

# intouch

For annuitants of ExxonMobil subsidiaries in the UK and Ireland

## Mark celebrates retirement after nearly 41 years' service

**Retirement is a major moment in anyone's life, having given many years to a company or career. And this was certainly the case for Mark Mcilfratrick, who retired in April 2021 after an incredible 40 years and 11 months service for ExxonMobil.**

Like many who retired during the pandemic, sadly Mark's retirement lunch had to be postponed, but we are delighted to now report that Mark was finally able to celebrate with his former colleagues and friends last summer after restrictions were lifted. Tim Greaves in E&PMS hosted the event at a restaurant in Cobham, Surrey at which Mark was able to thank all his colleagues and friends for joining him to celebrate.

Mark began his career with the Company in May 1980 at the Belfast Office. He subsequently worked his way around the UK, enjoying a number of fascinating roles in Abingdon, Fawley and then Scotland, where he worked in Retail, both in Sales and Forecourt Engineering in the Alliance network. During the last 12 years of his working life at ExxonMobil, Mark worked in the Environmental Division.

We'd like to congratulate Mark on his well-earned retirement, but it sounds like he hasn't been taking it easy during his newfound freedom. "I've been keeping busy working on my younger daughter's Victorian flat and I've been involved as secretary with a local senior rugby club, Glasgow Hawks RFC," he says. If that wasn't enough, Mark is also a property convener for a local Church and involved with a cafe attached to a historical Church in the Glasgow University area.

Here's hoping he also finds time to relax over a cup of coffee whilst reading *'InTouch'*!



L-R Tim Greaves, Tom Ramsey, Iain Campbell, Mark Mcilfratrick, Tom McMahon & Pat Roberts.

## contents



### 04

Annuitant news

Making a difference in retirement



### 05

ExxonMobil news

Low carbon future



### 06

ExxonMobil news

FAST Project milestone

### Share your stories with InTouch

For many, retirement is often a time when we reflect on our careers and achievements. Maybe you found yourself in unexpected circumstances or experienced something which didn't quite go to plan? Or perhaps your retirement has enabled you to start a new chapter, learn new skills, volunteer or go on a wonderful family adventure. Do keep InTouch and let us know as we love to share your stories.

Email [InTouch@exxonmobil.com](mailto:InTouch@exxonmobil.com)



L-R Tom McMahon, Tom Ramsey, Mark Mcilfratrick & Phil Holt

## Pipeline of challenges and opportunities

**Martin Pullman, EAME manager of ExxonMobil's Midstream business, talks with Paul Greenwood, UK lead country manager about the challenges Midstream has faced in the UK in the past 18 months, including the 'Just Stop Oil' fuel protests last April; an international emergency exercise in the Cotswolds last June and the panic buying and fuel shortages back in September 2021.**

**PAUL:**

It has been quite a year. What has been happening?

**MARTIN:**

We've had some challenges over the last year or so. In September 2021, you will probably remember the fuel shortage caused by panic buying - the irony of that is we never actually had a shortage of fuel. It was the panic buying that took place. The public thought there was a shortage of fuel when there wasn't, and they basically emptied just about all of the petrol stations over two to three days.

And it's a bit like the toilet roll shortage at the start of the pandemic, there was no extra demand for them, but people panicked. And we then had a period of time where we struggled to recover and replenish the inventories across the UK. But we got through it better than the competition.

**PAUL:**

The climate protests posed a specific challenge for fuel suppliers and attracted a lot of attention. How did your team handle that challenge?

**MARTIN:**

On 1 April, we woke up to protesters outside four of our five fuels terminals. They were gluing themselves to the pavement, chaining themselves to our gates and some had even broken in and climbed tanks. So we had to shut down our operations and worked very closely with the police to get those people removed.

There were several weeks of these protests, but we worked very effectively with our legal team to get an injunction at the fuels terminals, the Fawley petrochemical refinery and at our pipeline locations. What was really pleasing was the response from our customers. They recognised that we did a better job than the competition in dealing with the protests.

