They would find here, by the ancient squat-towered church, a new city: not a city of brick and tile and stone and glass, but a city almost entirely of towers in silver, looking very much like a combination of a strange conception by Henry Moore and the minarets and towers of a stranger Babylon. It would present to them a clean and shining orderliness of pattern beyond their conception: a pattern of rectangular streets intersecting a city of spires and spheres and ovoids and towers and tubes of swanlike grace endlessly curving.

H.E. BATES, FAWLEY ACHIEVEMENT (1951)
Fawley Refinery is celebrating its 60th Anniversary – a magnificent achievement in itself in these days of uncertainty and change. However, this accomplishment pales in comparison with the more tangible achievements it has made over the course of its 60 year history. The building of the refinery came at a time when the nation was still recovering from the effects of the Second World War. The transformation of the site managed to capture the mood of the day – a fresh sense of optimism, dedication and determination to build a better future.

Since then, the refinery has played a significant role in local, national and global issues – whether through being a good neighbour and employer in the Waterside community; contributing to the UK’s economy; or being part of one of the world’s leading companies. Over the years we have had successes and failures; times of great hope and also of great disappointment. However, the commitment and hard work of all the people who work at Fawley has meant that we can look back at the past 60 years with pride – and we can look forward with a sense of renewed optimism, vision and purpose.

We have seen some remarkable innovations and achievements at Fawley, some of which have been adopted as best practices in ExxonMobil’s petrochemical plants around the world. Without doubt, there are many new challenges ahead, but we have the people and the resources needed to turn many of these into new opportunities and new achievements.

So, Happy 60th Anniversary Fawley Refinery, we hope this book is a fitting tribute to the years gone by. Here’s to the next 60 years!

JOHN BLOWERS
REFINERY MANAGER

WOODY PAUL
CHEMICALS SITE MANAGER
1

THE BUILD
Technical experience at Fawley was limited to practical civil engineering and boiler operations, and skills were acquired solely 'on the job'. Yet it was the people who had learnt in this hard, rough-and-ready school who established the refinery – and it was these same people, assisted by a few new, keen but again inexperienced engineers and chemists, who commissioned the new Fawley as one of the world's premier refineries in 1951.

Dr. Frank Mayo
Refinery Manager 1952-1964
Throughout history, when the people of Great Britain have been presented with big problems, they have produced big solutions. At the end of the Second World War, the British oil industry faced a big problem: how could it meet the nation’s rising need for petroleum products, whilst drastically reducing the strain on a heavily indebted resource pool?

The maintenance of basic standards of living hinged upon the industry’s ability to meet this challenge. Industrial production in Britain in the late 1940s had risen year by year. Only in an environment of sustained production and secure national output, could the country balance its foreign trade account and raise its standards of living: the expansion of industry had to go on.

By the end of the war, imports of oil had fallen dramatically as Britain tried to juggle its increasing demand for energy with its escalating financial deficit. Pre-war oil refining in Britain was on a modest scale; a yearly consumption of 10 million tonnes was met by 2.5 million tonnes produced at home, the remaining 7.5 million tonnes imported from overseas. This volume of oil was enough to keep pace with the onward march of industrialisation, and also enabled Britain to conserve her foreign exchange levels, whilst continuing to aim for self-sufficiency. Britain’s expected annual consumption of oil was projected to be 25 million tonnes by 1950, a volume that was unreachable with post-war UK refineries. Thus, a huge expansion programme to meet the demand was drawn up by Whitehall. Fawley had been home to the Atlantic Gulf and West Indies (AGWI) Refinery since 1921 and quickly became the centre of a monumental expansion project. The new 220,000 barrels per day Esso Refinery would be able to save Britain well over $100 million a year.

In 1946, planning began for the new refinery on a scale that Europe had never previously seen. With a projected two and a half year construction schedule, impeccable planning, meticulous detail and an extensive workforce was required to transform the 450 acre construction site.

In summer 1949, after three years of planning, work on the site began. An army of around 5,000 British workers, their ranks strengthened by over 70 American supervisors experienced in refinery work, arrived at Fawley.

