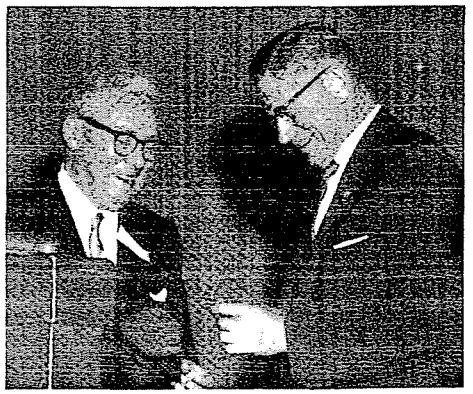
ESSO FLEET NEWS

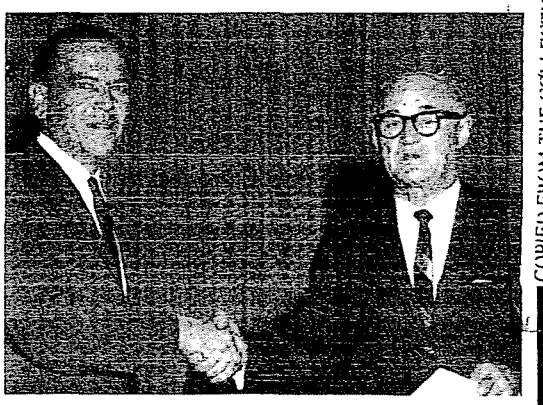
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THE UNIVERSITY OF TEXAS AT AUSTIN







(L. to r.) John D. Rogers and Captain Adolv Larson; Sydney Wire and Captain Harold Griffiths; Joseph Andreae and Captain Harry E. Heffelfinger.

Five Marine Men Honored at Houston Reception

It has never happened before and might never happen again. Three Marine Division men attained 40 years of credited service within four days of each other (May 8-12). In addition, another 40-year Marine man retired on May 1.

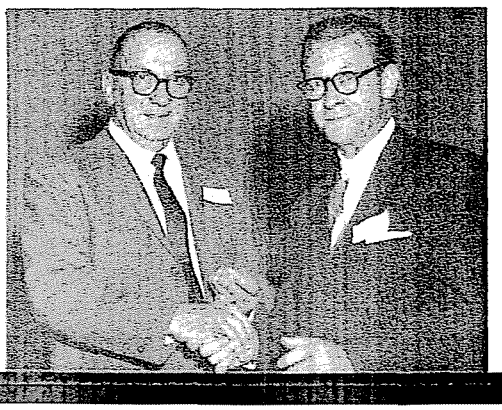
To fittingly celebrate these occasions and to honor Captain M. Breece, who is to transfer to New York shortly, a reception was held at the Houston Club, May 3. The other honored guests were: Captain Adolv Larson, who retired as Manager of the Port of New York Office, and the three 40-year men — Captain Harry E. Heffelfinger, Asst. Port Captain; Captain Harold Griffiths, Master of the *Esso Baltimore*, and John Hnath, Mate in the tug *Esso New Jersey*.

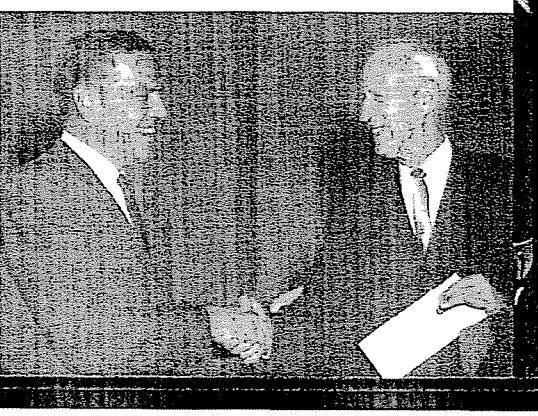
John D. Rogers, General Manager of the Marine Division, who has over 46 years of Company service, was Master of Ceremonies. About 250 persons — Marine employees and their spouses, Company Directors and officials and guests — saw each 40-year man presented with a three-diamond service emblem, a gift check and a scroll of appreciation. Assistant General Managers Joseph Andreae and Sydney Wire introduced and made the presentations to Captains Heffelfinger and Griffiths, respectively and M. F. Spellacy, Manager of the Inland Waterways Dept., did the honors for Mr. Hnath.