When negotiations and contracts came around, the retail and commercial fuels teams came back to us and said that one of the strong reasons why customers were switching

to the Esso brand was because of the reliability that we provided and the confidence that they had in our supply chain network.

In fact, we used to be the number three in the UK by the number of petrol stations. We have returned to number one. We're back to where we belong with the highest number of petrol stations in the UK. The UK fuels business is growing faster than in any other country in Europe, Africa and the Middle East. And there are also some projects in the pipeline that are going to strengthen that position further.

**PAUL:**

Shortly after that we also had the ExxonMobil Regional Response Team (RRT) do a dummy exercise and we had almost a couple of hundred people in Wiltshire...

**MARTIN:**

We always plan for the worst and hope for the best. We developed an exercise around a simulated 'emergency' in the Cotswolds, through which one of our pipelines runs. The scenario was that some protesters had tried to dig up our pipeline and that the digger they were using had ruptured it. So what initially started as a Tier One emergency, a small-scale event, rapidly escalated into a much bigger (Tier Three) one where fuel was entering water courses. It was a fantastic exercise and we learned an awful lot!

So this is 170 people from all around the world from the ExxonMobil Regional Response Team who are trained in how best to respond in these kind of emergencies. And they fly in and we have emergency response training exercises like this so that they are practised, they're exercised, they're fresh, they're ready to go should anything happen for real. It's awesome when you think about our capability and how we can deploy in that period of time.

**PAUL:**

How are we positioned in the Midstream to help the transition to low carbon fuels and make sure that we can extract all the opportunities to lower our emissions and create a business around it?

**MARTIN:**

I think on all fronts we're moving in the right direction and I think as an industry leader, we're demonstrating to the public we're committed to do this.

*This is an excerpt from a recent ExxonMobil podcast.*



Martin Pullman

**Midstream covers everything from the refinery gate to the customer, including the pipelines, fuel terminals, and the trucking out to the customers, where relevant. In the UK, ExxonMobil has five pipelines, five terminals (Hythe, Purfleet, West London, Avonmouth and Birmingham), and then we truck out to our Tesco Alliance customers and some commercial fuels customers.**

## Recollections of Geoffrey Downman

**Welshman Geoff Downman worked for Esso UK for thirty years until he retired in 1986. His children Jane, Paul, David and Catherine have given us permission to publish some of the memories he shared with them prior to his passing in 2017.**

"In the early days when training, I reported to the North West District Office in Wrexham and was briefed that my base was to be Shrewsbury. I would visit Esso garages to train the staff in the North West above an east-west line from Shrewsbury to Machynlleth, Wales. Shrewsbury is a nice town and I made a few drinking friends! Typically, I would spend a week at a garage and most were in travelling distance by bus or train from Shrewsbury.

One time, when I was standing in for a rep who was off sick, I was allowed to use his car - a Vauxhall Vintage 1954 - and enjoyed it very much. I was also allowed to use it when I returned to my parents' home one weekend, and I was a 'bit of a hit' with my friends of both sexes! However, after I left to return to Machynlleth, it started to snow about 10.00pm. (I should say that when I was leaving Machynlleth Bulk Plant on the previous Friday afternoon, I hit the fixed metal ladder on the side of a rail tank car, which cut into the near side wing like a knife, destroying the headlight!)

This did not help driving at night in what became a snowstorm on country roads. It was a difficult drive and I realised that I had steered off the road, down a track into a field (by this time, snow had obliterated the edges of the road). I was stuck and couldn't reverse onto the road, as there was no traction for my wheels.

I had a brainwave! In the car, was a large quantity of the 'Esso Farmer' magazine, which I had been handing to the farmers I visited. I made a track of these magazines in the snow and thankfully it worked, and I got back on the road. If this hadn't worked, I don't know what I would have done. I was miles from any town or village and it was very cold. I got going and eventually reached Newtown in the early hours and I really had had enough. I found the local gas works and the one man operating the place let me sleep on a bench - very uncomfortable, but warm!