RIGHT: To provide the vast quantities of concrete for the deep foundations on which some of Britain’s largest refinery equipment still stands, a 100ft high concrete plant with an output rate of 140 cubic yards an hour was set up in the first few months.
The new Esso Refinery at Fawley would have a capacity far greater than that of the former AGWI Refinery and the land required to contain this enormous plant would require extensive preparation in a relatively short time.

The first steps involved clearing and levelling the vast site, constructing temporary roads, laying the 3.5 mile railway system, drilling water wells and erecting many miles of fencing. The work went on despite the weather. The winter of 1949-1950 was unpleasant enough but a year later, like the rest of the country, Fawley suffered the longest, bleakest winter in local memory. The average rainfall during construction was 2.73 inches per month, peaking to 7.96 inches in October 1950, the wettest year for 60 years.

The rural location meant that virtually all construction labour had to be recruited from places 15 miles or more away. A construction camp that could house 750 workers was specially built on the site, and canteen and club facilities were provided for the huge labour force. Within a month of opening, 300 men were lodging in the camp and by August 1951 it was expanded to house 800. When construction work was at its peak the caterer served 650 breakfasts, 775 mid-day meals, 725 dinners, 2,500 sandwiches, 7,500 cakes and 13,000 cups of tea every day!

A club was formed to enable camp residents to organise social activities. A building that was planned as a permanent cinema for the Esso Club was completed earlier than expected, so it was loaned to the camp residents’ club during the construction period. It seated 400 and was used for cinema programmes, live shows and sports.
The second phase of the build involved the complex operation of installing the main refinery units. Four giant guy derricks were erected and used to manoeuvre the heaviest pieces of the plant precisely into position. The Debutaniser Tower, for example (100ft high and weighing 135 tonnes), arrived in one piece at the site by road from Southampton Docks.

The Marine Terminal was another important aspect of this phase of construction. With a 3,200ft long jetty, with berthing facilities and accommodation for four 26,500 tonne ocean-going tankers, it had to be built using an array of specialist equipment.

The ‘giant’ of the refinery – the Catalytic Cracking Plant – was assembled during the latter half of 1950 and was finally completed in the summer of 1951. Its huge sections were hoisted high and lowered delicately into position.

During construction, over 300 welders were working at Fawley. Due to the vast army of them that were needed, a welding training school was established on-site.

Overall, five thousand workers put in 15.3 million hours to build the new refinery, and they completed this enormous undertaking with two months to spare.
I think it is a wonderful job and a splendid piece of planning and execution. The experts tell me it will be one of the best refineries in the world. I am very impressed with the scale of the enterprise and the extreme speed and efficiency with which construction is going ahead. The phasing has evidently been done by masterminds.

..
TOP: Workers laying some of the many miles of pipeline beneath the Fawley site.

BOTTOM: Work on the construction of the Marine Terminal.
SO MANY MEMORIES

MR. PETER RODDIS

Peter Roddis joined AGWI in 1945 as a trainee in the Instrument Department. Working as a liaison lecturer between the Training Centre and Southampton Technical College, Peter recalled: “The demand for labour was so huge that they were taking on anyone they could find – local milkmen, bread roundsmen and so on – offering them good wages, job security and a pension, and then training them to become plant operators. Of course, to do a job like that forty years ago didn’t require anything like today’s knowledge and technical skill. They were taking people working as sheet metal workers in the Southampton shipyards and turning them into welders in eight weeks.”

MR. ANDY ANDREWS

Andy Andrews was one of the many men who helped build the refinery. He joined Esso as an assistant pumpman after finishing National Service, and later became a rigger with Foster Wheeler on 3s 3d an hour (16 pence). He explained how one of his jobs had been to climb to the top of the 260ft high, steam-driven guyed derrick to grease the spider and refill it. “You climbed up inside until you got to the final six feet. I did this twice a week and got paid a shilling (5 pence) in height money each time which kept me in cigarettes.”
2

THE GRAND OPENING
When the Prime Minister is in attendance and the King sends his kindest regards, you know something significant is occurring. After 27 months of construction, the mammoth plant at Fawley held an opening equal to its size. Friday, 14th September was a day of national celebration as 6,000 guests watched the opening of the $37.5 million refinery. The ceremony was broadcast live to the nation on the BBC Home Service.

