

# intouch

For annuitants of ExxonMobil subsidiaries in the UK and Ireland

## Fawley 70th Anniversary celebrations

Preparations are underway to mark the 70th anniversary of the 'new' refinery at Fawley in September and in celebration of the landmark occasion, everything at Fawley has 70th anniversary branding this year.

Alison Jones, Fawley community manager, has been involved in the preparations. She said: "Ten large information boards displayed in Fawley's conference centre are being upgraded to mark the anniversary and digital signage is being used across the site. New photographs have been commissioned to hang throughout the administration building too.

"We are also producing a special commemorative brochure to highlight how the products and chemicals manufactured at Fawley are used in modern life. Much technical innovation has taken place here over the years, so we will bring the business units to life through the stories of those who work for them."

Although it is the refinery's 70th anniversary this year, Fawley has been an industrial location for more than a century. Back in the 1920s, the Anglo Gulf West Indies Petroleum Corporation (AGWI) acquired marshland at Fawley to build the original refinery. This was later taken over by Anglo-American Oil who expanded the operation and introduced the Esso brand in the 1930s.

By the end of the Second World War, the oil industry was facing a big challenge to meet the nation's increasing demand for petroleum products, so in 1946, planning began for a new refinery on a scale not previously seen in Europe. Some 3,000 acres of the Cadland Estate overlooking Southampton Water were acquired from the Drummond family and the Fawley site was expanded to form the 'new' refinery known today.

Construction began in the summer of 1949 when a contingent of c5,000 British workers arrived at Fawley, bolstered by more than 70 American supervisors experienced in refinery work. Finished ahead of schedule, the new and modern plant was already in full production by the time of its official opening on September 14, 1951.

Prime Minister Atlee was one of 5,393 guests who enjoyed a banquet in a huge marquee on site to celebrate the occasion, in the spirit of 'The Festival of Britain'. It's this anniversary that is being marked in September this year, albeit in a scaled-back way due to the pandemic.

In a nod to the site's role at the heart of Fawley's community life, the commemorative brochure will also profile some of the families who've

worked at the site, explains Alison. "In the past, local people have followed in the footsteps of their parents, uncles, aunts and even grandparents to join ExxonMobil," she says. "Of course, that doesn't happen these days, as all recruitment is handled centrally!"

"As the refinery has grown, so too has the local community," Alison says. "Many people originally relocated to Fawley to work for ExxonMobil, and they in turn have had families who have worked here too. Their lives have been inextricably linked with the site. The popular sports and social club was used by many families - including my own - to celebrate milestones," she reminisces.

Alison understands the sentiment the site at Fawley creates. As she prepares to retire this summer after 31 years' service for ExxonMobil, she reflects: "Fawley holds many memories for many people - it's a collective of community stories. It has been part of my life history too."

If you or your family have any memories or photographs of Fawley that you would like to share, please email [ExxonMobilFawleyPastaff@exxonmobil.com](mailto:ExxonMobilFawleyPastaff@exxonmobil.com) so we can add them to the intranet.



The Cover of the Fawley 70th Anniversary Commemorative Brochure

If you have a story you would like to share with *InTouch* magazine, email [InTouch@exxonmobil.com](mailto:InTouch@exxonmobil.com)



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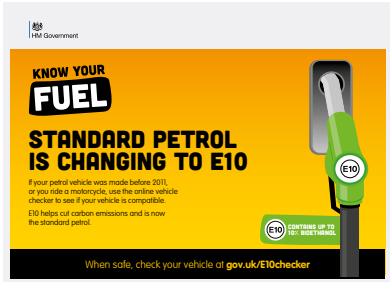
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# Working at Fawley Refinery in the 1950s to 1960s - years of expansion

**ExxonMobil Annuitant David White takes us down memory lane as he reminisces about his working life at Fawley in the 50s.**

Esso's Fawley refinery was a fascinating place to be working in these formative years for the plant. The then Prime Minister, Clement Attlee, acknowledged the contribution the refinery would make to the economy when he opened it in 1951. He assured the community that it was to be of great benefit to the nation. This message rubbed off on the employees who worked hard together to create an enthusiastic and dedicated team.

Throughout the first two decades, there was very considerable expansion, creating demand for craftsmen and engineers of all disciplines but especially chemical engineers. By the mid-1950s, there were about 3,500 employees on site including 400 graduate engineers – mostly bachelors.

**Creating a work-life balance**

The company recognised the relatively remote location of the refinery and had built accommodation along with a cinema while substantially increasing the sports facilities to attract and retain employees.

The social club included virtually every sport and leisure activity. Many of these new

graduates had taken part in activities to a high standard at university. They all put their talents to good use so the Club was not only able to run rugby, soccer, hockey, tennis, badminton and bowls teams but also had a bridge and chess section. A very active music and drama group included a choir and orchestra. They staged plays, revues, concerts, Gilbert and Sullivan, as well as Shakespeare productions in the cloisters of Beaulieu Abbey.

The approach the company had taken was forward thinking. Employees worked very hard and played hard which created an atmosphere of remarkable productivity and harmony. There was a team spirit about making a success of operating the refinery safely and efficiently, while learning ways to optimise plant performance.

**Building a strong team**

It was a great credit to management for recruiting people who worked well together while having the skills required for their roles in the organisation. Industrial relations were excellent and the company was able to implement major changes to working practices with the famous 'Blue Book'. This became a case study for most major business schools in the UK.

In the 1950s, engineering was male

dominated and the only downside for the large number of bachelors was a lack of women in the area! The New Forest villages were sparsely populated so Lymington, Brockenhurst, Lyndhurst and Southampton were the target areas to find company. A good source was Southampton General Hospital where nursing staff (largely women at that time) welcomed the opportunity to socialise.

**Spreading our wings**

By the 1960s, more people had settled and employees were raising families. They felt the need to break away from the work environment and live further afield. Lymington, New Milton and Milford became popular and interest in the social club declined.

For many engineers, a decade at the refinery was a prelude to a move. London headquarters and the new Milford Haven refinery were the main places for career development in those days. Some returned to the refinery, but many moved onto management roles in many different sectors of Exxon's business. Nevertheless, there was still a very strong loyalty factor and many of us look back at those early days at Fawley with happy memories.