Mr. Andreae also reviewed the notable 28-year Company career of Captain Breece, who is to succeed Captain Larson as Manager of the Port of New York Office. Harry W. Ferguson, a Vice President and Director of Humble, spoke briefly and in one of those "truths spoken in jest" complimented Captain Breece on his capacity for independent thinking.

All the guests of honor responded with appropriate remarks. Mr. Hnath expressed his appreciation for the great kindness everyone has shown him and Captain Heffelfinger said he has enjoyed his "happy and interesting cruise".

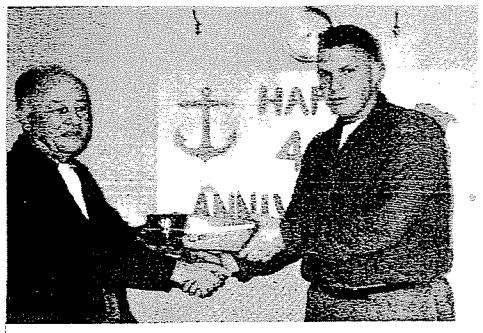
Captain Griffiths, who is our first 40-year man with all seagoing service, traced some of the pro-





(At right) John Hnath and Michael F. Spellacy. (Far right) Mr. Andreae and Captain M. Breece.

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Second Mate Bertram O. Christensen

Captain Griffiths' 40 years in the fleet were recognized aboard the *Esso Baltimore* on April 24, the day before the vessel arrived in New York. In a little anniversary ceremony, the officers and crew gave the Skipper a Polaroid electric eye camera and Chief Steward Lester Payne and his Department prepared a "Captain's Dinner" of southern fried chicken. The photo shows Captain Griffiths (left), oldest man aboard in point of service, receiving the gift from the youngest man aboard, OS Edward Brehm.

gress he has witnessed over the years. "Today," he said, "we have radar that takes the fright out of fog, loran that takes the doubt out of navigation and the gyro that takes the error out of the compass." He also praised the excellent living conditions aboard ship and the high caliber and esprit de corps of our marine men, afloat and ashore.

Before reviewing Captain Larson's 41-year Company career, Mr. Rogers read a letter of congratulation to the guests of honor from Morgan J. Davis, Chairman of Humble's Board of Directors.

Captain Larson spoke about his changing attitudes toward retirement. "When I was 20," he said, "I couldn't have cared less about an event 45 years in the future. Then, it was only through Port Captain Gilroy's 'twisting my arm' that I joined the Company's retirement plan.

"When I was around 35," Captain Larson continued, "I was very much in favor of retirement—for the 'old fogies' higher up on the seniority list. As I approached retirement age myself, I appreciated more and more the fine opportunity which the Company offers its employees to build an estate."

Brief Biographical Reviews

CAPTAIN ADOLV LARSON, who retired on May 1 with close to 41 years of Company service, has had a distinguished career afloat and ashore. As a young lad, he went to sea as a deck boy and able seaman in sailing ships. Joining the Esso fleet as Third Mate in the "Standard" in Oct. 1920, he advanced to Master in April 1931 and served 14½ years, including all of World War II, in that rank. From Oct. 1945 to June 1955, he was a Group Captain in New York. He was Agent at Baltimore for the next 2½ years and then returned to New York as Port Captain. For the past year he has been Manager of the Port of New York Office.

CAPTAIN HARRY E. HEFFELFINGER'S seagoing career began in 1918 when he shipped out as ordinary seaman in a U. S. Shipping Board freighter. In Dec. 1921 he signed on aboard the Company's "W. J. Hanna" as AB and during the next 12 years worked up to Master. He was in command of the "Peter Hurll" in May 1942 when she successfully fought off an attacking U-boat off the coast of Florida. After a shore assignment in Aruba, Captain Heffelfinger was promoted to Group Captain in Nov. 1952 and has been Assistant Port Captain since April 1959. His 40th anniversary was May 9.