Curiosity had gripped the country throughout this monumental venture, so the gates were opened for journalists to have a preview tour. In the news releases that followed, the Fawley site was noted for its impressive construction and the skill clearly demonstrated throughout the build. When the time came for the official opening ceremony, security guards and Royal Marine Signallers controlled the vast crowd. The hum of machinery formed a background to the speeches – a reminder throughout a day of celebration of the refinery’s commitment to its new responsibility.

A total of 5,393 people sat down under 85,000 square metres of canvas and 1.5 miles of table space, at the biggest ever lunch party held outside under a canvas marquee. As the Prime Minister said: “All who have been concerned – technicians, draughtsmen, foremen, metal workers, craftsmen and labourers – can take pride in their achievement.”

**LEFT:** Guests arriving at Brockenhurst Station on the special train from London Waterloo.

**BELOW:** Mr. Leonard Sinclair (Chairman, Esso Petroleum Co. Ltd) and his wife, greeting Prime Minister Clement Attlee on his arrival at Fawley, 14th September 1951.
The strange-shaped cat-cracker, debutaniser, fractionating columns, storage tanks are in the Wellsian functional tradition. Compared with the old dark Satanic mills of nineteenth-century industrial architecture, they are as clean and lovely in their freshness of design as a new kind of heavenly mansion. Their effect on a flattish waterside landscape is bound to be remarkable.

Despite its three thousand two hundred feet of length, its extensive piles and caissons, its approach causeway of five thousand feet across the marsh, its giant pipe bands and its berthing facilities for four ocean-going tankers, the marine terminal is bound to lack the startling touch of modernisation given by the plant itself. Yet its importance, like the very fact of its achievement in so short a time, is enormous. For all its unobtrusiveness it is the key to the whole affair. It is, in a sense, the heart that pumps the blood.

H.E. BATES, FAWLEY ACHIEVEMENT (1951)
I must confess, Mr Prime Minister, that not the least of our problems as this refinery neared completion, was how it should be officially opened. It does not go off with a bang – at least, we hope not. Nor, our experts have advised us, is it customary to break a bottle of champagne over the cat-cracker.
“Of great importance is the contribution which Fawley will make to the solution of our balance of payments problem. When the cost of refining arises in this country, it is obvious that there is a considerable saving in foreign currency. The Fawley enterprise is a great example of British and American co-operation. This applies not merely in the field of policy but in that of execution. All who have been concerned – technicians, draughtsmen, foremen, metal workers, craftsmen and labourers – can take pride in their achievement.” (Pictured right).

MR. FRANK ABRAMS – CHAIRMAN, STANDARD OIL CO.

“To many people, investment calls up a picture of money alone. But, as the example of Fawley shows, it is clear that investment goes beyond dollars or pounds. Experience, foresight, craftsmanship, courage and especially faith are also needed. It was faith in the future of Britain and in the integrity of her people that brought about this investment in Fawley. You may be sure that Esso Petroleum Company and Standard Oil Company (New Jersey) will make every effort to see that this refinery fulfils the hopes that you and we both have for it.”
PICTURED: Mr. Chester Smith, Director and Vice-President of Standard Oil Company (New Jersey) being shown around the Marine Terminal by Mr. Luther Martin, Staff Engineer, and Mr. George Noble, Refinery Manager.

RIGHT: Prime Minister Clement Attlee unveiling the commemorative plaque at the opening ceremony.
A BANQUET FIT FOR A KING

It was fitting that the lunch after the opening of the new refinery should, in itself, be a notable event. In 1951, it was not only the largest luncheon ever held in Britain, it is believed to have been the biggest held under canvas in the world.

Mere figures give little idea of the complicated challenges that lay behind organising such a function. Everybody knows that a tremendous store of crockery would be needed to feed 5,000, but who would have thought it necessary to call for meteorological reports or to take special precautions to prevent ponies from entering the marquees and kicking over the tables?