**David White**



Fawley social club from the fields



Fawley social club inside



Football game taking place on the social club pitches



David White

If you have memories to share of working at the company, please get in touch via [intouch@exxonmobil.com](mailto:intouch@exxonmobil.com)

## ExxonMobil agrees sale of UK central and northern North Sea assets

In February, ExxonMobil signed an agreement with HitecVision, through its wholly owned portfolio company Neo Energy, for the sale of most of its non-operated upstream assets in the United Kingdom central and northern North Sea for more than \$1 billion.

This sale forms part of ExxonMobil's previously announced divestment programme, and includes our interests in 14 producing fields operated mostly by Shell, including Penguins, Starling, Fram, the Gannet Cluster and Shearwater; as well as the Elgin Franklin fields operated by Total; and interests in the associated infrastructure. ExxonMobil's share of production from these fields was approximately 38,000 oil-equivalent barrels per day in 2019.

We will retain our non-operated share in upstream assets in the southern North Sea, our share in the Shell Esso Gas and Liquids (SEGAL) infrastructure that supplies ethane to our Fife ethylene plant and some assets with ongoing decommissioning including the Brent field.

It is important to recognise that we continue to make major, long-term investments in the U.K., such as the £140 million upgrade at the Fife ethylene plant, and in the multi-million pound Southampton to London replacement pipeline project.

We have had a presence in the UK for 135 years, and our onshore presence remains strong, including natural gas sales, refining and chemical operations, and the marketing of fuels (through a network of more than 1,200 independently owned Esso-branded retail sites), lubricants and petrochemicals.

We are looking to the future too, most recently in our discussions with the Acorn Carbon Capture and Storage project at St. Fergus in Scotland.



The Shearwater platform

## New Brent video produced

John Gillies, projects and technical manager for the UK CNNS and Azerbaijan has participated in a new video, produced by Shell, which looks back at the pioneering human story of the Brent oil and gas field from its discovery in the East Shetland Basin of the North Sea in the 1970s to the present day.

It's a timely tale, given the last of the four giant platforms finally ceased production in March. Brent has been at the core of a valued partnership between ExxonMobil and Shell which has endured for more than 50 years.

John, who has worked for ExxonMobil for almost 30 years - nine of which were offshore - takes up the story...

"In the seventies, the Brent oil and gas field discovery came at a time of economic troubles for the UK. It took huge construction projects to bring it online quickly, creating security of UK energy supply, livelihoods for many people and making a huge contribution to the UK Treasury," he says. "Brent is a human story – of ingenuity, innovation and determination to succeed. There was real pride if you worked in the energy industry in the 1970s – the nation faced an energy and economic crisis, and you were a national hero."

He explains that the new video will celebrate the success and innovation Brent engendered. "I believe the end of Brent should not pass unmarked, and it is especially poignant as the UK embarks on a transition to the alternative sources of energy we are currently developing," he adds.

"It needs to be recognised as part of our nation's history. Much of the technology, environmental standards, and processes we use today came as a consequence of the learning and innovation developed through Brent. For many offshore, Brent is the story of their entire working lives."

With the decommissioning phase 75 percent complete, the groundbreaking innovation still continues as the huge structures are removed. Prior to the final platform removal in 2022, the last of 140 wells will be permanently plugged this year. John says: "Even at this stage, Brent has broken records, such as the world's heaviest marine lift, and we've introduced a lot of new technology to ensure the decommissioning is done safely and environmentally responsibly. The Shell tagline for the decommission project is 'Bringing Brent Home'. We've got to cross the finish line strong, in the same way as the story began. Many ExxonMobil people have contributed to the success of Brent over the years and should be proud to have played a part."

The video can be watched on YouTube at <https://youtu.be/r0SzeqVsk0Y>.



The Brent Oil Field



# Volunteering for a local Seafarers Charity

**It is always a pleasure to receive stories from our readers. In this issue, we are pleased to publish this interesting letter received from annuitant Alfred Tidey, known as Alf, about his volunteer work.**

I spent several years on overseas assignments during my 30+ years with Esso UK. I was involved in the development of OIMS for marketing operations and then undertook subsequent assessments until retirement 15 years ago. This entailed travel to ExxonMobil operations in Asia, Australia, Europe, South America, USA and the UK.

My wife Norma and I moved to Poole, Dorset when I retired, and I discovered cargo ships regularly come into Poole port. I wanted to do volunteer work and hopefully use some of my experience to help others so five years ago, I joined as a volunteer ship visitor with the “Stella Maris charity”. Stella Maris has chaplains and volunteers working in ports up and down the country and across the world.

A ship visitor’s role is essentially to lend an ear and give support to the seafarers – helping them with welfare needs and pastoral care. Many of the seafarers are from India, the Philippines etc. and have contracts that keep them away from home nine months and more at a time.

On our visits, we provide welfare packages of food, toiletries, clothing and faith resources. If a seafarer has to be hospitalised, we make visits and help contact family. Sadly, in recent times, we have been supporting seafarers who have been victims of modern-day slavery too.

COVID-19 has also proved to be a very difficult time for the seafarers. Last Christmas, around 400,000 seafarers were stranded in ports around the world because of the pandemic. They couldn’t leave their ships while in port and have not seen their families for over 12 months. Thankfully, they can contact home via social media/phone etc. if available.

We are very well received during the ship visits and quickly make friends, making our volunteering an enjoyable experience.

**Alf Tidey**

**If you have any stories you’d like us to include in the next issue of *intouch* newsletter, please email us at [intouch@exxonmobil.com](mailto:intouch@exxonmobil.com)**



Alf and two seafarers from Cape Verde

Remediation works begin at Bowling

Preparation and construction works at a former Esso oil terminal are starting in Bowling near Glasgow after a year-long delay due to COVID-19. The land is now part of the Glasgow City Region Deal project and will be transformed by the buyer into a major industrial and commercial development and bypass. As part of the land sale agreement, ExxonMobil will clean up the site.

