

intouch

For annuitants of ExxonMobil subsidiaries in the UK and Ireland

Volunteers sought for the Massey Shaw Fireboat

Over the years, 'In Touch' magazine has covered many stories about our readers' volunteering achievements. They each highlight how incredibly valuable your experience and knowledge as an ExxonMobil annuitant can be when shared with a community organisation. And they have shown the rewards gained through meeting new people and learning new skills. For this issue, we caught up with Mark Wentworth about the restoration of the historic Massey Shaw Fireboat, which is berthed in West India South Dock, London.

Built in 1935, the Massey Shaw served the London Fire Brigade from its launch until 1971. During this time, she witnessed many historic events, including crossing the English Channel three times as part of Operation Dynamo to save the lives of more than 500 British servicemen at Dunkirk in 1940 and being part of London's firefighting service during the Blitz. She also saved goods worth millions of pounds when her powerful main jet destroyed the walls of a warehouse to stop a fire in its tracks at Colonial Wharf in Wapping.

These stories are kept alive by a small group of volunteers from the Massey Shaw Educational Trust who, in the intervening years, have worked hard to restore her following a sinking, vandalism and decay. Their aim is to return her to the public as a museum ship and to return to Dunkirk as part of the Small Ships flotilla in 2025 on the 85th Anniversary of the evacuation.

Mark has volunteered with the Trust since retiring from ExxonMobil last year, returning to his roots in marine engineering. He is helping to fix the Massey Shaw engines, one of which is badly broken and the other is undergoing a deep maintenance. "It has had salt water all the way around it, meaning it has had to be stripped right back," he says. "We are also rebuilding the second engine which is in its component pieces and there is no manual, so we're having to do a lot of reverse engineering whilst making a record for the future as we go. It is testing our problem-solving abilities and patience for sure."

He adds: "Yes, my career has gone full circle now! At ExxonMobil, I'd been used to working with the latest technology, but have now found myself going back to these rudimentary mechanical engines and marine engineering where my career began. I've had to put myself in the mindset of somebody who was designing and building things in the 1930s to understand why they did (and didn't) do things and that's been an education itself!"

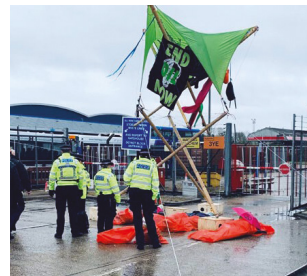
"There's no electronic wizardry with these engines and we are calling in a lot of favours from suppliers we know for low value and rare components," he says. "I spend one day per week in London working on the boat and tend to bring things home to work on too. As well as fixing the engines, we need to retrain our crew and familiarise ourselves with how the boat works when operational." As well as propelling the boat, Mark explains that the engines drive the pumps and main fire water cannon on deck which creates the visible excitement for the public. *continued overleaf*

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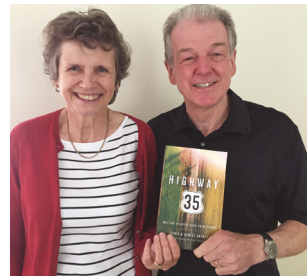
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Mark clearly enjoys his time volunteering with the Massey Shaw team but recognises there is an adjustment needed when moving from paid employment to a volunteering role. He chuckles: “There is a different dynamic as whilst you want to keep productive, you can’t necessarily go at the same speed as you would with colleagues who are in paid employment. You can chivy people along as you work together for common goals, but you can’t tell them what to do or give them targets in the same way!”

He has encouraged another former ExxonMobil team mate to join him ‘on board’ as part of the small team of volunteers. “I’ve known Derek Holme for more than 30 years and like me, he also has a Marine background, which has been a great asset,” he says.

The Massey Shaw Educational Trust is seeking more partnerships, funding, and volunteers across a range of roles including engineering, administration, and fundraising. The Trust is also looking for people to be trained to run the engines and operate the boat and pumps so that the fireboat can appear at events and fundraise.