As there were no ovens at Fawley, all the food was cooked 100 miles away at Denham, Bucks, where film studio kitchens were made specially available. For four days, the chef de cuisine kept 30 assistants, including 12 chefs, busy from morning to midnight. The delicacies produced amounted to 12 lorry-loads of food!

Six days before the lunch, the tent building began. The day before the ceremony cool breezes hinted at the first sign of trouble, the wind gathering speed and ferocity throughout the day, its gusts growing in strength and the rain falling in great torrents. Kept feverishly busy, with tent poles falling down around them and canvas tearing, every available man was rushed in to help steady the marquee and to reinforce its flailing structure.

By Friday morning on the day of the ceremony the sun was shining. The arrival of six hundred waiters and waitresses was all that was needed to animate the now glistening, transformed scene. No trace of the previous day’s drama was visible when guests in their hundreds arrived for lunch. Thus, a day that marked the achievement of several records in British industrial progress, culminated in the entertainment to lunch of over 5,000 guests by the Chairman and Directors of the company.

**BELOW:** The catering staff prepare for the guests’ arrival in one of the dining marquees.

**TOP RIGHT:** Guests wait excitedly outside one of the lunch marquees.

**BOTTOM RIGHT:** Prime Minister Clement Attlee and guests enter the marquee.
3

THE STERLING REFINERY
Mr. Lappin began work at the Fawley Refinery as a trainee Air Engineer in December 1951, shortly after graduating university. For Mr. Lappin what really gave Fawley its distinctive edge was that, despite its momentous strategic importance and competitive philosophy, so much thought, effort, and care went into fostering employee well-being. Such transparent consideration created timeless feelings of loyalty, pride, and commitment. A unique and very special culture was born within the Refinery gates.

Mr. Lappin remembers a particular occasion during the Middle East crisis in the late 1950s when the area dried up as a source; "Fawley ended up running American crude from the Elk Basin – fearsome stuff! Everyone had to cycle to work because petrol was so short but the mood at Fawley was one of determination. People were keen to find ways to improve production and efficiency to meet the country's need." Even in moments of national economic strain, the refinery maintained its high positive impact and upheld its commitment to local education and the well-being of its employees. “This was one of Frank Mayo's greatest legacies. He ran what can only be described as a paternalistic organisation. He knew everyone and he cared. Every Sunday morning he would go around the refinery talking to the operators, they were the lifeblood, knew the plant intimately and he took the time.”

The early years were a time of camaraderie, understanding each other’s strengths and weaknesses, and applying them to test what did and didn’t work for future production. It was an adventure. Employees were young with little refinery experience. Fawley Refinery offered a steep learning curve, lifelong practical experience, an incomparable working culture and very exciting career opportunities.
PICTURED: Mr. Brian Lappin receiving an award from Mrs. Mayo at an annual sports day at the Esso Club.
Mr. Hall started his career with Esso at Fawley in September 1951 as an Area Engineer. “There was this hub, a sense of comradeship and easy familiarity among employees, reinforced by the fact that almost everyone lived within a stone’s throw of the Refinery.” When it was suggested that Fawley employees in the 1950s might have lived as far afield as Southampton, Mr. Hall and his wife Margaret laughed. “Living as far away as Hythe was considered positively daring!” What is unmistakable about life in Fawley in 1951, and for many years later, was the close-knit community feeling the refinery and the Esso Club inspired. “It was very much a family environment. Because we were all young, our children were at the same schools, families were all involved in local activities, babysitting one another’s children, going to the same clubs, church, schools. At the time it was very unique – getting so involved in local life – but then the refinery staff were the local life, we were the community.”