James Hadwen is ExxonMobil's senior project manager for the remediation works. "Our work is relatively simple in many respects," he says. "It is essentially a large-scale civil earthworks programme to enable the redevelopment of the site. We're going to dig out some 200,000 cubic metres of soil, treat a portion of it to extract contamination using a novel soil washing approach, and then replace the clean material back into the ground."

Delve a little deeper however, and the remediation work is not as simple as James describes! The site is mostly reclaimed land that borders the Clyde River and as the earthworks extend right to the edge of the site the project will have to deal with river and groundwater tidal fluctuations of up to 3m and the occasional storm that will make stability and water management a tricky business. A substantial section of the river edge will need to be physically removed and then replaced, finished with a new rock armour wall.

James explains that site access is challenging too. "There is only one vehicular access bridge to the site and to enable remediation works to take place, a temporary 'Bailey bridge' will need to be placed on top of the bridge which has a limiting weight restriction. This portable, prefabricated truss bridge – as used by the military in the Second World War to cross rivers – will unfurl to take the weight of all of the trucks and equipment entering and exiting the site, leaving the original bridge structure uncompromised," he says.



Hill of Dun, Old Kilpatrick, Dunbartonshire



View west from Dunglass rock promontory

The tale of a pipeline, Oyster Catcher and Irish Lady!

It was great to hear from annuitant Murdo Morrison, a former ExxonMobil PR manager for Scotland and Northern Ireland recently.

He wrote to 'In Touch' about his memories of when the construction of a pipeline to Bowling was brought to a halt by an Oyster Catcher – a large, stocky, black and white wading bird – which had chosen to nest a few metres away from the River Clyde. Murdo consulted the RSPB, who advised him about the legal protection and consequences for disturbing the nest in any way.

Murdo, who was in Public Affairs at the time, remembered this as he'd seen an Oyster Catcher used as a logo somewhere at the time. As a Gaelic speaker, he recalled the logo with Scottish Gaelic words 'Bi Glic Bi Glic', which translate as "Be Wise, Be Wise". The logo was traced to the Scottish Police College at Tulliallan.

The story behind this logo was a local legend. Saint Brigid, an Irish lady, was being pursued by persons intent on doing her harm.

Exhausted, she fell asleep on a sandy shore and these little birds covered her up with seaweed thereby hiding her from the people in pursuit. They passed by. When she wakened, Saint Brigid thanked the birds by putting a white cross on their backs and teaching them Gaelic.

Murdo writes that the media were informed about the Oyster Catcher bringing the works of a major contractor to a stop and they loved the quirky tale. TV, radio and national Scottish newspapers all picked up the story, and interviews and recordings ensued!

The chicks eventually hatched and together with their caring mother, were off the nest two days later and into the adjacent River Clyde! Construction was then able to resume!

So, the tale of the Pipeline, the Oyster Catcher and the Irish Lady had a happy ending!

Thanks for sharing it with us Murdo. We love a good story!



## ExxonMobil Fawley helps in COVID-19 fight

As the battle against COVID-19 continues, ExxonMobil Fawley has become a key player in the global vaccine supply chain. The site's Chemicals units are responsible for supplying a range of products including halobutyl rubber, a component of the vaccine vials.

Halobutyl rubber creates a strong, impermeable barrier which lends itself perfectly for use in the production of pharmaceutical bottle stoppers to keep medicines sealed and sterile. The rubber creates a re-sealable barrier, which does not fragment when pierced by the needle of a syringe, as required for a COVID-19 vaccine vial.

Jamie Renshaw, Fawley's Chemicals technical manager, says: "By providing approximately 70 percent of all ExxonMobil pharmaceutical grade rubber, Fawley is making a significant contribution to the COVID-19 vaccine supply chain. In fact, we believe that around half of all the rubber that goes into the vial stoppers globally may originate from Fawley!"

Fawley's Chemicals plant also produces a range of liquids that are being used in the manufacture of medical products, including sterile packaging and cleaning agents. The site also manufactures plasticisers which are used in hospital flooring, protective goggles, vinyl gloves, facemasks and respirators.

Jamie added: "As we are all only too aware, COVID-19 continues to be a massive global challenge, affecting whole populations in ways that most of us would not have predicted just over a year ago. Throughout the pandemic, ExxonMobil Fawley has remained a reliable supplier to the pharmaceutical industry, making sure that we play our part in the fight against this disease."



Fawley's Butyl plant produces a large percentage of the rubber used in COVID-19 vaccine vials.

## Give the world a shot



Pauline Element

Like many people during the lockdowns, ExxonMobil annuitant Pauline Element was bored and unable to see her grandchildren. But after listening to the World Health Organisation and reading about the need for vaccines in the developing world, Pauline decided to act and make a difference.

One year on, she has successfully launched an international campaign with UNICEF, and raised £4.1 million (at the time of writing) to pay for COVID-19 vaccinations that are saving lives in the world's poorest nations.

Pauline's initial idea was to set up charity fundraising points in NHS vaccination centres that would encourage people to donate the low cost of a vaccine when they were receiving their own doses. The money raised would pay for vaccines for those in the developing world.

"I initially thought I would do this on a small scale, but then it struck me that this is such a big problem," Pauline said. "So, I decided I would aim high and that I needed to find a partner. "A friend introduced Pauline to a charity fundraiser who was working for the same charity as a former CEO of Oxfam. "The three of us got together to develop the campaign," says Pauline.

"I always wanted it to be inclusive and thought one way to achieve this would be to work with multiple faith communities. We eventually managed to get the Archbishop of Canterbury to convene a meeting of representatives from various churches and faiths with the UK Government's Vaccines Minister, the Foreign Office and the Department of Health. At that meeting, we collectively decided that UNICEF was the best partner to deliver the campaign and just two weeks later, following a lot of work, it was launched.

"People can donate via the campaign website, which also gives lots of tips and ideas on fundraising.

There are wonderful stories on the website, such as a five-year-old girl who has raised over £1,000 by bouncing on her trampoline," Pauline says. "We are also working hard to gain corporate sponsors such as the Gates Foundation who are on board, but all donations regardless of size are welcomed. The whole point is that most people can afford to donate the cost of their vaccine which provides the protection that they have received to someone who needs it."

Following the initial start-up phase, Pauline is still working with UNICEF and plans to stay involved. Work is currently underway to take the campaign to countries in Europe and Australia to support the global vaccination effort.