The next morning, I followed a snow plough into Machynlleth to discover an alarm had gone out as to my whereabouts and concern had been expressed by no less than the district manager. A beneficial side effect was that nothing was ever said about the damage to the car!

A footnote to this event was that, retracing my journey some week or so later, when the snow had gone, I was able to identify where the incident had taken place by the hedgerows and ditches being littered by scruffy, torn copies of the Esso Farmer...!

### Richard Branson

By 1986, I was advertising manager for Esso, who was the sponsor for an attempt on the Blue Riband (trans-Atlantic speed record) by Richard Branson - supplying fuel for his boat. We arranged national press advertising for the Saturday morning (the attempt was scheduled to finish on the Friday), proclaiming 'Esso congratulates Richard Branson for winning the Blue Riband on Esso fuels'.

The finishing time required Branson to cross the line somewhere near Lands End by 6.00 pm on the Friday. The UK-America leg was within the record, but a delay occurred at the mid-Atlantic refuelling point on the return journey, due to a spillage, but reports were that it was still on

schedule. Subsequent briefings during Friday reported minor delays - but still on schedule.

At about 4.00pm, I started to receive calls from our advertising agency requesting I authorise them to release Fleet Street to print the advertisement for Saturday's papers. I was getting rather uneasy, as, although I was being assured that all was still OK, there were also reports of 'small' delays.

The agency informed me that Fleet Street was saying 5.00 pm was the deadline and nothing could be done after that to insert or, indeed, remove advertisements. I had a growing feeling of unease, although the messages I was getting were still confident, although reporting heavier than anticipated seas.

Should I release the adverts? Terrific if Branson was successful, but, oh dear, what a disaster if he failed? After much soul searching, I decided to pull out and advised my marketing director of my recommendations accordingly. He supported my recommendation. I advised the agency and they substituted ads in the press featuring the Esso tiger.

I listened to the news on the radio at 6pm with some anxiety. Had I missed a great advertising opportunity and wouldn't I look foolish if Branson succeeded? An announcement was made that Richard Branson's attempt had failed, as his boat hit some submerged flotsam in the Channel that had damaged the boat and caused him to give up the challenge. Shamefully, I was very relieved!



Geoffrey Downman

If this story has reminded you of times past when working for Esso or ExxonMobil, we'd love to hear from you. Contact the editor at [InTouch@exxonmobil.com](mailto:InTouch@exxonmobil.com)

## Making a difference in retirement

**Your correspondence to 'InTouch' often shows how beneficial it can be to volunteer in retirement and we have discovered there is no end to the form in which this might take!**

Roger Smith recently got in touch to tell us about the volunteering he and his wife Anita do in their local community. Prior to retiring in 2001, Roger worked for Esso's instrument department at the Fawley Refinery for 30 years, followed by a further decade on pipelines and at the Hythe Terminal. These days he and his wife Anita volunteer at Hanger Farm Arts Centre in Totton for Minstead Trust.

Located just outside the New Forest, the arts centre boasts a theatre space, bustling café and exhibition gallery in an 18th century converted barn. Hosting a year-round events programme, every ticket bought there, or drink sold, helps to improve the lives of people with learning disabilities.

Anita explains what their volunteering means to them: "Roger and I both really enjoy volunteering at Hanger Farm Arts Centre. It is a beautiful venue with a great team and a lovely group of volunteers. There are a variety of jobs and roles to be carried out on performance nights including front of house or behind the bar, but you can choose how often you volunteer to fit in with your lifestyle which is brilliant. Plus of course, you also get to see a variety of fantastic shows.

"We have always been made to feel so welcome and all the volunteers are valued by the staff. You never leave without being thanked and

you certainly go home feeling that you've done something worthwhile. Minstead Trust is such an amazing charity to be involved in, helping to raise funds to support people with learning disabilities."

Roger adds: "I have even met several of my former work colleagues who support events at the arts centre - another plus to volunteering in the community!"

Congratulations to Roger and Anita on the fantastic work they have been doing for their local community and what a splendid example of how to retire well!