CAPTAIN HAROLD GRIFFITHS, senior Master in the fleet, reached the four decade mark with the Company on May 12. His service began on March 31, 1922 as Able Seaman in the "Wm. G. Warden." He became a licensed officer four years later and has been a Master for 28 years. He had the "J. A. Mowinckel" in July 1942 when she was damaged by a torpedo and a mine off Cape Hatteras. After the war he commanded the "Esso Annapolis" for more than six years and has been Skipper of the "Esso Baltimore" since she joined the fleet nearly two years ago.

JOHN HNATH, completing 40 years of credited Company service on May 8, has earned it all on tugs and barges operating in and around New York Harbor. Born in Brooklyn, he started with the Socony-Vacuum fleet in 1922 and transferred to Esso on Feb. 1, 1946 when 6 tugs and 19 barges were acquired by that Company. Mr. Hnath has served as Deck Hand, Mate and relieving Master and currently is assigned to the "Esso New Jersey" in the last two ranks.

CAPTAIN M. BREECE, a graduate of the Massachusetts Maritime Academy, has been Bos'n, Mate and Master in the fleet and a Navy Commander in World War II. His first shore assignment was Assistant to the Mooring Master in New York in Jan. 1947. Subsequently, he was Operating Assistant (Harbor Facilities); Assistant Manager and Manager of the Port of New York Office for eight years, and Manager of the Operating Department. He is an expert navigator and negotiator and an authority on terminals and harbor facilities.

New Rules of the Road Questions Added to License Renewal Exams

Since Jan. 1, 1961, one of the requirements for renewing a deck officer's license has been to demonstrate knowledge of the Rules of the Road. This has been in the form of an "exercise" of 25 multiple choice questions.

Recently the Coast Guard has announced new sets of 25 questions each on the International and Inland Rules. The new set on the International Rules contains questions on the use of radar at sea in restricted visibility, following proposed changes in the Rules which were adopted by the 1960 International Convention for the Safety of Life at Sea.

The new sets of questions may be used interchangeably with the old sets, at the discretion of the Marine Inspection Officer in Charge, but the total number of questions remains 25.

The new International and Inland Rules questions are published in the Coast Guard's NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 3-62.

ESSO FLEET NEWS is published for the seagoing employees of the Marine Division, Humble Oil & Refining Co.: J. D. Rogers, General Manager; Joseph Andreae, Assistant General Manager; Sydney Wire, Assistant General Manager.

W. E. Gardner, Editor.

Contributions and suggestions are invited and should be addressed to The Editor, ESSO FLEET NEWS, Humble Oil & Refining Co., P. O. Box 1512, Houston 1, Texas.

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EXX-MOR-007828

What Name for Your Stock?

By the time you read this, there should be a notice on your ship's bulletin board reading in part as follows:

"Effective January 1, 1961 Thrift Fund participants having stock purchased on or before December 31, 1960 and registered in their own name, were given the opportunity of having the stock registered in the name of the Trustee-Thrift Fund . . . Applications authorizing the change of registry must be in the hands of the Thrift Accounting Office on or before the close of business Friday, June 29, 1962."

In other words — if you want to transfer stock you have in your name to the Trustee's name, do it before the end of June. Otherwise, to make such a transfer, you will have to sell the stock in your name and repurchase in the Trustee's name.

"But," you may ask, "what advantages would there be?"

If you could talk with Stewart T. Edmonds, the Seagoing Personnel Section man who handles Thrift transactions, your questions and his answers might go something like this:

Q. If I transfer the stock in my name to the Trustee's name, I don't get the dividend checks anymore, right?

A. Right. The dividends will be credited to your Thrift account.

Q. Then I won't have to pay current income taxes on the dividends?

A. Correct. But you would pay a long term capital gains tax when your Thrift account is distributed to you at the termination of your employment. Under present tax laws, this is a tax advantage to you.