Congratulations to Pauline and her friends – they must be truly proud of their achievements. If you would like **to read more about the campaign or donate to pay for a vaccine in the developing world, please visit [www.vaccinaid.org/](http://www.vaccinaid.org/)**

# Mark Wentworth retires after 42 years

**As Mark Wentworth's long and notable career at ExxonMobil was drawing to a close, we asked him to reflect on his many experiences.**

The story begins in 1979, when 16-year-old Mark first joined the company. It was the 'winter of discontent', the average house cost £13,650 and 'Message in a Bottle' by The Police was riding high in the pop charts.

"January 1979 feels a long time ago," says Mark. "Looking back, I was like a sponge in those days - absorbing anything and everything. I contrast that with 2020, when the sponge was being wrung out as we battled the COVID-19 pandemic," he reveals.

"My career was operationally focused right from the start. I began in shipping, back in the days when ExxonMobil had its own fleet of oil tankers," he says. I was probably one of the last people to come through the cadet system with Esso.

"My early recollections include sea survival training - rowing a lifeboat around Tyne Dock in the North East and live firefighting in a ship's simulator tank! I really enjoyed the sea-going experiences and was looking forward to more until ExxonMobil exited from owning VLCC's (very large crude carriers)," recalls Mark.

"I then moved onto work in Pipelines, just as the first plans were being formulated for the South East pipeline to Gatwick and Purfleet. This was followed by customer service and planning roles within LPG Bitumen and Fuels, a supervisory job in Ipswich BP and then a move to Retail in 1990."

It was 1993 when Mark's interest in incident management began. "I worked at Purfleet and everyday was a new adventure," he remembers. "As a manufacturing site that has been used since 1888, there were

relics lying dormant that sprung back to life when least expected. I also recall some odd challenges, such as the time a whale washed up on the foreshore right by our jetty. The emergency manual doesn't have a section 'W for whale' in it!"

Mark then moved to roles in Fuels before joining EP&R (Emergency Preparedness and Response) in 2011. He believes his past experiences were all good preparation for what was to follow including the COVID-19 crisis!.

With ExxonMobil UK being a multi-faceted business, the country became a focal area as the virus impact unfolded. "2020 really was 'showtime' for EP&R," says Mark. "Given the global impact of the pandemic, the need to support multiple Emergency Support Groups (ESG's) became a stretch for all. I was really pleased to be part of the UK leadership team that steered the Corporation through choppy waters." It is this - Mark's most recent role as EP&R Adviser/ RRT Co-ordinator - that he considers his finest.

It is clear that for Mark, it's the sense of working together to solve a problem, that drove his career success. His wise counsel will certainly be missed in the months ahead and we wish him well as he retires to enjoy a more relaxed lifestyle.

"I am off to play with cars old and new and I have a summer role lined up to 'meet and greet' for a large garden's open days," says Mark. He smiles as he signs off, saying "no computers required...."

## Digging His Retirement



Annuitant Gary Robertson retired last October, having enjoyed a career at ExxonMobil lasting nearly 36 years. During his final year at the company, he had the rather envious job title of 'Mediterranean advisor', supporting the company's offices in Egypt and Cyprus, where he had previously worked.

Gary was also a member of the RRT working with Mark Wentworth and was operations section chief for more than 3 years. This involved leading a team of technical specialists working in areas such as marine operations, shoreline clean-up etc. He says: "There was a close overlap between my day job and my responsibilities within the RRT network - the two were very complimentary.

But little did Gary know that just prior to his retirement his skills would be called into action to help ExxonMobil respond to the growing COVID-19 crisis. He says: "Just prior to my retirement last year, I found myself called up to support Mark with the COVID-19 pandemic response during the first wave. We had to look at how it might potentially impact on ExxonMobil's business and the worst-case scenarios. Initially, there were just two of us supporting Mark, but this rose to six as the potential impacts of the pandemic became more complex. It was a very fast-moving situation with many unknowns."

It was to become an interesting and unexpected end to Gary's career at the company just ahead of his planned retirement. But rather than take things easy, he decided to become a student of archaeology at Oxford! Having been inspired by watching television programmes such as 'Time Team' and his time in Cyprus and Egypt, he thought he would discover more about the treasure lying beneath our feet.  
*Good luck Gary – hope your studies go well!*



Mark at Hever Castle



# John Hornby reflects on the 1960 ‘Esso Portsmouth’ oil tanker ship fire and jetty explosion

**As an Esso retiree, I have been asked to share my recollections of this incident - an account of the experience as seen through the eyes of an employee who can say “I was there”.**

There was an air of excitement on July 8, 1960, concerning the arrival of the Esso Portsmouth - the first oil tanker to deliver 32,000 tons of crude to the new Esso oil refinery at Milford Haven, Pembrokeshire. However, the next day presented an awful disaster that would be etched into the minds of many for the rest of their lives.

This first delivery of crude oil was a defining moment for the team, of which I was a member as part of the marine side of the operation. The arrival of this oil represented the first operational step of a challenging project and new complex facility, which was due to be officially opened later that year by Prince Philip, Duke of Edinburgh.

It was also the first time that a product was to course its way through unused pipework into the refinery’s new empty crude oil storage tanks.

### A new discharge system

The discharge of oil by the Esso Portsmouth was driven by centrifugal pumps from the ship through newly introduced rigid sections of steel pipe. These were connected together by swivel elbow joints and formed the loading and discharging structure on the jetty gantry. These rigid pipes with their elbows were connected to a number of crossover outlet manifolds which were part of the Esso Portsmouth.

The purpose of having the new rigid pipe and elbow system was to substantially reduce the need for a constant source of manpower to counter the vertical movement of the ship, caused by cargo discharge and the gradual ebb and flow of the tide. The old system of flexible cargo hoses had to be constantly adjusted manually by winch and wire to counter the ship’s movement.

It was this new discharge piping connection between ship and the refinery, which was to be the main cause of the fire and explosion, which seriously damaged the Esso Portsmouth and the cargo gantry on the jetty.