The sense of seamless integration of community and refinery was striking, and the aura of excitement and possibility from working at the site was contagious. “The fact that it was so important to the country gave us a feeling of being important and of being part of something exciting. It was the first of its kind after the war, and to have this completely new refinery and the jobs it created was very significant. The refinery and the life it gave people was foundation for something very permanent.”
TOP: One of the pre-fab housing developments for families at the Fawley Refinery.
MIDDLE: A dance held at the Esso Club.
BOTTOM: One of the annual sports days held at the Esso Club for Fawley site workers and their families.
A WORLD OF POSSIBILITY

MR. SID JACKSON

In 1951, Fawley offered a world of possibility. Mr. Jackson began work at the refinery in a transportation and planning role. “There was no induction period, you learnt on the job and it was a steep learning curve. They really were very good at developing young talent. You learnt very quickly but this was helped by the fact that you were moved around a lot, so you got a complete picture of the work.” When the refinery expanded people were just reshuffled around. “It was always clear that authority in the company came from mutual respect and people were very good at that.” Mr. Jackson spoke warmly of the Refinery Manager Frank Mayo, affectionately termed the ‘king-maker, and his ability to encourage and accelerate people in their careers.

“There was a remarkable period of change,” explained Mr. Jackson, speaking of the arrival of the first computer on the site, the proposal for which he had drawn up and worked hard to push forward. This was all for a machine with a 2,000-word storage limit on a magnetic drum! “These were days when you had to write your own computer programmes. If you wanted or needed a new programme, you just had to learn how to write it in binary and get on with it! It was all very exciting – truly, you were never bored.”

ABOVE: 1958, Frank Mayo (right) presenting a Coin Your Idea (C.Y.I.) award to Ernie Wright, a Stillman on the Phenol Plant.
Since 1951, Fawley has continued to expand both its capacity and range of products. Refinery throughput was increased in 1957 by an additional distillation unit, which was also later expanded in 1966 and 1971. Hand-in-hand with the increase in refining capacity came diversification – lubricating oil, additional treating plants, a steam power generating station and petrochemicals.

Since the 1950s, oil has provided the base ingredients for a range of products produced at Fawley. In 1958, the first chemical plant was built at Fawley, owned and operated by Esso Petroleum Company Limited. In 1966, a new affiliate company was formed to handle this side of the business – Esso Chemical Limited. Expansion of the Chemicals plant took place from the 1960s onwards and some of the major events are captured in the following pages. The chemical plant dramatically extended the range of products manufactured at Fawley. Consistent investment throughout the site has ensured that the latest, most sophisticated technology has been available for our highly skilled workforce. Not only has this increased volumes of product manufactured at the site, but it has improved efficiency and reduced emissions.

The projects undertaken from 1951 to 2011 have been on an enormous scale and often in quick succession. The upgrading of units, turnarounds and shutdowns has been made possible by the hard work of many employees and contractors.

**BELOW:** Original pneumatic control room instrumentation was replaced by a single digital computer in the mid 1960s. The speed of operation was such that it could examine and deal with two hundred or more process variables in one second.
**1950 - 1960**

The 1950s saw significant developments and growth in the manufacture of chemicals and Fawley played a leading role in this. 1958 marked the beginning of steam cracking with the start-up of SC-1, part of what is often described as the first chemical project at Fawley. By April 1960, work had started on the design of a second steam cracker. SC-2 was built by Foster Wheeler at a total cost of about £5 million. The unit was finally shut down in 2010.

**1962**

In 1962, a new separation step was added to one of the sites gasoline units, the Polymogas Plant. The addition of the Heptenes Tower allowed removal of heptene product. Production was increased to 40,000 tonnes a year supporting the development of the oxo alcohol business. Further developments in 1985 with the Segregated Propylene Project, modified the Poly Plant to produce more tailored final higher olefin products. In 1991, the Poly was reconfigured again through the HOPEX project to support an expansion of Exxon's oxo alcohol and plasticiser business. In 1993, Fawley pioneered the commercialisation of a new zeolite catalyst for the production of higher olefins.

**1969**

The Lubricating Oil Plant was completed in August 1969. This highly complex unit was constructed to meet an ever-increasing lube oil market and to provide, in particular, base oil for Esso's multi-grade premium motor oil – Uniflo. In 1968, Fawley exported a third of its production of lube oil blendstocks, contributing over £2 million to Britain's balance of payments.