Roger and Anita

**Do you volunteer in your local community? If you help a local charity, undertake fundraising challenges or get stuck into local environmental projects, do let us know!**



Discover more about Hanger Farm Arts Centre and Minstead Trust at <https://www.minsteadtrust.org.uk/hanger-farm/>

## Syd Jackson thanksgiving service

A thanksgiving service for the life of Syd Jackson was held on 17 June last year at Beaulieu Abbey church in Hampshire. Family, friends and former colleagues packed the church to pay tribute to the popular senior manager who enjoyed a 35-year career with ExxonMobil.

Following national service and university studies, Syd joined Esso at the Fawley Refinery in 1951 and was quickly given management roles within the organisation. Ever the innovator, he recommended Esso purchase its first IBM computer for the refinery.

Whilst at Fawley, he became involved in the Esso Music and Drama Group, where he met his future wife Margaret, and two children followed. Syd adored his family, and his career momentum continued apace, as he became fleet manager in charge of Esso's worldwide tanker fleet.

The 1970s was a decade of change for the family, with Esso moving Syd from Fawley to New York and back. In 1978, the family relocated to Pembrokeshire when Syd was appointed refinery manager at Milford Haven. Five years later he was back at Fawley where he ended his career as transportation manager and responsible for the building of the Midline Pipeline.

Syd retired from Esso in 1986, aged 60, but never one to rest on his laurels, he took on the chairmanship of East Dorset Health Authority. Three years later, he was recruited to commission a new oil refinery in Saudi Arabia, and so moved with Margaret to the Red Sea port of Rabigh, returning to the UK in 1990. Soon after, Syd was appointed chairman of the New Bournemouth Hospital.

In 1996, aged 70, Syd finally retired for good. For many years he and Margaret were highly active within the Beaulieu community and at

Beaulieu Abbey Church, until they took a step back when Margaret's Alzheimer's became pronounced and Syd cared for her.

In 2018, they both moved into Westcliff Hall care home and in early 2019, Margaret passed away. Syd followed in September 2020, aged 93.

Our thanks go to Syd's family for helping with this article.



Syd Jackson

## A low carbon future

### In conversation with Michael Foley, ExxonMobil Low Carbon Solutions...

Michael Foley is Hydrogen Business Executive for ExxonMobil's Low Carbon Solutions (LCS) business in the UK. Here, he shares how he's helping ExxonMobil chart a course to a low carbon future.

#### What is ExxonMobil's role in the energy transition?

Our aim is to reduce emissions from our operations and realise our potential as a low carbon market leader globally, as we are one of the few companies able to potentially deliver the scale and pace of what the world needs for society to become net zero.

The growth in hydrogen and CCS is significant - trillion-dollar markets – so yes, we have the ambition to be a significant player. However, as a global corporation, Exxon Mobil is very thoughtful and has taken time to ensure it understands what role it is going to play in the energy transition. I have been fortunate to spend time with the global management committee and the CEO and I can tell you all of them feel passionately about the role our Company has in helping society with this.

With LCS, we now have clarity on our areas of focus, which are hydrogen, CCS and biofuels. Hopefully the governments we work with, our customers and partners, and everyone within the company are now seeing us really moving ahead in this area. There is a lot of interest, particularly among employees who are curious about the many exciting career opportunities ahead.

**“Everyone at ExxonMobil will be directly, or indirectly working towards the development or application of low carbon technology solutions to address some of the challenges society has around the energy transition.”**



Michael Foley, Hydrogen Business Executive for ExxonMobil's Low Carbon Solutions business in the UK.

#### What projects are currently being developed?

We're working with Shell on a proposal for a hydrogen plant at Mossmorran where we operate the Fife Ethylene Plant and Shell operates the Natural Gas Liquids plant that supplies it. If implemented, this would be a major project and everyone at FEP will have a role in helping to bring it to fruition.