Additionally, there is a large archive which needs digitising so people with IT skills are also needed. **If you live within reach of London and are interested in helping, visit <https://masseyshaw.org/> and email Mark at markcwentworth@btinternet.com to find out more.**



Mark Wentworth (right) and Derek Holme

ExxonMobil Fawley donates £50,000+ to Air Ambulance in ten years

A decade-long partnership between ExxonMobil Fawley and the Hampshire and Isle of Wight Air Ambulance is helping to keep a life-saving air ambulance service flying high. During this time, we’ve donated more than £50,000 to this vital emergency first aid provider.

Over the years, our funding has helped to promote the importance of STEM subjects in every area of the air ambulance through its outreach

work. Its crews of doctors, paramedics, pilots, dispatch assistants and engineers are perfect examples of STEM being used in the real world.

And more recently throughout the pandemic, when the outreach work had to stop, our donations have helped to support crew members by funding a wellbeing and skills development programme. This is continuing following our latest donation of £3,500.

Ray Southam, Fundraising Manager for Hampshire and Isle of Wight Air Ambulance said: “We really value the long-standing link we have with ExxonMobil in Fawley. The types of incidents that we are called out to means that our crew experience numerous severe trauma incidents and over time this takes its toll. The crew wellbeing programme provides confidential advice and support when they need it, as well as many interventions that avoid them reaching the point of burnout.

“Additionally, the education and ongoing development of our crew means that we can ensure our crews are trained in the highest levels of critical care and therefore ensure our service remains resilient, operational and fit for purpose.”

Nick Bone, ExxonMobil Fawley Chemicals Site Manager, added: “We are delighted to continue our support of the air ambulance which provides an amazing service and has helped to save many lives.”



ExxonMobil announces first-quarter 2022 results

Exxon Mobil Corporation announced estimated first-quarter 2022 earnings of \$5.5 billion despite a \$3.4 billion charge associated with our planned exit from Russia. This was up from \$2.7 billion in the same period during 2021, but down from the \$8.87 billion earned during the fourth quarter of 2021.

Exxon's first quarter capital and exploration expenses totalled \$4.9 billion during the period, with oil-equivalent production falling 4% quarter on quarter to 3.7 million barrels per day, largely due to weather-related unscheduled downtime, planned maintenance, lower entitlements associated with higher prices, and divestments.

However, strong cash flow from operations more than funded capital investment, additional debt reduction and shareholder distributions in the quarter, as first-quarter cash increased by \$4.3 billion compared to the fourth quarter of 2021.

During the period, our Company progressed significant lower-emission opportunities, including plans for a world-scale blue hydrogen plant supported by one of the world's largest carbon capture and storage projects in Baytown, Texas, and received top certification for methane emission management at Poker Lake in the Permian Basin.

And as of April 1, we formed ExxonMobil Product Solutions, combining our world-scale Downstream and Chemical businesses, and centralised Technology & Engineering and Operations & Sustainability groups.

"The quarter illustrated the strength of our underlying business and significant progress in further developing our competitively advantaged production portfolio," said Darren Woods, chairman and chief executive officer. "Earnings increased modestly, as strong margin improvement and underlying growth was offset by weather and timing impacts. The absence of these temporary impacts in March provides strong, positive momentum for the second quarter."

Protests met with professional response

Earlier this year we experienced protests targeted at the UK oil industry by activist groups acting under the banner 'Just Stop Oil'.

The protests prevented trucks entering or leaving our terminals for hours at a time, whilst damaging fences and sabotaging vehicles and equipment.

A total of seven protests took place outside Esso terminals in early April. There were no further protests at the gates of our terminals after we obtained an injunction.

Paul Greenwood, Lead Country Manager has passed his thanks to those involved in managing the situation including all our security and terminal staff who have been directly impacted, and the Midstream, Fuels, Logistics, Law and P&GA teams who have been managing our response to the challenge.

