge billows of smoke were pouring from her engine room.

W. J. Dupre, captain in the *Exxon Texas*, sounded the general alarm and quickly steered toward the burning tug. His crew broke out fire hoses and had them ready for action by the time the *Texas* pulled alongside the *Quarter Horse*. They extinguished the fire within 40 minutes.

"I am convinced that if it weren't for the fast action of the men, the *Quarter Horse* would have burned to the waterline," Captain Dupre told Captain Sam V. Gardner, Baton Rouge Branch manager who commended Captain Dupre and his crew for their speed and expertise in extinguishing the flames.

Although fire gutted the engine room and sleeping quarters, no one aboard the *Quarter Horse* was injured.

In addition to Captain Dupre, others in the *Exxon Texas* who helped save the *Quarter Horse* were: Rainey F. (Red) Lyons, pilot; Herbert J. Gomez, utilityman; Calvin P. Morales and Duffy J. Rivere, pilothouse trainees; and Terry J. Patin, William M. Gillespie, and Donald L. Baker, all deckhands.

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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 4045, Houston, Texas 77001.

PROTECT HANDS (continued from page 1)

38 sets of muscles, 10 fingers, a maze of ligaments, connective tissues, blood vessels, and a rich network of capillaries. We also have about 1/3 of the 5 million or so tiny sensory receptors in the body. These receptors register all sorts of sensation—pain, pressure, hot, cold—making my partner and me one of the most highly endowed parts of the anatomy—a very good reason why you should take every effort to protect us.

I Am Important

Although I don't intend to over emphasize my importance, I will point out that losing nearly any part of me can cause more inconvenience and trouble than about any other part of the body. You can lose a piece of a lung or kidney and probably not miss it nearly so much as if you had to do without a finger or two. Take my thumb away, for instance, and I would be like a pair of pliers with one jaw missing. Just try to write without it, or

lift a glass or hold a magazine, or even shake hands. Several employees in the fleet have thumbs and other fingers missing; they'll tell you how inconvenient it is to function without them.

Since I play a part in just about everything you do, it is little wonder that I am involved in a large number of accidents. I'm burned, mashed, pinched, cut, and bruised. I am hit by hammers, caught in pulleys. My tendons are pulled and torn. Yet, most people become aware of my real importance only when something goes wrong. Burn two of my fingers badly and you'll find it more disabling than a broken collar bone.

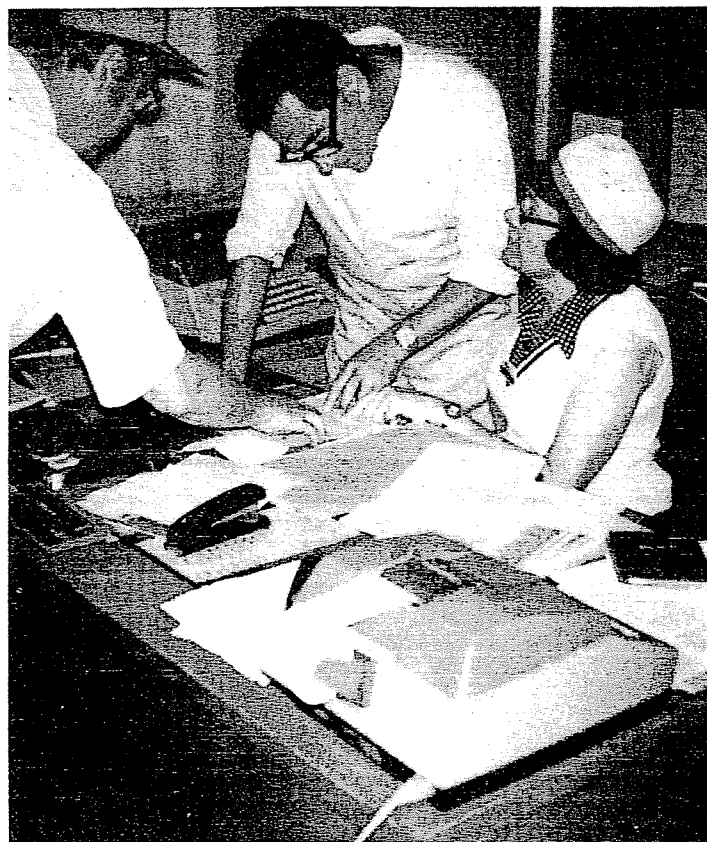
Please, for your sake and mine, regard me with wonder as the remarkably sophisticated and indispensable piece of body machinery that I am, and be careful how you use me.

Be Sure To See Movie

"Now, I'd like to issue you a special invitation on behalf of my partner and me. Be sure to see the safety film entitled "All Hands Alert" now being sent to ships. Perhaps your ship already has it. The film, produced in color by Exxon Chemical Company in Baton Rouge, features a widely-known hand surgeon, Dr. Paul W. Brand. He uses about 7 minutes of the 30-minute film performing a delicate operation on the hand. The close-up shots are quite vivid, but they are purposely this way in order to impress you with the importance of protecting your hands as you work. Among the many important facts on hand safety stressed by Dr. Brand, one especially stands out: "Once you really damage your hands, we can do very little to bring them back to normal, in spite of the fact that some outstanding repairs can be made," he said.

That's sure worth thinking about. The film is probably the most dramatic ever produced on hand safety. Be sure to see it.

'I Like To Go Aboard Ships,' Says Freda



FREDA H. SMITH, transportation allocator at Norfolk, is shown here checking cargo papers with the master aboard the time-chartered tanker *M/S Buckeye* which discharged products at the Norfolk Marketing Terminal recently. Joe S. Burkart, operations supervisor at Norfolk, is observing at left.