In Fawley, we're enthusiastic about a new regional cluster partnership too, which includes the University of Southampton and the Local Enterprise Partnership. Having officially launched last November, we're now looking at how we could use hydrogen, CCS and sustainable fuels for the aviation and marine industries to decarbonise both our own assets and the region as well. It has been exciting to bring this cluster together, as our Fawley refinery is at its heart.

Overall, the Government has the ambition of six decarbonising industrial clusters in the UK. The intent is to have two decarbonised industrial clusters online by 2027 and then another two online by 2030. The first two - in the northwest and the northeast - have already been selected. We are expecting the Government to release the second track early next year and hopefully the Scottish Cluster and Fawley will be part of that. What's exciting is we think we have found an opportunity for CCS in the English Channel. We're also looking at offshore storage in the North Sea for both the UK as well as European and global storage as well.

#### Is LCS solely focused on the low carbon areas where ExxonMobil has expertise, or do you see it expanding into other markets such as fuel cell technology?

I'd say we are starting with carbon capture, hydrogen and sustainable fuels because they're areas we can really deploy our competitive advantages in, but we are also monitoring other areas too. There's a lot of work going on in Houston around areas we may want to enter, for example, hydrogen for mobility, which would include partnering with heavy duty and large vehicle manufacturing companies. And we're already working with marine and aviation companies around sustainable fuels and we're looking at other emerging technologies.

#### Would you say the opportunities are two-fold because LCS will help ExxonMobil decarbonise its own operations and at the same time, provide commercial solutions for other sectors and organisations?

Yes, exactly that. If we were only seeking to decarbonise our existing assets, I'd not be convinced we'd need a dedicated LCS business. Whilst we can help our existing businesses to decarbonise their processes cost effectively, our job is also to ask what opportunities we can build from that? For example, is there a way we can help link with customers who may want those low emission fuels for their own net zero aims? Are there technologies society needs that we can provide, such as hydrogen for home heating? This is the huge potential of our LCS business!

Discover more about our Low Carbon Solutions business at <https://corporate.exxonmobil.com/>

# Resid reactor arrival marks key milestone on resumption of FAST Project

**The multi-million dollar Fawley Strategy (FAST) project, one of the largest upgrades to a British refinery in decades, has passed a major milestone, with the arrival of a new Resid reactor on site.**

Constructed by L&T in India, the reactor weighs around 1,100 tonnes and has spent much of the past two years safely stored in a location close to the site while the project was paused due to the impact of the Covid pandemic.

Work on FAST, which will help increase UK energy security, has now resumed, and the arrival of the new Resid reactor is a key enabler of the overall FAST project schedule, as it aligns the construction schedule with the Resid and HD7 (hydrotreater reactor) unit shutdowns.

A special route was developed from the storage site at a local quarry. Before the move the project team performed several simulation runs to identify any potential issues and to ensure the actual move went without a hitch. A power outage was agreed with National Grid, with overhead electricity lines being shut down and the move needed close collaboration with multiple parties including the FAST project team, Sarens, Bilfinger, Trant, FWL, Mid Hants Council, ExxonMobil Security and National Grid.

The 1,100 tonne Resid reactor arrived safely on site, thanks to the focused planning and execution of the Fawley FAST project team and multiple project partners.



Resid reactor arrives at Fawley

## ExxonMobil to play key role in Solent Cluster

**Last November, ExxonMobil joined with the Solent Local Enterprise Partnership, and the University of Southampton for the formal launch of the Solent Cluster – a decarbonisation initiative that promises to substantially reduce CO<sub>2</sub> emissions from industry, transport and households across the Solent and Southern England.**

The Solent Cluster is a cross-sector collaboration of around 40+ organisations, including international manufacturers and engineering companies, regional authorities, businesses and industries, leading logistics and infrastructure operators, and academic institutions,

with decades of proven expertise in carbon capture and storage and hydrogen technology.

Key to the Solent Cluster vision is the potential development of new low carbon hydrogen production and carbon capture and storage, located at and near the Fawley site. These major investments could see us capture, process and store carbon emissions – from both our own operations and those of others - and could enable future potential investment in low carbon fuels for marine, aviation, road transport and other sectors. It also offers the potential of low carbon hydrogen to provide power and heat across the region.