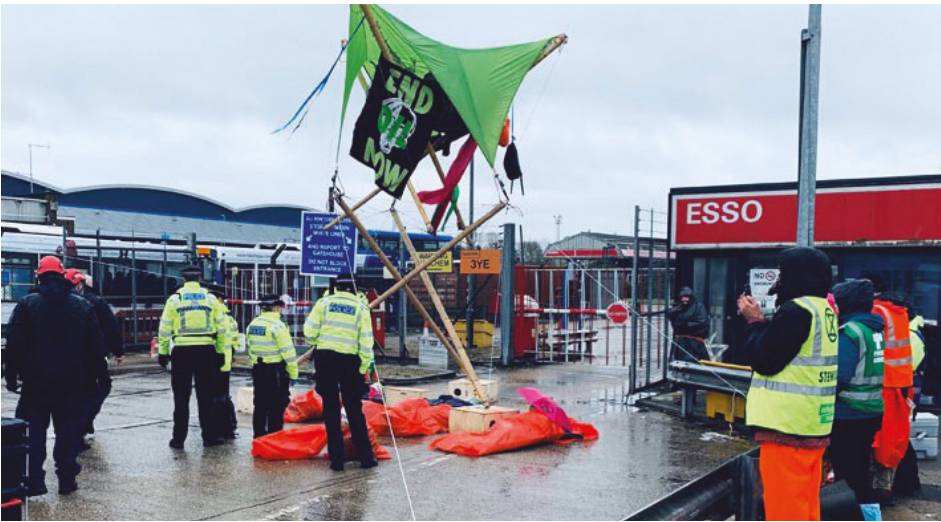
Praising our teams for their efforts, he said: "The exceptional professionalism and fortitude of our people allowed us to manage our operations effectively in challenging circumstances. Thank you once again to everyone who has been involved in our response to these protests. I am deeply inspired to be working with such an effective and dedicated group of people and very proud to be a part of this team."

Our security team worked for some time to prepare, liaise effectively with the Police and ready our key downstream facilities for the threat of protests in order to maintain safety, avoid confrontation and secure the resumption of operations as swiftly and safely as possible.

We also optimised supplies to terminals and service stations to help minimise any impact on our customers, be they our Alliance sites, the Branded Wholesalers, and our commercial customers. We've also worked with the Government and industry associations (such

as UKPIA) in responding to the threat from protestors and in handling enquiries from the media.

Paul Greenwood added: "The challenges of transitioning to a lower carbon future are huge, but we are stepping up to those challenges and taking a major and growing role in projects like the Hydrogen / Carbon capture projects in Scotland and Southampton. It is through these initiatives that we will drive the change we need, not from protests that seek to disrupt the flow of the products our society needs to function."



ExxonMobil Invests in Greener Energy

Since 2000, ExxonMobil has invested more than \$10 billion to research, develop and deploy lower-emission energy solutions and in 2021 established a Low Carbon Solutions business that is currently evaluating biofuels, carbon capture and storage, and hydrogen projects around the world. Here is a round-up of recent projects:

Virgin Atlantic receives ExxonMobil’s first delivery of sustainable aviation fuel

In May, our Fawley Refinery Marine Terminal received ExxonMobil’s first ever delivery of Sustainable Aviation Fuel (SAF) from Neste, a leading producer of renewable diesel and SAF. Several days later, the fuel – enough to operate roughly 140 flights between London and New York – was transported via ExxonMobil’s proprietary pipeline to London Heathrow Airport for sale to our valued aviation customer, Virgin Atlantic. Paul Greenwood, Chairman of Esso UK Ltd joined Suzanne MacDonald, UK Aviation Commercial Manager, at Heathrow to see the first ever delivery of sustainable aviation fuel by ExxonMobil to Virgin Atlantic



Suzanne Macdonald and Paul Greenwood

ExxonMobil expands interest in biofuels

ExxonMobil has expanded its interests in biofuels to help reduce greenhouse gas emissions in the transport sector, by acquiring a 49.9% stake in Biojet AS. The Norwegian biofuels company will convert forestry and wood-based construction waste into lower-emissions biofuels and biofuel components.