Q. Can I withdraw the dividends credited to my account?

A. Not directly but the dividends are added to the Thrift Fund withdrawal formula and an amount equal to the dividends may be withdrawn as frequently as every six months. The withdrawal formula is explained on page 20 of the Company's new "Guide to Employee Benefits" booklet. (The booklet was recently sent to the registered Plan address of Thrift Fund members and a few copies to each vessel.)

Q. Outside of the tax saving and the addition to the withdrawal formula, are there any other advantages in having dividends credited to my Thrift account?

A. Yes. It *can* be part of a system of automatic saving and investing. The dividends credited to your account every three months become available to purchase more stock, which will pay more dividends, which will buy more stock, etc., etc. Over a period of time, this system makes a surprisingly handsome pyramid. For example — 100 shares of stock at the current indicated dividend rate ($2.40 per year) would earn $240 in dividends at the end of the first year. This would buy four shares of stock at the present price. In the second year, the 104 shares would earn $249.60 in dividends, enough for four more shares with some left over. After five years, assuming dividends and stock prices constant, the 100 original shares would have grown to 121 and the yearly dividends to $290.40.

(Application forms, Unit Pad No. 76-790-116, for the transfer of stock to the Trustee-Thrift Fund are available aboard vessels and at Agents' offices.)

WORDS OF THE WISE

Any fool can waste, any fool can muddle, but it takes something of a man to save, and the more he saves the more of a man does it make him.

—Kipling

— * —

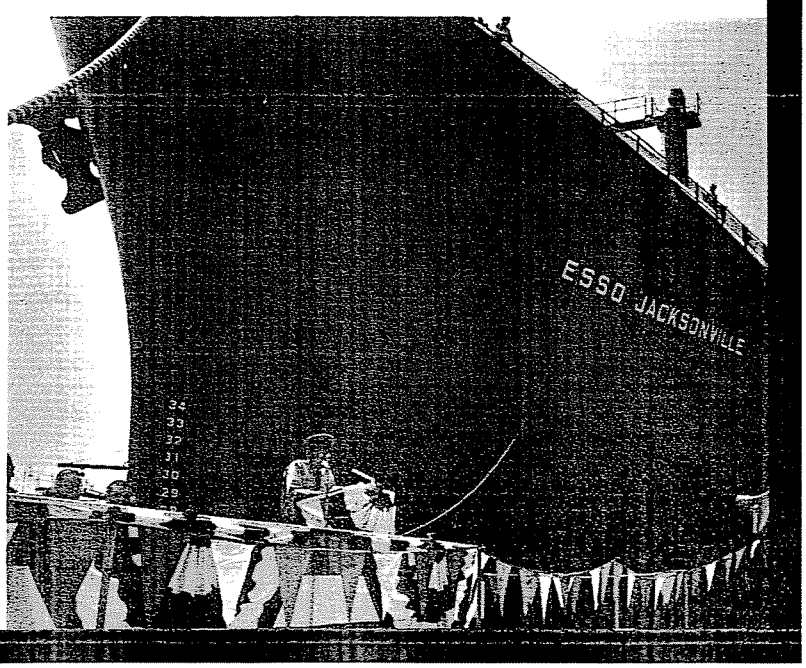
The journey of a thousand miles starts with a single step.—*Chinese Proverb*

Esso Suez Renamed

The *Esso Suez* became the *Esso Jacksonville* May 11 during rechristening formalities at the Rawls Brothers shipyard, Jacksonville, where the tanker is undergoing repairs. Captain William Hamilton (below, at microphone) was Master of Ceremonies as well as Master of the vessel. City Council President W. O. Mattox, Jr. pulled the halyard to unveil the new name on the ship's hull.

Attending the rechristening at the shipyard and a luncheon which followed at the George Washington Hotel in Jacksonville were city and county officials, business leaders and representatives of Humble's Marine and Marketing Divisions.