### The tragedy unfolds

Mid-afternoon on the July 8 1960, I noticed an intermittent drip of crude oil coming from one of the elbow joints of one of the piping systems. The ship’s mate had already noticed the leak and I saw him place an empty 45-gallon drum beneath the elbow to catch the deposits.

It was just after 6.00 am the following morning, when the elbow parted and the nightmare began. Loose piping fell across other piping joined to the ship’s manifolds which, in turn became dislodged. The chief officer acted swiftly to turn off the ship’s centrifugal pumps, as did jetty operatives with the shoreside valves. Nevertheless, sufficient oil was spilt leading to a massive fire and explosion, which engulfed the mid-ship navigation bridge and accommodation of the ship, as well as the gantry on the jetty.

I arrived at the scene some forty minutes later and the shock of what I saw left me in frozen animation and a state of fright. I quickly came to my senses when advised that the ship’s chief steward, with whom I had spent time the previous day, had tragically been blown overboard and drowned.

I then learnt that the 2nd Marconi wireless operator had jumped from the midship upper boat deck to a lower level and was also seriously hurt. One of the young stewards had suffered serious mental stress and there were two or three other injuries but, miraculously, the rest of the crew escaped unhurt.



Esso Portsmouth - on the jetty

I next witnessed a fire-fighting tug manoeuvre between the bow of the Esso Portsmouth and the jetty, but in doing so, the tug wheelhouse hit a catwalk which extended from the jetty to a platform for securing the ship’s forward mooring lines. The catwalk was immediately dislodged, causing the Esso marine supervisor, captain Ron Webb, to be thrown into the oily water. He was quickly recovered and I took him in his wet state, to his hotel where his first request was for a large whisky!

### Calm leadership

On returning to the jetty, the fire had been extinguished but the black billowing smoke, which could be seen for miles, formed a dark cloud over the area of devastation. This sight, together with the reels of fire hose, spilt crude oil and the acrid smell of the fire, left a vivid impression which remains with me to this day.

Once the fire-fighting tugs had departed, the spill booms were quickly put into place around the ship and the oil spill was mostly contained.

I shall always recall that my boss, Captain (Bill) H. C Fellingham, who managed the Marine Terminal, stood noticeably tall that day. He was unflappable and took command of the incident in an admirable way by providing calm advice and encouragement to all of us. I was so proud to be under his leadership.

### A bittersweet end

Fast forward to 1983 when the refinery was decommissioned. When I visited the site a few months later that year, I looked at the silent plant which still had to be dismantled and my mind became flooded with the light, noise and laughter of a vibrant band of Esso colleagues who were no longer together.

As for the Esso Portsmouth - on July 26 1960 she was towed to Hebburn Dry Dock on the Tyne where she was rebuilt into a larger oil tanker and used by Esso, before being sold in 1972. Sadly, whilst under tow in the South China Sea in 1975, she met her final fate by foundering in heavy seas.

**John Hornby**

# in memoriam

**Cyril Adams**, 82, Controllers (10 yrs)  
**Wilfred Adams**, 90, Mobil Court (15 yrs)  
**David William George Adams**, 86, Coryton (18 yrs)  
**Thomas Ahern**, 83, Libya (9 yrs)  
**Viktor Roman Alexander**, 68, Production Dept (10 yrs)  
**Michael Lionel Allen**, 86, Mobil House (34 yrs)  
**Mark Andrews**, 64, Newport (42 yrs)  
**Leslie Archer**, 91, Hythe Terminal (30 yrs)  
**James Reginald Argent**, 77, Hythe (21 yrs)  
**Neil Arthur Martin Austwick**, 77, Lagos, Nigeria (19 yrs)  
**Christopher Bailey**, 67, Fawley (31 yrs)  
**Audrey Bailey**, 89, Typing Services (9 yrs)  
**Graham Barker**, 94, (3 yrs)  
**Herbert Barks**, 99, Fawley (25 yrs)  
**Henry William Barnes**, 80, Fawley (22 yrs)  
**Joseph Michael Barton**, 90, Killingholme (8 yrs)  
**John Beattie**, 92, Fawley Refinery (36 yrs)  
**David Belson**, 87, Inter Sales Mgmt (26 yrs)  
**Alan Bendle**, 84, General Business Line (29 yrs)  
**Edward Bermingham**, 73, L&SP (14 yrs)  
**Edward Bermingham**, 74, Farnborough (5 yrs)  
**Lambton Thomas Winship Bewick**, 89, Coryton Refinery (19 yrs)  
**Archibald Binning**, 96, Regional (35 yrs)  
**Adrian Alfred Bird**, 78, Coryton (22 yrs)  
**Dennis Edward Blackmore**, 75  
**Michael James Boase**, 77, Mobil Court (38 yrs)  
**Ivan Bolwell**, 87, Fawley Refinery (22 yrs)  
**Terance Boreham**, 77, (10 yrs)  
**Sharon Adele Boydell**, 70, Plans & Programs (10 yrs)  
**Clive Bransbury**, 84, Esso Europe Inc (24 yrs)  
**Colin Brown**, 81, Transportation Dept  
**Frank Ernest Gordon Brown**, 80, Admin Chichester  
**Robert Burton**, 91, Saltend Terminal (17 yrs)  
**Alan Anthony Byrne**, 78, Chichester (28 yrs)  
**Edward Carr**, 84, Eci Mats - Tungstall (35 yrs)  
**Phillip Carrolan**, 90, Birmingham Terminal (19 yrs)  
**Aiden Carroll**, 91, Fawley Refinery (31 yrs)  
**Kenneth Challis**, 82, Ipswich Bulk Plant (15 yrs)  
**Michael Champion**, 62, Mobil Shift (12 yrs)  
**Kenneth Thomas Chapman**, 67, Esso (21 yrs)  
**Peter Childs**, 82, Gilbarco Ltd (10 yrs)  
**John Clemmens**, 86, Libya (4 yrs)  
**Arleen Coffey**, 80, Research Centre (20 yrs)  
**Michael John Comer**, 81  
**David Comley**, 85, Field Based (25 yrs)  
**William Saville Crossley**, 88, Mobil Court (38 yrs)  
**Norma Cruickshank**, 88, Dart Oil (16 yrs)  
**Philip John Richard Curphey**, 72, Birkenhead (14 yrs)  
**Kenneth Cuttill**, 80, Nottingham Terminal (26 yrs)  
**Thomas Daniels**, 84, West London (24 yrs)  
**Kenneth F Daniels**, 81  
**Roland Lindsay Dannan**, 78, Plymouth (31 yrs)  
**Frances Anne Davies**, 77, Birmingham (6 yrs)  
**Robert Crowe Davis**, 70, (34 yrs)  
**Patrick Maurice Dunhue**, 71  
**Roy Alan Durant**, 85, Coryton Terminal (35 yrs)  
**Richard Eaton**, 87, Nottingham Terminal (30 yrs)  
**Michael Edwards**, 85, Birmingham Terminal (21 yrs)  
**Benjamin Eggleston**, 88, Mobil House (13 yrs)  
**Ernest Elliott**, 92, London Airport (26 yrs)  
**Keith Fletcher Emsall**, 83, Mobil House (32 yrs)  
**John Richard Enston**, 77, (39 yrs)  
**Hamish Ewing**, 77, Ecse (38 yrs)  
**Thomas Henry Facey**, 84, Coryton Refinery (23 yrs)  
**Geoffrey Felstead**, 77, Fawley (17 yrs)  
**Leslie Finch**, 91, Esso Chemical (25 yrs)  
**Derek Forster**, 89, West London Terminal (13 yrs)  
**Michael Fraser**, 82, (35 yrs)  
**Brian Fuller**, 83, Erca (16 yrs)  
**Patrick Gallagher**, 87, Manchester Terminal (15 yrs)  
**Christopher Gannaway**, 91, Fawley Refinery  
**Peter Giles**, 83, Abingdon (28 yrs)  
**Edward Giles**, 80, Coryton (29 yrs)  
**Peter David Goldsworthy**, 58, Coryton (12 yrs)  
**Alfred Goodridge**, 89, Gilbarco  
**John Gower**, 83, (30 yrs)