Biofuels produced from wood waste can help reduce life-cycle greenhouse gas emissions by 85% compared to petroleum-based diesel.

Biojet AS’s biofuels will be used for passenger vehicles and heavy trucks and opportunities for marine transportation and aviation may develop as the market for lower-emissions biofuels expands.

MoU to explore potential for Southampton Hydrogen hub

Esso Petroleum Company, Limited has signed a Memorandum of Understanding (MoU) with SGN and Macquarie’s Green Investment Group to explore the use of hydrogen and carbon capture to help reduce emissions in the Southampton industrial cluster.

Southampton has one of the largest industrial sectors in the United Kingdom and is both a critical element of the country’s energy supply chain and an important gateway for trade in global markets.

Joe Blommaert, who was at the time president of ExxonMobil Low Carbon Solutions said: “Hydrogen has the potential to help provide customers with access to affordable, reliable energy while minimising emissions. We are pleased to be part of this collaboration to assess the potential for the Fawley facility to play a key role in both hydrogen production and carbon capture and storage solutions.



Left to right: Matt Porter, Green Investment Group; Yvonne Dacey, ExxonMobil; Angus McIntosh, SGN

Inspirational couple celebrate book launch

They say we all have a book in us, but not many have the courage or determination to write one. Former ExxonMobil employee Chris Arthey and his wife Denise are a couple who unquestionably have these qualities and we are delighted to share the news that in retirement they have become published authors.

‘Highway 35’ tells their powerful journey of survival and recovery from a horrific road accident in 2008. They both lost their left legs when their motorbike was hit by a drunk driver in Texas, USA. Miles from home whilst Chris was on assignment for ExxonMobil, they had to find the strength to recover physically and mentally to rebuild their lives.

After a long period of rehabilitation, they returned to their vocations - taking a further overseas posting to the Middle East - before building new roles as ambassadors in the prosthetics industry back in the UK. Chris has taken on marathons and triathlons, Mount Kilimanjaro, Everest Base Camp and a master’s degree along the way.

Chris and Denise have spoken to many audiences over the years about what happened to them and what can be learned from it. They decided to write ‘Highway 35’ to help others facing personal adversity. Following a two-year search for a publisher and delays due to the pandemic, they are excited to finally celebrate their book launch.

As a competitor in endurance sports, Chris hopes their story of overcoming adversity will inspire others. He wanted their book to have broad appeal to help those facing life-changing injuries, their families and front line clinicians.



Chris and Denise Arthey

They have been candid about their story, despite it being a devastating accident with shocking consequences. Chris says: “We realised that to truly connect with readers and help them with their struggles, we couldn’t avoid the raw and personal elements. We recognised the need to tell the whole story, even though at times it might make us feel a little vulnerable and uncomfortable. The feedback we’ve had so far is that people really appreciate our openness.”

Reliving the early days after the accident proved particularly difficult for former teacher Denise. “Chris was in a medically-induced coma; I knew he was badly injured but I didn’t realise how critical his condition was. Those were tough days as I struggled on my own to process the life-changing loss and cope with the pain and a succession of medical procedures. I was so grateful for the support from our grown youngsters, who had flown over, colleagues from ExxonMobil, neighbours, church friends and our faith. I also took comfort from my grandfather’s experiences as an amputee. He lost his leg in the Great War and I knew a good life was still possible.”

The couple explain that the book is unusual in that their story includes the perspectives of others involved in their incident too. Together, these personal accounts provide a 360° view of what happened, including their legal struggles as their case went to the US Supreme Court.

Denise says: “With Chris being in a coma and my heavy medication, we have little recollection of the immediate aftermath. Our three youngsters have written about their feelings when they first saw us, as have the ambulance crew who treated us at the accident site and our US pastor, who became a regular hospital visitor. Weaving these testimonies together proved to be a writing challenge and it was also very moving for us to read just how much we were cared for,” adds Denise.