## Third quarter results boosted by strong refining volumes



**At the end of October, Exxon Mobil Corporation announced record third-quarter 2022 earnings of \$19.7 billion, compared to \$17.9 billion in the second quarter, and \$6.75 billion in the same quarter of 2021.**

Our global refining throughput was the highest since 2008, and total oil and gas production was up by an average 50,000 barrels per day, after taking into account our withdrawal from Russia and a couple of Upstream divestments.

“Our strong third-quarter results reflect the hard work of our people to invest in and build businesses critical to meeting the demand we see today,” says Darren Woods, chairman and chief executive officer. “We all understand how important our role is in producing the energy and products the world needs, and third-quarter results reflect our commitment to that objective.”

## Esso trials new renewable diesel fuel

**Esso has launched a trial of its new Esso Supreme 25% Renewable Diesel at 20 Esso retail sites across South East England. It is the first fuel of its kind to be sold at retail sites in the UK and is suitable for use in all diesel engines compatible with B7 fuel, so diesel drivers can simply fill-up with the new fuel and get on their way.**

The new fuel is formulated with a minimum of 25% premium hydrotreated vegetable oil (HVO) which is made from waste cooking oil, refined into a high-quality fuel component and blended with

conventional diesel and our proprietary Esso Synergy additive. It has 15% lower life cycle greenhouse gas emissions (GHG) than our regular Synergy Diesel, meaning that for every 50 litres of Esso Supreme 25% Renewable Diesel used, there is on average a 25kg saving in lifecycle GHG emissions.

This initial trial is part of ExxonMobil’s plan to invest \$17 billion globally on initiatives to lower greenhouse gas emissions, as we continue to innovate and provide solutions to help meet society’s evolving needs.

## Were you involved in the Mobil Diesel Club?

Paolo Di Pietro, a former contractor of Mobil Oil Corporation during the period 1990-1995, has been InTouch about an ambitious project he was involved with called the ‘Mobil Diesel Club’.

He says it was the first attempt to realise a corporate magnetic card for fleet management, to help companies manage their drivers’ expenses and to limit frauds. The network extended from Nord Kapp in Norway to Incirlik in Turkey and involved a card reader that was able to recognise the user and language to enable fuelling and to centrally

manage all the payments and reports. The project closed when Mobil Oil was acquired by Q8 Petroleum.

Paolo says: “I worked mainly in Italy, but I remember a plan in South West England but I cannot remember the name of the city. I do recall this project was one of the most advanced during that period in the 90s.”

***InTouch would love to hear from you if this was a project you remember from the 1990s so we can feature it in a future issue!***

## Contacts

**Pension payment queries, address/ telephone number updates** – please contact the Pension Administrator (Willis Towers Watson) via [exxonmobiluk@willistowerswatson.com](mailto: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](mailto:bk-hrbc-uk-pension@exxonmobil.com)

**Share Plan or other query**, please contact [bk.hrsc.uk.benefits@exxonmobil.com](mailto:bk.hrsc.uk.benefits@exxonmobil.com)