**1971**

The Ketone Dewaxing Unit (KDSR), which came on-stream in 1971, was a further addition to the lube oil manufacturing complex at Fawley. The KDSR is supplied with ketone from the MEK plant. Designed to produce high quality finished lubricants, the unit was constructed at a cost of £4 million.

**TOP LEFT:** Steam Cracker 2 (SC-2) furnaces.

**BOTTOM LEFT:** Part of the lube oil plant at Fawley. From left to right, the product stripper and drier, the furnace stack, the extract recovery tower, the hydrofiner reactor, and the raffinate recovery tower.

**RIGHT:** The Seven Sisters LPG spheres are a well-known feature of the Fawley skyline. They play a pivotal role in the integrated operations of the Refinery and Chemicals plants. The spheres store various forms of butylene, the feedstock for the isobutylene plant. The current IB2 plant replaced IB1 in November 1989 as part of the EPIC project. IB2 purifies butylene mixtures into feed for the Butyl Rubber, MEK, and the Poly Plants.
In 1971, the Butyl Rubber Plant was expanded to a capacity of 44,000 tonnes a year, with facilities to manufacture chlorobutyl rubber. The original plant came on-stream in 1963 and was the first of its kind in Britain.

**LEFT:** The three new hydrodesulphurisation units (Hydrofiners). Far left is the compressor house, with various stripping towers and furnaces shown to its right.

**BELOW:** Butyl rubber crumb transported by conveyors prior to being compressed into bales.

The Methyl Ethyl Ketone (MEK) Plant was started up in 1971 as part of the integrated expansion of the Chemicals units. Unit capacity was originally 31,000 tonnes a year and has been steadily expanded in seven separate expansion steps to now make up to 135,000 tonnes a year. There is only one bigger unit in the world. MEK is a strong solvent; the old phrase that it is “Pound per pound the best solvent in the world” has stood the test of time.

In 1971, the Butyl Rubber Plant was expanded to a capacity of 44,000 tonnes a year, with facilities to manufacture chlorobutyl rubber. The original plant came on-stream in 1963 and was the first of its kind in Britain.

The new desulphurisation facilities at Fawley, the construction of which began in 1972, consisted of three additional hydrodesulphurisation units (Hydrofiners 5, 6 and 7); two additional sulphur recovery plants (Sulphur Plants 3 and 4); new sulphur loading facilities; amine regeneration equipment and sour water stripping facilities. This £12 million project improved the refinery’s flexibility in its crude running pattern, enabling 300 tonnes a day of high purity sulphur to be recovered.
1981 - 1983

An additional vacuum distillation column PV-3 was lifted into place on an almost-deserted day at the refinery – 29th July 1981, the day of the Royal Wedding of the Prince of Wales and Lady Diana Spencer. The three year build was part of the Lubes Expansion Project designed to improve yields of lubes and refinery efficiency.

LEFT: PV-3 being manoeuvred into place.

ABOVE: The Cogen Plant providing steam and electrical power across the site.

1991

The Residfiner was designed to allow vacuum residue to be fed to the Catalyst Cracking Plant ‘Cat Plant’. The three reactors use two types of catalyst to remove compounds from the Cat feed, which have a damaging effect on the Cat Plant catalyst. Residfining technology was well-known to Esso and Exxon, but the high operating pressures were something new to Fawley. The Residfiner’s Separex unit was the first hydrogen recovery unit at the Fawley site.

1999

The Cogen combined heat and power plant was built in just 23 months and entered commercial operation in November 1999. The £60 million project was designed to provide over 300 tonnes an hour of steam to refinery and chemicals’ processes – it is nearly twice as efficient as a conventional power station. The cost savings generated went far beyond the initial expectations.
Throughout the refinery’s 60 years the Catalytic Cracking Plant – the ‘Cat Cracker’ – has experienced numerous large-scale modifications and modernisations.

Around 2,500 workers descended on Fawley for the final stages of the £70 million 2000-2001 turnaround project. This enormous project was planned to increase profitability and provide extra feedstock for the petrochemicals made by sister company ExxonMobil Chemical.