With the book finished, they plan to continue their active retirement. Chris is in training (at 67!) for his first Ironman 70.3, in Texas later this year, and Denise is continuing to volunteer at the school where she used to teach. They are also both involved with a prison restorative justice programme, helping offenders to recognise there are consequences to their actions. They continue to undertake speaking engagements too.

And if their story reaches Hollywood? They joked that Kevin Costner and Sandra Bullock could play their roles, although a British duo, Kenneth Branagh and Keira Knightley, might fit the bill better! With these two, it seems anything is possible, so watch this space...

If you would like to order a copy of Highway 35, please visit <https://chrisarthey.co.uk/book> or visit the Amazon bookstore.

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

Les bids farewell after 50 years' service

When a young Les Morton joined Exxon on 2 September, 1971 to train as a marine engineer, he could never have foreseen a fifty-year career ahead of him. Half a century later and Les said farewell to the Company that has enabled him to travel the world and drive-up safety standards across the marine industry. Newsline spoke to Les just before he left last year to reflect on his remarkable fifty years' service...

Les joined ExxonMobil aged 17 as a marine engineering cadet. He was sponsored to attend marine school in North East England, and after several years in college and one at sea, he graduated as a Marine engineer.

Since those early days in the seventies, Les has taken on a wide variety of roles with ExxonMobil from engineering projects and a spell at Fawley Refinery to being part of the startup team for a company called Petroleum Shipping Ltd, created as part of the marine restructuring that followed the Exxon Valdez incident. To his own surprise, he also became an accountant and a senior economic analyst – a far cry from his early days, but his potential was obviously spotted!

Les explains: "In retrospect, something which stands out is how I had to adapt and embrace new roles outside of my comfort zone. I remember a cathartic moment when I suddenly realised one can do anything if you've got an open mind and you're willing to face a challenge head on!"

But he admits his happiest and most rewarding times have come from his involvement in the world of marine quality assurance. "I've been the company's global marine quality assurance manager with responsibility for the quality assurance teams we have based around the world. This has been the most exciting job I've had, as it gave us an opportunity

to influence and drive improvements in safety and quality standards in the marine industry. Not many people get that privilege and, as a team, we worked really hard to identify and implement improvement opportunities."

During this time came a career highlight when Les and his team at Qatargas received the prestigious British Safety Council Sword of Honour award (OH&S Management) and the Globe of Honour (Environmental Management). He says: "I am incredibly proud that Qatargas was the first Qatari company to achieve this honour and we went on to secure those awards for six consecutive years until COVID arrived and I returned to the UK."

As we chatted, Les also spoke about the most noteworthy changes he has seen during his long career with ExxonMobil. He recalls: "Alongside the changes brought by technology and IT, I think experiencing how the Company has become a more inclusive employer over the years is particularly significant.

"When I first joined ExxonMobil (and particularly in the areas that I've worked in) the Company was very male orientated. Over the years, it has transitioned into an inclusive organisation that reflects the values people from all backgrounds, cultures and genders have to offer. This cultural change has enriched the company's ability to trade in today's world, which is very different from the 1970's that I recall from my early days. Those joining ExxonMobil today will take this for granted, but reflecting back, this cultural change evolved over many years and required a mindset adjustment for many of those on the journey."

When asked about what he will miss on leaving ExxonMobil, Les doesn't hesitate to say it will be the people. He says: "I've had the privilege to work with lots of really great people. The interface with others is such an important part of what we do."

Rather than taking it easy and taking a much-deserved rest after 50 years' service, Les plans to stay in the industry so he can continue contributing as a consultant on a part-time basis. (Although rather than him not being ready for retirement, Les jokes it is actually his wife who isn't ready for his retirement just yet!)

Sadly due to COVID-19 restrictions, Les was unable to enjoy a face-to-face farewell party with his colleagues, but he was honoured on a zoom call hosted by his boss Emilio Tsocalis, who is based in Houston. More than sixty colleagues and friends paid tribute to his long service with the company and congratulated him on his many achievements.