The *Esso Jacksonville*, and the *Esso Miami* last year, were renamed in honor of the Florida cities in which Humble is now marketing its products.



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TAFFRAIL TALK

Third Asst. Engineers CURTIS W. KEECH, JR. and ANTHONY PETRYK have accepted special assignments as inspectors of the tank coating work to be done in the *Esso Washington* during her current repair period. The work started at Newport News on May 7 and will continue for about 30 days.

* * *

PAUL D. REGAN, 14, younger son of Captain JOHN B. REGAN, took first prize in the senior division of the Atkinson (N. H.) Academy School science fair on May 3. Paul's exhibit, a model oil derrick, also won grand prize at the science fair at the Rockwell Grammar School in Atkinson.

* * *

According to Third Mate G. W. VERLANDER, the personnel aboard the *Esso Baltimore* contributed $104.50 to the American Merchant Marine Library Association this year. "This is a 100% contribution," Mr. Verlander said, "and will put the *Esso Baltimore* on the AMMLA honor roll."

* * *

The *Esso Florence* returned to service May 2 after periodic repairs, equipped to carry alcohol in Nos. 1, 2 and 10 wing tanks. Since No. 10 wing tanks had peviously been segregated, the present work involved converting two reciprocating pumps in the forward pumproom to cargo service and installing a new 300 bph. reciprocating pump for ship's service. In addition, piping alterations were made to provide a segregated loading and discharge system for six grades of alcohol.

* * *

DR. WILLIAM A. ROWE is Plant Physician at the Bayonne Refinery, where he continues to serve seagoing personnel. He was formerly at Bayway.

OBITUARY



HARRY A. MARSH, former Repair Inspector, died on Staten Island, May 4. He was 72 years old and had been retired since Sept. 1954.

Born in Indiana, Mr. Marsh was raised on a farm, worked in coal and ore mines and went to sea in 1914. He sailed in British ships, Shipping Board freighters and Army transports before joining the Company in Jan. 1920 as Second Assistant in the *Muskogee*. Advancing to Chief Engineer in 1929, he served in the *E. J. Sadler* for almost six years.

From Aug. 1936 until his retirement, Mr. Marsh was a Repair and Construction Inspector except for three wartime years as a Tanker Expediter in Scotland.

Safety Honor Presented to Esso Miami

A Certificate of Safety, the Company's special award for a year's operation without a lost-time personal injury accident, was presented to Captain William N. Sims (left center) Master of the *Esso Miami*, by Captain M. Breece, Manager of the Operating Department. This award, made at Freeport, Texas on April 25, will be the third to adorn the *Miami's* bulkheads. She has won similar honors for 1955 and 1959.

After the presentation, the National Safety Council's "Green Cross for Safety" pennant was run up and Chief Mate Robert J. Boxwell thanked the men for their interest in safety, which made the awards possible.

In the photo, l. to r., are: Captain Harry E. Heffelfinger, Asst. Port Captain; Norman Avenell, Asst. to Manager, Operating Dept; H. W. Bradbury, Asst. Port Engineer; Angel A. Abena, Chief Cook; Norman E. Stevens, Wiper; Alfonso E. Turon, Second Cook; L. H. Earle, Employee Relations Adviser; Francisco Fernandes, Chief Steward; Donald Dunbar, Chief Engineer; Richard A. Brower, AB; Captain Sims; Norman S. Allman, MM; Roque Garcia, FWT; Henry Hinjosa, MM; Roberto Garcia, OS; Raymond Garza, Jr., MM; Edmund Wylot, DM; Captain Breece; John J. Gallagher, AB; Arthur R. Hickey, OS; Edward A. Overos, DM; Arthur deB. Martins, UM; Andrew M. Reardon, Bos'n; T. J. McTaggart, Port Engineer; Floyd L. Harris, MM/2nd Pumpman; Mr. Boxwell; John N. Neves, Wiper, and D. A. Hodges, Port Steward.



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