# In Memoriam

## July to November (inclusive) 2022

**Stuart Adams**, Head Office Accounts, 33 Years' Service

**John Adlington**, Victoria Street, 18 Years' Service

**Lawrence Adshead**, Leatherhead, 13 Years' Service

**Kenneth Allen**, 89, Western Region, 35 Years' Service

**David Anstee**, 80, Mobil Exploration Norway, 27 Years' Service

**J Armstrong Owen**, Heating Sales H.O., 5 Years' Service

**Constance Ashcroft**, 94, 12 Years' Service

**Brian Bailey**, Transportation, 5 Years' Service

**Philip Bell**, 75, Petroleum Shipping, 26 Years' Service

**Raymond Benson**, Islip PSD, 30 Years' Service

**Patrick Billy**, 69, 28 Years' Service

**Rose Bishop**, Purfleet, 15 Years' Service

**Peter Bond**, Straten Street, 4 Years' Service

**DI Booth**, 60, 14 Years' Service

**Michael Brown**, 80

**John Bowes**, 86, 10 Years' Service

**William Bowey**, Sunderland, 35 Years' Service

**Derek Burgess**, 95, 11 Years' Service

**Arthur Caines**, ECL Abingdon, 29 Years' Service

**Brian Cockram**, Fawley, 2 Years' Service

**Paul Cole**, Butyl Polymers Southampton, 26 Years' Service

**Margaret Coombes**, 88, 1 Years' Service

**Vivian Corbin**, Barry, 14 Years' Service

**Thomas Cross**, Pontypool, 6 Years' Service

**John Curry**, Fawley, 32 Years' Service

**Robert Davies**, Fawley, 27 Years' Service

**John Davison**, Tynemouth, 23 Years' Service

**Robert De Ath**, 94, Transportation Dept, 40 Years' Service

**Allen De Courcy**, 81

**Ghazi Dickakian**, 90, 25 Years' Service

**Bruce Dingwall**, 61, Esso, 3 Years' Service

**Joseph Dixon**, Coryton, 28 Years' Service

**Michael Docker**, 35 Years' Service

**Stephen Durell**, Mobil Court, 20 Years' Service

**John Edwards**, Coryton Refinery, 11 Years' Service

**Roger Edwards**, 69, Fife Ethylene Plant, 28 Years' Service

**MK Farnell**, 50

**David Fenn**, Lagos, 23 Years' Service

**Brian Fincham**, 87, Kingsbury, 35 Years' Service

**Ronald Fowles**, Gilbarco, 2 Years' Service

**Mabel Fox**, 94, Sheffield, 43 Years' Service

**William Gill**, Tripoli, 18 Years' Service

**Alan Green**, 75, 17 Years' Service

**Alan Hammond**, 71, Butyl Polymers, Maintenance, 30 Years' Service

**Colin Handley**, North Somerset Redcliffe, 34 Years' Service

**Josephine Herbertson**, 83, Fawley, 20 Years' Service

**Terence Hasell**, Fawley, 5 Years' Service

**Peter Hepworth**, Marine - Seagoing, 12 Years' Service

**Thomas Hillman**, 86, Avonmouth Terminal, 34 Years' Service

**David Hinks**, Merchant Navy, 4 Years' Service

**Brian Hiskett**, Purfleet, 35 Years' Service

**Ian Horner**, Fawley Refinery, 35 Years' Service

**William Houston**, 81, Mobil House, 11 Years' Service

**Abnesh Jain**, USA, 4 Years' Service

**Mr G Jenkins**, West Midlands, 7 Years' Service

**Colin Johnson**, Vic St., 29 Years' Service

**Gwyn Jones**, ECGL Pontypool, 11 Years' Service

**Patrick Jordan**

**Thomas Kerr**, Bowling, 17 Years' Service

**David Kerr**, Victoria Street, 36 Years' Service

**Patrick Jordan**, 85, 19 Years' Service

**Peter Keefe**, 77, MNSL Aberdeen, 3 Years' Service

**Larry Kemish**, 69, Fawley, 32 Years' Service

**Frederick Kemp**, 95, Contracts & Material, 27 Years' Service

**Kazimierz Klepalo**, 93, Ellesmere Port Terminal, 20 Years' Service

**Alfred Lane**, 76, Coryton, 15 Years' Service

**Keith Lloyd**, 82, Power Former One, 34 Years' Service

**Arthur Kilmartin**, North Region Retail, 30 Years' Service

**Thomas