"It is fair to say my time with ExxonMobil has been an extremely rewarding journey," he concludes. "The Company has provided me with the opportunity to develop both personally and professionally and I feel very privileged to have had that. When I joined all those years ago, I didn't expect to have experienced all the different roles I've had. I was simply going to be a marine engineer!"



Les Morton receiving the sword of honour: LtoR: Mw, Abdurrahman Al Mulla (QG Shipping Manager), Sheikh Khaled Al Thani (CEO Qatargas) and Alaa Al Jabara (COO QG Commercial & Shipping)

Puppy Parent Volunteers Wanted!

Are you looking for ideas about how to spend your time in retirement? Sally Clark got in touch with us to share her story of becoming a 'Puppy Parent'.

Following a 20-year career in HR and procurement, Sally left ExxonMobil in 2020 and together with her husband decided to realise their dream of working with guide dogs. Whilst researching various volunteering options, they discovered registered charity Canine Partners. Much to their delight, having passed the required personal interviews and house checks, the couple soon became 'Puppy Parents' to eight-week-old Lancaster the Labrador, who joined them in December 2020.

Puppy parents play a vital role in the early socialisation and training of a dog, taking on an eight-week-old puppy until it reaches around 14 months of age. They introduce the puppy to the world and give it all the confidence it needs to go on to advanced training before being placed with an adult with disabilities, whose life will be transformed.

Sally says they immediately began following the strict training programme which she admits was quite hard work! "It is interesting to understand the theory of puppy training and putting it into practice - my husband was particularly good at learning how to think dog," she laughs.

"Trainers came to our house weekly to monitor Lancaster's progress and teach us new techniques. They wanted to ensure that Lancaster was developing correctly from a bone structure perspective and it's nice to know that the welfare of the animal is of paramount importance to them too."

Lancaster has now left their home for his next stage of specialist training. "We were heartbroken to say goodbye, of course, but knew that was always going to be the outcome," says Sally. "When you get your dog, they're bred for certain types of disability such as guide dogs, epilepsy etc. and from the outset we knew that Lancaster was going to assist somebody with physical disabilities using a wheelchair."

Sally and her husband are now thinking of being Canine Partners foster parents - looking after a dog when someone is going on holiday or needs some respite care - which requires a little less work and time. She says: "Being a puppy parent is a huge commitment and you need to have the right lifestyle. I'm proud of what we achieved as it is such a worthwhile

thing to do. When you see these dogs out and about, you know that you have helped to improve someone's life."

Canine Partners operates nationwide with regional training centres and is looking for people to become Puppy Parent volunteers and Foster Parents. No previous dog ownership experience is required and, if you already have a dog, you can still become a puppy parent as part of their training is learning how to socialise with other dogs. Checks are required, but the puppy's vet bills and food bills are covered by the charity.

If you are interested, discover more at <https://caninepartners.org.uk/get-involved/volunteering/puppy-parents/>



Sally and Lancaster

TOY STORY

There's a wealth of information within the Cotswold Motoring Museum, but some of its items retain a little mystery. This garage is one of them...

WORDS BY MICHAEL TAMBINI



Occasionally in the museum, we come across items that we know very little about, and this toy garage is a case in point. It's made from tinplate, manufactured in England and the graphics seem to date it to the '50s. Esso is the only branding on it. There's a far greater degree of complexity in its construction and function than in any other toy garages in the collection. Under its roof are two cylinders that hold

water, fitted with a small hand pump that pressurises the water. These are connected to hoses that feed the petrol pumps, a hydraulic pressure gauge at the garage's side, and a hydraulic lift that can be raised and lowered. The lights on the petrol pump globes are powered by batteries, also housed under the roof. It's pretty sophisticated and would have been fun to play with. In the 20th century, the tinplate toy market was dominated by German firms such as Lehmann

until after the First World War. By the '60s, the main players in the UK were Chad Valley, Wells-Brimtoy, Hornby and Louis Marx. One of these companies may have made the Esso garage. It's possible that Esso commissioned it, and that's why it isn't part of any toy company's range. Perhaps one day we'll be lucky enough to find out. ■