**Brian Green**, 85, West London Terminal (19 yrs)  
**Nelson Stanley Green**, 85, Coryton Refinery (12 yrs)  
**Anthony Greenwood**, 80  
**George Gregory**, 95, Exxon Chemical Op (35 yrs)  
**John Gribbin**, 84, Industrial Fuels (32 yrs)  
**Marita Grice**, 89, Mobil Court (31 yrs)  
**John Gordon Guild**, 90, Coryton (31 yrs)  
**Dennis Edward Hackett**, 78  
**Anthony Norman Haigh**, 88, (17 yrs)  
**Keith Hanson**, 88, Libya (8 yrs)  
**Roger William Harvey**, 78, Chichester  
**John David Hatwell**, 80, Coryton (21 yrs)  
**Leslie Hawking**, 92, Treasurers (19 yrs)  
**John Hayes**, 87, Immingham Terminal (34 yrs)  
**Edward Haysler**, 95, Field Engineers (27 yrs)  
**John Hayward**, 76, Cardiff (8 yrs)  
**Catherine Naomi Hazelden**, 74, Esso Europe (1 yrs)  
**Nicholas Frederick Hedges**, 64, (28 yrs)  
**Janet Hellyar**, 66, Ecl (19 yrs)  
**P D Hemingway**, 82, (7 yrs)  
**Terence William Hemmings**, 74, (7 yrs)  
**Philip Henning**, 88, Purfleet Terminal (31 yrs)  
**James Henry**, 81, (31 yrs)  
**Robert John Higgins**, 77, Kingsbury (21 yrs)  
**David Roy Hill**, 76, (37 yrs)  
**John Histed**, 90, West London Terminal (29 yrs)  
**George Campbell Holyhead**, 83  
**David House**, 90, Fawley Refinery (35 yrs)  
**Lawrence Howland**, 84, Fawley Refinery (33 yrs)  
**Helga Maria Hughes**, 79, Mobil Court (27 yrs)  
**Terence Humphreys**, 82, Nottingham 2416 (22 yrs)  
**Reginald Hunt**, 92, Esso Heat (8 yrs)  
**William Hunter**, 79, Shipping (29 yrs)  
**Alexander Robert Ingarfield**, 80, Esso Heat (4 yrs)  
**Stephen Harry Irving**, 74, (21 yrs)  
**Francis Sydney Jackson**, 93, Esso Petroleum Company Ltd (35 yrs)  
**Peter Jay**, 83, West London Terminal (23 yrs)  
**Reginald Johnson**, 98, Hythe Terminal (29 yrs)  
**Melville Jones**, 97, Milford Haven Projects (35 yrs)  
**Glenys Jones**, 94, Milford Haven Refin. (23 yrs)  
**Kenneth Kemp**, 89, Leeds Bulk Plant (29 yrs)  
**Robert Kent**, 88, Kingston (27 yrs)  
**John Frank Kent**, 83, Comms/Computer Service (18 yrs)  
**John Robert Kerr**, 91, Sunderland (36 yrs)  
**George Kinchington**, 77, Fawley (28 yrs)  
**Ba King**, 76, (13 yrs)  
**Graham Knott**, 86, Dover Bulk Plant (15 yrs)  
**Melcolm Peter Know**, 93, Coryton Refinery (22 yrs)  
**William Andrew Lamey**, 74, Chemicals (3 yrs)  
**Daphne Lee**, 84, Straton Street (10 yrs)  
**Julie Ann Lewis**, 72, Production (0 yrs)  
**Douglas Leys**, 85, Pet Marine (16 yrs)  
**John Lloyd**, 80, Mobil Court (28 yrs)  
**Michael Lorrison**, 84, Erca (15 yrs)  
**Philip Lovett**, 85, West London Terminal (16 yrs)  
**Alfred Edward Lowrey**, 91, Coryton (33 yrs)  
**Timothy Mansell**, 91, Butterworths (15 yrs)  
**Philomeno Sheila Sandra Mansfield**, 86  
**Douglas Baker Marshall**, 62  
**Charles George Samuel Marshall**, 90, Hythe Terminal (29 yrs)  
**Arthur Mason**, 88, Transport Dept (10 yrs)  
**Robert Masson**, 67, Sage Plant (26 yrs)  
**Ian McBain**, 85, Supply Department (30 yrs)  
**John McGrath**, 82, Head Office (7 yrs)  
**John McParland**, 85, Transportation Dept (24 yrs)  
**Brian Mercer**, 87, (9 yrs)  
**Glenn Miles**, 70, (33 yrs)  
**Patrick Monaghan**, 81, Bowling Terminal (26 yrs)  
**Ross Hamilton Moore**, 62, (35 yrs)  
**Nancy Joyce Moore**, 92  
**Ronald Morgan**, 87, Coryton (15 yrs)  
**Patrick Joseph Murray**, 86, Coryton (15 yrs)  
**Albert Needham**, 91, Fawley Refinery (35 yrs)  
**Derek George Francis Nevard**, 84, Sevenoaks (44 yrs)  
**Samuel Nicolson**, 97, Milford Haven Refinery (33 yrs)