Given the enormity of the task, planning began a year in advance. The towers were built in Antwerp before the work began in Fawley and were later transported by barge to Marchwood Military Port. Their journey from Marchwood to Fawley, a distance of approximately five miles, started at first light and moved at walking pace – a journey of six hours!

Meanwhile the new reactor was being constructed in India and incorporated state-of-the-art ExxonMobil technology. The largest section weighed 400 tonnes and was over 16m high and 10m wide. Once the towers were in place the reactor was moved as close as possible to its final location via a specially built skid-way, then manoeuvred into position by an enormous lift.

As the work began, Project Executive Garth Lawrence commented: “It’s not every day that you see 900 tonne reactors lifted to within one millimetre. This is definitely not going to be just another day’s work. This project is not only important for the future profitability at Fawley but it is also important for future investment. This means jobs, not just jobs for now, but jobs for the future, in five years time, in ten years time and so on.”

**LEFT:** A section of the new reactor being moved in to replace the old reactor across a purpose built skid-way.

**RIGHT:** View from the top of the old reactor looking down at the new reactor.
The refinery has come a long way since its initial construction in 1951. As technology has become more sophisticated and the petrochemical industry has expanded, so has the capacity and complexity of the Fawley site. Today we process around 330,000 barrels of crude oil every day accounting for 20 percent of the UK’s total refining capacity. This is a 50 percent increase from when the refinery first opened and ran 220,000 barrels per day. Hundreds of miles of pipeline and an extensive transport network distribute our products.

From the product range and volumes of 1951, the plant has significantly increased its output. The contribution of Fawley to the country’s economy throughout our 60 years of operation needs no exaggeration. Whilst we no longer make products such as white spirit or bitumen, the site’s product range today is diverse. Over 850,000 tonnes of chemical products are manufactured in Fawley each year, and the refinery produces almost one fifth of the fuel used by vehicles on the country’s roads.

Since 1921, the Fawley site has played a key role in the area, providing jobs and helping to sustain the local economy. Fawley has pioneered many new developments in the oil industry, including the introduction of lead-free petrol in the UK. As Fawley celebrates its 60th Anniversary, the site continues to encourage a lasting commitment to safety, the well-being of its employees, efficient production, whilst maintaining a strong relationship with the local community.
PICTURED: Vehicles that have used products produced at Fawley over the decades set against the refinery today. Fourth on the left is the One Million Mile Mobil 1 BMW, a testament to the impressive advances and achievements of product teams at Fawley.
In 1951, 4,000 trees and shrubs were planted into a protective tree belt separating and camouflaging the Fawley site from the community. Today this has become 50,000 trees and shrubs; one example of our 60 year commitment to be a good neighbour to the surrounding area.

Site employees have long-honoured a tradition of involvement and investment in the local community and this is as true today as it was when the site opened in 1951. We have been part of the Waterside community for 60 years and have maintained a strong philosophy of being a responsible and supportive neighbour.

ExxonMobil continues to encourage each one of its employees and their families to contribute their time, talent and energy to schools, charities and non-profit organisations. The annual Day of Caring is still a highlight on the community’s calendar, and the Volunteer Involvement Programme continues to recognise and reward the voluntary efforts of employees and their families.

**BELOW:** Planting the protective tree belt in 1951 that screens the Fawley site.

**TOP RIGHT:** A class of Esso apprentices, a long-established programme that offers individuals the chance to develop specialised skills.

**BOTTOM RIGHT:** Volunteers working at a local school on the annual Day of Caring.
FAWLEY ACHIEVEMENT
CELEBRATING 60 YEARS AT FAWLEY

Written and produced by Lois Clarke, Fawley Community Affairs.
Designed by Robert Hales, New Forest District Council.
Photography by Paul Carter, Crispin Eurich, Ian Jackson, Robert Hales, Paul Rapson.
Printed by Cedar Colour Ltd.

Special thanks to Lisette Norman and WP Group, Sid Jackson,
Peter and Margaret Hall, Brian and Joan Lappin.

© Esso UK Limited 2011