Can you tell us anything about this garage? If so, please get in touch at hello@boundlessmag.co.uk.

in memoriam

Albert Alpin, Fawley Refinery, 33 years' service
Ronald Allen, London Office, 24 years' service
Colin Bailey, London University, 29 years' service
David Baldock
Alan Barrass, Fawley, 30 years' service
Douglas Charles Barrett, Coryton Refinery, 28 years' service
Michael Barton
Robert William Bean, HGV Driver, 27 years' service
Victor Beauchamp, 11 years' service
Cecil Beck, Distribution Purfleet, 35 years' service
Julia Bennett, Avonmouth Terminal, 15 years' service
Michael Bertini, Coms & Comp Science, 28 years' service
Lambton Bewick, Coryton Refinery, 19 years' service
Keith Bibby
Reginald Blatch, Kings Lynn, 2 years' service
Peter Bradler, MOCL, 9 years' service
John Brazier, Abingdon, 6 years' service
Frederick Bridge, Bowling Terminal, 23 years' service
Terence Britten, I+W
Vincent Brockbank, Fawley Refinery, 30 years' service
Peter Carter, Avonmouth Terminal, 22 years' service
Kenneth Cass, Transportation Dept, 15 years' service
Harold Chaffe, W.L Terminal, 9 years' service
Michael Chatham, Heathrow, 30 years' service
Michael Clarke, Coryton Refinery, 32 years' service
James Cliffe
Michael Codd, Milford Haven, 12 years' service
Thomas Conway, Fawley, 31 years' service
Frank Corless, 12 years' service
John Creek, 9 years' service
Ronald Crissell, RSTSL, 26 years' service
Norma Cruickshank, DART OIL, 16 years' service
Raymond Darsey, Purfleet Drivers, 30 years' service
Denise Decotter, Mobil House, 7 years' service
James Delaney, Transportation, 24 years' service
Harry Demarne, Purfleet, 36 years' service
Betsy Rita Dickson, Controllers, 5 years' service
William Dodson, Esso Europe, 25 years' service
Malcolm Downes, Immingham Terminal, 2 years' service
David Drum, Coryton Refinery, 8 years' service
Robert Elliott, Supply & Transport, 21 years' service
Patricia Eperon, Victoria Steet, 31 years' service
Violet Finn, Controllers Dept, 20 years' service
Mathew Forster, Coryton Refinery
Leonard Fox, Norwich, 19 years' service
Donald Fraser, Mobil House, 37 years' service
Eric Garbett, Mainline Pipeline, 15 years' service
Martin Grant, Fawley, 43 years' service
George Gregory, Exxon Chemical Op, 35 years' service
Arthur Griffiths, Mobil House, 34 years' service
Ronald Hansford, Fawley, 31 years' service
Nigel Clive Harrison, Mobil Court, 7 years' service
Kenneth Hatley, Butterworth Systems, 11 years' service
Peter Haynes, 12 years' service
John Hickey
Richard Hill, Bitumen Department, 27 years' service
Thomas Hillman, Avonmouth Terminal, 34 years' service
Joseph Hindmarsh, Controllers, 34 years' service
Peter George Holbourne, 26 years' service
James Hull
Ian Hunter
Barry Huntley, Lube Oil Coordination, 22 years' service
Michael Joseph Irving, Ellesmere, 22 years' service
Eric Jackson
Edward James, 1 years' service
Alan Jefferies, Head Office, 22 years' service
Dennis Johnson, Birmingham, 25 years' service
Richard Johnson, Southampton, 17 years' service
Kenneth Johnstone, Distribution, 25 years' service
Stanley Jones, Fawley Refinery, 27 years' service
Walter Jones, Gilbarco, 8 years' service
Brian Kays, Cardiff Bulk Plant, 29 years' service
Trevor Kettle, Milford Haven, 21 years' service
Donald Kilpatrick, 28 years' service
John Kingsmill, MC 6402, 32 years' service
Gerald Kingston, Controllers, 20 years' service
Julien Lack, Comp & Comms Service, 27 years' service
William Lamey, Chemicals, 3 years' service
William Lashmar, Coryton Refinery, 5 years' service
Michael Lewis, 33 years' service
Robert Wilson Logan, Mobil House, 11 years' service
David Martin, Controllers, 34 years' service
Peter McCall, 9 years' service
Donald McCornack, BP, 14 years' service
Kenneth McCrory, Marine Seagoing, 4 years' service
Michael McHugh, Fawley Refinery, 29 years' service
Michael Mehaffey, Coryton, 19 years' service
Aidan Middleton, Fleet, 8 years' service
John Millard, Fawley, 32 years' service
Malcolm Miller, Fawley, 33 years' service
Douglas Monaghan, Hythe Terminal, 28 years' service
Brian Moore, North Somerset Redcl, 26 years' service
John Morgan, Victoria Street, 32 years' service
Ronald Morris, Tunstale, 29 years' service
Leo Murdock, Research Dept, 36 years' service
John Murphy, Mobil House, 3 years' service