**Bernard Nolan**, 88, North Region (36 yrs)  
**John Nunns**, 87, Fawley (30 yrs)  
**David O'Connor**, 91, Purfleet  
**Anthony Page**, 85, Wholesale Lubricants (26 yrs)  
**Leonard William Palmer**, 84, Mobil Court (27 yrs)  
**Peter Parsons**, 88, West Region-Retail (26 yrs)  
**Keith Pashley**, 90, Leeds Bulk Plant (29 yrs)  
**David Alan Peacock**, 81  
**Jeremy Pearson**, 77, Esso (16 yrs)  
**Terence Pembroke**, 92, Gilbarco (2 yrs)  
**Gillian Elizabeth Blanche Penfold**, 91, Mobil Europe (11 yrs)  
**George Donald Perry**, 70, Coryton Terminal (17 yrs)  
**Ivan Pickering**, 85, Fawley (27 yrs)  
**Clarence Port**, 92, Research Dept (27 yrs)  
**Victor Cyril Porteous**, 84, Abingdon (22 yrs)  
**George Pownall**, 92, Manchester Terminal (34 yrs)  
**Brian Quinn**, 83, Manchester Terminal (31 yrs)  
**John Lyndon Radford**, 78, (30 yrs)  
**Raymond Readhead**, 95, Fawley Refinery (44 yrs)  
**Kenneth Reed**, 91, Exxon Chem Overseas (22 yrs)  
**Sikandar Rehmatullah**, 77, Coryton (9 yrs)  
**John Reid**, 88, Carlisle Bulk Plant (20 yrs)  
**George Reilly**, 76, Aberdeen (17 yrs)  
**Colin Reynolds**, 90, Milford Haven Refinery (20 yrs)  
**Leslie Roberts**, 91, Gilbarco Limited (31 yrs)  
**Anthony Robinson**, 77, Fawley Refinery (21 yrs)  
**Barbara Jean Rodgers**, 76, (27 yrs)  
**David Rutherford**, 95, Glasgow Retail North (35 yrs)  
**R J Santry**, 74, (17 yrs)  
**Brian Saunders**, 85, Controllers (28 yrs)  
**Anthony Saunders**, 90, Research Dept (13 yrs)  
**Ronald Scotwick**, 95, Transportation Dept (11 yrs)  
**Michael Sellars**, 75, Fleet Personnel (31 yrs)  
**William Drayton Shardlow**, 80, Moor House (18 yrs)  
**Reginald Shepherd**, 85  
**Eric Warren Singleton**, 96, Oxford (31 yrs)  
**Harold Skinner**, 91, Hythe Terminal (25 yrs)  
**Clarence Smith**, 89, Esso Europe (33 yrs)  
**Audrey Florence Mary Smith**, 90, Haidstone (9 yrs)  
**Christine Elaine Smith**, 72, Esso Europe (30 yrs)  
**Anthony Smyth**, 78  
**Jeremy Charles Soyer**, 75, Leatherhead (36 yrs)  
**Colin Charles Stratford**, 84, (21 yrs)  
**Derek John Swaisland**, 75, (25 yrs)  
**Bryan Taylor**, 88, Corporate Mktg Manag (28 yrs)  
**John Thomas**, 92, Abingdon (27 yrs)  
**Paul Thornberry**, 70, Milford Haven (6 yrs)  
**Andrew Thorne**, 88, Midland Region (13 yrs)  
**S Totten**, 82  
**William Trafford**, 89, Libya (16 yrs)  
**Peter Turk**, 89, Fawley (37 yrs)  
**Charles Upham**, 82, Birkenhead (24 yrs)  
**Albert Vale**, 83  
**Edward Veacock**, 82, Esso Libya (7 yrs)  
**Philip Vickery**, 90, Fawley (31 yrs)  
**William G Wade**, 75, (12 yrs)  
**Robert Ward**, 94, Cambridge (14 yrs)  
**Edward Waterman**, 86, Fawley Refinery (27 yrs)  
**Graham Cecil Barton Weir**, 93, Mobil House (30 yrs)  
**Howard Thomas Wellings**, 74, (18 yrs)  
**David Whatley**, 82, ( yrs)  
**Andrew Whitfield**, 57, Fleet Personnel (13 yrs)  
**Dennis Whiting**, 91, Research Dept (41 yrs)  
**Brian Whittam**, 91, Field Engineers (HQ) (29 yrs)  
**Bernard Wick**, 74, Corporate Services (10 yrs)  
**Derek Wilkins**, 93, Victoria St (36 yrs)  
**Donald Williams**, 89, Fawley (26 yrs)  
**Peter Williamson**, 78, Coryton Refinery (32 yrs)  
**Linda Anne Wilson**, 76, Esso Europe Inc. (9 yrs)  
**Geoffrey Wilson**, 93, Esso Asia Services (9 yrs)  
**James Wilson**, 86, London Airport (32 yrs)  
**Leon T M Withycombe**, 80  
**Iris Lillian Wootten**, 80  
**Dennis Wyatt**, 95, West London Terminal (15 yrs)



## Watch out for September Fuel Change

Eagle eyed annuitants may have spotted that motorists across the UK are set to shift to a lower carbon fuel with the introduction of E10 at petrol stations in September 2021.