"I believe that Mrs. Smith is the first woman in the Marine Department to carry out transportation allocation duties aboard a ship," Mr. Burkart said. He indicated that for the most part her duties as transportation allocator have been confined to the office where she arranges for docking, undocking, pilot, and tug services for U.S. and foreign vessels calling at the Norfolk terminal; coordinates cargo discharge operations between ship and terminal; performs personnel work for our own ocean and inland vessels; works with customs, immigration, and other government agencies in preparing necessary papers for entering and clearing ships; assists foreign ships in storing and crew matters (including medical, dental, and repatriation

needs); and performs other agency duties.

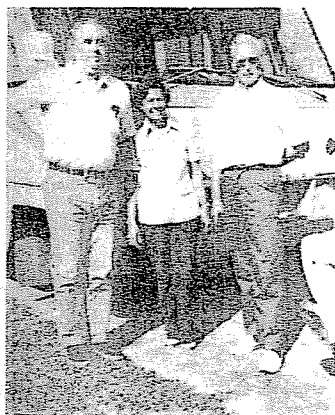
How does she feel about going aboard a ship in her first assignment?

"It was very interesting and gave me an opportunity to see first-hand how the work I perform ashore is used in ship-board operations. I look forward to boarding other ships that call at Norfolk," she said.

Obituary

Alfred Daly, 80, died on July 11 at Staten Island, New York. Mr. Daly retired in 1960 as tug engineer in the inland waterways fleet with 33 years of service. He was employed by Socony in 1926 and worked as engineer on their New York tugs until the equipment was acquired by Exxon in 1946. He continued as tug engineer until his retirement. He is survived by his widow and one son.

Jennings Enjoys Travel



AB Ian G. Harrison, right, sent in the above photo showing Mr. and Mrs. John P. Jennings posed in front of their motorized home. Mr. Harrison visited Mr. and Mrs. Jennings recently in Florida. "Now that John has retired, he and his wife are doing some extensive traveling. They both enjoy their motorized home and say they are meeting many fine people and seeing lots of interesting places," Mr. Harrison said. Mr. Jennings retired as A/Oiler in May, 1974.

RETIREMENTS

Shipmates Present Retirement Gifts To Edward J. Porus



Edward J. Porus, holding a retirement gift of a wallet and expense money contributed by shipmates, retired on July 1. After spending nearly 14 years as repair inspector he opted to return to sea in January, 1971, as regular chief engineer in the *Exxon Jamestown*. Mr. Porus began his seagoing career on July 11, 1940, as wiper in the *Beacon*. When the *Beacon* was tied up and taken out of service 12 days later, Mr. Porus went to sea in the *Esso Concord*. Progressing to fireman and oiler during the next several years, he obtained his 3rd assistant engineer's license in December, 1942, and joined the *George W. Barnes* in this capacity a short time later. In October, 1943, Mr. Porus obtained his 2nd assistant's license and served in that capacity aboard the *Barnes* until April, 1944, when he accepted a six-month assignment with War Emergency Tankers, Inc. Returning to the fleet, he raised his license to 1st assistant engineer. He was aboard the *Esso Springfield* when he was promoted to chief engineer on January 9, 1947. He lives in Houston.

Exxon Owns Creole

On June 23, Exxon Corporation became the sole stockholder of Creole Petroleum Corporation, Exxon's operating affiliate in Venezuela.

Hatchett, Chamberlain Retire July 1



Arthur L. Hatchett, above, and John B. Chamberlain, right photo, are shown aboard the *Exxon Chester*, their last ship before retiring on July 1.

Mr. Hatchett, 2nd mate, was surprised when a number of his shipmates met on the bridge to wish him well and present him with a walnut tobacco humidor and a circular pipe stand, along with two pipes. From the left are Captain Edwin J. Fellows; Jose Silva, AB; Mr. Hatchett; William Kobylack, 3rd mate; Stephen F. Ford, chief mate; and Brandon H. Orcutt, AB. Mr. Hatchett began his career in the fleet in March, 1951, as AB in the *Esso Lynchburg*. He was promoted to 3rd mate a short time later, and in August, 1952, he sailed in his first assignment as 2nd mate in the *Esso Bayonne*. He obtained a chief mate's license and sailed in this license in the *Esso*



Scranton, *Esso Florence*, and *Esso Gloucester*. He lives in Pitman, New Jersey.

Mr. Chamberlain, shown at left in the wheelhouse photo with Chief Engineer William Motta, retired as 3rd assistant engineer. He joined the ocean fleet as wiper in the *Ethyl* on April 22, 1939. He advanced to fireman and oiler and obtained his 3rd assistant engi-

neer's license in September, 1947, serving for the first time in this license in the *Esso Concord*. During WWII, he made voyages in the *Esso Pittsburgh*, *Dartmouth*, *Esso New Orleans* (1), and other vessels. He lives in Bala Cynwyd, Pennsylvania.

Judge L. Williams Retires As AB

Judge L. Williams retired on June 1 as AB. His last ship was the *Exxon Boston*. He was ship's representative for the ESA at the time of retirement. Mr. Williams began his seagoing career in December, 1956, as AB in the *Esso Shreveport*. Since then, he sailed in this capacity in most of the ships in the fleet. Mr. Williams lives in Jacksonville, Florida.

Tiger Shark Caught



THIS LARGE tiger shark was caught recently when the *Exxon Florence* was at anchor off Savannah, Georgia. The photo, showing Chief Engineer Boleslaw I. Roman cautiously pulling on a fin, was taken by Kjeld Eriksen, 2nd pumpman. "When the shark was cut open, we found a mess of black feathers inside. He must have surfaced and caught a duck or some other bird," Mr. Eriksen said.