Ian Nairne
Donald Owens, Milford Haven Bulk, 28 years' service
Robin Patterson
Christopher Peacock, Ops Fuels, 8 years' service
Roy Physick, Fawley Refinery, 34 years' service
Thomas Pritchard, Transportation, 26 years' service
Brian Quinn, Manchester Terminal, 31 years' service
Colin Reynolds, Milford Haven Refinery, 20 years' service
Jeffrey Rice, 37 years' service
Barbara Rodgers, 27 years' service
D Sambridge
AC Scott, Comma Oil, 15 years' service
Leslie Shepherd, Abingdon, 36 years' service
Peter Siddle, London Airport, 25 years' service
Allan Sisley, Purfleet Terminal, 23 years' service
Robert Smith, 21 years' service
Robin Smith, Heathrow, 27 years' service
Alec Snook, Fawley Refinery, 29 years' service
Paul Somers, 9 years' service
Kenneth Soulsby, M/V Esso Mersey, 11 years' service
Gary Sowersby, 7 years' service
Roy Sparrow, Esso Europe, 24 years' service
Leslie Strange, MOCL, 16 years' service
Robert Strugnelli, Basildon, 22 years' service
Patrick Summers, Hythe Terminal, 30 years' service
Theodore Tamaris, Fawley, 21 years' service
Christopher Thatcher
David Thomas
Reginald Thomson, Birkenhead, 16 years' service
Frederick Tupper, Fawley Refinery, 40 years' service
IJ Turner, 26 years' service
Alan Vann, Coryton Refinery, 16 years' service
Derick Edward Wait, Coryton Refinery, 12 years' service
Kenneth Walker, Head Office, 33 years' service
Ronald Ward, Tynemouth Terminal, 29 years' service
Colin Weeks, SC.2 BLK LOA Control Rows/FAWWY, 27 years' service
Archibald Weir, Birkenhead, 42 years' service
Howard Wellings, 18 years' service
Alfred White, 30 years' service
Eugene Malcolm Williams, Coryton Refinery, 20 years' service
John Williamson, MOCL, 31 years' service
Michael Wilson, Leatherhead, 14 years' service
David Wilson, Basildon, 9 years' service
Stefan Winnik, 40 years' service
Susan Jane Woodley, 27 years' service

Contacts

Pension payment queries, address/ telephone number updates – please contact the Pension Administrator (Willis Towers Watson) via exxonmobiluk@willistowerswatson.com or via telephone at 01737 788162.

Any query for the Company regarding your pension, please contact bk-hrbc-uk-pension@exxonmobil.com

Share Plan or other query, please contact bk.hrsc.uk.benefits@exxonmobil.com



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