Larkin**, 92, Motoring Dept, 32 Years' Service

**Jim Lapping**, Tynemouth, 26 Years' Service

**William Lawson**, Killingholme, 33 Years' Service

**Thomas Lewis**, Fife Ethylene Plant, 32 Years' Service

**Victor Luton**, 100, Avonmouth Terminal, 20 Years' Service

**Malcolm MacDonald**, Merchant Navy, 5 Years' Service

**Trevor Mallett**, Fawley, 15 Years' Service

**Keith Mason**

**John McInnes**, Gilbarco Ltd, 17 Years' Service

**George McQuillan**, 84, Edinburgh, 31 Years' Service

**Genevieve McNamara**, Mobil Court, 36 Years' Service

**Terence Miller**, 75, 17 Years' Service

**VJ Mitchell**, 87, 13 Years' Service

**Graham Muckle**, 75, Leatherhead, 35 Years' Service

**Kenneth Mures**, Immingham, 33 Years' Service

**Michael Musson**, Manchester Airport, 25 Years' Service

**Audrey Nelthorpe**, 92

**Christopher Notter**, West London Terminal, 18 Years' Service

**Keith Palling**, 79, 15 Years' Service

**Carol Palmer**, Coryton Refinery, 16 Years' Service

**Derek Pepper**

**J Pheby**, Gilbarco, 9 Years' Service

**Norman Pierce**, Retail, 19 Years' Service

**Ian Pirie**, 79, Purfleet terminal, 29 Years' Service

**John Player**, Avonmouth, 21 Years' Service

**William Pinn**, 89, Nottingham Terminal, 29 Years' Service

**Alan Quartermain**, Abingdon, 27 Years' Service

**Michael Ramsey**, 84, 16 Years' Service

**Rosemary Rogers**, 3 Years' Service

**Frank Roser**, 96, Esso

**Helen Rutter**, 55, Distribution Dept, 6 Years' Service

**Brian Saffrey**, Purfleet Terminal, 29 Years' Service

**Humphrey Saint**, 96, Fawley, 31 Years' Service

**Brian Saunders**, Mobil Coryton, 17 Years' Service

**Alexander Silvester**, Hemel Hempstead, 30 Years' Service

**Marion Slorach**, Dartmouth, 11 Years' Service

**Richard Smethurst**, 92, Manchester Terminal, 27 Years' Service

**Michael Smiles**, Heathrow, 5 Years' Service

**Richard Smith**, 84, Coryton, 16 Years' Service

**Derek Southwell**, ECL, 29 Years' Service

**Betty Speyer**, 97, Head Office, 11 Years' Service

**Bernard Stead**, 88, West London Terminal, 12 Years' Service

**John Stansfield**, Engineering, 27 Years' Service

**Peter Stevens**, 21 Years' Service

**Dennis Stevenson**, 89, ECL Arundel Towers, 29 Years' Service

**Kenneth Stiles**, Purfleet Terminal, 28 Years' Service

**Peter Sturt**, 33 Years' Service

**Roger Sussams**, Aberdeen, 18 Years' Service

**Keith Sykes**, Fawley, 20 Years' Service

**Michael Taylor**, Mobil North Sea Ltd, 20 Years' Service

**Peter Thomas**, Leatherhead, 40 Years' Service

**Kenneth Thompson**

**Paul Thompson**, Coryton, 15 Years' Service

**John Tilley**, Milford Haven, 16 Years' Service

**John Tims**, 88, Research Dept, 32 Years' Service

**Colin Turner**, 85,

**Stephen Uphill**, EPCO /01, 21 Years' Service

**Petrus Van Roon**, 76, Exxon Chemicals, 22 Years' Service

**Simon Vaughan**, 52, Fawley, 26 Years' Service

**Ronald Wade**, 20 Years' Service

**George Watkins**, Avonmouth, 29 Years' Service

**Frederick Wheeler**, 93, ELL Fawley, 30 Years' Service

**Anthony Wilton**, 83, Fawley Refinery, 29 Years' Service

**Michael White**, Esso Europe, 7 Years' Service

**Robert Williams**, Milford Haven, 17 Years' Service

**Colin Williamson**, Fawley, 36 Years' Service

**Robert Winton**, Research, 31 Years' Service

**Steven Wordley**, HEML, 19 Years' Service

**Robert Young**, 80, Foreign Service, 26 Years' Service



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