The new fuel, which is a mixture of petrol and between 5.5 percent and 10 percent ethanol, will help the UK meet its climate change targets. In Touch asked Christine Isaacs, fuels programme advisor, about what this Government mandate means for everyone.


“Our industry will implement the mandate and increase standard unleaded fuel ethanol content from up to 5 percent to between 5.5 percent and 10 percent,” explains Christine. “All fuel companies are making this change over the summer.”

95 percent of petrol cars will be able to take the new petrol with no problem. However, a small number of older vehicles from before 2011 and classic cars will continue to need E5 petrol. Some motorbikes, boats, light aircraft and machinery such as lawn mowers will also be incompatible with the new E10 petrol. They will still be able to use E5 petrol maintained in the ‘Super’ petrol grade. For Esso, this is Synergy Supreme+ 99 petrol. E10 is becoming the standard (95 octane) petrol

– so almost all filling stations will sell E10 (with some exceptions for remote parts in Scotland).

Behind the scenes, this product change is involving people from many different areas of ExxonMobil,” says Christine. “Firstly, we have to start manufacturing regular unleaded fuel with this higher ethanol content. There’s a lot of work being put into the management of change at the refinery to ensure we’re making enough of this new product and the existing 99 grade to meet demand. And then there’s the time that it takes to put it up the pipeline to our terminals and out on trucks, deliver it to the forecourt and turn the tanks. Secondly, all the site pumps and nozzles have to be re-labelled by 1 September, 2021 in line with Government messaging.”

She adds: “A product change is something that doesn’t happen very often and is a complex process. It takes time and a team effort to get all the preparations done. However, I think everyone in the team has enjoyed working as a combined value chain. We all have a common goal and want to be doing as good a job as possible. Our whole industry is having to make this change, so the pressure is on to ensure we meet the government timing, adhere to the guidelines, deliver the new fuel, and the backup fuel.”



**KNOW YOUR FUEL**


**STANDARD PETROL IS CHANGING TO E10**

If your petrol vehicle was made before 2011, or you ride a motorcycle, use the online vehicle checker to see if your vehicle is compatible.

E10 helps cut carbon emissions and is now the standard petrol.

**E10 CONTAINS UP TO 10% BIOETHANOL**

When safe, check your vehicle at [gov.uk/E10checker](https://gov.uk/E10checker)



The change to E10 fuel will bring the UK in line with other European countries and the UK Government estimates that it will help cut transport CO2 emissions by an estimated 750,000 tonnes a year, reducing the environmental impact associated with petrol engines and helping to meet the UK’s climate change targets.

Watch out for the Department for Transport’s nationwide public information campaign launch in the summer to signpost consumers to an online E10 compatibility checker, so they can check the right fuel options for their vehicle. The Government’s message is: If you fill up with the wrong fuel, it’s not going to break your car. Just get it right next time!

For Christine and her colleagues, this is not an option. They are working hard to ensure they get it right first time!

## ExxonMobil announces sale of Santoprene business

ExxonMobil Chemical Company has signed a framework agreement with Celanese Corporation for \$1.15 billion for the potential sale of its global Santoprene business, including the company’s plant in Newport, Wales. The proposed sale is expected to complete in the fourth quarter of this year and the majority of the 350 employees working for the Santoprene business, including nearly 100 from Newport, will transition to Celanese as part of the share sale.

Many companies, including Celanese, showed an interest in the Santoprene business due to its success and the quality of its workforce, and ExxonMobil will continue to have an ongoing relationship with Celanese as a supplier.

ExxonMobil has operated in the UK for more than 135 years and remains fully committed to its presence here. In recent years, the corporation has announced both significant divestments as well as major investments in the UK, including a £140 million upgrade at its Fife Ethylene Plant in Scotland, and the Southampton to London Pipeline replacement project which is due to begin construction later this year.

It also recently announced that our newly formed Low Carbon Solutions business is exploring the potential to capture CO2 from the SEGAL gas processing system (in which we hold a 50 percent stake) and secure it in spent oil and gas fields in the North Sea.

## More memories of Fawley 1957

Annuitant Guy Gorton wrote to us recently to share his memories of a visit to Fawley in 1957. He writes “I was the host to a group of industrial and business VIPs for a visit to Fawley in 1957. At the time, I was assistant to the district manager of Newcastle District (part of Northern Division) responsible for our industrial business. That covered transport, manufacturing and various services. It was an important part of our business in the Tyne, Wear and Tees area.

“The day started at Newcastle station where we took charge of an entire Pullman lounge car, a luxurious first-class carriage in the Tyne Tees Pullman. More guests joined us at Darlington. Our guests could order anything they desired which certainly included lunch before arrival at Kings Cross.

“In London, a chartered coach took us to Waterloo where we had reserved first class compartments in the train to Southampton. I cannot remember how we managed the transfer to the hotel but later there was dinner – all at Esso’s expense, of course.

“In the morning, a coach took us to Fawley where we had a conducted tour of some of the facilities before a journey home on board the Tyne Tess Pullman again, this time with dinner! This journey was particularly hazardous for me, as the grateful guests wanted me to accept lots of drinks at their expense!

“That whole experience happened twice that year and I cannot recall exactly who our guests were, but they certainly included Consett Iron, ICI Billingham as well as shipbuilders on the Tyne and Wear. Happy memories!”

**Guy Gorton**

## Fawley Tower

Annuitant Roger King has kindly sent in some photographs he took on July 24, 1981 at Fawley as the VPS3 (PV3) T101 tower was brought up the road from Calshot to the Refinery. The tower was then lifted into place on the Royal Wedding Day 29th July 1981.



### Win A Copy of the limited edition Fawley Refinery 70th Anniversary Commemorative Brochure!

To coincide with the 70th anniversary of Fawley Refinery, we have five copies of the commemorative brochure to give away in this competition.

#### How to enter

For your chance to win just answer this multiple-choice question - simple!

#### Q What was the exact date of the official opening of the new Fawley Refinery in 1951?

- A. 14 September, 1951
- B. 16 September, 1951
- C. 25 September, 1951

Email [intouch@exxonmobil.com](mailto:intouch@exxonmobil.com) with your answer and the winner will be picked at random. Closing date for entries is 30 August, 2021.